



# TABLE TALK

No. 189, May 2008

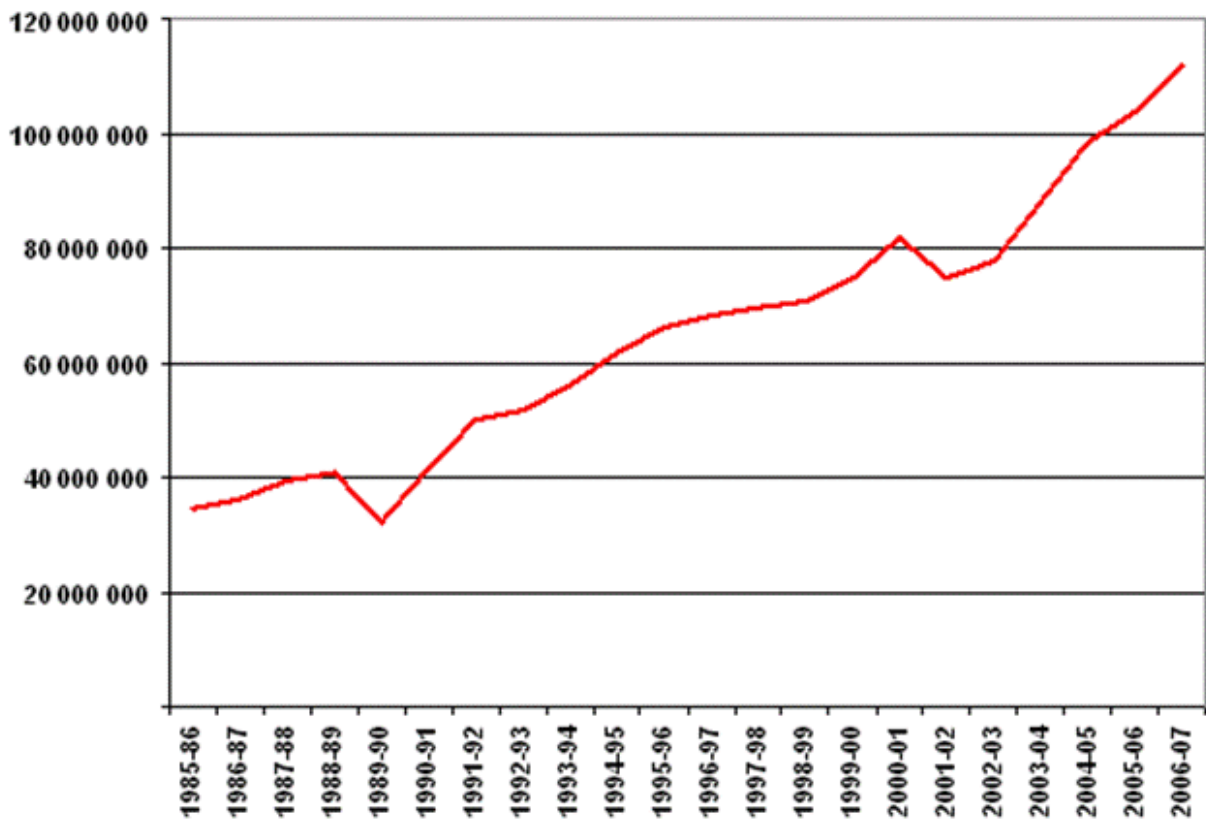
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Activity at Australian airports: Passenger Numbers  
(1985/86 to 2006/07)



## About Table Talk

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. Items for publication in Table Talk can be submitted to the Editors. Members' News is on page 9.

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Production - Geoff and Judy Lambert, Minuteman Press. A bit scrappy this month due to "the pressures" :-)

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## TOP TABLE TALK

From *Today's Railways Europe*, no. 148, April 2008:

### The end of paper timetables

by David Haydock



In the last issue of TR Europe, we reported that SNCF [France] is no longer producing its paper timetable books. We believe that DB [Germany] is to stop producing them soon and we had heard a report in 2007 – which turned out to be unfounded – that Trenitalia [Italy] was to do the same. Should we “bow to the inevitable” or protest?

The main argument used to justify the withdrawals apart from lack of sales, is that there are so many alternatives. Depending on the country, there may be timetable leaflets available at stations (you always have to go to the station, they are rarely available in other places) or there is the internet.

Timetable leaflets are perfectly OK for someone who only uses one or two services regularly but for anyone who travels around the network (a small minority I admit) pockets are soon filled and it is difficult to keep a bunch of leaflets neat and in order. Also, leaflets are only OK if they are available. The ones I want often seem to have run out on the day I pass through the station. So, if timetable books are withdrawn, I would expect a greater effort to reliably provide the alternatives.

As for the internet, this is a service I use dozens of times each day, but I am not typical. Internet penetration has still not reached 50% of households in most European countries and the percentage is even lower for broadband - and you need it for railway websites to work properly. A recent study of internet use showed that some will never have it or use it for a variety of reasons – they are the old, the poor and those in rural areas.

Even when we have the internet, what is available? In the case of France, there are downloadable pdfs for regional services, but nothing, at present, for national services. So, even for TGVs, there are no printable timetables on the net and the easy-to-read TGV booklets have been abolished and replaced with more difficult to read leaflets.

As for using the internet to read a timetable on the train, a miniscule proportion of people carry a palm pilot or laptop computer and France is way behind Britain in the provision of WiFi on trains.

In the case of SNCF, the final blow to paper was the decision to give train “conductors” palm pilots and stop distributing timetable books to them. The books sold to the public were always copies at marginal cost tacked onto the long production run for staff, so they were bound to disappear

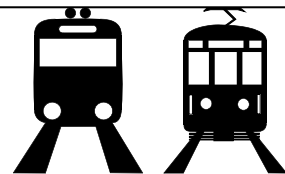
So are these PDAs a satisfactory replacement? We have already reported that they are slow, but they also cannot give an overview of services in the next hour or two – how could they with a screen about 7 x 7 cm? We have now heard of the inevitable result of this shortcoming. In the area where I live, the regional council has financed a short production run of timetable booklets for regional services. When I asked for one at my local station, I was told they had all been taken by staff!

I would have more faith in this new development if the information put into them were reliable. But, as a regular user of SNCF's internet timetable, I cannot be sure. The system works reasonably well if the passenger wants to take one train to or from a large centre such as Paris or Lille. But as soon as a change of

train is necessary, the system shows its disadvantages. SNCF has obviously programmed its system to offer TGVs and Corail TéoZ trains over everything else and to route the traveller via Paris, even if better, cheaper and faster alternative exists.

So yes, I will protest until there is a proper alternative!

## NEWS



### RAIL AND TRAM

#### INLAND RAIL STUDY

The Federal Government has commissioned the Australian Rail Track Corporation to determine the economic benefits and likely success of the proposed inland railway from Melbourne to Brisbane. The study will concentrate on the so-called far western route through NSW. The study, costing \$15 million, is to determine:

- the optimum alignment,
- the likely order of construction costs,
- the likely order of infrastructure operating and maintenance costs,
- operational benefits,
- market take up,
- project development,
- delivery timetable, and
- level of private sector support.

The study is to be completed by August 2009.

#### DON'T EXPECT TO GO ON HOLIDAY AT CHRISTMAS

The following Great Southern Railway services will not run over the Christmas period **2008-2009**:

*Ghan*: all Wednesday departures from Adelaide 3 December 2008 to 28 January 2009; all Saturday departures from Darwin 6 December 2008 to 31 January 2009

The following Great Southern Railway services will not run over the Christmas period **2009-2010**:

*Ghan*: all Wednesday departures from Adelaide 1 December 2009 to 24 March 2010

all Saturday departures from Darwin 5 December 2009 to 27 March 2010

*Indian Pacific*: Adelaide - Perth: 17 December 2009

Perth - Sydney: 20 December 2009

Sydney - Perth: 23 December 2009

Perth - Sydney: 27 December 2009

Sydney - Perth: 30 December 2009

Perth - Adelaide: 3 January 2010

*Overland*: Adelaide-Melbourne 25 December

2009

Melbourne-Adelaide 26 December 2009.

