



# TABLE TALK

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**An 'omnibus' view of the Commonwealth Games transports arrangements...**

**Connections with trains...** Two Dyson's buses at Fairfield station connecting with Hurstbridge trains wait for patrons attending the Commonwealth Games' lawn bowls event in Northcote on Sunday 19 March 2006. A number of special shuttles operated from selected stations and tram stops to events. (Steven Haby)



**On standby just in case...** A long way from home! Two buses from Cranbourne Transit are on standby duty at Newport station on Thursday 16 March 2006. Buses were stationed at key stations around the suburban network and at least in Geelong and Ballarat from first to last trains for the duration of the Commonwealth Games. They would swing into action if normal rail services were delayed or disrupted. As far as the Editor is aware the buses were not needed. Cranbourne is just over an hour's drive from Newport in case you are wondering... (Steven Haby)



**Changes to timetables and rosters....** Meanwhile away from the excitement normal services were maintained. Sita Bus Lines' No. 6, a venerable specimen from the early 1980s, is shown here at Newport station loading passengers before departing on the 1810 route 432 service to Paisley on Friday 24 March 2006. Sita Bus Lines was awarded the contract for Commonwealth Games transport and as a result older buses normally used on school runs have been pressed into service on selected routes as seen here as their more modern counterparts were on Commonwealth Games duties. (Steven Haby)

**Commonwealth Games  
Special**

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## You Wrote...

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### **The disappearing act: ROA station codes not published in CountryLink TTs**

The IATA (International Air Transport Association) three-letter airport codes uniquely identify individual airports worldwide. They are made up of precisely three letters - numerals are not allowed.

There are almost 10,000 airports around the world each with different three-letter codes, although the majority of these are simply dirt tracks or fields with no international significance.

A complete list of the 9496 world airport codes, including Cudal CUG, may be found at: <http://www.world-airport-codes.com/>

An explanation of how airport three letter codes have been organised, may be found at: <http://www.skygod.com/asstd/abc.html>

The former Railways of Australia Committee, superseded by the Australian Railway Association, was understood to be instrumental in adopting three letter codes within Australia. The NSW Public Transport Commission took it upon itself some 25 years ago to adopt a series of three letter codes for city and country railway stations, codes which were vastly different and confusing

for travel agents and for the travelling public who also travelled by air.

Other passenger transport organisations have used three letter codes for railway stations and pick up/set down points. These codes have appeared in a range of timetables, including Greyhound, Ansett Pioneer and CountryLink in NSW.

Victoria has made its *Fares and Ticketing Manual* available to the public. It can be purchased from the Metshop for \$10.00, or you can download it as a pdf file from the website: [http://www.metlinkmelbourne.com.au/fares\\_zones/victorian\\_fares\\_ticketing\\_manual.php](http://www.metlinkmelbourne.com.au/fares_zones/victorian_fares_ticketing_manual.php)

Station codes are listed as 'stop codes' on pages 36-43.

It appears the last time CountryLink used three letter codes was in the 25 June 2002 edition of *Fares New South Wales*, pages 49-59.

Since then the codes have disappeared from all CountryLink timetables.

Barry Blair, Tamworth, NSW.

# General News

## New South Wales

### Sydney Bus Contracts – Integrated Network Review

The new bus contracts arising from the recent outcomes of the Integrated Network Review have been announced. The table below outlines each new region and the operator(s) that will be able to operate bus services in the region. The results of the Central Coast, Newcastle and Wollongong reviews are yet to be finalised. Last month's *Table Talk* contained an article about a proposed joint venture between Wollongong bus companies **Dion's Bus Service** and **Green's** in light of this review. (Lourie Smit)

Region	Operator(s)	Status of Integrated Network Review
1	Area 1 Management Company (including Westbus and Busways)	Due for roll out 2007-2008
2	Area 2 Management Company (including Busabout and Interline)	Due for roll out 2007-2008
3	Area 3 Management Company (including Westbus and Busabout, Baxters, Metro Link and Hopkinsons)	Due for roll out 2006-2007
4	Area 4 Management Company (including Hillsbus and Hawkesbury Valley)	Due for roll out 2007-2008
5	Punchbowl Bus Co	Due for roll out 2006-2007
6	State Transit Authority (South West)	Due for roll out 2006-2007
7	State Transit Authority (North West)	Due for roll out 2007-2008
8	State Transit Authority (Northern Beaches)	Due for roll out 2006-2007
9	State Transit Authority (South)	Due for roll out 2007-2008
10	Connex	New services in the Sutherland areas planned to be introduced in line with the new Illawarra train timetable 28 May 2006 New services in the Revesby/Padstow area planned to commence in mid-2006
11	Crowthers	Due for roll out 2007-2008
12	Shorelink (Transdev)	Due for roll out 2007-2008
13	Joint Venture including Transit First and Connex)	New services planned to commence in mid-2006
14	Forest Coach Lines	Warringah part due for roll out 2006-2007 Ku-Ring_Gai part due for roll out 2007-2008
15	Busways	Due for roll out 2007-2008

### Sydney Ferries

The Chief Executive Officer of Sydney ferries abruptly resigned in late February and was replaced by a Rear Admiral (noted for his hindsight?). He said his first priority was to improve the reliability of the services, but there

was no immediate improvement in the number of service disruptions, which were added to by stop-work meetings and sudden strikes in March. The *Collaroy* began trials of several weeks on March 22 after being repaired after its September 2005 accident. (Geoff Lambert)

## Victoria

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### Regional bus service improvements

The Bracks Government announced in late November 2005 that they will spend \$502m improving regional and country bus services. The package, known as "Moving Forward" is to be progressively deployed in 2007. The package will include new and improved regional and country bus services including the re-establishment of intertown services. The package includes:

- New local service between Wallan and Kilmore with 3 morning and afternoon trips for commuters connecting with trains at Wallan and Kilmore East and a shopper service.
- Warrnambool Transit service improvements including weekend and evening services, additional trips to Allansford.
- Introduction of a Mortlake – Warrnambool intertown service derived from the successful multi-agency Transport Connections Program.
- A new Warrnambool – Ararat service via the Grampians.
- Improvements to Mildura town services with additional trips on routes.
- Increasing Echuca town services on weekdays and weekends.
- Introduction of a town service in Yarrawonga and Mulwala.
- Improvements to Geelong Transit System routes including additional services to Leopold, Corio, Lara and Torquay, improved connections to Marshall station and improved weekend services on most routes.
- Shepparton Transit will have an extra 20 services across all routes and additional weekend services.
- Valley Transit services will be increased in all cities including Moe, Traralgon and Morwell
- Additional bus services for residents in the King and Ovens Valley including a new service to the area surrounding Yarrawonga Road in the Wangaratta area and a new program – King and Ovens Valley Transport Connections Program – a thrice weekly servicing Moyhu, Edi, Whitfield and Milawa.
- Additional services in Wodonga to cater for growth and will result in 10 additional trips and 8 additional weekend trips.
- Introduction of a new Wonthaggi town service and a improved intertown service for Cape

Patterson – Inverloch – Leongatha and Cowes – Wonthaggi.

- Introduction of a new route to Maiden Gully in Bendigo with 10 weekday and weekend trips and upgrades to the existing Strathfieldsaye service with 10 additional weekday and 7 Saturday trips. Further improvements to weekend and evening services across existing BendiGO Bus network services. A new Kyneton – Bendigo service will provide connections to Regional Fast Rail services for towns at Malmsbury, Taradale, Elphinstone and Harcourt.
- More direct services in Ballarat to the station; additional Friday night trips on all routes and improvements to Creswick and Wendouree services particularly on weekends. A new commuter service from Daylesford and Gordon to Ballan connecting with trains to and from Melbourne will be introduced.
- New services in the Wimmera and Southern Mallee areas including a new Hopetoun – Warracknabeal – Henty Highway; Woomelang – Sea Lake – Ultima – Swan Hill; Rainbow – Jeparit - Horsham and Donald to Horsham services. (Steven Haby)

### SmartBus problems

A report in the *Herald Sun* on Thursday 23 March 2006 stated that the *SmartBus* trial that had been deployed across a number of Melbourne bus routes in the eastern suburbs had been stopped due to various factors. Routes 700 (Box Hill – Mordialloc), 888/889 (Nunawading – Chelsea/Edithvale) and 703 (Blackburn – Monash University) were all designated *SmartBus* routes which involved GPS and other technology providing passengers at selected stops information on the departure times of buses. Timetables were also improved with services running at frequent intervals 7 days a week until midnight. No further information was available at time of press. (Geoff Lambert, Steven Haby)

## South Australia

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### Adelaide

The *Metro Guide* was reissued dated October 2005. (Michael Marshall)

## Tasmania

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### State election

The Liberal Party as part of the recent state election had announced a number of surprising initiatives including

- Additional funding to **Metro Tasmania** to acquire services run by private operators to

New Norfolk (run by subsidiary **Hobart Coaches**); Sorell (run by **Tasmanian Redline**); Huonville (run by **Tassielink**) and Dodge's Ferry and Carlton (run by **Smith's City to Surf**).

