



TABLE TALK

AUSTRALASIAN TIMETABLE NEWS

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TOP TABLE TALK – MELBOURNE: BIG PROJECTS, BIG DISRUPTION

Melbourne Airport Rail Link

On 13 March, Prime Minister Scott Morrison and Victorian Premier Daniel Andrews signed the Heads of Agreement for the Melbourne Airport Rail Link (MARL), setting out the strategic objectives, governance arrangements and information-sharing processes for the \$10 billion joint commitment. A project team will develop a full Business Case, which will not only connect Melbourne Airport to the rail network for the first time, but also integrate it with the Metro Tunnel and the future Suburban Rail Loop, and pave the way for fast rail to the regions. Rail Projects Victoria has engaged expert technical and commercial advisers for the project, and ecological, traffic and geotechnical investigations have begun.

The State and Federal governments have committed up to \$5 billion each to deliver MARL. The total cost of the project is estimated to be in the range of \$8-13 billion, with construction to take up to nine years and expected to commence in 2022.

Metro Trains Melbourne: Level crossing removal

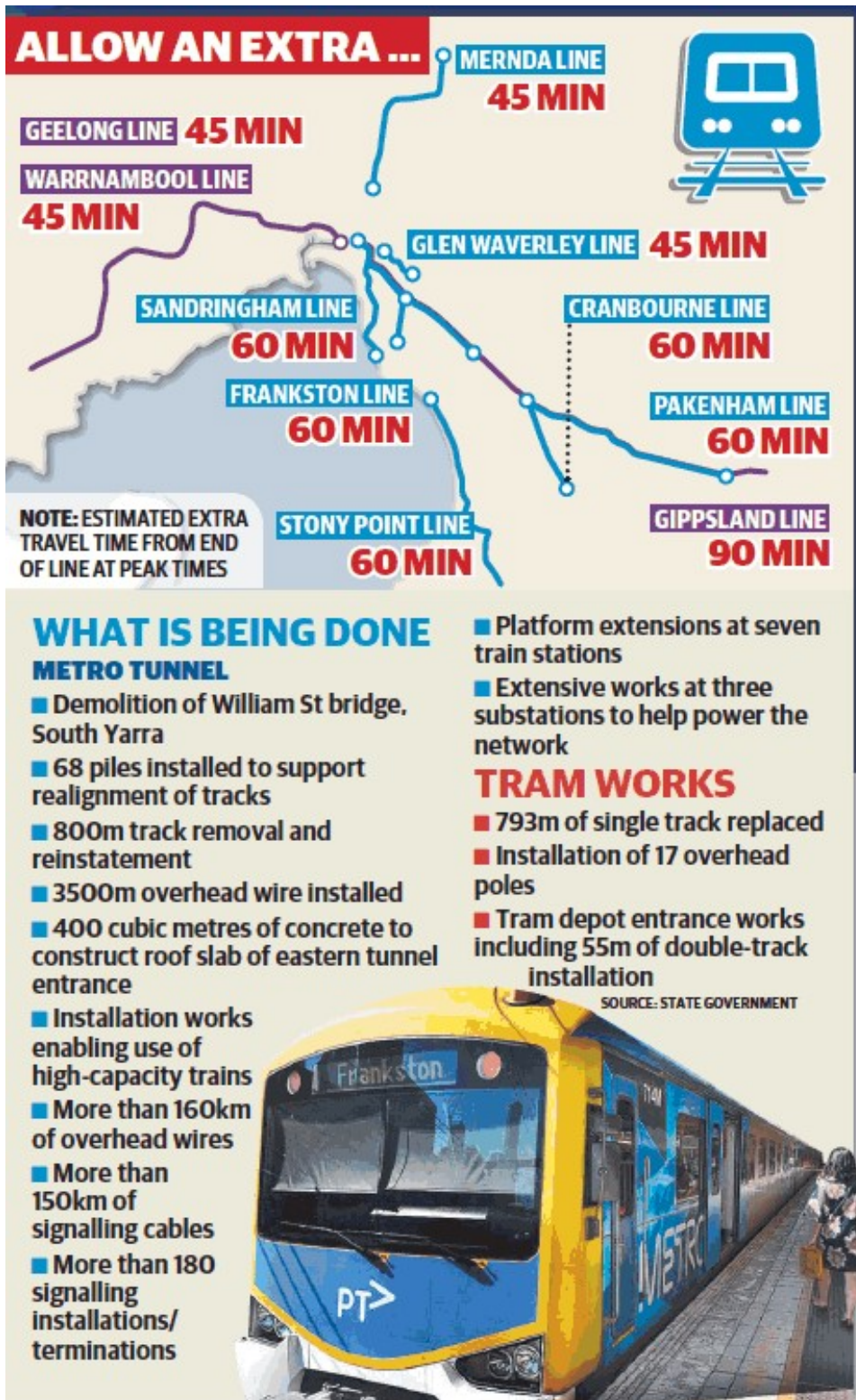
Three sets of boom gates – at Park Road and Charman Road in Cheltenham and Balcombe Road in Mentone – will be removed by late 2020.