#### OVERLAND DISRUPTED

Due to works being carried out at Melbourne's Southern Cross station, coach transfers are being provided as a connection with the Overland between North Shore Geelong and Melbourne on the following dates:

- Melbourne – Adelaide Saturday 19 April
- Melbourne – Adelaide Saturday 24 May
- Adelaide – Melbourne Monday 26 May
- Melbourne – Adelaide Tuesday 27 May
- Adelaide – Melbourne Wednesday 28 May
- Melbourne – Adelaide Thursday 29 May
- Adelaide – Melbourne Friday 30 May
- Melbourne – Adelaide Saturday 31 May
- Adelaide – Melbourne Monday 2 June
- Melbourne – Adelaide Tuesday 3 June
- Adelaide – Melbourne Wednesday 4 June
- Melbourne – Adelaide Thursday 5 June
- Adelaide – Melbourne Friday 6 June
- Melbourne – Adelaide Saturday 7 June
- Adelaide – Melbourne Monday 9 June

#### GHAN PLATINUM SERVICE

Platinum Service on GSR's Ghan (see March 2008 *Table Talk*, page 3) will be introduced in September. There will be 25 cabins in five carriages, catering for up to 50 passengers. It will be priced at \$2975, about \$1000 more than the Gold Service, the Ghan's former top service. Platinum Service will be available once a week in either direction. The first season for Platinum Service will run from Wednesday 10 September ex Adelaide until Saturday 15 November 2008 ex Darwin. The second season will run from Wednesday 14 March 2009 ex Adelaide until Saturday 14 November 2009 ex Darwin.

If the Platinum Service brochure is to be believed, Adelaide GSR station has been renamed "Adelaide Parklands Terminal".

#### NEW QUEENSLAND TRAVELTRAIN TIMETABLE

New Public and Working Timetables have been published for QR long-distance Traveltrain. The cover of the Public TT states "Fares effective from 1 April 2008. Timetable effective from **20 April 2008**". It is an attractive DL size booklet. The main North Coast line is shown by means of a two-sided fold-out page. The Working TT is a 33 page document.

- The 855 northbound Sunlander on Sundays and Tuesdays is slowed 15 minutes to now arrive Cairns at 1615 next day.
- The 1255 northbound Sunlander on Thursdays is moved to a 1325 departure from Brisbane, but still arrives at Cairns at the same time of 1915 Friday.
- The northbound Cairns Tilt Train is considerably speeded-up after Rockhampton and now arrives Cairns 60 minutes earlier at 1820. The trip from Brisbane to Cairns is now achieved in 23 hours and 55 minutes.
- Northbound and southbound Spirit of the Outback have some slight adjustments to times at various points.
- The southbound Sunlander departs Cairns 40 minutes later at 915, but makes up all of this time by Rockhampton.
- The southbound Cairns tilt Trains departs 60 minutes later, also at 915, but makes up all of this time by Rockhampton, also completing its run in 23 hours 55 minutes.
- Connecting buses from Proserpine to Shute Harbour have been adjusted accordingly.
- The up Inlander departs Townsville 80 minutes earlier at 1240 and arrives Mt Isa 90 minutes earlier at 935.
- Similarly, the down Inlander from Mt Isa runs 90 minutes earlier throughout.

The Kuranda tourist trains are altered slightly at intermediate points.

### NEW BRISBANE CITYTRAIN TIMETABLES

A new Brisbane Citytrain timetable was introduced from Monday **31 March 2008**. Wallet/purse size folding timetables are available at stations and PDFs of these are available at [www.citytrain.com.au/plan\\_your\\_trip/timetable\\_fares/timetable\\_fares/asp](http://www.citytrain.com.au/plan_your_trip/timetable_fares/timetable_fares/asp). These comprise one for each line, and in addition one entitled "Innercity" showing all services from Northgate to Park Road, but for Mondays to Fridays only. As usual, the Doomben line timetable shows both the sparse train service and the supplementary bus

service. If you have this timetable, note that the 655 service from Doomben lacks the bus shading – it is a bus not a train.

As usual and not surprisingly, there was no Citytrain timetable produced for the Yeerongpilly-Corinda line. The service on this line can only be worked out by interpretation of some trains from the Beenleigh and Ipswich line timetables. This is definitely Australia's most unusual suburban train service. It now has a mere six (reduced from seven) trains westbound, run more for placement purposes than to provide a service. And an even more "economical" three trains a day eastbound – and with a service that is finished by the time the afternoon peak commences elsewhere.

In addition to the main pamphlets, miniature folding timetables were produced for each line for Mondays to Fridays only. Supplies of these ran out quickly at some stations.

Airtrain also re-issued their timetable pamphlet of services on the Airport line. This bears a tiny imprint on the second page "Effective 31<sup>st</sup> March 2008".

Details of the main changes were in April *Table Talk*, page 5.

### NEW NSW WTTs

NSW Rail Corp has placed new editions of their Working Timetable (version 2.1.5) dated **6 April** and their Train Operating Conditions (version 10) on their website. (Contact the Secretary/Editor if you want the address).

A new Australian Rail Track Corporation WTT for NSW lines is likely to be introduced with effect from **4 May** until 2 August 2008.

### NEWCASTLE SERVICE IMPROVEMENTS

From Saturday **5 April** CityRail introduced additional weekend trains from Newcastle at 130 and 330 (Yes, that's 1.30am and 3.30am!) all stations to Fassifern. The 024 Newcastle all stations to Telarah was altered to leave 50 minutes later at 114 and return from Telarah 50 minutes later at 204. (Not likely to be many passengers on that return run).

### JUNEE RRR

Junee Shire Council has called tenders for the use of the former Junee Railway Refreshment Rooms.

### VICTORIAN FREIGHT LINES REHABILITATION

The Premier, John Brumby, announced on 21 April the expenditure of \$42.7 million on rehabilitating freight lines in Victoria. \$23.7 million is to be spent upgrading specific lines, and \$18 million on gen-



eral maintenance across the freight network. The specific lines to be rehabilitated are:

- Korong Vale - Quambatook
- Korong Vale – Charlton
- Murtoa – Warracknabeal
- Shepparton – Tocumwal
- Swan Hill – Piangil, and Mildura – Yelta.

These are most of the lines identified as “Gold” in the Victorian Rail Freight Review Report, chaired by Tim Fischer (see January 2008 *Table Talk*, pages 9-10), as first priority for rehabilitation. Dunolly – Korong Vale and Echuca – Barnes also identified as Gold lines, have already been upgraded. Minister for Public Transport, Lynne Kosky, merely noted that the Maroona – Portland line (cessation of operations reported in April *Table Talk*, page 7), had been recommended in the Fischer Report for rehabilitation in 2010-11.

#### MELBOURNE RAILWAY EXTENSIONS

A report on transport infrastructure submitted to the Victorian Government on 2 April by Sir Rod Eddington recommended:

- A new railway in Melbourne’s Western suburbs from Deer Park through Truganina, Tarneit and Wyndham Vale to Werribee. The intermediate points are at present undeveloped, but ripe for suburban development,
- Extension of electrification from Sydenham to Sunbury, and (as foreshadowed in May *Table Talk*),

A railway in tunnel from Footscray to Caulfield, to relieve congestion in the City Loop and serve additional areas.

#### NEW CONNEX MELBOURNE TIMETABLE

Connex's new timetable in Melbourne, originally scheduled for 31 March (see February *Table Talk*, page 5 for details), and then deferred (see April *Table Talk*, page 6), was introduced on Sunday **27 April**. Additional services are:

- 746 Flinders St - Oakleigh
- 822 Oakleigh – Flinders St
- 1448 Flinders St – Pakenham via City Loop
- 1604 Flinders St – Dandenong via City Loop
- 1706 Dandenong – Flinders St
- 1648 Flinders St – Mordialloc extended to Frankston

•1658 Flinders St – Mordialloc extended to Frankston

•1520 Flinders St – Glen Waverley

Stony Point line: Monday to Thursday – five additional services

Friday – seven additional services

Saturday – two additional services

•Sunday – one additional service

•717 Sunshine – Flinders St via City Loop

•1548 Flinders St – Sydenham via City Loop

•1802 Flinders St – Sydenham via City Loop

•1508 St Albans – Flinders St

1652 Flinders St – Werribee via City Loop

All trains will be six-carriages up until at least 1900 on all lines (except the Williamstown and Alamein shuttles which will still operate as three cars between the peaks and after about 1800).