- Introduction of regular services between Port Sorell and Shearwater to Devonport (currently serviced only by school buses)



## **New South Wales**

### **NSW RailCorp**

**RailCorp** issued Version 1.0 of its 28 May 2006 SWTT on 2 March 2006 and, 4 days later replaced it with version 1.1. Later, on 20 March 2006, it made a complete re-issue of Version 2.2 of its September 2005 SWTT, to be effective 25 March 2006 (previously available only as insert pages). CityRail has circulated a (possibly draft) paper version of its 28 May 2006 SWTT for staff comment. A series of staff meetings are planned to discuss this SWTT. (Geoff Lambert)

## **Victoria**

### **Connex – Commonwealth Games services**

It was a case of “everything with wheels” as Connex resources were stretched to the limit as extra services ran each day for the duration of the Commonwealth Games. Generally peak services remained unchanged however evening services ran to 20 minute frequencies each day to around 0100 each night. Sunday services ran to Saturday timetables. Six car sets ran on all services except Williamstown and Alamein shuttles.

For the Opening Ceremony the last services departed Flinders Street at around 0130.

Extremely heavy crowds were carried each day however as the Games coincided with school holidays there was not the issue of students travelling to and from school. Furthermore many people had decided to go away for the holidays.

From all accounts the system coped extremely well and there has been favourable reports in the press about how well rail services can handle big crowds.

There have been calls throughout the community for the increased evening services to remain after the Games. Coincidentally taxi companies have reported a downturn in night trade with extra rail and connecting bus services being one cause.

Needless to say the Tasmanian bus association has rejected the above proposals and has called upon additional funding to the private operators. As the polls predicted the ALP was returned to power in Tasmania. (Steven Haby)

The following are details of extra services that ran throughout the Games periods, excluding the 20 minute evening services.

### **Wednesday 15 March 2006**

Additional evening services ran for the opening ceremony at the MCG.

- 19.19 down Greensborough (*express Jolimont - Clifton Hill*)
- 20.32 down Epping (*express Jolimont - Clifton Hill*)
- 21.47 down Dandenong
- 22.41 down Ringwood (*not stop East Richmond*)
- 23.01 down Ringwood (*not stop East Richmond*)
- 23.19 down Ringwood (*direct, express Richmond - Camberwell*)
- 23.24 down Lilydale (*not stop East Richmond*)
- 23.23 down Dandenong
- 23.31 down Glen Waverley (*direct*)
- 23.34 down Ringwood (*not stop East Richmond*)
- 23.35 down Greensborough (*express Jolimont - Clifton Hill*)
- 23.37 down Frankston
- 23.43 down Upper Ferntree Gully (*not stop East Richmond*)
- 23.44 down Frankston
- 23.47 down Glen Waverley
- 23.52 down Sandringham
- 23.53 down Werribee (*direct Newport - Laverton*)
- 23.54 down Greensborough (*express Jolimont - Clifton Hill*)
- 23.54 down Dandenong

- 23.56 down Ringwood (*not stop East Richmond*)
- 23.59 down Broadmeadows
- 00.03 down Lilydale (*not stop East Richmond*)
- 00.04 down Frankston
- 00.07 down Glen Waverley
- 00.07 down Pakenham
- 00.07 down Sydenham
- 00.13 down Werribee (*direct Newport - Laverton*)
- 00.14 down Cranbourne
- 00.16 down Ringwood (*not stop East Richmond*)
- 00.16 down Greensborough
- 00.19 down Broadmeadows
- 00.23 down Upper Ferntree Gully (*not stop East Richmond*)
- 00.24 down Frankston
- 00.27 down Glen Waverley
- 00.27 down Dandenong
- 00.27 down Sydenham
- 00.33 down Werribee (*direct Newport - Laverton*)
- 00.34 down Dandenong
- 00.36 down Ringwood (*not stopping East Richmond*)
- 00.36 down Eltham
- 00.39 down Broadmeadows
- 00.43 down Lilydale (*not stopping East Richmond*)
- 00.44 down Frankston
- 00.47 down Pakenham
- 00.54 down Cranbourne
- 00.56 down Ringwood (*not stopping East Richmond*)
- 01.04 down Cranbourne
- 01.07 down Glen Waverley
- 01.14 down Dandenong
- 01.17 down Upper Ferntree Gully (*not stopping East Richmond*)
- 16.09 up Broadmeadows (*express Moonee Ponds - North Melbourne*)
- 16.29 up Broadmeadows (*express Moonee Ponds - North Melbourne*)
- 16.48 up Glen Waverley (*express Darling - Richmond*)
- 17.03 up Glen Waverley (*express Darling - Richmond*)
- 17.18 up Broadmeadows (*express Moonee Ponds - North Melbourne*)
- 17.32 up Broadmeadows
- 17.33 up Dandenong
- 17.45 up Epping (*express Clifton Hill - Jolimont*)
- 17.45 up Ringwood (*not stopping East Richmond*)
- 17.46 up Frankston
- 17.48 up Belgrave (*express Camberwell - Richmond*)
- 18.00 up Greensborough (*express Clifton Hill - Jolimont*)
- 18.04 up Frankston
- 18.14 up Dandenong
- 18.18 up Greensborough
- 18.21 up Sandringham
- 18.28 up Broadmeadows (*express Moonee Ponds - North Melbourne*)
- 18.52 up Mooroolbark (*not stopping East Richmond*)

#### **Thursday 16 March 2006**

Extra services ran on the Upfield line for netball and hockey events in Royal Park running express North Melbourne – Royal Park – Coburg and return.

- 08.56 down Coburg
- 09.16 down Coburg
- 09.36 down Coburg
- 09.56 down Coburg
- 13.51 down Coburg (*via loop*)
- 14.11 down Coburg (*via loop*)
- 14.31 down Coburg (*via loop*)
- 14.52 down Coburg (*via loop*)
- 15.11 down Coburg (*via loop*)
- 15.31 down Coburg (*via loop*)
- 14.52 up Coburg
- 15.13 up Coburg

- 15.33 up Coburg
- 15.54 up Coburg
- 19.52 up Coburg
- 20.12 up Coburg
- 20.32 up Coburg
- 20.52 up Coburg

In addition to the 20 minute evening services, the following extra trains ran:

- 19.19 down Greensborough
- 20.32 down Epping (*express Jolimont - Clifton Hill*)
- 21.47 down Dandenong
- 22.41 down Ringwood (*not stop East Richmond*)
- 22.47 down Pakenham
- 22.49 down Epping
- 22.51 down Glen Waverley
- 22.53 down Greensborough (*express Jolimont - Clifton Hill*)
- 22.53 down Pakenham
- 22.54 down Upper Ferntree Gully (*not stop East Richmond*)
- 22.57 down Frankston
- 23.01 down Ringwood (*not stop East Richmond*)
- 23.03 down Lilydale (*not stop East Richmond*)
- 23.03 down Sandringham (*ex Spencer Street, 4min earlier*)
- 22.50 and 23.10 down Sandringham trains will originate at Spencer Street 4 minutes earlier
- 16.09 up Broadmeadows (*express Moonee Ponds - North Melbourne*)
- 16.29 up Broadmeadows (*express Moonee Ponds - North Melbourne*)
- 16.48 up Glen Waverley (*express Darling - Richmond*)
- 17.03 up Glen Waverley (*express Darling - Richmond*)
- 17.18 up Broadmeadows (*express Moonee Ponds - North Melbourne*)
- 17.32 up Broadmeadows
- 18.28 up Broadmeadows (*express Moonee Ponds - North Melbourne*)

- 18.52 up Mooroolbark (*not stopping East Richmond*)

### Friday, 17 March 2006

Trains ran to Coburg for the netball and hockey events in Royal Park and ran express North Melbourne – Royal Park – Coburg and reverse.