Balcombe Road, Mentone: Initial works are underway, with major works to begin mid-2019. In mid 2020, a two-month construction blitz will dig trenches, build the new rail line and remove all three crossings, minimising disruption for commuters. Two new stations will be built as part of the project. The new station will be 150 metres south, meaning the platforms will be closer to ground level and the rail trench shorter.

Charman and Park Roads, Cheltenham: The third track, currently a dead-end, will be connected at the southern end. This will allow for more trains on the Frankston line once the Metro Tunnel is open. The timeline is:

- March 2019: updated designs announced
- April 2019: site set up and enabling works
- Mid 2019: main construction begins
- Mid 2020: rail line closes for two months
- Late 2020: new Mentone and Cheltenham stations open
- Early 2021: Mentone project complete
- Mid 2021: Cheltenham project complete.

The South Gippsland Highway Dandenong, on the Pakenham line, will be replaced by a road bridge. Work will start in 2020 and be completed in 2022.



Graphic from Sunday Herald Sun

Metro Trains Melbourne: Major construction, major disruption

Major works will soon start on the Metro Tunnel entrance of the South Yarra end of Australia's biggest transport project. Metro Tunnel construction teams will be working around the clock to dig the tunnel entrance, which the state government says will untangle the City Loop to run more trains more often across Melbourne.

To get this work done, buses will replace trains on the Cranbourne and Pakenham, Frankston and Sandringham lines. Construction works will happen across the metropolitan and regional train network from 1 to 23 April, with most of it taking place during the holiday period when fewer people use the network. Buses will replace trains on the Cranbourne and Pakenham, Frankston, Sandringham, Glen Waverley,

Mernda, Gippsland and Geelong/Warrnambool lines during this period.

Gippsland passengers, who have been most impacted by upgrades along Melbourne's busiest train line, will again receive free travel. Recognising the impact of works on Victorians heading to the footy during this period, the free tram zone will be extended for affected games at the MCG during this period. AFL fans who use Richmond Station will have to allow extra time to get to matches at the MCG during April, with some lines not operating through Richmond station. The free

tram zone will also be extended for people attending affected AFL games at the MCG through April.

The autumn closures will also allow construction of other significant upgrades on the Ballarat line and more level crossing removal works in Carrum and Reservoir.

The works will add up to 60 minutes travel time for some Metro and V/Line passengers. More details at bigbuild.vic.gov.au.

