



# TABLE TALK

AUSTRALASIAN TIMETABLE NEWS

No. 237, May 2012

ISBN 1038-3697

RRP \$4.95

Published by the Australian Association of Timetable Collectors

[www.aattc.org.au](http://www.aattc.org.au)

## VICTORIAN TIMETABLES 22 APRIL 2012



### V/Line

To coincide with the restoration of the third passenger train on the Albury line, and new Metro Train timetables, V/Line re-issued most timetables from 22 April. As well as bearing the V/Line logo, these also have the imprint of Public Transport Victoria, the new State government co-ordinating authority.

Recent V/Line timetable changes have been mainly to weekday services. In contrast, this time most changes are to weekend services (plus the additional Albury line train). Almost all weekend trains have been changed by a few minutes. In addition, there is an additional train from Traralgon to Melbourne and v.v. on both Saturdays and Sundays. The main changes are:

**Mon-Fri:** 1816 ex Melb. arrives Geelong 7 min. later at 1927; 803 Sunbury altered to 809, 1115 now stops at Kangaroo Flat and arrive 9 mins. Later, 2245 overnight bus to Mildura leaves 20 minutes earlier at 2125, 2145 bus ex Mildura leaves 5 minutes later and arrives Melb. 20 minutes earlier.

**Sat:** 815 to Swan Hill now departs 836; 915 to Echuca now departs 936, 1735 Swan Hill now departs 1836, 0745 Bairnsdale now departs 0725, 825 Traralgon now departs 805, 1225 Bairnsdale now departs 1158, departures to Traralgon at 1338 and 1458 providing one additional service, departures from Traralgon now at 1040 and 1140 providing one additional service.

**Sun:** 1735 Swan Hill now departs at 1836, departures to Traralgon at 1338 and 1458 providing one additional service, departures from Traralgon now at 1040 and 1140 providing one additional service.

Interestingly, the 1430 Mon, Wed, Fri, Sat, Sun Bright to Wangaratta bus continues to connect with Countrylink's XPT to Melbourne, rather than with a V/Line train.

Printed summary line timetables were available only from the Friday preceding the change. Regional booklet timetables were not available a week after the change! Most timetables were placed on V/Line's website about two weeks prior to the change, but some bus timetables were not placed on the website until a week after the change!

New Working Timetables are not yet on V/Line's website.

## **Metro**

The timetable booklet for each line of the Metro Trains Melbourne network issued for the timetable change of 22 April appeared under the imprint of Public Transport Victoria. The main changes were set out in April *Table Talk*, page 5. In addition to the changes detailed there, Sunday evening frequencies have been improved from 40 minutes to 30 minutes on all lines. (This was implemented on the northern and western lines at the last timetable change.) Exceptions are the Sandringham line which remains at its favoured 20 minutes, and the Hurstbridge line beyond Eltham which has gone from a 40 minute frequency to a 60 minute frequency (which seems generous given the relatively sparse population served). Printed and website timetables were readily available about a fortnight before the change.

# **RAIL AND TRAM NEWS**

## **Queensland Rail: System review**

The Transport Minister in the new Queensland government, Scott Emerson, has directed his department to conduct an independent audit of the city rail network to assess the reliability and integrity of the network. This follows some major failures in the past few weeks.

## **NSW Country Regional Network: WTT 31 March 2012**

John Holland Rail NSW Country Regional Network had a complete re-issue of its Working Timetables dated 31 March 2012. They are on its website [www.jhrcrn.com.au](http://www.jhrcrn.com.au)

## **NSW Country Regional Network: Flood damage**

All remaining flood damaged lines in NSW, Ungarie to Lake Cargellico, Ungarie to Naradhan, The Rock to Boree Creek, Garah to Weemelah and Burren Junction to Merrywinebone were expected to re-open on 30 April.

## **ARTC: Ulan-Gulgong safeworking**

The Electric Staff system between Ulan and Gulgong was replaced by the Rail Vehicle Detection System of safeworking from 27 April.

## **ARTC: Sydney freight lines**

An upgrade and reconfiguration of Port Botany yard has been completed by ARTC as part of a \$172 million project. Enfield yard is to be expanded to accommodate more trains. The number of containers which can be transported will increase from 700,000 to around 1,000,000 a year.

Subject to a successful conclusion to negotiations with the NSW government over transferring management of the line to ARTC, the project will also install new signalling between Cooks River and Mascot.

## **ARTC & Countrylink: North West NSW**

Because of trackwork being undertaken by ARTC between Muswellbrook and Murrurundi, Countrylink trains to/from North West NSW will be liable to delays or alterations from 17 July until 16 September.

## **Countrylink: North Coast alterations 1 May 2012**

From 1 May the 715 Sydney-Grafton XPT has made an additional stop at Eungai at 1458 if required, the 1612 Sydney-Brisbane XPT has stopped at Wingham at 2121 if required, and the 1930 Casino-Sydney XPT at Wingham at 0142 if required.