- 06.32 down Coburg
- 06.51 down Coburg
- 07.11 down Coburg
- 07.33 down Upfield
- 07.52 down Upfield
- 10.54 down Coburg
- 11.14 down Coburg
- 11.34 down Coburg
- 11.54 down Coburg
- 12.14 down Coburg
- 12.34 down Coburg
- 16.11 down Coburg (*via loop*)
- 16.31 down Coburg (*via loop*)
- 16.53 down Coburg (*via loop*)
- 17.13 down Coburg (*via loop*)
- 17.31 down Coburg (*via loop*)
- 17.53 down Coburg (*via loop*)
- 18.13 down Coburg (*via loop*)
- 12.13 up Coburg (*via loop*)
- 12.34 up Coburg (*via loop*)
- 12.53 up Coburg
- 13.14 up Coburg
- 16.33 up Coburg
- 16.54 up Coburg
- 17.14 up Coburg
- 17.34 up Coburg
- 17.53 up Coburg
- 18.14 up Coburg
- 18.34 up Coburg
- 18.54 up Coburg
- 19.14 up Coburg
- 22.14 up Coburg
- 22.34 up Coburg
- 22.54 up Coburg
- 23.14 up Coburg

- 23.34 up Coburg

Additional services on other lines ran as follows

- 19.19 down Greensborough
- 20.32 down Epping (*express Jolimont - Clifton Hill*)
- 21.47 down Dandenong
- 22.41 down Ringwood (*not stop East Richmond*)
- 22.47 down Dandenong (*express South Yarra - Caulfield*)
- 22.49 down Epping
- 22.51 down Glen Waverley
- 22.53 down Greensborough (*express Jolimont - Clifton Hill*)
- 22.53 down Pakenham
- 22.54 down Upper Ferntree Gully (*not stop East Richmond*)
- 22.57 down Frankston
- 23.01 down Ringwood (*not stop East Richmond*)
- 23.03 down Lilydale (*not stop East Richmond*)
- 23.03 down Sandringham (*ex Spencer Street, 4min earlier*)
- 23.03 down Frankston
- 23.11 down Glen Waverley
- 22.50 and 23.10 down Sandringham trains will commenced at Spencer Street 4 minutes earlier
- 16.09 up Broadmeadows (*express Moonee Ponds - North Melbourne*)
- 16.29 up Broadmeadows (*express Moonee Ponds - North Melbourne*)
- 16.48 up Glen Waverley (*express Darling - Richmond*)
- 17.03 up Glen Waverley (*express Darling - Richmond*)
- 17.18 up Broadmeadows (*express Moonee Ponds - North Melbourne*)
- 17.32 up Broadmeadows
- 18.28 up Broadmeadows (*express Moonee Ponds - North Melbourne*)

18.52 up Mooroolbark (*not stopping East Richmond*)

## Saturday, 18 March 2006

- Clifton Hill Group - All down trains except the 07.24 down Hurstbridge depart Flinders Street and Southern Cross 1 minute earlier than normal.
- Burnley Group - All down trains depart Flinders Street and Southern Cross 1 minute earlier than normal.
- Caulfield Group - All up trains depart Southern Cross and Flinders Street 1 minute later than normal.
- All Groups - All trains stop additionally at Flagstaff.

Extra trains ran to Coburg for the netball and hockey at Royal Park running express North Melbourne – Royal Park – Coburg and return.

- 06.31 down Coburg
- 06.51 down Coburg
- 07.11 down Coburg
- 07.31 down Coburg
- 10.51 down Coburg
- 11.11 down Coburg
- 11.31 down Coburg
- 11.51 down Coburg
- 12.13 down Coburg
- 12.33 down Coburg
- 12.53 down Coburg (*express Flinders Street - Coburg*)
- 13.15 down Coburg
- 13.30 down Coburg
- 16.31 down Coburg
- 16.51 down Coburg
- 17.13 down Coburg
- 17.33 down Coburg
- 17.53 down Coburg
- 22.33 down Coburg (*express Flinders Street - Coburg*)
- 22.53 down Coburg (*express Flinders Street - Coburg*)
- 23.13 down Coburg (*express Flinders Street - Coburg*)
- 11.54 up Coburg
- 12.14 up Coburg
- 12.34 up Coburg
- 12.54 up Coburg



- 13.14 up Coburg
- 16.54 up Coburg
- 17.14 up Coburg
- 17.34 up Coburg
- 17.54 up Coburg
- 18.14 up Coburg
- 22.14 up Coburg
- 22.34 up Coburg
- 22.54 up Coburg
- 23.14 up Coburg
- 23.34 up Coburg

Oddly enough there was races at Flemington and the following trains ran to Flemington Racecourse.

- 10.45 down Flemington Racecourse
- 11.00 down Flemington Racecourse
- 11.15 down Flemington Racecourse
- 11.30 down Flemington Racecourse
- 11.45 down Flemington Racecourse
- 12.00 down Flemington Racecourse
- 12.15 down Flemington Racecourse
- 12.30 down Flemington Racecourse
- 12.45 down Flemington Racecourse
- 13.00 down Flemington Racecourse
- 13.15 down Flemington Racecourse
- 13.30 down Flemington Racecourse
- 15.29 up Flemington Racecourse
- 15.49 up Flemington Racecourse
- 16.09 up Flemington Racecourse
- 16.29 up Flemington Racecourse
- 16.49 up Flemington Racecourse
- 17.05 up Flemington Racecourse
- 17.20 up Flemington Racecourse
- 17.35 up Flemington Racecourse
- 17.49 up Flemington Racecourse
- 18.05 up Flemington Racecourse
- 18.20 up Flemington Racecourse
- 18.35 up Flemington Racecourse
- 18.49 up Flemington Racecourse

Additional services on other lines

- 17.21 down Ringwood (*not stop East Richmond*)
- 17.38 down Dandenong
- 17.39 down Broadmeadows
- 17.41 down Ringwood (*not stop East Richmond*)
- 17.50 down Frankston (*express South Yarra - Malvern*)
- 17.51 down Glen Waverley
- 17.55 down Greensborough (*express Jolimont - Clifton Hill*)
- 18.01 down Ringwood (*not stop East Richmond*)
- 22.41 down Ringwood (*not stop East Richmond*)
- 22.49 down Epping
- 22.53 down Greensborough (*express Jolimont - Clifton Hill*)
- 22.59 down Dandenong (*express South Yarra - Malvern*)
- 23.01 down Upper Ferntree Gully (*not stop East Richmond*)
- 23.21 down Lilydale (*not stop East Richmond*)
- 05.53 up Glen Waverley
- 06.53 up Glen Waverley

#### **Sunday 19 March 2006**

- Saturday timetable in operation.
- Clifton Hill Group - All down trains except the 07.24 down Hurstbridge depart Flinders Street and Southern Cross 1 minute earlier than normal.
- Burnley Group - All down trains depart Flinders Street and Southern Cross 1 minute earlier than normal.
- Caulfield Group - All up trains depart Southern Cross and Flinders Street 1 minute later than normal.
- All Groups - All trains stop additionally at Flagstaff.

Additional trains ran to Coburg for the netball and hockey running express North Melbourne – Royal Park – Coburg.

- 08.51 down Coburg
- 09.11 down Coburg
- 09.31 down Coburg
- 09.51 down Coburg

- 10.11 down Coburg
- 10.31 down Coburg
- 10.51 down Coburg
- 11.11 down Coburg
- 11.31 down Coburg
- 11.51 down Coburg
- 12.11 down Coburg
- 13.51 down Coburg
- 14.11 down Coburg
- 14.31 down Coburg
- 14.51 down Coburg
- 15.11 down Coburg
- 16.31 down Coburg
- 16.51 down Coburg
- 17.11 down Coburg
- 17.31 down Coburg
- 17.51 down Coburg
- 14.52 up Coburg
- 15.12 up Coburg
- 15.32 up Coburg
- 15.53 up Coburg
- 16.52 up Coburg
- 17.12 up Coburg
- 17.32 up Coburg
- 17.52 up Coburg
- 19.52 up Coburg
- 20.13 up Coburg
- 20.32 up Coburg
- 20.53 up Coburg
- 22.12 up Coburg
- 22.32 up Coburg
- 22.52 up Coburg
- 23.12 up Coburg
- 14.18 down Dandenong
- 14.22 down Lilydale (*not stop East Richmond*)
- 14.22 down Sandringham
- 14.29 down Epping
- 14.30 down Frankston (*express South Yarra - Malvern*)
- 14.31 down Glen Waverley
- 14.38 down Pakenham
- 14.39 down Greensborough (*empty to Jolimont, dep 14.46, express Jolimont - Clifton Hill*)
- 14.39 down Broadmeadows
- 14.41 down Upper Ferntree Gully (*not stop East Richmond*)
- 14.42 down Sandringham
- 14.50 down Frankston (*express South Yarra - Malvern*)
- 14.57 down Dandenong
- 15.01 down Lilydale (*direct, not stop East Richmond*)
- 15.10 down Frankston (*express South Yarra - Malvern*)
- 15.21 down Ringwood (*not stop East Richmond*)
- 15.41 down Upper Ferntree Gully (*not stop East Richmond*)
- 05.53 up Glen Waverley
- 06.00 up Pakenham
- 06.06 up Ringwood (*not stop East Richmond*)
- 06.10 up Upper Ferntree Gully (*not stop East Richmond*)
- 06.19 up Glen Waverley
- 06.22 up Frankston (*express Malvern - South Yarra*)
- 06.23 up Glen Waverley
- 06.31 up Epping
- 06.36 up Greensborough
- 06.40 up Upper Ferntree Gully (*not stop East Richmond*)
- 06.44 up Dandenong
- 06.45 up Broadmeadows
- 06.46 up Frankston (*express Malvern - South Yarra*)

Additional services on all lines ran:

- 14.09 down Epping
- 14.10 down Glen Waverley (*empty to Richmond*)
- 14.14 down Greensborough (*express Jolimont - Clifton Hill*)
- 14.14 down Ringwood (*not stop East Richmond*)

- 06.49 up Lilydale (*not stop East Richmond*)
- 06.53 up Glen Waverley
- 06.56 up Epping
- 06.57 up Greensborough (*express Clifton Hill - Jolimont*)
- 07.02 up Frankston (*express Malvern - South Yarra*)
- 07.04 up Dandenong
- 07.05 up Sandringham
- 07.19 up Glen Waverley
- 07.25 up Ringwood (*not stop East Richmond*)
- 07.25 up Sandringham

### Monday 20 March 2006

Additional trains ran to Coburg or Upfield for the netball and hockey at Royal Park running express North Melbourne – Royal Park – Coburg - Upfield and return.