Line	Buses replace trains between	Works commence	Works finish
Cranbourne and Pakenham lines	Flinders St and Caulfield	Saturday 23 March	Sunday 24 March
	Westall and Cranbourne/Pakenham	Wednesday 27 March	Thur 28 March
	Flinders St and Caulfield	Sat 6 April	Fri 12 April
	Flinders St and Westall	Sat 13 April	Sun 14 April
	Flinders St and Caulfield	Mon 15 April	Thurs 18 April
	Flinders St and Westall	Fri 19 April	Sun 21 April
	Flinders St and Caulfield	Mon 22 April	Tues 23 April
Frankston line	Mordialloc and Frankston	Mon 1 April	Wed 3 April
	Flinders St and Caulfield	Sat 6 April	Frid 12 April
	Flinders St and Moorabbin	Sat 13 April	Wed 14 April
	Flinders St and Caulfield	Mon 15 April	Thur 18 April
	Flinders St and Moorabbin	Fri 19 April	Sun 21 April
	Flinders St and Caulfield	Mon 21 April	Tues 23 April
Belgrave/Lilydale line	Parliament and Camberwell	Mon 25 March evening	Wed 27 March
	Camberwell and Ringwood	All day Sat 30 March	Sun March 31
Glen Waverley line	Burnley and Darling	Sat 13 April	Sun 14 April
Mernda line	Bell and Epping	Wed 3 April	Tues 9 April
	Clifton Hill and Mernda	Sat 13 April	Sun 14 April
Sandringham line	Flinders St and Sandringham	Sat 23 March	Sun 24 March
	Flinders St and Sandringham	Sat 13 April	Sun 14 April
	Flinders St and Sandringham	Fri 19 April	Sun 21 April

V/Line: Major construction, major disruption

There will be major track, signal and platform upgrades on the **Geelong** line during a statewide autumn transport construction blitz. Crews will upgrade a bridge at Little River, install high-voltage signalling at Corio, replace a large section of track at North Geelong, upgrade the platform at South Geelong Station and carry out minor repairs and maintenance

at Geelong. Minor upgrades will also be carried out on the Regional Rail Link junction at Sunshine,

Buses will replace all Geelong line trains between Waurn Ponds and Southern Cross from Tuesday 16 April until Sunday 21 April. On the Warrnambool line, buses will replace trains for all or part of the journey between Warrnambool and Geelong from Saturday 6 April to Monday 15 April, extending all the way through to Southern Cross from Tuesday 16 April until Sunday 21 April due to the works on the Geelong line.

Trains will resume normal services on Easter Monday 22 April, ensuring fans can travel by train to the blockbuster AFL game between Geelong and Hawthorn at the MCG.

Detailed planning is underway on the Geelong Line upgrade which will include a second platform, new track and a pedestrian link at Waurin Ponds.

On the **Ballarat** line, a nine-day construction blitz will see major progress on all aspects of the upgrade project, which will be completed by the end of the year.

Buses will replace V/Line trains for all or part of the journey while a 200-strong crew undertakes around-the-clock construction from the evening of Friday 22 March until Sunday 31 March.

During the construction blitz, work will continue on the Maddingley stabling facility as well as on station upgrades at Ballan, Bacchus Marsh and Rockbank, the new Cobblebank station, and the Millbrook passing

loop. Track will be laid for the Millbrook passing loop and work will continue on building platforms and the overpass at Cobblebank. Other work along the line in March will include major underground drainage being installed between Melton and Caroline Springs as part of the track duplication as well as the construction of footings for signalling gantries at Ballan and Millbrook.

Buses will replace trains for the entire journey between Wendouree, Ballarat and Southern Cross from Saturday 23 to Sunday 31 March. On Saturday 23 and Sunday 24 March, buses will replace Ararat trains for the entire journey. Maryborough trains will continue to run to and from Ballarat, connecting with buses to and from Southern Cross.

Passengers may be delayed by up to 45 minutes. Detailed information is at ptv.vic.gov.au. The Ballarat Line Upgrade is being delivered as part of the \$1.75 billion Regional Rail Revival, which will upgrade every regional passenger line across Victoria and create 1000 jobs.