## **Moorebank Freight Terminal**

The Federal government will call tenders to design, build and operate a new freight terminal at Moorebank in south-west Sydney. The project envisages freight trains from Port Botany to the terminal, hopefully taking 3,300 trucks off Sydney roads every day. In future years, the Moorebank site will also be expanded to include an interstate freight terminal. Moorebank is assessed as the ideal location because of its close proximity to major connecting routes such as the M5, M7 and the Southern Sydney Freight Line. Key to the project is a commitment that it will be open-access, which will ensure the best-value outcome for the project. Subject to planning and environmental approvals, the terminal is envisaged as opening in 2017.

However, Asciano, owner of ports and of Pacific National, the railway freight operator, has an alternative proposal for a terminal across the road from the government's proposal.

## **Bathurst freight hub**

A \$100 million freight hub near Bathurst has been delayed until at least 2013. In 2009 Gateway Land Corporation received approval from the NSW government to build an intermodal facility and warehouse east of Kelso, which would cater for onsite customs, grain silos, fuel storage and maintenance. Construction was due to begin in early 2011, but the work has not started. The company says the project will still go ahead, but it has been delayed while it seeks a new planning approval to make changes to the design and reallocate floor space. The company says it is in discussions with a potential operator of the site, which it hopes to announce in coming months.

## **CityRail: Timetable alterations 18 June 2012 and 2013.**

There will be alterations to CityRail timetables from 18 June 2012. It is believed that these will be minor.

There will be a completely new CityRail timetable next year, according to the NSW Transport Minister, Gladys Berejiklian. She said "Rather than tinker with the timetable we will start from scratch, which means we can deal with issues like frequency and travel times".

In a speech to the Committee for Economic Development of Australia on 20 April, the Minister also said that dragging RailCorp into the 21st century will take years, not months. The state government is reviewing the organisation and will get a report in six months - but implementing the changes would take much longer. "It's a massive, massive undertaking and, to be honest, to get the organisation from where it is to world best practice won't take months, it will take years," "I guess if RailCorp was providing a world-class service every day of the year you could excuse the cost of \$10 million a day but under the current circumstances we do need to give that organisation a shake-up." Ms Berejiklian said nothing was ruled in or out of the review and the results of the privatisation of Sydney Ferries services would determine whether more public transport services were sold off. "I think by the end of the year when we have the operator in place, that will be for us a key milestone for how we might view those arrangements in the future."

## **CityRail: Southern Highlands extra trains**

An additional train departed Campbelltown at 2357 for Moss Vale on 6 to 9 April and 14-15 April during Sydney's Royal Easter Show.

For the Bundanoon to Brigadoon festival on 21 April an additional train departed Sydney Central at 0641 via Revesby through to Bundanoon, returning at 1605. Other trains were extended from Moss Vale to Bundanoon. An additional CityRail bus departed Goulburn at 0730, returning from Bundanoon at 1749.

## **CityRail: Flinders station**

The NSW Transport Minister, Gladys Berejiklian, has announced improvements to a number of stations, and the go-ahead for a new station at Flinders on the Illawarra line, at a cost of \$39 million.

## **CityRail: Train Stabling**

Special Train Notice 1052-2012 introduced alterations to train stabling at Sydney and Mortdale from 25 May.

## **Melbourne: A glimpse of train service in 2021**

**From the Age 17 April 2012:**

A glimpse of what Melbourne's train timetable could look like 10 years from now has emerged from a government study into building a new rail line to Monash University and Rowville. It reveals a plan to run trains as often as every four to five minutes in rush hour on some metro lines, and once every 10 minutes outside the peak. The three-page "train service plan" for the year 2021 was published as an appendix to the lengthy government-commissioned Rowville Rail Study. It also gives an early peek at projected increases to V/Line trains to Geelong, Ballarat and Bendigo once the \$5 billion regional rail link opens in 2016. The future timetable plan was uncovered by the Public Transport Users Association, which welcomed the projected boost to services but questioned why the plan was buried deep within a voluminous report. "If implemented, this will make a huge difference to travel around Melbourne, making it easier to get around much of the city without long waits or relying on timetables," association president Daniel Bowen said. But a spokesman for Public Transport Victoria cautioned that the service plan was a draft, based on projected train patronage growth over the next decade, and did not represent any government commitment. "The figures are indicative only and do not represent the actual planned services in each year," the spokesman said. "They do not represent future commitments regarding capital spending or infrastructure works." The Dandenong, Frankston, Blackburn, Sydenham and Craigieburn lines do best in the plan, with between 13 and 18 rush-hour trains, and trains every 10 minutes for the rest of the day. Less well-served are some lines with stretches of single track - including Hurstbridge, Upfield, Lilydale, Belgrave and Cranbourne lines - that can be used by only one train at a time, severely restricting the ability to run more trains. The Upfield line will see a train once every 15 minutes in the peak under the plan, while Alamein is stuck with one every 20 minutes. Services to Werribee, Williamstown and Altona also suffer a sharp drop in frequency beyond Newport station, with a mere eight rush-hour trains projected to run to busy Werribee station, and one every 20 minutes off-peak. The plan also projects eight rush-hour trains to Geelong, and one every 15 minutes at other times. Metro is progressively introducing a new train timetable to Melbourne. The second stage of this starts on Sunday, when ten minute frequencies begin on some lines on weekends.