- 06.32 down Coburg
- 06.51 down Coburg
- 07.11 down Coburg
- 07.33 down Upfield
- 07.52 down Upfield
- 10.54 down Coburg
- 11.14 down Coburg
- 11.34 down Coburg
- 11.54 down Coburg
- 12.14 down Coburg
- 12.34 down Coburg
- 12.55 down Coburg (*via loop*)
- 16.11 down Coburg (*via loop*)
- 16.31 down Coburg (*via loop*)
- 16.53 down Coburg (*via loop*)
- 17.13 down Coburg (*via loop*)
- 17.31 down Coburg (*via loop*)
- 17.53 down Coburg (*via loop*)
- 18.13 down Coburg (*via loop*)
- 18.32 down Coburg (*via loop*)
- 21.51 down Coburg (*via loop*)
- 22.11 down Coburg (*via loop*)
- 22.33 down Coburg (*via loop*)

- 22.53 down Coburg (*via loop*)
- 12.13 up Coburg (*via loop*)
- 12.34 up Coburg (*via loop*)
- 12.53 up Coburg
- 13.14 up Coburg
- 16.33 up Coburg
- 16.54 up Coburg
- 17.14 up Coburg
- 17.34 up Coburg
- 17.53 up Coburg
- 18.14 up Coburg
- 18.34 up Coburg
- 18.54 up Coburg
- 22.14 up Coburg
- 22.34 up Coburg
- 22.54 up Coburg
- 23.14 up Coburg

Additional services ran on all lines as follows:

- 19.19 down Greensborough
- 20.32 down Epping (*express Jolimont - Clifton Hill*)
- 21.47 down Dandenong
- 22.01 down Ringwood (*not stop East Richmond*)
- 22.08 down Epping (*Stop plt 14 and plt 1 at Flinders Street*)
- 22.12 down Dandenong
- 22.14 down Greensborough (*express Jolimont - Clifton Hill*)
- 22.14 down Glen Waverley
- 22.21 down Ringwood (*not stop East Richmond*)
- 22.22 down Sandringham
- 22.23 down Frankston
- 22.26 down Lilydale (*empty to Richmond, not stop East Richmond*)
- 22.27 down Cranbourne
- 22.28 down Epping (*Stop plt 14 and plt 1 at Flinders Street*)
- 22.34 down Glen Waverley (*empty to Richmond*)
- 22.34 down Pakenham

- 22.37 down Frankston
- 22.39 down Greensborough (*empty to Jolimont, express Jolimont - Clifton Hill*)
- 22.39 down Broadmeadows
- 22.41 down Ringwood (*not stop East Richmond*)
- 22.42 down Sandringham
- 22.46 down Upper Ferntree Gully (*empty to Richmond, not stop East Richmond*)
- 22.48 down Dandenong
- 22.51 down Glen Waverley
- 22.54 down Greensborough (*express Jolimont - Clifton Hill*)
- 22.59 down Broadmeadows
- 23.01 down Ringwood (*not stop East Richmond*)
- 23.02 down Sandringham
- 23.02 down Frankston
- 23.12 down Dandenong
- 23.21 down Ringwood (*not stop East Richmond*)
- 23.41 down Ringwood (*not stop East Richmond*)
- down Ringwood (*not stop East Richmond*)
- 16.09 up Broadmeadows (*express Moonee Ponds - North Melbourne*)
- 16.29 up Broadmeadows (*express Moonee Ponds - North Melbourne*)
- 16.48 up Glen Waverley (*express Darling - Richmond*)
- 17.03 up Glen Waverley (*express Darling - Richmond*)
- 17.18 up Broadmeadows (*express Moonee Ponds - North Melbourne*)
- 17.32 up Broadmeadows
- 18.28 up Broadmeadows (*express Moonee Ponds - North Melbourne*)
- 18.52 up Mooroolbark (*not stopping East Richmond*)
- 07.11 down Coburg
- 07.33 down Upfield
- 07.52 down Upfield
- 10.54 down Coburg
- 11.14 down Coburg
- 11.34 down Coburg
- 11.54 down Coburg
- 12.14 down Coburg
- 12.34 down Coburg
- 16.11 down Coburg (*via loop*)
- 16.31 down Coburg (*via loop*)
- 16.53 down Coburg (*via loop*)
- 17.13 down Coburg (*via loop*)
- 17.31 down Coburg (*via loop*)
- 17.53 down Coburg (*via loop*)
- 18.13 down Coburg (*via loop*)
- 21.51 down Coburg (*via loop*)
- 22.11 down Coburg (*via loop*)
- 22.33 down Coburg (*via loop*)
- 22.53 down Coburg (*via loop*)
- 12.13 up Coburg (*via loop*)
- 12.34 up Coburg (*via loop*)
- 12.53 up Coburg
- 13.14 up Coburg
- 16.33 up Coburg
- 16.54 up Coburg
- 17.14 up Coburg
- 17.34 up Coburg
- 17.53 up Coburg
- 18.14 up Coburg
- 18.34 up Coburg
- 18.54 up Coburg
- 22.14 up Coburg
- 22.34 up Coburg
- 22.54 up Coburg
- 23.14 up Coburg

## Tuesday 21 March 2006

Additional trains ran to Coburg or Upfield for the netball and hockey at Royal Park running express North Melbourne – Royal Park – Coburg - Upfield and return.

- 06.32 down Coburg
- 06.51 down Coburg

Additional services on all lines ran as follows:

- 19.19 down Greensborough
- 20.32 down Epping (*express Jolimont - Clifton Hill*)

- 21.47 down Dandenong
- 22.01 down Ringwood (*not stop East Richmond*)
- 22.08 down Epping (*Stop plt 14 and plt 1 at Flinders Street*)
- 22.12 down Dandenong
- 22.14 down Greensborough (*express Jolimont - Clifton Hill*)
- 22.14 down Glen Waverley
- 22.21 down Ringwood (*not stop East Richmond*)
- 22.22 down Sandringham
- 22.23 down Frankston
- 22.26 down Lilydale (*empty to Richmond, not stop East Richmond*)
- 22.27 down Cranbourne
- 22.28 down Epping (*Stop plt 14 and plt 1 at Flinders Street*)
- 22.34 down Glen Waverley (*empty to Richmond*)
- 22.34 down Pakenham
- 22.37 down Frankston
- 22.39 down Greensborough (*empty to Jolimont, express Jolimont - Clifton Hill*)
- 22.39 down Broadmeadows
- 22.41 down Ringwood (*not stop East Richmond*)
- 22.42 down Sandringham
- 22.46 down Upper Ferntree Gully (*empty to Richmond, not stop East Richmond*)
- 22.48 down Dandenong
- 22.51 down Glen Waverley
- 22.54 down Greensborough (*express Jolimont - Clifton Hill*)
- 22.59 down Broadmeadows
- 23.01 down Ringwood (*not stop East Richmond*)
- 23.02 down Sandringham
- 23.02 down Frankston
- 23.12 down Dandenong
- 23.21 down Ringwood (*not stop East Richmond*)
- 23.41 down Ringwood (*not stop East Richmond*)
- down Ringwood (*not stop East Richmond*)
- 16.09 up Broadmeadows (*express Moonee Ponds - North Melbourne*)
- 16.29 up Broadmeadows (*express Moonee Ponds - North Melbourne*)
- 16.48 up Glen Waverley (*express Darling - Richmond*)
- 17.03 up Glen Waverley (*express Darling - Richmond*)
- 17.18 up Broadmeadows (*express Moonee Ponds - North Melbourne*)
- 17.32 up Broadmeadows
- 18.28 up Broadmeadows (*express Moonee Ponds - North Melbourne*)
- 18.52 up Mooroolbark (*not stopping East Richmond*)

### Wednesday 22 March 2006

Additional trains ran to Coburg for the netball and hockey at Royal Park running express North Melbourne – Royal Park – Coburg and return.