Ballarat line	Buses replace trains between Southern Cross and Wendouree	Sat 23 March to	Sun 31 March
Geelong line	Buses replace trains between Southern Cross and Geelong/Waurin Ponds	Tue 16 April to	Sun 21 April
Gippsland line	Buses replace trains between Bairnsdale and Traralgon for the entire journey	Sat 6 April to	Tue 23 April
Warrnambool line	Buses replace trains for all or part of the journey	Sat 6 April to	Sun 21 April

Yarra Trams: More construction, more disruption

Route 5, 64 and 67 have temporary service alterations from 2100 Friday 22 March to 0500 Saturday 30 March due to track renewal works on Glen Huntly Road and Truganini Road. Route 5 evening services only run between Malvern and Stop 30 St Kilda Junction. Route 64 trams divert via St Kilda Road, Carlisle St and Balaclava Road, along Route 16. Buses replace trams between Stop 38 Orrong Road and Stop 51

Balaclava Road, servicing temporary stops. On weekdays, during peak hours, extra trams will run between stop 30 St Kilda Junction and Stop 38 Orrong Road to connect with replacement buses. Route 67 trams will only run between Stop 38 Brunning St and Melbourne University. Buses replace trams between Stop 38 Brunning St and Carnegie, diverting around the work zone via Hawthorn Road, Glen Eira Road and Bamba Road. Selected stops will not be serviced during the works.

RAIL AND TRAM NEWS

Fast Rail

The Federal Budget, to be delivered on Tuesday 2 April, is expected to include Federal government funding to start work on fast rail from Melbourne to Geelong, Melbourne to Shepparton, Sydney to Newcastle and Brisbane to the Sunshine Coast. The Federal government proposes to establish a National Fast Rail Agency (which would replace the one abolished by the Abbott government) and investigate other proposals for fast rail such as Brisbane to the Gold Coast, Melbourne to Albury-Wodonga, Melbourne to Traralgon, Sydney to Wollongong and even Sydney to Parkes.

(As is now customary, a special edition of *Table Talk Newswire* will be distributed on Budget night detailing railway and public transport initiatives. *Table Talk*

Newswire is available on request – for details see the colophon at the end of this magazine.)

ARTC WTT 29 April

The ARTC WTT of 29 April is on the website at <https://www.artc.com.au/customers/operations/mtp/2019-04-28/>

Queensland Rail: Mt Isa line

Queensland Rail CEO Nick Easy said on 7 March that the Mt Isa line is on track to reopen between late April and the middle of May, with good progress being made after February's major flooding event. QR's taskforce was continuing to repair the line between Cloncurry and Richmond, with the section between Richmond and Hughenden recently deemed open to rail traffic. Crews worked on 50 damaged sites across 100 kms

between Richmond and Hughenden before opening the section on 4 March.

“We are now working closely with our freight operators and their customers on options to restore services through this section and opportunities for freight to be loaded on and off trains at both Richmond and Hughenden. We will be continuing to work with our freight operators and their customers over the coming week to finalise these plans,” he said.

Easy said weather was still a factor in repairs, with three kms of plastic mats delivered to sites, and construction beginning on temporary access roads at several locations. “The teams will continue to utilise this matting as required to build access roads in areas which remain wet as repairs continue. Overall, work is progressing well to date and we will continue to provide weekly updates on our progress.”

Queensland Rail: Yeppoon line

The Queensland government has pledged \$946,000 to reinstate a disused 1.9 km section of rail on the Yeppoon line, to connect the Rockhampton JBS Abattoir to the rail network, so that the total commitment is now \$5 million. A team from QR had already completed remediation of two of the four timber rail bridges. Installation of the culverts will happen in May, after which trackwork will begin.

Inland Freight Railway

The Federal, Queensland and local governments announced on 19 March that the Inland Freight Railway will be extended from Acacia Ridge to the Port of Brisbane.

Trams, Trams, Trams

The opening date for the **Canberra** tram will be Easter Eve, ie, Saturday 20 April, subject to regulatory approvals. Travel will be free over the Easter period. The timetable is:



1. Last Service 11:00pm (except Friday: 12:30am)



2. Last Service 11:30pm (except Friday: 01:00am)

The summary timetable is available from the April ATA Distribution List.