**Postcripts:** 1. The study also envisages four trains an hour to Geelong.

2. On 20 April Metro Trains Melbourne CEO, Andrew Lezala told a transport forum that next generation trains that can carry 1200 passengers are the best hope of coping with booming public transport use. Today's trains could never cope with the expected doubling of patronage by 2020. "Having trains that are 145m long and carry only 800 people is ridiculous in a busy and big city," he said. He said private cash was vital to help meet the \$28 billion investment that would be needed in public transport in the next 15 years.

## **Public Transport Victoria: App excoriated**

Public Transport Victoria introduced a new app for smart phone and iPads from 22 April to coincide with the new Victorian timetables and to replace the Metlink app. The new app has been severely criticised as simply not working, for example, not even giving directions to such locations as Southern Cross station.

Public Transport Victoria commenced operations on 2 April. It takes over all functions of Metlink and most functions of the Public Transport Division of the Department of Transport.

### **Doncaster line study**

Consultants are conducting public workshops on behalf of the Victorian government to assess options for a railway to Doncaster. The options are:

- Via the Eastern Freeway (where a reservation was provided when it was built decades ago) to Doncaster Road - the "rapid transit" option.
- Along the route 48 tram line – the "local transport" option.
- From Box Hill to Doncaster – the "orbital" option.

### **V/Line: Geelong line services up the spout in April**

Hundreds of passengers on Geelong line services on 9, 10 and 11 April were severely disrupted by a faulty signalling cable between Werribee and Little River. Passengers on one train complained of being delayed for five hours (on a timetabled one hour journey). Services were shut down completely for the evening peak on 10 April and morning peak on 11 April and replaced by 80 buses, while the cable was replaced.

### **Metro & V/Line: Stony Point line services down the gurgler in April**

Due to what Metro describes as "V/Line fleet restrictions" trains on the Frankston-Stony Point line were replaced by buses from 2 April "until further notice". The Stony Point line is operated by Metro Trains, but the rolling stock, usually Sprinter DMUs, is provided by V/Line. The problem is operation of track circuits with single vehicles, although it is unclear why this has become a problem now.

### **Great Southern Railways: Timetable booklet 1 April 2012**

GSR has issued a new timetable booklet valid from 1 April 2012 to 31 March 2013

### **TransPerth: Late night services extended**

The Saturday night (0400 Sunday) trains on all five suburban lines will continue on trial for a further 12 months, however the Friday night (0400 Saturday) trains will not continue due to low patronage. The Saturday night (0400 Sunday) trains, while attracting a modest 16,400 passengers, have been carrying more than twice the number of Friday night patrons during the trial in the five months to March. They have not reduced average patronage numbers on the 0215 services and patronage has increased on Saturday nights.

### **Pilbara: QR National open access line**

QR National and Atlas Resources are planning an open access railway from Port Hedland south to the iron mining area of the Pilbara. The railway would be of 600 km and cost \$3.5 billion. The railway is aimed to capture 75 million tonnes of iron ore per annum, of which 46 million would be from Atlas Resources. QR National would own and operate the railway with Atlas having 25% equity. The WA government has signified its in principle support.

### **TranzScenic: Overlander service reduced**

TranzScenic has announced major changes to the operation of the Overlander, Auckland-Wellington and .v.v. At present it operates daily in summer, reduced to thrice weekly (Fri, Sat, Sun in both directions) in winter. From 25 June it will only operate thrice weekly all year, on alternate days in each direction. It will have an accelerated schedule with fewer stops – only stopping at Hamilton, National Park, Ohakune and Palmerston North. On-board catering will eliminate the lunch stops at National Park (southbound) and Ohakune (northbound). A viewing carriage will be introduced. The new timetable is not yet available. These changes can be interpreted as the final stop in the complete elimination of long-distance NZ passenger trains from anything other than tourist services.

### **TranzScenic: Coastal Pacific service reduced during winter**

Because of reduced patronage the Coastal Pacific train between Christchurch and Picton will, for the first time, operate a diminished timetable this winter. It will run only from Friday to Monday - usually the most popular days - from 11 May to 11 September. The Coastal Pacific resumed service in August 2011 after being suspended for six months because of Christchurch's 22 February earthquake. The train usually operates at a loss in winter, but passenger numbers are down 30 to 35% since the restart. The Overlander between Wellington and Auckland will also, as usual, operate a reduced winter timetable to cater for the drop in passenger demand during the slower winter period. The TranzAlpine from Christchurch to Greymouth also has lower passenger numbers compared with before the quakes but will run daily during winter.

### **Gisborne line likely to be closed**

NZ track authority, Kiwirail, has confirmed that the Wairoa to Gisborne line in the North Island East Coast is likely to be closed. This follows three extensive landslips recently. Cost of repairs estimated at \$NZ4.3 million, annual maintenance is estimated at \$NZ3.5.4 million. Against this, the annual income from freight trains is estimated at \$NZ1 million.