- 08.56 down Coburg
- 09.16 down Coburg
- 09.36 down Coburg
- 09.56 down Coburg
- 10.14 down Coburg
- 10.54 down Coburg
- 11.14 down Coburg
- 11.34 down Coburg
- 11.54 down Coburg
- 12.14 down Coburg
- 12.34 down Coburg
- 13.51 down Coburg (*via loop*)
- 14.11 down Coburg (*via loop*)
- 14.31 down Coburg (*via loop*)
- 14.52 down Coburg (*via loop*)
- 15.11 down Coburg (*via loop*)
- 15.31 down Coburg (*via loop*)
- 16.11 down Coburg (*via loop*)
- 16.31 down Coburg (*via loop*)
- 16.53 down Coburg (*via loop*)
- 17.13 down Coburg (*via loop*)
- 17.31 down Coburg (*via loop*)
- 17.53 down Coburg (*via loop*)
- 18.13 down Coburg (*via loop*)

- 14.52 up Coburg
- 15.13 up Coburg
- 15.33 up Coburg
- 15.52 up Coburg
- 16.33 up Coburg
- 16.54 up Coburg
- 17.14 up Coburg
- 17.34 up Coburg
- 17.53 up Coburg
- 18.14 up Coburg
- 18.34 up Coburg
- 19.52 up Coburg
- 20.12 up Coburg
- 20.32 up Coburg
- 20.52 up Coburg
- 22.14 up Coburg
- 22.34 up Coburg
- 22.54 up Coburg
- 23.14 up Coburg

Additional services ran on all lines as follows:

- 19.19 down Greensborough
- 20.32 down Epping (*express Jolimont - Clifton Hill*)
- 21.47 down Dandenong
- 22.08 down Epping (*Stop plt 14 and plt 1 at Flinders Street*)
- 22.12 down Dandenong
- 22.14 down Greensborough (*express Jolimont - Clifton Hill*)
- 22.17 down Glen Waverley (*direct*)
- 22.21 down Ringwood (*not stop East Richmond*)
- 22.22 down Sandringham
- 22.23 down Frankston
- 22.27 down Cranbourne
- 22.28 down Epping (*Stop plt 14 and plt 1 at Flinders Street*)
- 22.31 down Glen Waverley
- 22.34 down Ringwood (*not stop East Richmond*)
- 22.34 down Pakenham

- 22.34 down Greensborough (*express Jolimont - Clifton Hill*)
- 22.37 down Frankston
- 22.39 down Broadmeadows
- 22.41 down Ringwood (*not stop East Richmond*)
- 22.42 down Sandringham
- 22.44 down Lilydale (*not stop East Richmond*)
- 22.48 down Dandenong
- 22.51 down Glen Waverley
- 22.54 down Greensborough (*express Jolimont - Clifton Hill*)
- 22.55 down Upper Ferntree Gully (*not stop East Richmond*)
- 23.01 down Ringwood (*not stop East Richmond*)
- 23.02 down Sandringham
- 23.02 down Frankston
- 23.12 down Dandenong
- 23.21 down Ringwood (*not stop East Richmond*)

- 16.09 up Broadmeadows (*express Moonee Ponds - North Melbourne*)
- 16.29 up Broadmeadows (*express Moonee Ponds - North Melbourne*)
- 16.48 up Glen Waverley (*express Darling - Richmond*)
- 17.03 up Glen Waverley (*express Darling - Richmond*)
- 17.18 up Broadmeadows (*express Moonee Ponds - North Melbourne*)
- 17.32 up Broadmeadows
- 18.28 up Broadmeadows (*express Moonee Ponds - North Melbourne*)
- 18.52 up Mooroolbark (*not stopping East Richmond*)

**Thursday 23 March 2006** (last information available at time of press)

Additional trains ran to Coburg for the netball and hockey at Royal Park running express North Melbourne – Royal Park – Coburg and return.

- 06.32 down Coburg
- 06.51 down Coburg
- 07.11 down Coburg
- 07.33 down Upfield

- 07.52 down Upfield
- 11.54 down Coburg
- 12.14 down Coburg
- 12.34 down Coburg
- 12.55 down Coburg (*via loop*)
- 13.12 down Coburg (*via loop*)
- 13.33 down Coburg (*via loop*)
- 15.11 down Coburg (*via loop*)
- 15.32 down Coburg (*via loop*)
- 15.51 down Coburg (*via loop*)
- 16.11 down Coburg (*via loop*)
- 16.31 down Coburg (*via loop*)
- 16.53 down Coburg (*via loop*)
- 17.13 down Coburg (*via loop*)
- 17.31 down Coburg (*via loop*)
- 17.53 down Coburg (*via loop*)
- 18.13 down Coburg (*via loop*)
- 12.34 up Coburg (*via loop*)
- 12.53 up Coburg
- 13.14 up Coburg
- 13.33 up Coburg
- 13.54 up Coburg
- 15.33 up Coburg
- 15.53 up Coburg
- 16.12 up Coburg
- 16.33 up Coburg
- 16.54 up Coburg
- 17.14 up Coburg
- 17.34 up Coburg
- 17.53 up Coburg
- 18.13 up Coburg
- 18.34 up Coburg
- 18.54 up Coburg
- 21.52 up Coburg
- 22.14 up Coburg
- 22.34 up Coburg
- 22.54 up Coburg
- 23.14 up Coburg
- 23.34 up Coburg

Additional services ran on all lines as follows:

- 19.19 down Greensborough
- 20.32 down Epping (*express Jolimont - Clifton Hill*)
- 21.47 down Dandenong
- 22.08 down Epping (*Stop plt 14 and plt 1 at Flinders Street*)
- 22.12 down Dandenong
- 22.14 down Greensborough (*express Jolimont - Clifton Hill*)
- 22.17 down Glen Waverley (*empty to Richmond*)
- 22.21 down Ringwood (*not stop East Richmond*)
- 22.22 down Sandringham
- 22.23 down Frankston
- 22.27 down Cranbourne
- 22.28 down Epping (*Stop plt 14 and plt 1 at Flinders Street*)
- 22.31 down Glen Waverley
- 22.34 down Ringwood (*not stop East Richmond*)
- 22.34 down Pakenham
- 22.34 down Greensborough (*express Jolimont - Clifton Hill*)
- 22.37 down Frankston
- 22.39 down Broadmeadows
- 22.41 down Ringwood (*not stop East Richmond*)
- 22.42 down Sandringham
- 22.44 down Lilydale (*not stop East Richmond*)
- 22.48 down Dandenong
- 22.51 down Glen Waverley
- 22.54 down Greensborough (*express Jolimont - Clifton Hill*)
- 22.55 down Upper Ferntree Gully (*not stop East Richmond*)
- 23.01 down Ringwood (*not stop East Richmond*)
- 23.02 down Frankston
- 23.12 down Dandenong
- 23.21 down Ringwood (*not stop East Richmond*)

Signal problems at Footscray caused extensive delays in the evening peak with services to Werribee and Sydenham running up to 15 minutes late. There were also reports that a problem at Werribee caused considerable delays to services in the morning peak. (*Vicsig* website, Steven Haby)

### V/Line Passenger

Extra services ran for the Commonwealth Games, already documented with Geoff Mann's article in February's *Table Talk*. Most services were strengthened with additional carriages or railcars – for example down services returning to Ballarat from the Opening Ceremony ran with 4 2-car V\*Locity railcars. (Steven Haby)

New TT for the following services have been sighted.

- Maryborough small pocket TT dated "late February 2006". (Craig Halsall)
- Ballarat / Melton TT dated 23 January 2006, (Craig Halsall)
- Geelong (includes Marshall and South Geelong) dated 6 February 2006. (Craig Halsall)

### Rumour mill

There is a possibility that a full time Bendigo – Echuca passenger rail service (rather than the weekend only service operated until recently) may be introduced following extensive upgrading of the track by **Pacific National**. (Steven Haby)



## Tram/ Light Rail

### Melbourne

#### Yarra Trams - Commonwealth Games services

Like Connex, Yarra Trams' resources were stretched to maximum capacity with high capacity B2 and D2 class cars moved from their home depots to handle the crowds. Yarra Trams with trams being moved around at short notice adopted a flexible approach to operations. The following are some of the highlights of operations:

#### Wednesday 15 March 2006

- Major congestion in the CBD between 1800-2000, with routes 48, 70 and 75 very busy
- Routes: 1, 6, 8, 16, 19, 24, 48, 55, 57, 59, 64, 67, 70, 72, 75, 86, 96, 109 and 112, affected, often stopping for a short time.
- Princes Bridge closed from 1900. St.Kilda Road trams terminate at the Arts Centre, Swanston Street trams terminate at La Trobe Street.
- City Circle services did not run in the anti-clockwise direction.
- Late night trams, last services after 01.15

#### Friday 17 March 2006

- Extra services on routes 30, 31, 86 and 96 due to the Rugby 7s at Telstra Dome, Docklands.
- Route 75 run with A class trams
- Route 70 run with B class trams

- D1 and C class trams running route 121 shuttles to Vodafone Arena.
- A protest in the city disrupted trams between 1800 and 1900.

#### Saturday, 18 March 2006

- Route 16 operated in two sections from first tram until 1730. The first section was from Melbourne University to Chapel St & Brighton Rd with the second section running from Kew to Luna Park. No route 16 trams operated along Fitzroy St or the Esplanade in St Kilda.
- Route 96 operated in two sections from first tram until 1730. The first section was from East Brunswick to Bourke & Spencer Sts with the second section running from Spencer & Lonsdale Sts to St Kilda Station. No route 96 trams operated between St Kilda Station and the St Kilda Beach terminus.
- Extra services operated on route 67.
- Routes 78/79 operated to a Friday timetable.
- Route 75 terminated at Flinders St West instead of Spencer & Latrobe Sts until 1800.