The 1913 (formerly 1920) Flinders St to Alamein will now run via the City Loop. The 1521 Craighburn – Flinders St will now leave Broadmeadows at 1523. The 1637 Broadmeadows – Flinders St will now start from Craighburn at 1629.

In the next timetable change scheduled for **November 2008**, an additional 95 services a week will be introduced. A major change will be to alter Clifton Hill group trains to run clockwise around the City Loop at all times. At present, they, like trains from other lines, operate counter-clockwise until late morning to give immediate access to underground stations. The change will eliminate a conflicting move at the entrance to the Clifton Hill group tunnel, thus increasing capacity. An additional morning peak train will run on both the Epping and Hurstbridge lines. Peak hour Werribee trains will also operate direct to Flinders Street before traversing the City Loop. This will remove conflicting moves near North Melbourne. There will be two additional morning peak trains on both the Werribee and Sydenham lines. More frequent evening peak trains will operate on the Pakenham and Cranbourne lines.

A further timetable enhancement is proposed for **mid-2009**.

#### NEW V LINE TIMETABLE

A new V Line timetable was introduced from Sunday **27 April** to coincide with the new Connex timetable. PDFs are at [www.vline.com.au/timetables/timetables/timetables.html](http://www.vline.com.au/timetables/timetables/timetables.html). Hard copies were said to be available at stations from 23 April. Principal changes are:

Kangaroo Flat receives a huge increase in services. (Formerly only one up and one down train a day stopped there). All Bendigo line trains now stop, with the exception of Swan Hill trains and the morning up and evening down super-expresses. This is an extra 186 train services each week bringing the total to 200. On weekdays 17 down and 14 up trains stop. Despite the extra stop, down trains maintain the same arrival time at Bendigo. Some (not all) Bendigo trains depart two minutes earlier.

(This follows completion of station improvement works at Kangaroo Flat. This included refurbishing the waiting room, building a new booking office and new toilets, restoring the original entrance, installing new staff facilities and upgrading the car park.)

- The 615 to Bendigo leaves two minutes earlier and adds a stop at Diggers Rest.
- There are a number of additional buses to/from Lancefield on Mondays to Saturdays and some have been extended from Riddells Creek to/from Gisborne.
- The Albury-Canberra and v.v. bus schedules have finally been adjusted to reflect the truncation of Albury line trains at Wangaratta (see March 2008 *Table Talk*, page 4). There is a change of bus service number at Albury, which implies a change for passengers, albeit with zero connection times. However, in fact the Canberra buses now operate through to/from Wangaratta.
- The Benalla-Mulwala, Wangaratta-Beechworth-Bright, Wangaratta-Corowa and Shepparton-Seymour (Friday evening only) bus times have also been adjusted to reflect the slower train times on the North east line.
- The 300 Griffith-Shepparton bus runs 15 minutes earlier at 245.
- Some Echuca buses have slightly altered times, especially Moama-Murchison East buses which all run five minutes earlier.
- Some times of the Albury-Kerang "Murray Link" bus have been adjusted by five minutes either way.
- The Melbourne-Mansfield timetable does not show the additional snow season services. Whether this is because another timetable will be issued closer to the time, or because they will no longer operate, is unclear.
- The former 1235 down Bairnsdale train and 1325 down Traralgon swap places. The 1425 down Traralgon now stops all stations.
- The evening Bairnsdale-Melbourne Mondays-Fridays train has been drastically altered to depart at 1810, instead of at 1630. This then stops all stations and so arrives Southern Cross at 2201 (formerly 2000). The up Traralgon train which takes the path from Traralgon formerly occupied by the up Bairnsdale train, only stops at the principal stations as the Bairnsdale train used to.
- The Canberra-Bairnsdale Tuesdays and Fridays bus now departs Canberra 90 minutes later at 1100 to connect with the altered up Bairnsdale train. (The 930 departure on Sundays during Victorian school holidays remains unchanged).
- There are innumerable minor alterations of a few minutes on the Eastern line.
- The 1415 Mon, Wed & Thur Bairnsdale-Lakes Entrance bus now operates on Mondays to Fridays.
- The 2200 Fridays only Traralgon-Maffra-Sale bus no longer runs.
- Vlocity DMUs replace those Geelong line weekend trains hitherto operated by Sprinter DMUS. These services have been speeded up by from two to five (usually three) minutes.
- The 1605 Mondays-Fridays to Ballarat has been speeded up by eight minutes.
- The 1700 Ballarat-Melbourne Mondays-Fridays bus (the bus that runs because no up train can be fitted in at that time) now leaves at 1715 and runs 15 minutes later throughout.
- The 612 up ex Ballarat on Saturdays now leaves earlier at 604 and loses this time, so as to be on its old schedule by Bacchus Marsh. The 2208 down Ballarat is 11 minutes slower. The reasons for these changes are not apparent.
- The down bus from Ballarat to Warracknabeal & Hopetoun on Tuesdays now runs to the same schedule as for Mon, Wed & Thur, rather than as for Friday as previously. The Sunday up bus now connects with the 1312 train ex Ballarat, rather than the 1707. The Sunday down bus connects with the 1328 train, rather than the 1808 train, as previously.

The 1630 Port Fairy-Warrnambool bus now starts at Heywood at 1450 on Mon-Fri, rather than on Friday only, and the evening Warrnambool-Port Fairy bus now runs through to Mt Gambier, rather than the midday bus.

DISAPPEARING VICTORIAN INTERNET WTTs  
 Connex Melbourne has removed their Working Timetable from their internet site. The only WTT currently on their site is a 2004 metropolitan freight

WTT

([www.connexmelbourne.com.au/index.php?id=47](http://www.connexmelbourne.com.au/index.php?id=47))

The V Line site ([www.vline.com.au/rna/rna/information\\_pack.html](http://www.vline.com.au/rna/rna/information_pack.html)) does not yet include updates to their WTT for the North East line from 25 February (referred to in the March *Table Talk*, page 4), nor the alterations of 27 April.

## V LINE INFRASTRUCTURE

The Ultima – Manangatang line was re-opened from 21 February.

Crossing facilities were removed at Colac from 27 February.

## CITY CIRCLE TRAMS

Mainland south eastern Australia reverted to Standard Time on 7 April. However, Melbourne's Circle free Trams now continue their Daylight Saving schedule all year round. They will operate until 2100 on Thursdays, Fridays and Saturdays, rather than finishing at 1800.

## NEW MELBOURNE TRAM TIMETABLES

The following changes are proposed for Melbourne Trams:

- Route 86 (Bundoora-Docklands) will be altered to run to Docklands Drive, with route 30 (St Vincent's Plaza-City) to run between Latrobe & Spencer Sts and St Vincent's Plaza all day.
- Route 24 (North Balwyn-City) services are to be run by Camberwell Depot.
- Times on route 86 and route 96 (East Brunswick-City-St Kilda) are to be changed so that trams arriving at Bourke and Spencer St from St Kilda and Docklands do not meet at the same time as they do so now. This will only affect Mon-Fri times, not weekend ones.
- All B class trams (including the B1s) are to be redistributed from Southbank Depot to other depots. All Citadis trams will go to Kew. The remaining A class trams at Southbank will be used for route 112 (West Preston-City) services. City Circle trams will be moved to North Fitzroy, which will be reinstated as a tram depot.
- Some minor timetable changes will soon go into effect on route 96 to allow run-in trams from St Kilda priority over service cars.
- All C2 (Mulhouse) trams are expected to be in service by August 2008

An island platform will be built at the end of Docklands Drive, with a stabling siding for special events at Telstra Dome.

## PERTH EASTER CLOSEDOWN

The railway was closed from Daglish to Fremantle from the evening of Thursday 20 March until the last service on Tuesday 25 March. This was to enable work on improvements to turnback facilities for trains at Claremont Showgrounds and a new vehicle underpass at Karrakatta. Replacement buses operated. On Tuesday 25 March, an ordinary working day, there was also a special ferry from Fremantle at 715 arriving Perth one hour later, returning from Perth at 1745.

## NEW GAWLER LINE TIMETABLE

TransAdelaide's Gawler line received a new timetable from Sunday **27 April**. Weekday off-peak frequency has been doubled. On Mondays to Fridays during the day there are trains to/from Gawler Central every 30 minutes. As well, there are trains to/from Gawler every 30 minutes giving a frequency as far as Gawler of every 15 minutes. The Gawler line thus joins the Noarlunga line as far as Brighton as having a 15 minute off-peak frequency.