### **Veolia Auckland: Manukau line opened 15 April 2012**

The 2km Manukau rail line is the first new rail route to be built in Auckland since the Eastern Line in 1930. It runs alongside the new SH20 motorway and will link Manukau City Centre with the Southern line at Puhinui. Trains arrive and depart from two 180m-long platforms 6 metres below ground level. Initial services are three trains an hour in peak times and one train an hour at other times. These services commenced on Sunday 15 April. The 580 bus

service from Botany, Flat Bush and Redoubt Road was extended to Manukau Station, and services increased, to provide a connection between trains and these suburbs.

**Thanks** to Tony Bailey, Scott Ferris, Hilaire Fraser, Victor Isaacs, Geoff Lambert, Michael Marshall, Lourie Smit, Tris Tottenham, *Age* (Melbourne), *Australian*, *Daily Telegraph* (Sydney), *Herald Sun* (Melbourne), [www.vicsig.net.au](http://www.vicsig.net.au) and [www.railpage.com.au](http://www.railpage.com.au) for Railway news.

## BUS NEWS

### New South Wales - Sydney

#### Sydney Buses

**Route 222** From Thursday, 12 April the 222 ferry replacement shuttle was changed to connect Neutral Bay Wharf, Milsons Point station and Milsons Point / Luna Park Wharf running from Clark Road by Broughton St, Olympic Drive, Alfred St, Fitzroy St to Broughton St and return to Neutral Bay. Seems no one used High St as an alternative. The 222 is now suitable for customers travelling with mobility aids. The trip is included in 131500 trip finder, for example journeys from Circular Quay to Neutral Bay show the combined ferry and 222 trip. The new first and last trips are:

From	To		Mon to Fri	Sats	Suns/Hols
Neutral Bay Whf	Milsons Pt Station	First	05:46	06:20	08:20
	Luna Pk Wharf	First	07:04	09:15	09:15
Luna Pk Whf	Neutral Bay Whf	Last	18:41	18:39	18:39

**Route M41** There have been changes to first and last bus times on M41, the Metrobus from Hurstville to Macquarie Park, from 22 April:

			Was	Now
Hurstville to Macquarie Park	First	Weekdays	06:10	06:05
		Saturday	07:29	07:40
		Sunday	07:29	07:30
	Last	Weekdays	18:53	18:56
		Saturday	18:29	18:29
		Sunday	18:29	18:29
Macquarie Park to Hurstville	First	Weekdays	06:17	06:17
		Saturday	07:35	07:31
		Sunday	07:35	07:32
	Last	Weekdays	19:17	19:17
		Saturday	18:35	18:34
		Sunday	18:35	18:34

Early morning trips from Burwood to Macquarie Park and Hurstville and evening trips from Macquarie Park and Hurstville to Burwood will continue to operate.

**The Wynyard travel shop** closed for undisclosed occupational health and safety reasons from 10 April. However it appears that access to timetables, one of two locations where they are available self serve is still possible. The other location is Railway Square. It is due to reopen on 30 April.

What was possibly Sydney's most photographed bus ceased to operate after Easter Monday this year. The Knight Bus operating from Powerhouse Museum to the 'Leaky Cauldron' on Friday, Saturdays and Sundays during the museum's Harry Potter exhibition operated along George St hourly. The bus was an AEC from the Sydney Bus Museum's fleet vinyl covered to look like a triple decker.

#### Private Bus News

##### **Metro-Link/Busabout – Routes 801 (Badgerys Creek – Liverpool), 805 & 807 (both Cabramatta – Liverpool)**

Timetables for these routes, originally dated 23 March 2010, have been reprinted with a February 2012 print date. The 801 timetable has a new map which now shows north at the top of the map instead of at the bottom. Some school diversions have changed in all three timetables. Also all three new versions show wheelchair accessible services which were not previously shown.

##### **Hillsbus - Route 619 (Castle Hill-Macquarie Park)**

Commencing Monday 16 April 2012, more bus services were added, providing additional seating capacity and a 15 minute frequency in peak times. Two additional morning peak and two additional afternoon peak services were required to provide this service.

##### **Hillsbus – City to Hills district**

In response to community feedback, an additional early morning trip as from 30 April 2012 on Route 610 (or 610X?) service to the City has provided a bus service leaving Castle Hill at 4:37am and arriving at Railway Square at 5:27am. This bus service offers a travel option that is 30 minutes earlier than the previous first bus.

A new timetable dated 30 April 2012 for Routes 607X and 617X (City – Rouse Hill via the M2 and T-way) has been sighted in hard copy.

New timetables for routes 610X and 618 commencing Monday 30 April are now available online. This provides an additional route 618 service from the City at 5:40am for customers travelling to Norwest Business Park before 7am.

A new timetable which only contains routes 616 and 616X City (Railway Square) – Kellyville Ridge – Rouse Hill) has been sighted in hard copy dated 14 May 2012. These routes were previously included in a combined timetable for Routes 613, 614, 615, 616, 616X, 617X & 618.

#### **New Busways routes in the Campbelltown/Camden area**

New Busways Route 896 to the new suburbs of Gregory Hills and Oran Park commenced on Monday, 23 April 2012. It was introduced as a result of the growing development in both areas, and features:

- Approximately half-hourly morning and afternoon peak period services between Oran Park and Gregory Hills, Smeaton Grange Industrial Area and Campbelltown.
- Hourly daytime services between Oran Park, Gregory Hills, Macarthur Square and Campbelltown between 9am and 2.30pm
- Hourly evening and weekend service between Oran Park, Gregory Hills and Campbelltown between 7pm and 9.30pm.