#### Sunday, 19 March 2006

Operationally this was a difficult day due to the marathon being run through the CBD for most of the morning. This was known as "Super Sunday".



- Route 109 operated in two stages between 0930 and 1130. The first stage operated from Box Hill to the intersection of Spencer & Collins Sts. The second stage operated from Port Melbourne to the Melbourne Convention Centre.
- Route 112 operated in two stages between 0930 and 1130. The first stage operated from West Preston to the intersection of Spencer & Collins Sts. The second stage operated from Albert Park to the Melbourne Convention Centre.
- Route 86 terminated at Spencer & Lonsdale Sts between 0930 and 1100
- Route 96 operated in two stages between 0930 and 1130. The first stage operated from East Brunswick to the intersection of Bourke & Spencer Sts. The second stage operated from St Kilda to the Melbourne Convention Centre. St Kilda bound services terminated at St Kilda Station until 1300
- Routes 48, 70 and 75 terminated at Flinders & Russell Sts between 0930 and 1100.
- Route 53 and 55 services coming from Dudley St or West Coburg terminated in Market Street from 1000 until 1330. Route 53 and 55 services from East Malvern and Malvern terminated at the Arts Centre from 1000 to 1330.
- City Circle services did not commence until 1200. (*Vicsig* website, Steven Haby)

#### Timetable updates

- Route 19 City – North Coburg has been updated dated March 2006. (Michael Marshall)
- Route 75 City – Vermont South has been updated dated March 2006. (Michael Marshall)



## Bus

### ***National express operators***

#### **Sapphire Coast Express**

Sapphire Coast Express which operated a service from Melbourne – Ulladulla has apparently ceased at an unknown date. (Steven Haby)

### ***New South Wales—Sydney***

#### **Busways**

- Introduced additional trips on their route 735 at 0610 ex Stanhope Gardens and 1800 ex City from 27 February 2006. (Adrian Dessanti)

#### **Sydney Buses**

The following new and revised TT have been sighted:

- L60 Mona Vale – Chatswood dated 27 February 2006. (Norbert Genci)
- Routes 540, 542-544 Auburn – Macquarie Centre dated 26 February 2006. (Norbert Genci)
- 288-291, 294, 296 (Version 7) PDF format dated March 2006. (Adrian Dessanti)

- 292, 293 (Version 9) PDF format dated March 2006. (Adrian Dessanti)
- 355 (Version 9) PDF format dated March 2006. (Adrian Dessanti)
- 360, 361 (Version 6) PDF format dated March 2006. (Adrian Dessanti)
- 371-373 (Version 7) PDF format dated March 2006. (Adrian Dessanti)
- 376, 377 (Version 6) PDF format dated March 2006. (Adrian Dessanti)
- 389 – (Version 4) PDF format dated March 2006. (Adrian Dessanti)
- 500, 508, 510 (Version 4) PDF format dated March 2006. (Adrian Dessanti)
- 520, L20 (Version 10) PDF format dated March 2006. (Adrian Dessanti)
- 521 (Version 7) PDF format dated March 2006. (Adrian Dessanti)
- 545, 550 (Version 11) PDF format dated March 2006. (Adrian Dessanti)
- 546 (Version 4) PDF format dated March 2006. (Adrian Dessanti)
- 244-249 (Version 4) effective Jan 2006. (Adrian Dessanti)

- 311 (Version 7) effective 12 March 2006. (Adrian Dessanti)
- 435-440 (Version 6) effective February 2006. (Adrian Dessanti)
- 257, 272, 273 (Version 4) PDF format dated March 2006. (Adrian Dessanti)
- 301-303 (Version 5) PDF format dated March 2006. (Adrian Dessanti)
- 380-382, L82, X84 (Version 7) PDF format dated March 2006. (Adrian Dessanti)
- 391, 392 (Version 6) PDF format dated March 2006. (Adrian Dessanti)
- 393, 394, 399 (Version 6) PDF format dated March 2006. (Adrian Dessanti)
- 395-397 (Version 7) PDF format dated March 2006. (Adrian Dessanti)
- 407, 408 (Version 3) (Version 6) PDF format dated March 2006. (Adrian Dessanti)
- 475, 478, 479 (Version 6) (Version 6) PDF format dated March 2006. (Adrian Dessanti)
- 255 (Version 7) dated 26 March 2006. (Adrian Dessanti)
- 256 (Version 7) dated 26 March 2006. (Adrian Dessanti)
- 275, DL size d/s sheet dated 26 March 2006. (Adrian Dessanti)
- 353 (Version 7) effective January 2006. (Adrian Dessanti)
- As advertised on the STA website today, revised timetables for routes 255, 256, 275 to be introduced from 26/27 March: 255 Cowell Crescent - effective Monday 27 March; 256 Chatswood West - effective Sunday 26 March and 275 Castlecrag - effective Monday 27 March 2006. (Adrian Dessanti)
- T80 Liverpool to Parramatta T-Way, effective 12 March 2006 in PDF format. (Adrian Dessanti)

### Route alterations

Route 411 Roselands to Ashfield via Earlwood and Dulwich Hill and route 448 Marrickville Metro to Dulwich Hill via Lewisham will cease to operate on Friday March 24 and Saturday March 25, 2006 respectively. Route 448 was taken over two years ago from Telfords, and was not well patronised by them and by STA and the cancellation is long over due (from the drivers who operate them point of view). The final 411 from Ashfield to Roselands will depart 1545 from Ashfield Station (46x Series Stop) and from Roselands at 1630 Friday 24 March. The final 448 will depart Dulwich Hill on

Saturday 25 March at 1200 and 1230 ex Metro (Lourie Smit)

From Monday 13 March 2006, Route 312 - the Monday to Friday peak hour service to and from Garden Island - will no longer operate. Route 311 will continue to operate past the front gates of Garden Island. Changes to the timetable will be in effect from Sunday 12 March, to match current demand levels. Evening services between Monday and Saturday from 1940 will operate on a 45 minute frequency. Sunday services will operate every 30 minutes between the hours of 1000 and 1700 and approximately 45 minutes at other times there will be minor changes to departure times of the first and last bus. Day time services from Monday to Saturday will remain unchanged. (Adrian Dessanti)

## ***New South Wales—Country***

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### **Newcastle Buses**

Updated TT have been released for the following routes:

- 317 Belmont – Newcastle (Version 7) dated December 2005. (Len Regan)
- 352 Belmont – Morisset Station dated 4 September 2005. (Len Regan)
- Nightowl Services (routes 100, 101, 118, 224, 230, 310, 322, 350, 363) version 6 dated September 2005. (Len Regan)

## ***Victoria—Melbourne***

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### **Commonwealth Games services**

The following bus routes ran additional services to meet extra train, and in some case tram, service for the duration of the Commonwealth Games (15 to 26 March 2006).

In some cases, for example, city bound rounds ran increased frequencies during the day. Eastran's route 605 ran to a 15 minute schedule each day. Other routes provided additional night services meeting with each train from Flinders Street. This meant night services ran every 20 minutes to connect with trains, which normally run every 30 minutes from 1900 (except for Belgrave and Lilydale services which have additional peak services until 2000).

For the Opening Ceremony trains ran until about 0130 which mean some last bus services from stations such as Frankston did not depart until 0230 or later!

- 200 City - Bulleen - Doncaster Shoppingtown
- 216 Caroline Springs - City - Brighton Beach

- 220 Sunshine - City - Gardenvale
- 232 Altona North - Queen Victoria Market
- 246 Elsternwick - Clifton Hill - La Trobe University
- 250 Garden City / Port Melbourne - City - La Trobe University
- 279 Box Hill - Templestowe Village Shops
- 286 Box Hill - The Pines Shopping Centre
- 291 Box Hill - Heidelberg
- 301 The Pines Shopping Centre - City
- 304 City - Warrandyte
- 307 City - Mitcham
- 408 St Albans - Highpoint City
- 410 Sunshine - Footscray
- 411 Laverton - Altona Meadows - Altona - Footscray
- 413 Laverton - Werribee Plaza
- 419 St Albans - Watergardens Railway Station
- 425 St Albans - Watergardens Railway Station
- 440 Werribee - Hoppers Crossing
- 444 Hoppers Crossing - Tarneit
- 508 Alphington - Moonee Ponds
- 510 Essendon - Ivanhoe
- 513 Eltham - Glenroy
- 536 Gowrie - Glenroy
- 556 Epping Plaza - Northland
- 566 Northland - Lalor Northland - Lalor
- 567 Northcote - Regent
- 571 South Morang - Epping Railway Station - Campbellfield
- 580 Diamond Creek - Eltham
- 600 St Kilda Light Rail Station - Southland Shopping Centre
- 605 Gardenvale - City
- 630 Elwood - Monash University
- 664 Chirnside Park - Knox City
- 665 Ringwood - Dandenong
- 670 Ringwood - Lilydale
- 688 Croydon - Olinda
- 691 Bayswater - Waverley Gardens
- 700 Box Hill - Mordialloc
- 703 Middle Brighton - Blackburn
- 708 Carrum - Hampton
- 733 Oakleigh - Box Hill
- 742 Eastland - Chadstone
- 754 Stud Park - Glen Waverley
- 775 Frankston - Lakewood
- 781 Frankston - Mount Martha
- 791 Frankston - Cranbourne
- 828 Hampton - Berwick Railway Station
- 831 Frankston - Dandenong
- 840 Berwick - Narre Warren Circle
- 850 Dandenong - Glen Waverley
- 889 Nunawading - Chelsea
- 896 Cranbourne Railway Station - Cranbourne East
- Nightrider services ran to 30 minute frequencies rather than hourly for the duration of the games
- Two buses were provided at Sunbury and Melton for 'demand response' services connecting with extra V/Line services.