The trains to Gawler and to Gawler Central have different skip-stop stopping patterns. The Monday-Friday off-peak patterns are:

●**Gawler Central trains:** express to Islington, stop all stations to Mawson Interchange, express to Parafield, stop all stations to Salisbury Interchange, express to Elizabeth Interchange, stop all stations to Smithfield Interchange, express to Tambelin, stop all stations to Gawler Central.

**Gawler trains:** express to Ovingham, stop all stations to Islington, express to Mawson Interchange, stop all stations to Parafield, express to Salisbury Interchange, stop all stations to Elizabeth Interchange, express to Smithfield Interchange, stop all stations to Tambelin, express to Gawler.

The effect of this is that so-called "Hi Frequency Stations" at Islington, Mawson Interchange, Parafield, Salisbury Interchange, Elizabeth Interchange, Smithfield Interchange, Tambelin and Gawler now have trains every 15 minutes between 730 and 1830 on weekdays with 30 minute headways at other stations. North Adelaide retains its peak-only service. Trains no longer terminate or start from Dry Creek or Salisbury.

Weekend and evening frequencies are unchanged. Weekend services are every 30 minutes. On weekends every second train is express Adelaide – Dry Creek and v.v. Evening frequency is every 60 minutes.

The timetable is at [www.adelaidemetro.com.au/routes/timetables/Gawler\\_270408\\_ttable.pdf](http://www.adelaidemetro.com.au/routes/timetables/Gawler_270408_ttable.pdf)

The bus section of this edition of *Table Talk* reports on altered Adelaide northern suburbs bus timetables, associated with this change. New

Northern and Southern Metroguides were published.

## ADELAIDE TRAM & TRAIN

Options for **upgrading Oaklands station** (on the Noarlunga line) have been subject to a community consultation process, resulting in a two to one majority in favour of relocating the station and proposed interchange to adjacent to the Morphett Road / Diagonal Road level crossing, rather than on the existing site. Construction is likely to commence in May and take ten months.

**Glenelg trams were replaced by buses** over the Easter holiday period to enable track work to be carried out. This involved rail replacement between Morphett Road and the Sixth Avenue level crossing, removal of the crossover at Forestville (which has been unused in recent years), and installation of a replacement crossover at Beckman Street.

The replacement service commenced at City West and thence via North Terrace, King William St and then by the route used during the shut down of the line except the service operated direct along Anzac Highway after Morphett Rd. instead of paralleling the tramline to Brighton Rd. to avoid access problems from Morphett Rd to Maxwell Terrace. A printed timetable was not sighted for this service, but full details appeared on the Adelaidemetro website including details of the replacement bus service bus stops.

On **Anzac Day** special train and tram services operated to the City from Outer Harbor, Grange, Noarlunga Centre, Belair and Gawler Central and on the Glenelg tramline for the Dawn Service. There was also an additional tram from Glenelg at 700 and train from Belair at 735 for the March. No special brochure or leaflet detailing these services was sighted although full details were on the website.

## PORT BONYTHON LINE, SA

The article about a proposed railway line to Port Broughton (April *Table Talk*, p. 8) should be Port Bonython; the former is on the east side of Spencer Gulf. Thanks to Derek Scrafton and Roger Wheaton for setting us straight.

## TRANZSCENIC GOES STEAMY

A steam engine, WAB 794, will pull the scheduled Overlander (Wellington-Auckland & v.v.) service between Feilding and Taihape, NZ, and return every second Saturday, making day trips possible out of Wellington and Palmerston North. The tank locomotive has been restored by the Feilding District Steam Rail Society. It is one of only two survivors of its class and the only one in running condi-

tion. Steam Engine Saturdays will run on 17 & 31 May, 14 & 28 June, 12 & 26 July, 9 & 23 August, 6 & 20 September 2008.

## GERMAN TIMETABLES

The DB, German Railways, timetable is currently available:

- In hard copy paper form. This comes in a box measuring 23 x 20 x 17 cm and weighing 5 kg. The box contains a long distance services book, seven regional books, a listing of trains with their features, and a station index book. The cost is €19.

- On searchable CD ROM. This includes the non-suburban schedules of most European railways

- On searchable format on the internet at <http://reiseauskunft.bahn.de>

In PDF format at <http://kursbuch.bahn.de> This has just been introduced.

It is rumoured that the hard copy will be discontinued in 2009.

## UK TIMETABLE

*Table Talk* has noted the existence of National Rail timetable books for the UK (February *Table Talk*, p12). In addition, the various Train Operating Companies issue a myriad of individual timetables.

We have now sighted another variation: a Rail Timetable issued by a County Council. Derbyshire's booklet is an annual publication and stated to be the most popular timetable they produce. The booklet is 72 A5 pages plus a colourful cover. It covers all Rail services in Derbyshire plus connections to main towns outside.

Interestingly, for most lines, Sunday timetables are not provided, because "they will change frequently – often at short notice": It includes many references to sources of additional information from the operators.

## NEW UK OPERATORS

New British open access passenger operator, Wrexham & Shropshire Railway, commenced its services on Monday 28 April (earlier report: March 2008 *Table Talk*, p. 6). Grand Central Railway introduced its full service from Saturday 1 March (earlier report: January 2008 *Table Talk*, p. 12).

(Thanks to Tony Bailey, John Kain, Geoff Lambert, Dennis McLean, Geoff Mann, Roger Wheaton and Victor Isaacs for Rail and Tram News).



# FERRIES and SHIPPING



A ferry service that does not appear to have been reported on before is to **Kangaroo Island from Wirrina Cove** (rather than the usual of Cape Jervis). Wirrina Cove is a resort and marina development located off the Main South Road south of Normanville. According to the website ([www.kiferries-sa.com](http://www.kiferries-sa.com)) and the printed brochure there are up to three trips per day using a single vehicle capable of carrying both passengers and road vehicles. Café and movie facilities are provided. Ferries are scheduled to depart Wirrina Cove at 830, 1430# and 2000#. and Kingscote at 600#, 1130# and 1730. Services marked # are subject to seasonal demand. A connecting bus

from/to Adelaide is provided for regular services departing Adelaide at 640 and Wirrina Cove on the return journey at 1955.

**Wallaroo – Lucky Bay Ferry.** Lucky Bay is on Eyre Peninsula opposite Wallaroo. This service has now been upgraded following the acquisition of a second ferry. The two vehicles are the *Sea Spirit* and the *Sea Scape*. There are now simultaneous departures from both terminals at 730, 1030, 1330 and 1600. However on Anzac Day and the following Saturday the services only operated at 1030 and 1330. Details are on [www.seasa.com.au](http://www.seasa.com.au)

(Thanks to Roger Wheaton for Ferry News).



## AATTC

Australian Association of  
Time Table Collectors Inc.

Inc No. A0041671H

## Members' News- May 2008

### DIVISION NEWS

**Brisbane.** The next meeting in Brisbane will be on SUNDAY 1 June at the home of the Brisbane Convenor, Brian Webber at 8 Coachwood Street, KEPERRA. 07 3354 2140 [bwebber@tpg.com.au](mailto:bwebber@tpg.com.au)

**Canberra.** The Canberra Branch meets at 1830 on the second Thursday of every month at the Canberra Club, West Row, City. Enquiries to Victor Isaacs,(02) 6257 1742 or [abvi@webone.com.au](mailto:abvi@webone.com.au).

**Melbourne:** Meeting Schedule for 2008 is as follows: Wednesdays: 7 May, 2 July, 3 September, 5 November. Meetings will be held at the home of David Hennell, 3/29 Croydon Rd, Surrey Hills (Near Chatham Railway Station on Lilydale/Belgrave Lines).

**Sydney:** Sydney meetings are held at 2 pm on the first Saturday of February, May, August and November at the church hall, the rear of the Roseville Uniting Church, 2 Lord St Roseville. All members and non-members are welcomed and chocolate cake is always served.

### ASSOCIATION NEWS

**Membership renewal.** As foreshadowed in an earlier Newsletter, we have included a membership renewal form in this mail-out. Membership dues for 2008-2009 are due on June 30<sup>th</sup>, but earlier payment would smooth the Membership Officer's work-flow J.