Changes to bus routes 47 and 889 also commenced on 23 April 2012. These routes now make a slight diversion into the relatively new Durham Green Lifestyle Village in Menangle. There are no additional trips on either route. On Route 47, the diversion only applies to two trips per day which currently travel past the village.

#### **Denistone East Public School Transport Access Guide**

This has been published in three formats: one in English and the other two are in Asian languages possibly Chinese and Korean. They are all prepared by Transit Graphics and have the same document number and are all dated April 2012 version 1.

## **New South Wales – Rural and Regional**

#### **Nowra Coaches**

This company has issued new timetables dated January 2012 for their routes 724 (Nowra local services), 732 and 733 (Nowra – Huskisson, Jervis Bay, St Georges Basin, etc).

#### **Edwards of Armidale**

There is a new timetable dated February 2012 for:

- 480 Armidale-Uralla
- 481 Armidale – UNE via Niagara St
- 482 Armidale – UNE via Markham St
- 483 Armidale – South Hill
- 484 Armidale – North Hill
- 485 Armidale – UNE via Armidale Hosp

#### **Rover Coaches**

There are new timetables dated 1 April 2012 for:

- 160 Cessnock - Newcastle
- 163 Cessnock - Morisset
- 164 Cessnock - Maitland

There is one timetable which covers all three routes and is version 2. But there are now also two separate timetables as follows: routes 160 and 163 version 2; route 164 version 2.

Previously, from 28 November 2010, route 163 had been extended from running on weekdays only to weekends as well. There are now two return trips per day, seven days a week. Rover Coaches state they initially had trouble convincing the Ministry of Transport that the direct route to Morisset would be viable as part of its integrated transport plan. But General Manager Aaron Lewis says the service is well patronised, particularly by those travelling to and from Sydney because it saves them several hours on the trip.

#### **Blanch's of Ballina**

There is an undated timetable for Route 640 (Ballina – Mullumbimby). The timetable itself is identical to the timetable in the Blanch routes 637, 640, 641, 664 and 665 timetable, except that one trip shows some locations as school days only which were not in the original timetable.

## South Australia - Adelaide

**Southern Expressway Construction:** There are soon to be several route alterations in the far southern suburbs of Adelaide due to the construction of the expressway duplication. Route 722 will not run along Elizabeth Road for some months, the 722 buses using Beach Road instead. Routes 200, 733 and 734 will not be able to use Seacombe Road for many months. However re Seacombe Road closure: there will be a Marion Shuttle bus run along Miller St, Seacombe Road and Diagonal Road, to and from the Marion Shopping Centre. It will run every 15 minutes in peak times; every 30 minutes during weekdays; every 60 minutes on weekends. Timetables are on the Adelaide Metro website.

## Tasmania

### New bus service trials

Additional bus services in the State's south and north-west will be trialled for 12 months, the Minister for Sustainable Transport, Nick McKim, announced. He said that the State government had provided more than \$112,000 to fund two trials – one servicing Hobart's southern beaches and the other servicing the Smithton region – in conjunction with Tasmania's Own Redline. "The first trial, totalling more than \$65,000, involves an additional weekday service from Sorell to Hobart, an extra Saturday service from Dodges Ferry to Hobart, and a new Sunday service between Dodges Ferry and Hobart," Mr McKim said. "The second trial, costing more than \$46,000, involves an additional Saturday return service between Smithton and Burnie." The trials will start on Saturday 14 April 2012 and run for 12 months. Mr McKim said that the trials were funded under the State Government's Passenger Transport Innovation Fund, which is designed to encourage operators to work with their local communities to identify service gaps and support trials of new bus services. "I'd like to encourage these southern and north-west communities to jump on board and support these new additional bus services," he said. "If these new additional services attract sufficient patronage, it's expected that these extra services will be included in the normal bus timetable for those communities at the conclusion of the trials." Tasmania's Own Redline Managing Director, Michael Larissey, welcomed the announcement, saying it was a positive outcome for the local communities. "We are looking forward to the support over the next 12 months for these services, so we can therefore justify the continuation after the 12 month subsidy period," Mr Larissey said. Mr McKim acknowledged Redline's commitment to working with its local communities and encouraged other bus operators to forward proposals under the program. The new services are:

City to Dodges Ferry

Mon – Fri: 5:10 pm new service

Saturday: 6:00 pm new service

Sunday: 10:30 am and 4:00 pm new services

Dodges Ferry to City

Mon – Fri: 4:30 pm new Service (ex Sorell)

Saturday: 1:30 pm was 2:45 pm; 5:00 pm new service

Sunday: 9:30 am and 3:00 pm new services

Smithton to Burnie

Saturday: 12:30 pm depart Smithton; 1:30 pm arrive Burnie. 4:00 pm depart Burnie 5:30 pm arrive Smithton.