In addition to the above bus routes a fleet of buses were permanently on standby in case of delays with normal rail services. These buses were based at major stations, usually junctions or premium stations across the network. For example at Essendon there were usually four buses from Moreland Bus Lines on standby. The Editor's station, Newport on the Werribee line and junction for the Williamstown branch, three buses from Cranbourne Transit (an outer south eastern suburb about an hour from town) were stationed here.

For the duration of the Games a number of Sita's bus routes hosted some veterans from that company's fleet as newer buses were pressed into service on Commonwealth Games duties. These routes included the 432 from Newport to Paisley and 429 Yarraville to Kingsville. (Steven Haby)

#### **New tourist bus service**

From 1 March 2006 a new free tourist bus service funded by the Melbourne City Council and operated by dedicated buses from National (Ventura) commenced in the CBD. The route operates mainly north south every 15 minutes from 1000 to 1600 daily.

The route commences at Rathdowne Street and runs via Grattan, Lygon, Elgin, Royal Parade, Peel, William, Flinders, Queensbridge, Power,

City, St Kilda Road, Linlithgow Avenue, Alexander Avenue, Swan Street bridge, Exhibition Street and then Rathdowne Street. There are 15 stops along the route taking in various Melbourne sights and attractions. There is no TT as such on the Metlink website only general information and a link to the brochure for the service. (Steven Haby)

### **Dyson's Bus Service**

- Now obtained is a copy of the new 517 (Northland - St Helena) timetable in Metlink DL format, effective 27 February 2006. Some errors with the train connections are shown. (Craig Halsall)
- Introduced a new route - 571A Epping – Roxburgh Park from 27 February 2006 in orange Metlink format. The route runs from Epping station, Cooper Street via Epping Plaza Shopping Centre and Northern Hospital, continues back on Cooper Street, to Somerton Road then onto David Munroe Drive to the Roxburgh Park Shopping Centre. Services operate every 50 minutes from 0545 to 1905 ex Epping and 0610 to 1930 ex Roxburgh Park weekdays. On Saturdays trips run every 50 minutes from 0800 to 1800 ex Epping and 0825 to 1825 ex Roxburgh Park. (Bradley Matthews, Steven Haby)

### **East West Bus Company**

- Route 561 Reservoir – Macleod TT has been released in orange Metlink format dated 27 February 2006 and shows new all day Saturday services from 0810 to 1650 ex Reservoir and 0830 to 1710 ex Macleod. (Bradley Matthews)
- Now obtained is a 571 South Morang to Campbellfield timetable dated 27 February 2006 in Metlink DL format. Trainlink times are marked on the timetable with the darkest shade of orange. (i.e. Epping - Plenty Valley Shops). The paragraph describing Trainlink is at the top of the rear cover. (Craig Halsall)

### **Eastrans**

Route 630 Elwood - Monash University also reprinted dated 27th, February, 2006. Orange Metlink DL format. No timetable changes have been made. (Bradley Matthews).

### **Grenda – Peninsula Bus Lines**

Routes 781 Frankston - Mt Martha, 784 Franston - Osbourne & 785 Frankston - Mornington East bus timetables finally reprinted dated 13th February,

2006 in orange Metlink DL format. (Bradley Matthews)

### **Ivanhoe Bus Company**

Changes will be introduced sometime in March 2006 to the existing 548 service which will be extended into the Stanthorpe Estate. (Craig Halsall)

### **Reservoir Bus Company**

- Route 525 Coburg – West Reservoir TT has been reprinted in orange Metlink DL size dated December 2005 with no changes. (Bradley Matthews)
- Route 555/556 Epping – Northland new TT dated 4 March 2006 in Orange Metlink format and includes extra Saturday trips to 1900. (Bradley Matthews)
- A new route 575 from Epping North – Thomastown Stn has been introduced from 27 February 2006. The route operates from Aurora Estate, Epping Road, Hayston Boulevard to Cascade Court, then Hayston Boulevard, Epping Road, Rufus Street, Davisson Street, Epping Station, Copper Street, via Epping Plaza Shopping Centre and Northern Hospital, Edgars Road, Main Street to the terminus at Thomastown Station. Services operate hourly in each direction weekdays from 0600 to 1900 ex Epping North and from 0630 to 1930 ex Thomastown Stn. On Saturdays trips run hourly from 0800 to 1200 ex Epping North and 0830 to 1230 ex Thomastown Stn. (Bradley Matthews, Steven Haby)

### **Sunbus**

The current Sunbus **Avalon Airport shuttle** TT is effective 1st - 25th March 2006. (Craig Halsall)

### **US Bus Lines**

A new 695 Belgrave – Gembrook TT has been released on the Metlink website dated 13 February 2006 with an additional weekday round trip ex Belgrave at 2010 and Gembrook at 2040. (Craig Halsall)

### **Ventura (includes National BC and Mt Dandy Bus)**

The following updated TT all in Metlink pocket format have been sighted:

- 303 City - Mitcham via Springfield Rd and Eastern Fwy & 306 City - North Ringwood via

Wetherley Rd and Eastern Fwy (No. 39) dated 27 February 2006. (Bradley Matthews)

- 273 The Pines – Nunawading (No. 40) dated 27 February 2006. (Michael Marshall)
- 688 Croydon – Olinda (No. 26) dated 27 February 2006. (Michael Marshall)
- 689 Croydon – Montrose (No. 31) dated 27 February 2006. (Michael Marshall)
- 690 Croydon – Boronia (No. 32) dated 27 February 2006. (Michael Marshall)
- 736 Mitcham – Blackburn (No. 36) dated 25 July 2005. (Bradley Matthews)
- 765 Mitcham – Box Hill (No. 37) dated 25 July 2005. (Bradly Matthews)

### **Westrans – Werribee**

Large A3 notices onboard buses advise that as of Tuesday March 14 2006, the new 438 route will be slightly alerted. Upon departing Manor Lakes, the service will now run via Oaktree Dr, Greengables Dr & Greens Rd to Ballan Rd. (instead of Hydefield Drive and Ballan Road as present). This change will effectively re-instate services along a section of the former 438 route. (Craig Halsall)

## ***Queensland—Country***

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### **Sunbus Townsville**

This operator introduced in December 2005 a city loop service within the Townsville CBD. Operating from the Sunferry terminal to the city mall, Dean St carpark and The Strand the service operates Monday to Sunday with departures ex Sunferry at 0650, 0737, 0745, 0820, 0855, 0935, 1015, 1115, 1150, 1240, 1320, 1355, 1425, 1500, 1535, 1640, 1720, 1800, 1845, 1910 and 2020. A complete loop takes 30'

There is also an additional short working run from Dean St car park to the CBD with inbound departures every 10' from 0730 to 0900 and outbound trips from Stanley Street every 10' from 1615 to 1745. The TT in standard Sunbus / Queensland Transport pocket format dated December 2005. (Les Hyland, Steven Haby)

In addition to the above route the other timetables currently operated by **Sunbus Townsville** include:

- Routes 1, 1A & 9 reissued April 2005 to accommodate integration with the then new route 10. The 9 is a December 2004 innovation and whilst appearing identical to

the 1A it serves Riverside Gardens and like the 1X runs express City to Stockland serving a number of key stops along the Charters Towers and Ross River Road.

- Routes 2 to 8 issued December 2004. No real changes since 2001 when some diversions, i.e. Route 3 extended from Spruce Street in a loop back to the Willows. Route 8 was introduced in December 2004 and patronage is light except from City to Oonoonba and Annandale to the university. This route is very similar to 2 except it continues to Willows.
- Route 10 issued April 2005 which is not yet well patronised but it does fill a need for Upper Ross residents and the elderly in Carlyle Gardens Retirement Home to reach the hospital without the need to travel via Stocklands. (Les Hyland).