# BUS



## ACT

### ANOTHER NETWORK PROPOSAL from Ian Cooper

ACTION's revised new bus network was released on 26 March by the Minister for Territory and Municipal Services, John Hargreaves and is intended to be implemented on 2 June 2008.

As a direct result of public comment, a number of significant changes have been made to the proposed route structure but very few alterations to the frequency of services have been implemented, with the result that, overall, many services will operate at less frequent headways than they did prior to the December 2006 cuts. In summary 24 (or 59%) of the 41 basic full time routes will operate every 60 minutes. In a further cut to frequencies, the peak period headway on route 3 (existing 34) has lengthened to 30 minutes from the existing 20 minutes.

However, many of the route alterations re-introduce elements of the route network which existed prior to December 2006, especially from the point of view of coverage of suburban residential areas. The proposed changes of December 2007 saw bus services withdrawn from over 30 streets.

North Canberra, Kaleen and Giralang will benefit from a simplification of the routes with Route 30 serving almost all Kaleen and Giralang to both City and Belconnen.

Proposed route 4 is to be split between 4 East serving Harrison and Franklin and 4 West serving Palmerston. A "plain" route 4, with no suffix, serves South Canberra – all somewhat confusing. It will be interesting to observe the future route number displays. Buses with dot matrix or LED destination signs will be able to cope but those buses with roller blinds do not have letters on the roll.

Route 52 will now divert to cover McKellar, one suburb which was previously targeted to lose a high proportion of its public transport.

The route numbering of other parts of the proposals is also confusing. Route 7 of the Mark I Proposal (replacing part of the existing Route 33) is now Route 6 of the Mark II Proposal and is expected to operate along the lines of the existing Route 33.

Route 7 now forms part of one of the most attractive proposals of Network 08 - the combination of a large part of the existing Route 80 (from Belconnen to City) and Route 36 (from Dickson to City) or a combination of Routes 6 and 37 from the Mark I Proposal. Commendably the frequency on this route has now been set at 30 minutes.

Presumably because of the absence of any interchange facilities at Gungahlin Town Centre, a large part of the proposal to introduce a feeder/intertown route structure in the new town has been abandoned. Proposed route 50 – which was to be part of the first stage of the introduction of a direct Intertown bus route from Gungahlin Town Centre to Belconnen operating every 30 minutes -

has been scrapped.

Routes 4 East and 4 West and route 59 will be extended to Belconnen all day instead of feeding intertown express route 50 at Gungahlin. Likewise, routes 51, 52 and 59 will continue to the City in peak periods instead of terminating at the Town Centre. Route 5 – a direct Gungahlin to City route remains listed in the latest proposal.

The latest proposal for Gungahlin will be very expensive for ACTION to operate but is likely to be popular with passengers because of the removal of the need to transfer buses in the Town Centre.

Bus services in White Crescent, Vasey Crescent and Chauvell Street in Campbell will be re-instated on Route 9 and route 40 in Macquarie and Cook is to be simplified. Route 44 is to operate on Benjamin Way in the Belconnen Town Centre instead of through the Belconnen Trades Area.

The proposed extension of routes 116 and 117 from Woden to Erindale has been completely overturned. Both routes commence operations in western Belconnen at present and have semi-intertown status providing a rather unusual mix of services depending upon the time of day. It is now proposed that both routes be converted to provide local Belconnen services only operating as numbers 16 and 17.

### Xpresso – the future growth unit of ACTION

Based on the gross number of Xpresso routes (existing and new routes) it would appear that ACTION will be allocating a considerable resource to this type of peak period express service. There will be 18 such routes, including four new services.

Re-instated are the 170, 768 and 769 with the 785 and 787 retained as is – minus the proposed diversion via Tuggeranong Interchange. New routes 737, 757 and 786, to Brindabella Business Park at Canberra Airport, are to be extended to Fairbairn Park – another office park – this time at the former RAAF Base.

Route 705 from Belconnen to Tuggeranong is to be extended to the new Centrelink Offices in Tuggeranong and Route 729 in Weston Creek is to be retained as is.

Route 37 from Curtin to City has been re-instated and will now operate as Xpresso Route 732.

An initial perusal of the proposed headways of all standard routes shows most services operating every 20 or 30 minutes in the peak periods. In many cases such frequencies are well below the levels of ten or 20 years ago. However, in an ever increasing number of suburbs Xpresso routes will supplement the standard routes. In order that ACTION can maximise the return from its total investment in vehicles and drivers on both standard and Xpresso services, TT trusts that ACTION will include cross references on the appropriate timetables and route maps to the existence of the two types of services.

## New South Wales – Sydney

**Sydney Buses:** Updated timetables.

Routes 286-287-288-289-297 - v 8, effective March 2008

309-L09-X09-310-X10 - v 6, effective March 2008

371-372-373-X73 - v 8, effective March 2008

339 – v10, effective 25 May 2008, (suspected that this should be 25 Mar 2008 when a new timetable was expected).

422 423 L23 426 428 L28 - v10, February 2008

458 459 v12, effective March 2008

### Sydney Private Buses

**Busabout** has temporarily renumbered Route 851 Liverpool – Miller to Route 861 effective 27 March 2008. There is new PDF timetable on the Busabout website with a reprint date of February 2008.

**Forest:** One timetable in the new format, showing wheelchair accessible buses etc., is available in print form for the 278/9, 281-285, "Duffy's Forest, Terrey Hills, Belrose & Davidson to Chatswood", "Effective December 2007".

The review of Region 4 which is operated by **Hillsbus** and **Busways** is now available for comment by 9th May 2008. The document makes no reference to Busways. The timetable list also indicated that Hawkesbury Valley was included in region 4 but their routes do not appear to be included so they must now be in region 1.

A new Guide to Bus Services issued by the Ministry of Transport dated March 2008 is available at Lane Cove Bus Interchange.

### New South Wales – Regional

**Tamworth Buslines** has taken over the Perrett operation (on 13.4.08) and the Perrett timetables are now on the Tamworth Buslines website.

**Transborder Express** has a new Yass – Canberra timetable dated 7 Jan 2008. The previous timetable also contained a route 980 which operated seven days a week but now there are only routes 981 and 982 which only operate Mondays to Fridays.

## Queensland – Brisbane

### Inner Northern Busway service improvements for Brisbane

In conjunction with the opening of the A\$333 million Inner Northern Busway on Monday, 19 May 2008, TransLink and Brisbane City Council are spending more than A\$5 million to improve bus services in Brisbane. Full timetables will be available on the website from mid-May.

### Summary of new and improved services (routes not listed remain unchanged):

New 66 (Woolloongabba - QUT Kelvin Grove via South East and Inner Northern busways): new weekday high frequency route, operating from Woolloongabba every 10 minutes between 6.32am and 9.02am, every 15

minutes until 2.32pm, every 10 minutes until 6:15pm and every 15 minutes until 7.57pm.

Services from QUT Kelvin Grove will operate every 10 minutes between 6.47am and 9.17am, every 15 minutes until 2.47pm, every 10 minutes until 6:30pm and every 15 minutes until 8.12pm  
operates exclusively on the busway, stopping all stations between Woolloongabba and QUT Kelvin Grove. Articulated buses will provide additional capacity.

New 222 (Carindale - Roma Street via South East and Inner Northern busways): new limited stops service operates every 10 minutes from Carindale Interchange between 7.04am and 8:34am and every 10 minutes from Roma Street station between 4.35pm and 6.25pm services new CBD section of the Inner Northern Busway, servicing King George Square and Roma Street stations.

New 332 (Chermside - Brisbane City via Spring Hill): new limited stops route operating every 10 minutes between 7.00am and 7.50am and 4.45pm and 5.48pm

### New Pre-Pay/additional services for Logan

From 28 April 2008, **TransLink** will invest approximately A\$1.3 million annually to improve bus services in the Logan City area provided by **Logan City Bus Service**.

The improvements will provide:

increased frequency of services across a range of routes (see table below)

improved timetable reliability and service punctuality

better community access to local shops and other activity centres.

Pre pay trial services - new route 581 and existing route 569. TransLink is reducing boarding and travel times by trialling a pre-pay only bus service on existing route 569 (Loganholme bus station to Brisbane City) and new route 581 (Springwood bus station to Brisbane City).

Route 569 (Loganholme bus station to Brisbane City): this route will no longer service Springwood bus station.

New route 581 (Springwood bus station to Brisbane City): This new route will provide additional peak period capacity to Springwood bus station from Brisbane City.