## Victoria - Melbourne

Due to a new metropolitan train timetable, a number of bus routes have timetable and route changes from Sunday, 22 April 2012. The following bus routes have timetable changes:

366, 367, 462, 481, 483, 485, 486, 487, 488, 489, 504, 508, 510, 512, 513, 517, 518, 526, 527, 548, 549, 550, 551, 556, 558, 559, 561, 565, 575, 578, 579, 580, 582, 630, 631, 663, 664, 670, 671, 672, 676, 677, 679, 688, 689, 690, 691, 693, 694, 695, 697, 699, 708, 709, 734, 735, 736, 737, 738, 742, 753, 754, 755, 765, 770, 771, 772, 773, 775, 776, 779, 780, 781, 782, 784, 785, 788, 789, 790, 791, 799, 800, 802, 804, 811, 812, 813, 814, 815, 824, 825, 831, 832, 833, 834, 835, 836, 837, 839, 841, 843, 844, 845, 847, 848, 849, 850, 857, 885, 892, 893, 896, 900, 902, 924 and 925.

Route 565 is a trial service in the Kinglake area. Introduced in September 2011 for a period of six months, it will continue for a yet to be determined period, despite reported low patronage. Timetable changes from 22 April are to ensure connection with route 562 which now travels via the new South Morang Station in lieu of Greensborough.

The following bus routes have route changes: 400, 505, 569, and 573.

The following have route and timetable changes:

520, 554, 557, 562, 564, 572, 577, 901 and 926.

- 520 Greensborough-Doreen now includes the Plenty River Drive section of 563.
- Thomastown-West Lalor 554 clockwise, 557 anticlockwise now operate via Gillwell Rd in lieu of Edgars Rd.
- 562 Greensborough-Whittlesea has become Northland-Whittlesea via South Morang Station incorporating the Mill Park section of discontinued 563.
- 564 Bundoora RMIT-Epping Plaza via Roycroft Av & Childs Rd now split into 564 Bundoora RMIT-South Morang via Roycroft Av and new 569 South Morang-Epping Plaza via Childs Rd.

- 572 University Hill-Doreen and 901 Frankston-Melbourne Airport now serve South Morang Station.
- 577 Epping Plaza-Mill Park Lakes via Findon Rd has been shortened into 577 Epping Plaza-South Morang Station via Findon Rd with Mill Park Lakes being served by new 573.

Two new bus routes were introduced:

- Route 569 (Epping Plaza – South Morang) will provide connections to the Northern Hospital and Epping Plaza, and will be coordinated with the train timetable at Epping and South Morang stations. It operates till 9pm, seven days a week.
- New Route 573 (Bundoora RMIT – Mill Park Lakes/ Palisades) will introduce public transport to the new Palisades Estate, and provide connections to University Hill, The Lakes South Morang schools, Whittlesea Council Offices and Plenty Valley Shopping Centre. The timetable will be coordinated with trains at South Morang Station. It operates till 9pm, seven days a week.

Two existing bus routes were replaced:

- Route 563 as it currently runs along streets that are already serviced by other, more frequent, bus routes. The McDonalds Road, Yan-Yean Road and Diamond Creek Road section of Route 563 was replaced by existing SmartBus Route 901. The Plenty River Drive section of Route 563 was replaced by restructured Route 520. The section between South Morang and Northland was replaced with restructured Route 562.
- Route 571 was designed to provide a connection from Epping Station to South Morang, until the rail line was extended. When trains begin operating to South Morang Station, bus Route 571 was replaced. Passengers to stops between Epping and South Morang stations can catch the frequent SmartBus Route 901.

**Thanks** to Tony Bailey, Hilare Fraser, Robert Henderson, Peter Hobbis, Duncan MacAuslan, Len Regan, Lourie Smit, Roger Wheaton, *Yea Chronicle*.

## AIR NEWS

### Domestic

Cairns-based **Skytrans** will commence daily weekday (twice daily on Wednesdays) Toowoomba-Sydney flights from 2 July. This airline also operates from Brisbane to Charleville and from Cairns to Mount Isa and the Gulf Country.

**Qantas** will commence direct services between Sydney and Newman, WA on 15 May departing Sydney on Tuesday at 0615 and Newman at 1010.

From 3 May **Virgin Australia** will stop flying direct between the Gold Coast and Townsville. This service has been under review for some time and revenue loss meant the flights have been pulled.

**Tiger** resumed Melbourne-Cairns flights from 25 April. The service departs Melbourne at 0845, arriving Cairns 1215, departing Cairns at 1245 and arriving Melbourne at 1610. It will also resume twice daily flights Melbourne-Hobart and v.v. from 1 November.

### International

**Qantas'** inaugural scheduled freighter from Sydney to Chongqing, China, and onwards to Chicago flew on 20 April.

**Jetstar Japan** will commence domestic flights from 3 July. Ports to be served include Osaka, Fukuoka and Sapporo. This is a joint venture between Qantas, Japan Airlines, Mitsubishi and Century Tokyo.

**China Southern** Airlines will cut three weekly services between Guangzhou and Melbourne from 25 June until 27 October bringing frequencies from 10 per week to daily.

**Thanks** to Tony Bailey and Tris Tottenham for Air news.

## FERRY NEWS

**Manly Fast Ferry** has issued printed timetables dated 16 January 2012. They are 9 cm by 6 cm cards covering Manly - Circular Quay and Manly - Milsons Point - Darling Harbour.