## ***Western Australia--Perth***

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### **TransPerth**

The following timetables have been updated:

- Eastern 105 dated 29 January 2006
- Southern 121 122 131 dated 29 January 2006
- Western 43 dated 29 January 2006
- South Eastern 15 dated 19 February 2006
- Southern 119 126 128 129 dated 19 February 2006
- Western 35 45 46 41 (including 141) dated 19 February 2006
- Western 37 dated 5 March 2006
- Southern 123 124 124 (deleted 141) dated 5 March 2006. (Alan Grey)

## ***South Australia--Adelaide***

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### **AdelaideMetro**

- New TT for the 190 Group (Torrens Transit) – dated November 2005 has been released. (Michael Marshall)
- J1/J2 dated December 2005. This is the individual Jetbus timetable **not** the composite Tea Tree Plaza to Airport timetable. (Michael Marshall).
- 204 dated February 2006. (Michael Marshall)
- 210 Group dated March 2006. (Michael Marshall)

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## **Domestic**

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### **End of OzJet**

Less than four months after commencing services, Australia's newest airline, **OzJet** has announced it suspended scheduled services effective from Monday 13 March 2006 and instead shift its focus on charter flights. The airline has decided to retain its Air Operator's Certificate, a minimum of two Boeing 737 aircraft for charter services and 30 per cent of its staff. Ticket-holders were flown by **Qantas**. (Tony Bailey).

### **Virgin Blue**

From May 2006 a new thrice-weekly Sydney – Rockhampton on Tuesdays, Thursdays and Sundays to cater for additional tourist and business traffic on this sector. (Tony Bailey). Direct Mackay – Sydney services on Mondays, Wednesdays, Fridays and Saturdays will also be introduced from May 2006.

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## **International**

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### **LAN Airlines**

**LAN Airlines**, the largest carrier in Latin America, will increase flights from Sydney to Santiago, Chile, announcing today a sixth weekly service from July, and aspirations for daily departures by early 2007.

The new flight, every Sunday from 2 July, is now available for sale, in addition to the current departures from Sydney every Monday, Tuesday, Wednesday, Friday and Saturday morning. (Tony Bailey)

### **Malaysian Airlines**

In an effort to reduce costs a number of stop-overs are being cut on flights to Europe and Australia.

From March 26, the airline will fly direct between Kuala Lumpur and London, Sydney, Perth and

Frankfurt. Currently some flights to these destinations touch down in the Malaysian airports of Langkawi, Penang and Kuching.

The airline said it would use domestic flights between Kuala Lumpur International Airport and Langkawi, Penang and Kuching to provide convenient connections for the realigned international flights.

The rationalisation is part of the embattled carrier's turnaround plan to refocus from a largely point-to-point carrier to a connecting carrier with a major hub in KLIA. It said its flight operations would gradually shift to a hub and spoke network to boost its competitiveness

**Malaysia Airlines** managing director Idris Jala said that instead of flying from the KLIA to 10 points in Europe, the carrier would consolidate its flights to London, Amsterdam, Paris and Rome.

The carrier, which reported a third straight quarterly loss last week, has said that only 48 of its 114 international routes are profitable while of the 118 domestic routes, 114 are losing money. Under the restructuring plan, the airline also plans to cut its budget by 20 per cent across the board. (Tony Bailey)

### **SilkAir**

**SilkAir** has launched a series of direct charter services to Christmas Island. The one-year charter contract with **Austasia Airlines** comes with an option to extend it for another year. The first weekly flight began on February 2006.

The flight departs from Singapore Changi Airport every Thursday at 1650 and arrives in Christmas Island at 1805. The return flight leaves the island at 1850 and touches down in Singapore at 2205.

The service is part of **Austasia's** efforts to work with Singapore Airlines to bring inbound business and tourism traffic from Australia, Japan and Europe to Christmas Island. (*Business Times*, Mike Cavanagh)

# From the Editor...

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## Commonwealth Games

As this issue goes to press Melbourne is winding down towards the end of the Commonwealth Games. As has been reported in *Table Talk*, Melbourne's public transport has responded to the challenge and in my opinion responded well. In addition to the Games there was also a festival in the city and surrounds to capitalise on the extra people in the city. It was also school holidays and the weather was remarkable by Melbourne standards.

One of the logistical issues associated with the Games is that events are scattered across inner suburbs of Melbourne, a few outer suburban areas and in regional centres of Geelong, Ballarat, Bendigo and Traralgon, rather than in one or two key areas. This means that, particularly in Melbourne, there needed to be frequent cross-town services to get spectators to events effectively. This resulted in some tram routes such as the 55 and 112 and 96 being stretched to maximum capacity as well as Flinders Street routes. The flexible utilisation of larger capacity trams across the network to meet demand and adjustable rosters meant that whilst there was overcrowding, crowds were moved reasonably well to and from events.

Another highlight was the usual 30 minute evening frequencies on the suburban rail network being increased to 20 minute services with additional trains at the conclusion of night sessions of various events. Key bus routes across Melbourne had their services increased to include a bus connection with every train after 1900. For some routes this would have been the first time in years that night services had run to such a frequency... if at all. These extra services may have explained a drop in taxi patronage as spectators opted to take public transport home after events.

The dissemination of public transport information during the Games was I think undertaken reasonable well but there could have been improvements. The Metlink website was the main source of information on the web with links to accessing events, special timetables and other hints and tips however it was not publicised well enough in the media. Former 774ABC radio presenter Lynne Haultain and comedian Peter Moon and his alter ego "Baz" were the public spokespersons for traffic and transport information. Other mediums such as SMS alerts and suchlike were not utilised as well as they could have been.

It is hoped that the Government and public transport operators capitalise on the goodwill generated by extra patronage and publicity arising from the Games and consider the merits of continuing some of the service improvements in place during the games. The retention of 20 minute evening frequencies on suburban rail services would be one initiative that would receive considerable support in the community.

From a rail, bus and tram enthusiast's perspective it was an opportunity to observe and experience the system being worked to capacity. Highlights included trams operating far from their normal territory and older route buses relegated to lesser duties being brought out into regular route service to cover gaps, not to mention express services on the Upfield line and late night departures from Traralgon back to Melbourne.

It was truly a remarkable two weeks in Melbourne.

## Book Review

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Stone, Richard. *Fragments of the everyday : a book of Australian ephemera*. Canberra : National Library of Australia, 2005. ISBN 0-642-27601-3 (\$29.95). Purchased from Paperback Bookshop, Bourke Street, Melbourne.

Ephemera permeates so much of Australian history and society it is hard to know where to start. As a librarian my perspective of ephemera includes printed items such as menus, programs, catalogues, coasters, business cards, tickets, handbills, official stationery, fliers, leaflets, advertising inserts and yes... timetables! It is argued by many, including myself, that ephemera provides an excellent record of a society (not to mention a rich vein of information) at a particular time from so many aspects – politically, socially, economically and culturally.

In fact I sometimes feel that it is easier to say to people I meet and where the inevitable question of interests arise, an answer that people might understand is, "I have an interest in and collect ephemera" rather than "I am a timetable collector."

Nevertheless it is somewhat pleasing to note that perhaps we are seen as specialists in a particular type of ephemera that being timetables and related publications. This publication compiled by Richard Stone and published by the National Library perhaps reinforces that perspective.

The book draws upon the ephemera collection from the National Library and is arranged along four themes – events, persuasion, consumption and travel. It is this last theme that is of most interest. The chapter on the travel theme includes material from shipping, aviation, rail, bus as well as car travel including timetables, menus, publicity material, road maps and business cards from early 20<sup>th</sup> century to the present.

The chapter contains very interesting schedules and associated material from famous (and in many cases long departed) shipping lines including the Aberdeen & Commonwealth Line and the Blue Funnel Line. Many of these items are lavishly illustrated with depictions of the line's premier ships at sea or in port.

Airlines are well represented with various well known airlines including ANA, Ansett, TAA and Qantas. Timetables and publicity material about everything from the new "V" jets for Qantas to updated uniforms for staff and enhanced ticket check-in procedures are included.

Railway related ephemera include covers of WAGR and VR timetables depicting a variety of trains. The WAGR "Westland" depicts a hand coloured photograph of a "Pmr" class steam locomotive with a train of carriages whereas the cover of the VR timetable for the "Overland" has a somewhat more dramatic illustration of two "B" class locomotives with new "Overland" cars rounding a bend. Other material includes a timetable for Puffing Billy, QR's "Sunlander" and brochures for the VFT (Very Fast Train) proposal between Sydney and Melbourne via Canberra from the 1980s.

There are a few items from bus companies including Trans Otway, when they used to run services from Geelong and the New England Bus Company. There is only one tram item – a brochure for travelling on Brisbane trams from the early 1950s. The paucity of material on bus and tram related ephemera is a drawback as well as no suburban rail or ferry timetables which make up a considerable bulk of travel and themselves have contributed to the development of Australian cities and towns.

For anyone interested not only in timetables but also ephemera across a broad range of contexts in Australia, then this book is recommended. As stated in the previous paragraph there is a lack of some bus and train material that I believe should have been included.

Review by Steven Haby, Editor, *The Times*.