In the build-up to the Federal election campaign, Leader of the Opposition Bill Shorten has pledged \$200 million towards stage 2 of the Canberra tramway

and \$112 million toward stage 3A of the **Gold Coast** tramway.

In the first month of operation 108,000 passengers used the **Newcastle** tram.

NSW election promises

The Liberal/National Coalition retained power at the NSW state election of 23 March. Lavish promises by both sides were a feature of the campaign.

The **Coalition** promised \$6.4 billion for a Metro from the City to Westmead, \$5.7 billion for Sydney Southwest Metro, \$2 billion over four years to build a Metro-style railway from St Marys to the new airport at Badgerys Creek, \$1.9 billion to upgrade three stations, \$955 million to upgrade Central station, \$80 million for preliminary work on a new straightened route to "a high speed standard" between Menangle and Yerrinbool for passenger trains, primarily Canberra trains, \$80 million to develop a new rail alignment between Woy Woy and northern Sydney, and to reduce the weekly cap on travel using an Opal card from \$63.20 to \$50. More immediately, Premier Berejiklian also promised three additional peak express trains from Penrith to Central in the morning peak, and five return in the evening peak.

Labor promised \$8 billion for the West Metro, \$3 billion to upgrade the Sydney metropolitan railway system, \$1 billion to upgrade stations and provision of free travel for students all year around.

NSW TrainLink: Millthorpe re-opens

Millthorpe on the Western line reopened for passengers on Friday 15 March, 33 years after it was closed. The down Dubbo XPT stops if required at 1152 and the up Dubbo XPT if required at 1611.

Sydney Trains: Disruption 11 March

In the evening peak on Monday 11 March there were major delays after a train broke down. Passengers were packed on Central station's platforms 22 and 23, as well as the stairs leading to them.

Sydney Trains boss Howard Collins apologised to passengers over the delays, which he conceded could have seen passengers take up to an extra hour to get home. "One incident over the thousands of trains we operate is one too many," he said. However, Mr Collins said the delays had been quickly fixed, particularly at Central. "People may well have been delayed an hour if they couldn't get on the train or they waited outside the station, but trains were moving pretty quickly. Whilst there was some crowding on the stairs for a short while and some platform crowding that was cleared very quickly, by six o'clock the CCTV certainly showed that trains were moving through the areas and picking up customers along the route."

The drama started about 1710 when the driver of the troubled train heard something dragging on the track. He discovered the train's trip gear had become caught up underneath it so passengers were disembarked at Museum before the train slowly travelled to Central. It was then taken out of service.

A Sydney Trains document leaked in 2017, following the introduction of a new timetable, warned delays to trains following peak-hour incidents were likely to be "cumulative and irrecoverable". Mr Collins said the incident was "a defective train — it's nothing to do with a timetable or other meltdowns". He agreed peak-hour

incidents were harder to recover from but said: "We don't have a choice. We could go back to operating a service 30% less [but] customers would be waiting outside the stations every night because we have seen a 38% increase in our customers," he said.

Rubbish from Canberra

Capital Recycling Solutions plans to run trains from Fyshwick, Canberra to Sydney conveying recycled rubbish. At present it trucks 30 containers a week from Canberra to Goulburn for loading onto trains there. On 18 March the ACT Supreme Court approved its plans for a rail terminal in Fyshwick.

V/Line: Bushfires

Major bushfires near Bunyip caused trains to be replaced by buses between Melbourne and Warragul on Sunday 3 and Monday 4 March.

Metro Trains Melbourne: 26 February

There was chaos on the Clifton Hill group on Tuesday 26 February with a points failure in the Underground Loop and then a bomb scare and incident at North Richmond. Many passengers left their trains and walked or tried to board tram services which were already at capacity.

Metro Trains Melbourne: Network information

The tiny amount of network infrastructure information that used to exist on Metro Trains Melbourne's website has been removed.

Yarra Trams: Speedier trams?