Summary of other service changes: Timetables will be available soon for the routes listed below.

545 (Garden City to Browns Plains) increased weekday and weekend frequency

550 (Browns Plains to Springwood) increased pm frequency

552 (Loganholme bus station to Kingston) increased weekday frequency in peak periods

555 (Loganholme bus station to Brisbane City) increased weekday frequency to every 15 minutes up to 6pm; increased weekend frequency

560 (Loganholme bus station to Browns Plains) in-

creased weekday frequency in peak periods

565 (Windaroo to Loganholme bus station) 5pm trip departing Brisbane City replaced with route 566 trip departing Brisbane City at 4.25pm

566 (Windaroo to Brisbane City) additional peak trip departing Windaroo at 6.05am additional peak trip departing Brisbane City at 4.25pm

572 (Loganholme bus station to Springwood) increased weekend frequency

576 (Springwood to Garden City) increased weekend frequency

578 (Springwood to Garden City) increased weekend frequency

**Park Ridge route 545 upgrade**

The 545 run by Park Ridge Transit between Garden City and Browns Plains has been upgraded to run every 30 minutes Monday to Friday.

**Queensland – Regional**

**Translink** is issuing new **Surfside** TTs effective 31/3/08 for:-

745 Nerang-Surfers Paradise (extra services to meet extended QR train services in the evening)

750 Mudgeeraba-Sea World (Mon-Fri off-peak frequency between Sea World & Pacific Fair increased to 10 mins instead of 15 mins)

**Kangaroo Bus Lines 649 (Nambour to Caboolture**

**railbus) changes**

From Monday, 14 April 2008 changes to reflect updated QR timetables and improve rail connections at Caboolture station. Complete timetable available soon.

**Brisbane Bus Lines 399 (Samford Village to Ferny Grove station) changes**

Effective 7 April 2008, an altered timetable was introduced to reflect the new QR timetables for the Ferny Grove line.

**South Australia – Adelaide**

**Adelaide Metro timetable changes** by Hilaire Fraser

Adelaide Metro has issued the following Outer Northern timetables in the new format effective 27th April 2008

- 205 City-Elizabeth via Bridge Rd
- 206 City-Salisbury via Bridge Rd
- 560 Salisbury-Tea Tree Plaza
- 565 Mawson Lakes-Tea Tree Plaza
- Previously 560 operated Elizabeth-Tea Tree Plaza.
- 565 replaces the eastern part of 420 Mawson Lakes Loop
- Includes new N206 after midnight service Sat & Sun mornings,
- 222 City-Mawson Interchange & Main North Rd Go Zone. Previously 222 operated City-Gepps Cross.
- 222 & 224 replaces the western part of 420 Mawson Lakes Loop
- 222, 224 & 228 provide an extended Go Zone between Victoria Sq, City & Stop 32 Main North Rd
- 224 City-Elizabeth via Salisbury Hwy & Mawson Lakes Go Zone
- 226F City-Uni SA, Mawson Lakes Campus
- 222 & 224 provide a new Go Zone between Stop 29 Main North Rd & Mawson Lakes
- Includes N224 City-Gawler after midnight service Sat & Sun mornings.
- 205 & 224 timetabled to provide a 15 min Mon-Fri service, 30 min Sat service between Salisbury and Elizabeth via Lyell McEwin Hospital
- 225 Gepps Cross or Mawson Lakes-Salisbury via Northbri Av
- Now a feeder service to 222 or 224 at Gepps Cross or Mawson Lakes.
- Serves Port Wakefield Rd instead of 224
- 225F operates City-Salisbury in the peak hour
- 228 City-Smithfield via Main North Rd
- 229 City-Para Hills via Pooraka
- Only 4 Mon-Fri peak hour services operate through to/from the City. All other services are Gepps Cross feeders
- 400 Elizabeth-Salisbury North via Diment Rd DSTO
- Salisbury-Defence Science Technology Organisation
- 400 now terminates at Holstein Dr instead of Illawarra St
- 402 combined 400/1 evening & Sunday service discontinued
- 401 Salisbury-Paralowie via Waterloo Corner Rd
- 403 Salisbury-Salisbury North via Waterloo Corner Rd (new)
- 900 Salisbury-Elizabeth via Virginia
- New 403 supplements 401 Mon-Fri mornings and afternoons
- 900 extended from Virginia to Elizabeth
- 401 now services Springbank Waters. Limited 401

qconnect comes to Townsville				
The listing hereunder was inadvertently omitted from Hilaire Fraser's article last month.				
7	City-Partington (simplified route)	Limited Service		
8	City-Willows Via Oonoonba	60	90	
10	Hospital/University-Willows (formerly Hospital/University-Kelso)	60		
Timetable 3 - Western Services - Routes 3, 3A, 4, 4A, 5, 5A, 6				
3	City-Willows Via Castletown	120 120 (nights)	90	
3A	City-Football Stadium Via Castletown	120 120 (nights)	180	
Previously 3 operated as City-Football Stadium (60min Mon-Fri & 90 min Sat), now 3 operates City-Willows with trips extending to the Football Stadium designated as 3A, last Mon-Fri City departure 9.09pm rather than 5.51pm				
4	City-Stockland via Mt Louisa	60	90	
4A	City-Mt Louisa	Last trip Only	Last trip Only	
4,4A now operated via Flinders St direct rather than via Belgian Gardens. 4A no longer serves Garbutt				
5	City-Hospital/University Via Garbutt & Mooney St	60 60 nights	90	
5A	City-Stockland Via Garbutt & Nathan St (new)	60		
5A provides a service via Belgian Gardens replacing route 4, last Mon-Fri route 5 City departure 8.40pm rather than 6.15pm				
6	City-Rowes Bay Some trips extend to Pallarenda	60 (previously 90)	120	
Timetable 4 - Bushland Beach - Route 33				
33	City-Bushland Beach	120	4 Trips	



extension to Elizabeth discontinued  
 404 Salisbury-Paralowie anti-clockwise loop  
 405 Salisbury-Paralowie clockwise loop  
 411 Salisbury-Mawson Interchange via Parafield Gardens  
 Mon-Fri off peak frequency now 15 mins instead of 30 mins  
 412 combined 404/405/411 evening and Sunday service discontinued  
 415 Salisbury-Greenwith  
 415H Salisbury-Salisbury Heights  
 415V Salisbury-Golden Grove Village  
 430 Salisbury-Elizabeth via Hillbank  
 Evening services now operate only to Salisbury Heights as 415H

440 Elizabeth-Munno Para via Hamblynn Rd  
 441 Elizabeth-Smithfield via Campbell Rd  
 442 Elizabeth-Smithfield via Craigmore  
 443 Elizabeth-Munno Para Loop  
 450 Elizabeth-Andrews Farm  
 451A Elizabeth-Andrews Farm via Smithfield  
 E1 Elizabeth-Andrews Farm Roam Zone (new)

The Main North Rd Corridor Mon-Fri off peak was previously served by 222 operating all stops to Gepps Cross and fast services 224F, 225F & 228F. Now all stops services are 222 to Mawson Interchange and 224 to Elizabeth with fast service 228F. 225 is now a feeder from Gepps Cross or Mawson Interchange.

Outer Southern timetables now appear in the new format. Timetables now show the link between Old Reynella Interchange -Marion Shopping Centre & City, with a connection at South Rd Stop 33 between routes 712 and 721, 722, 722F (City) and 732, 733 (Marion). Stop 33 is also used as the interchange between routes 727, 737 (Chanders Hill) and 721, 722, 722F, 732 & 733. Timetables also detail the link from Commercial Rd to Seaford Shopping Centre to Noarlunga Centre Interchange (routes 741, 749 and 750).