Patronage on **Sydney Ferries** Manly weekend services continues to be high even in April. Extra boats are often run, usually the Lady Northcott, itself usually full on these runs. With three big boats, plus the Northcott, hourly capacity is about 3,000. The NSW government's Metropolitan Transport Plan, however, discloses that a "disposal plan" is being drawn up for the Lady Northcott and sister ferry, Lady Herron, built in the 1970s.

**Thanks** to Alan Gray, Geoff Lambert and the *Sydney Morning Herald* for Ferry news.



# LETTERS TO THE EDITORS

## Tris Tottenham writes about Sydney Buses route X03:

I might be a little pedantic, but might I comment on Sydney Buses and the route X03. The front cover of the timetable dated 18 March 2012 mentions the X03 only operating inward (one journey) in the morning peak. But a perusal of the timetable shows that an outward journey also operates in the afternoon. What is interesting is that between Mascot and the City, the two journeys follow entirely different routes. The inward route is direct from General Holmes Drive via Southern Cross Drive to South Dowling St, Crescent St and the 301/2/3 route along Phillip and Crown Streets. The outward route is from Spring St via Pitt, Hunter and Castlereagh Streets, turning left at Hay St (is this the only route that does this?) to Elizabeth St; picking up at all stops to Kippax/Elizabeth Streets then express via Elizabeth St, right into Bourke St, left into Botany Road to Mascot Shops and then follows the 303 route to Sans Souci.

## Robert Henderson responds:

I am replying as I saw Tris's letter. I don't think he is quite correct about the cover of the timetable saying the X03 only runs in the morning peak hour. Attached is a copy of the said timetable and the phraseology of the front cover description is in the same style as the other routes which also run in both directions. Also, other STA routes have run via different streets on the inward and outwards journeys. Routes X38, L40 and X40, all between the City and Leichhardt or Abbotsford, were once in a similar situation. In fact the X40 and L40 ran from north to south along Norton St, Leichhardt in both the morning and afternoon peak hours.

Sydney Buses Timetable  
Sans Souci & Eastgardens  
to City

Effective 18 March 2012

301  
302  
303  
X03

**Route 301**  
Daily full time service between Eastgardens, Mascot, Eastlakes, Rosebery, Zetland, Waterloo, Surry Hills & City - Circular Quay

**Route 302**  
Daily daytime service between Eastgardens, Kingsford, Kensington, Waterloo, Surry Hills & City - Circular Quay

**Route 303**  
Daily full time service between Sans Souci, Dolls Point, Ramsgate, Brighton-Le-Sands, Kyeemagh, Mascot, Eastlakes, Kensington, Waterloo, Surry Hills & City - Circular Quay

**Route X03**  
Monday to Friday peak hour express service between Sans Souci, Dolls Point, Ramsgate, Kyeemagh, Surry Hills and City - Circular Quay

**metrobus m20 PREPAY**  
Metrobus m20 also operates between Botany, Mascot, Victoria Park, Redfern and the city.  
m20 operates approximately every 10 minutes during peak periods, 15 minutes throughout the day and approximately every 20 minutes at weekends and other times.  
For more information, visit [www.sydneybuses.info](http://www.sydneybuses.info)

NSW Transport Sydney Buses

## ODD SPOT

Stand at Melbourne Southern Cross station and look at the departure/arrival screens. The left hand ones for V/Line are in 24 hour clock. Immediately next to these are the Metro Trains screens. These are in 12 hour clock.

### 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 timetable news items. The AATTC also publishes the **Times** covering timetable history and analysis. Contributions are very welcome and should be sent to the appropriate Editor. ABN 74248483468.

**Editor, Rail and Tram, Air, Ferry:** Victor Isaacs, 43 Lowanna St Braddon ACT 2612, [abvi@iinet.net.au](mailto:abvi@iinet.net.au)

**Editor, Bus:** Geoff Mann, 19 Rix St Glen Iris Vic 3146, [geoffwm@bigpond.com.au](mailto:geoffwm@bigpond.com.au)

**Production and Mailout:** Geoff and Judy Lambert.

**Proofreaders:** Agnes Boskovitz, Ian Cooper, David Cranney and Geoff Hassall.

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

**Membership of the AATTC** includes monthly copies of the *Times*, *Table Talk*, the Distribution List of timetables, and the twice-yearly Auction catalogue. The membership fee is \$60 (Adult) and \$36 (Junior) pa. Membership enquiries should be directed to the Membership Officer, P O Box 1253, North Lakes Qld 4509, (07) 3491 3734.



## ***Members' News***

**- May 2012**

### **Australian Association of Timetable Collectors**

**aattc.org.au**

#### **NATIONAL TIMETABLE COLLECTION**

Work on the Jack McLean National Timetable Collection is progressing and the first set of timetables should be on its way to the State Library of Victoria (SLV) in the next month. We currently have four members cataloguing their contributions and these will be dispatched once we receive a set of archive boxes from the Library. Geoffrey Clifton, as Archives Officer, is responsible for combining the catalogued material into numbered boxes to be sent by courier to the SLV. The material will be stored in these boxes and made available to future researchers.