This issue of timetables contains no major route changes. Adelaide Metro has issued the following Outer Southern timetables effective 27th April 2008:-

680, 681, 685 Hallett Cove, Trott Park, Sheidow Park- Marion Shopping Centre-Flinders Uni  
 681P Hallett Cove Beach Station to Hallett Cove North Roam Zone  
 682, 683 Hallett Cove South, Sheidow Park to Hallett Cove Beach Station  
 684 Old Reynella Interchange to Marion Shopping Centre  
 701A, 701C Woodcroft Community Centre-Old Reynella Interchange Loop Service  
 702A, 702C Woodcroft Community Centre-Noarlunga Centre Interchange Loop Service  
 712 Old Reynella Interchange-O'Halloran Hill TAFE  
 719 City-Flinders Uni  
 720 City-Marion Shopping Centre & South Rd Go Zone  
 721, T721 City-Noarlunga Centre Interchange & Main South Rd Go Zone  
 Includes N721 City-Moana after midnight service Sat & Sun mornings.  
 722 City-Noarlunga Centre via States Rd & Hackham

T722 City-Seaford  
 743, 744 Hackham West Circuit  
 723 City-Colonnades Shopping Centre via Woodcroft  
 732 Marion-Colonnades via Woodcroft & Hackham  
 733 Marion-Colonnades via Woodcroft  
 724 Old Reynella-Colonnades via Lonsdale & Christies Beach  
 734 Marion-Colonnades via Lonsdale & Christies Beach  
 725F City-Noarlunga Centre Interchange via Acre Av  
 725 Old Reynella-Noarlunga Centre Interchange via Acre Av  
 715 Old Reynella-Noarlunga Centre Interchange via Acre Av & Christies Beach  
 727F City-Chandlers Hill  
 727 Chandlers Hill-O'Halloran Hill TAFE  
 737 Chandlers Hill-O'Halloran Hill TAFE Via Hillsview Village  
 740 Colonnades Shopping Centre-Seaford  
 741 Colonnades Shopping Centre-Maslin Beach  
 745 Seaford Circuit anti-clockwise loop  
 747 Seaford Circuit clockwise loop  
 T748 Noarlunga Centre Interchange to Seaford Rise  
 745, 747 have a minor route change along Barcelona Rd  
 749 Colonnades-Aldinga Beach  
 750 Colonnades-Sellicks Beach  
 751 Colonnades-Willunga  
 753 Noarlunga Hosp-Willunga  
 754 Willunga-Sellicks Beach  
 755 Seaford-Aldinga Beach  
 756 Seaford-Aldinga

## Victoria - Melbourne

### New Bus Routes:

Three new bus routes including an 'on demand service' and upgrades to four existing routes will be rolled out after a detailed review of bus services in Melbourne's northern suburbs, Minister for Public Transport Lynne Kosky has announced.

The on-demand Gowanbrae bus service (Route 490) is the first of its kind in the City of Moreland. "The bus will operate to a set timetable between Airport West (Westfield Shopping Centre) and the Gowanbrae shops, where it will divert to pick up passengers from a number of designated bus stops throughout Gowanbrae. Due to narrow roads within the area, conventional large buses are not suited to Gowanbrae. The new demand responsive bus is a small, low-floor, stepless entry vehicle which can easily manoeuvre through the area and provides accessible entry for all passengers." The Gowanbrae demand responsive bus will operate between 6am and 6.30pm on weekdays and between 9am and 5pm on Saturdays, with a service frequency of every 30 minutes at peak times and about every 60 minutes at off-peak times. People can book the Gowanbrae up to 15 minutes in advance.

Ms Kosky said Craigieburn township would benefit from two new local bus routes – 528 and 529 – which will provide more comprehensive links between the Golf Links and Highlands residential estates, and Craigie-

burn train station and town centre. These routes will be in service by June 2008.

Other local bus routes to be upgraded by mid-year include:

530 Campbellfield – North Coburg: extension of existing route to Gowrie Railway Station and central Coburg

533 Craigieburn North – Craigieburn South: restructuring of existing route to provide better coverage

534 Glenroy – Merlynston: extension of existing route to central Coburg and extension of operating hours to 9pm seven days a week

### Route Upgrades

The roll out of improvements to Melbourne bus routes is continuing apace. The list below, in approximate route order, is a general summary with latest timetable issues dated where known. Most routes now provide extended hours and seven days per week operation (where not previously provided).

401 North Melbourne – University of Melbourne (Sita) No 'proper' TT issued but an undated DL flyer with a frequency guide & route map. Effective 4/3/08.

406 Keilor East – Footscray (Westrans) 31/3/08. Sunday improved from 70 minute intervals to 40 minutes.

408 St.Albans Station – Highpoint (Westrans) 31/3/08. Journey times extended to improve on time running

410 Sunshine Station – Footscray (Westrans) 31/3/08

411/412 Laverton Station – Footscray (Westrans) 31/3/08. 412 upgraded to minimum standards level, with Sunday services now every 80 minutes on each route, combining to a 40 minute frequency. 411/412 no longer runs down Everingham Road. Some changes to through-routing with 413 during peak hour

454 Sunshine – Sunshine West (Sita) 25/2/08

476 Moonee Ponds – Hillside (Kastoria) 31/3/08

540 Broadmeadows Station – Upfield Station (Northern) 31/3/08

551 Heidelberg Stn – Latrobe University (Ivanhoe) 25/2/08

552 North East Reservoir – Northcote Plaza (Reservoir) 13/4/08. This includes an increase in Saturday afternoon services from 40 to 30 minute intervals.

553 Preston – West Preston (Reservoir) 13/4/08

561 Reservoir Stn– Macleod (East West) 25/2/08

562 Humevale – Greensborough (Dyson) 7/4/08. Sunday service upgraded from two return services to every 90 minutes.

564 Epping Plaza – RMIT Bundoora West Campus (Dyson) 7/4/08

567 Northcote – Regent (Dyson) 7/4/08

572 Mill Park Lakes – RMIT Bundoora West Campus (Dyson) 7/4/08

580 Diamond Creek Stn– Eltham Stn (Panorama) 4/2/08

665 Ringwood Stn – Dandenong Stn (Invicta). Route replaced by 901 Smartbus. Invicta has issued a new booklet dated 24/3/08

779/780 Frankston – Belvedere & Frankston - Carrum (Peninsula) 24/3/08

781/784/785 Frankston – Mt Martha, Osborne & Mornington East (Peninsula) 24/3/08. The media release is incorrect as all buses are through from Frankston and last trips depart Frankston at 10:15pm weekdays and 10:05pm weekends and public holidays.

788 Frankston – Portsea (Portsea) 3/3/08

830/831 Frankston – Dandenong (Grenda) withdrawn. Replaced by 901 Smartbus.

832/833 Frankston – Carrum Downs (Peninsula). Altered and new routes with 30 minute weekday frequencies. 24/3/08

900 Rowville – Caulfield Smartbus (Eastrans/Grenda) 24/3/08. Journey times substantially reduced to reflect bus priority measures. Improved train connections at Huntingdale. Last eastbound trip each night extended from Monash Uni to Stud Park.

901 Frankston – Ringwood Smartbus (Grenda/Invicta) 24/3/08. New Smartbus service operating along Stud & Dandenong-Frankston Roads, replacing Routes 665, 830 & 831. 15 min intervals on weekdays 06:00 - 21:00, 30 mins weeknights until after 00:00, Saturdays (06:00 - 00:00) & Sundays (07:00 - 21:00). Timetable is also included in new Invicta timetable booklet

926/927/928/929 Pakenham local routes (Cardinia). Routes were due to be upgraded to minimum standards level from April 28 2008.

### Other timetable/route news

216/219 Melbourne Bus Link - Despite the withdrawal of the Melton extension at the end of 2007, new 216/219 timetables are still to be issued, as they are awaiting a decision of the fate of Route 219 operating to Sunshine west on weekends. The 216/219 Saturday timings have also been changed by 5 to 10 minutes. In the meantime there have been new timetables installed at bus stops.

286 Ventura/National - - From March 17 2008, the 05:55 trip from The Pines has reduced travel times to connect with 06:15 train at Blackburn.

304 Ventura/National - - Commencing 10th March 2008 the Route 304 service departing City, Lonsdale and Spencer Streets at 17:58 was altered to depart at 18:05. This alteration of time is due to changes in traffic conditions.

419, 421 and 422/425.Westrans – Timetables dated 1 October 2007 reflect the train timetable changes and the fact the routes no longer have an additional stop outside Watergardens Shopping Centre.

548 Ivanhoe - - Commencing 11 March 2008, on weekdays the 07:15 from Latrobe University was altered to 07:10 & 08:00 from Cotham Road to 07:50.

551 Ivanhoe - February 25 2008. New timetable reflecting new 15 minute services in the peak direction. V1.2/02/2008 on rear cover.

663 Invicta Weekday frequency between Lilydale & Monbulk improved to approx hourly.

679 Invicta Off-peak weekday frequency doubled from

hourly to average 30 min intervals.

768/769/770/771/777 Peninsula - The 21:10 trip from Frankston now runs Monday to Friday instead of Fridays only. Also minor timing revisions on 769, 770 & 771. 24/3/08.

782 & 783 Peninsula - The Metlink website advises that as of 10/4/08, the 09:14 trip from Flinders on weekdays now arrives Frankston 17 minutes later at 11:07.

802/804/862 Grenda's New timetable 4/2/08.

857 Grenda's - March 24 2008 - 10 additional peak hour trips in each direction between Dandenong & Bangholme. Additional 3 minutes travel time provided on the trips that operate Morwell Ave diversion.

892 Cranbourne Transit - The 20:05 & 21:05 trips ex Dandenong now operate 5 nights a week, instead of Fridays only. The precise date this commenced is not known.

896/897 Cranbourne Transit -- 7 January 2008. Omits 04:10 service to Cranbourne Station on Saturdays.

**Sunbus** Avalon Airport Shuttle Timetables - there is a timetable effective 30 March 2008 to April 7 2008, and another from 8 April 2008 until 30 April 2008. Both DL leaflet format.

**Melbourne City Free Tourist Shuttle** – January 2008

**Skybus** Airport service – undated but effective March 2008 to coincide with fare increase

**City of Stonnington** Metlink local area map has been spotted, effective October 2007.

The **Doncaster Park and Ride** facility, Melbourne's first pre-pay bus stop, has proven to be a great success by delivering significant travel time savings, with one minute saved for every four passengers. Previously, about 30 per cent of the 2500 passengers who board buses at Doncaster Park and Ride each day were purchasing their tickets on board the bus.

Future improvements to Doncaster public transport services include the Red Orbital SmartBus from Box Hill to Altona via Doncaster Shoppingtown, scheduled to run from early 2009, and a 10-year, \$82.7 million plan to ensure faster and more frequent access to the city for people in Doncaster, Doncaster East, Templestowe and Warrandyte.

## Victoria – Regional

**Bendigo:** Major improvements to the Bendigo Transit Service were implemented from 28 April. There are new routes servicing La Trobe University, the Goynes Road area of Epsom and Neanger Park, Eaglehawk, as well as improved frequencies on existing routes, with services at least every 30 minutes on primary routes and hourly on secondary routes.

**Colac – Apollo Bay** service operated by McHarrys now withdrawn (effective 30/12/07)

**Warrnambool City Services** – New PDF TT dated 11/07 although printed version still 6/07 with amend-

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## AIR

### DOMESTIC

The Federal Government will develop Australia's first ever comprehensive national aviation policy statement or White Paper to guide the industry's growth over the next decade and beyond. The aim is to provide greater planning and investment certainty for the industry as well as address the wider community and environmental impacts associated with air transport and airport development.

The aviation industry directly supports nearly 50,000 jobs and contributes \$6.8 billion to Australia's GDP. Since the mid-1980s, there has been an almost three fold increase in air travel, and predictions are it will double again within the next 20 years.

The Issues Paper, illustrated on our cover, is available at: <http://www.infrastructure.gov.au/aviation/nap>

**Qantas** will ramp up capacity to Western Australia from June with additional services to Broome, Kalgoorlie, Karratha, Newman and Port Hedland. Qantas will add five weekly services from Perth-Port Hedland, three to Broome and two to Newman.



**SkyAirWorld** is planning to launch scheduled flights on the Brisbane-Cloncurry-Cairns route from July. It will operate three flights a week. Cloncurry is currently serviced by Macair on the Townsville-Mount Isa-Cloncurry route. The flights will be SkyAirWorld's first foray into the Australian domestic market outside of charter operations.

Delays, cancellations and unsuitable aircraft were behind **Norfolk Air's** decision to drop **OzJet** and sign a five-year deal with Nauru's **Our Airline**. The ageing Boeing 737-200 OzJet deployed on routes from east coast cities was unsuitable, as its range is too short to reach Melbourne direct, and old avionics mean it cannot land at the island's fogbound airport as frequently as it would like. The deal will see Our Airline acquire and operate a new 737-300 for Norfolk Air, although the -200 will continue in service until later this year.

### INTERNATIONAL

In the United States, **Delta** and **Northwest** have amalgamated to form the world's biggest airline, by passenger numbers.

**Air New Zealand** will increase its direct Sydney to Queenstown service to five times per week from

July. It will complement the twice weekly flights from Melbourne and Brisbane.

Virgin Blue's long haul carrier, **V Australia**, will launch flights from Sydney to Los Angeles from 15 December. It will operate a three-class daily service. Flights will depart Sydney at 2145 and arrive in the US at 1630 the same day. Return flights will depart LA at 2330 local time, arriving 920 two days later.

**OzJet** has cancelled its scheduled trans-Tasman services because it is in talks with **Our Airline**, formerly Air Nauru, over a potential merger deal. OzJet was talking with Our Airline to use its planes for the trans-Tasman flights, but Our Airline pulled out of the deal and is instead interested in buying OzJet. The cancellations have put Palmerston North's international airport status in jeopardy.

**Thai Airways** has added two afternoon flights each week from Melbourne to Bangkok, taking the number of services to double daily.

**Singapore Airlines** has added a further three weekly flights between Singapore and Brisbane and will add a further four flights from 2 July.

Regulatory restrictions and a lack of aircraft are the reasons behind **Royal Brunei's** decision to cancel Sydney flights from 31 May. It will now increase services to Brisbane and Perth, with both destinations to get daily services from 1 June. Royal Brunei currently operates six weekly flights from Brisbane and four services a week from Perth.

**SkyAirWorld** from 6 May will operate morning departures from Brisbane on Mondays, Tuesdays and Wednesdays, with a late morning return from Honiara. Flights on Fridays and Sundays will depart Brisbane in the evening and return late the same evening.

**Virgin Blue** has announced a new interline deal with **Vietnam Airlines**, allowing passengers to connect to 22 Australian cities in Virgin's domestic network. Vietnam Airlines flies four times per week from Sydney and three times a week from Melbourne. Virgin Blue now has 10 codeshare and interline deals.

Low cost carrier **Oasis Hong Kong** has ceased operations and applied for voluntary liquidation less than 18 months after its first flight. The car-

rier, which was flying to London Gatwick and Vancouver, was planning to launch flights to Sydney and Melbourne later this year. It was also due to commence flights to either Cologne or Dusseldorf in July.

Jetstar has formed an alliance with Pacific Airlines to rebrand the Vietnam-based carrier as **Jetstar Pacific** from 23 May. Jetstar Pacific will acquire up to 30 Airbus A320 aircraft by 2014, the first entering operations in August 2008. Jetstar Pacific will initially serve Vietnam, including adding flights from Ho Chi Minh City and Hanoi. Additional services will be added from Ho Chi Minh City to Da Lat and Buon Me Thout. It plans to expand later this year to Thailand, Singapore, Malaysia and Cambodia. Qantas announced an 18 per cent stake in Pacific Airlines in July 2007, and will increase its investment to 30 per cent in 2010.

United Arab Emirates airline **Etihad** is predicted to increase its Australian operations from the present Sydney and Brisbane to include Melbourne and Perth by the end of the year.

At the end of March 2008, **Japan Airlines** adjusted the schedule of its non-stop daily service from Sydney to Narita, Tokyo to provide passengers flying from Australia with same day connections to major cities in Japan. It now departs at an earlier time of 845 arriving into Narita at 1720. The earlier arrival means that passengers travelling onward to Fukuoka, Nagoya, Osaka or Sapporo will connect. Same day connections were already available to passengers returning to Australia. JAL currently operates one daily flight Narita - Brisbane, and one daily flight Narita - Sydney. It also offers code share flights operated by Qantas: daily Narita - Cairns, and thrice-weekly between Narita - Melbourne, plus a daily code share flight operated by Jetstar between Osaka (Kansai) - Sydney via Brisbane.

**Pacific Blue** is to provide an extra two weekly services Brisbane-Nadi from June, taking it to a daily service. The new flights will complement the existing ten flights a week from Sydney. Pacific Blue is also increasing capacity between Port Vila and Brisbane, with flights increasing from twice to thrice weekly.

(Thanks to Tony Bailey and Victor Isaacs for Air News).