Before this happens though, the material must be catalogued in detail so future transport historians can find the timetables. Each cataloguer enters information about the timetables (operator, mode, location, dates etc.) into a spreadsheet. Geoffrey will collate this information into a single spreadsheet and add the number of the box each item is stored in. The SLV will read this spreadsheet into their catalogue. The cataloguing process has raised a number of issues regarding how much detail to include in the catalogue and how best to describe the various items. Once these issues have been sorted, we will send out an invitation for more members to get involved in cataloguing or donating items to the collection. We will also make the database of items available through the Distribution List.

#### **DIVISION MEETINGS**

**Adelaide:** Inquiries to Adelaide Convenor, Roger Wheaton, at [rogertw@adam.com.au](mailto:rogertw@adam.com.au) or 08-8331 9043.

**Brisbane:** Meetings are usually at Brian Webber's residence, 8 Coachwood St, Keperra at 2pm - contact Brian on 07 3354 2140 or [bwebber5@bigpond.com](mailto:bwebber5@bigpond.com). It is suggested that each attendee bring a "favourite"/interesting timetable for discussion.

**Canberra:** The Canberra Division meets at 1830 on the second Thursday of **every** month at the Ainslie Club, Wakefield Avenue, Ainslie. Good conversation and a meal are features. Enquiries to Ian Cooper, GPO Box 1533, Canberra ACT 2601, [iancooper@goldweb.com.au](mailto:iancooper@goldweb.com.au) or 02-6254 2431.

**Melbourne:** Meetings are held on the first Wednesday of odd months from March to November. All meetings commence at 2000 at the home of David Hennell, 3/29 Croydon Road, Surrey Hills, which is a short walk from Chatham Railway Station on the Lilydale/Belgrave line. Enquiries to Melbourne Convenor, Stephen Ward, [swar3841@bigpond.net.au](mailto:swar3841@bigpond.net.au). Stephen will be stepping down as Melbourne Convenor early next year, as he will spend some time travelling. The March meeting will select a new Convenor.

**Sydney:** Sydney meetings are held at 1400 on the first Saturday of February, May, August and November at the church hall, Roseville Uniting Church, 2 Lord St, Roseville. This is a very short walk from Roseville Railway Station on the North Shore line. All members and non-members are welcome. Large grab tables for the exchange of timetables, and cake, are always features. Inquiries to the Sydney Convenor, Geoffrey Clifton, [Geoffrey.Clifton@sydney.edu.au](mailto:Geoffrey.Clifton@sydney.edu.au) or GPO Box 1963, Sydney NSW 2001.

## AATTC FUTURE AUCTIONS

Items for the AATTC Auction, for sale by commission on your behalf, or donated to the AATTC, should be discussed with our Auctioneer, Geoff Hassall by email at [geoffrey.hassall@gmail.com](mailto:geoffrey.hassall@gmail.com) or at 19 Yara Crescent, Maryland NSW 2287. It is best to contact the Auctioneer first, rather than send unsolicited material. We anticipate that our next Auction will be in mid-2012.

## AATTC AUCTION No 35 REPORT

Auction 35 was held in late 2011. Results from the auction are presented for the information of members.

**Financial Result:** While the bidding and revenue generated the final result to the AATTC is very poor due mainly to the material being offered was overwhelming vendor lots, therefore payments back to vendors absorbed the vast amount of the revenue generated.

Following is a summary of income and expenses:

Income Received     \$ 1,823.00  
(Vendor Receipts)

Less Expenses

Vendor Payments     \$ 1,083.00  
Auction Expenses     \$    325.00  
Pay Pal Fees             \$     11.00

**Profit**                           \$ 404.00

**Bidding:** The bidding was quite good with a number of lots generating multiple bids. The most popular lots in this auction were:

4 bids – Lots 163 & 164

3 bids – Lots 150, 178,204 & 205

2 bids – Lots 82, 112, 123, 127, 129, 134, 155, 165, 167, 168, 175, 201, 206, 211 & 216.

Overall the number of lots offered = 250, 104 sold (42%) and 146 were unsold (58%), which was a satisfactory result.

**Future auctions:** As has been advertised in recent member's newsletters, I have retired as auctioneer, so this is my last auction. I took over from Auction 24 in December 2005, so after 12 auctions over 7 years, it was time to have a break and give an opportunity for someone with some fresh eyes to re-invigorate the auctions. I will however be working in the background to support the new Auctioneer and encourage all members to continue to support AATTC Auctions. As usual I would like to thank David Hennell for his advice and support with the collation and mail outs over the last 7 years and Albert Isaacs for in valuable support and guidance with estimates and descriptions. Also I wish to thank the various AATTC committees who have given me their support and autonomy to run the auctions as I saw fit. Finally thank-you to all the members who bid in the auctions or offered lots as vendors (and to those who did both). I very much enjoyed acting in the capacity for the AATTC.

**Stephen Ward**

**28 Feb 2012**

*AATTC Members' News is compiled by Victor Isaacs, President. Contributions to [abvi@inet.net.au](mailto:abvi@inet.net.au) please. The deadline is the last weekend of each month.*