The Victorian government is introducing traffic light technology to better balance the needs of trams, pedestrians, cyclists and motorists at busy intersections. Under the trial, trams will be given priority over other road users when trams are delayed or running behind schedule. The signalling system trial will start in March and will use GPS technology to track the position of trams, taking into account current road conditions to determine traffic light sequencing. Cooperative Intelligent Transport System (C-ITS) technology will be fitted to 25 trams on Route 75, which runs along Toorak Road and the Burwood Highway. The system will connect with VicRoads' existing road management system, while also providing a link in to Yarra Trams' operations centre.

Genesee and Wyoming: Demise of the Port Lincoln Division

Wheat handler Viterra and Genesee and Wyoming Australia have not reached agreement to continue wheat haulage on the Port Lincoln Division in SA. This means wheat transport will cease from 31 May to Port Lincoln from the Wudinna line and the Kimba line. These lines are in very poor condition with low axle loads. Viterra cited the condition of rail infrastructure, the restrictions it placed on operations, and ultimately the cost as contributing to rail no longer being efficient or cost effective to move grain.

The only portion of the Port Lincoln Division to survive will be the line from Thevenard to Kevin, 65.3 kms, for the haulage of gypsum. This means that almost all

rural branchlines of the former **South Australian Railways** have now disappeared. The remaining segments of the former SAR are:

Adelaide Metropolitan network Adelaide Metro

Interstate mainlines to Serviceton, Port Pirie and Broken Hill ARTC
Thevenard-Kevin G&WA for gypsum.
Victor Harbor to Mt Barker SteamRanger
heritage operation.

Where have the railways gone?

Given that the preceding item provides a summary of what has become of the former South Australian Railways, it would probably also be useful to provide an overview of what has happened to the other former monolithic, government railway systems. The second column gives the name of the present infrastructure controller. Heritage controllers are noted if they are significant. Sometimes, infrastructure controllers are also train operators, but usually they are not. # indicates infrastructure controllers that are also train operators. NSW and Victoria are the most complicated.

Former Queensland Railways

Central Queensland coal network
Acacia Ridge-NSW Border
All other Queensland lines, suburban and rural

Present Infrastructure controller

Aurizon #
ARTC
Queensland Rail #

Former New South Wales Government Railways

Electrified suburban and interurban lines, plus non-electrified Nowra-Bomaderry Transport for NSW (often referred to as "Sydney Trains" but this is incorrect. Sydney Trains is the operator)
Interstate mainlines, plus Hunter Valley coal network, lines which are being incorporated into the Inland Freight Railway or were thought might be incorporated in the Inland Freight Railway and Metropolitan Freight lines ARTC
Picton-Buxton Transport Heritage NSW
Other rural lines John Holland Rail Country Regional Network

Former Victorian Railways

Electrified suburban lines, plus non-electrified Frankston-Stony Point Metro Trains Melbourne #
Interstate mainlines, plus Portland, Hopetoun and Oaklands branches ARTC
Other rural lines and Regional Rail Link V/Line #
Dyson Freight Terminal VicTrack
Belgrave-Gembrook narrow gauge ("Puffing Billy") Emerald Tourist Railway Board

Former Melbourne and Metropolitan Tramways Board Yarra Trams

Former Commonwealth Railways

Trans-Australian Railway ARTC
Central and North Australian Railways Genesee and Wyoming Australia #
ACT Railway John Holland Rail Country Regional Network

Former Western Australian Government Railways

Electrified suburban lines Public Transport Authority of WA
Rural network Arc Infrastructure

Former Tasmanian Government Railways

Tasrail #

Former New Zealand Railways

Wingatui-Middlemarch Dunedin City Council
All other lines KiwiRail #

Genesee and Wyoming: Operational information

Ironically, just as G&WA closes almost their last operation in SA, they have finally placed on their website comprehensive information for access seekers (and, of course unofficially, for informed railfans). However, this is still of limited value as much of it is dated 2001 and 2011 and includes the many former lines in SA which are now closed. If you are interested, access this information before it disappears. See https://www.gwrr.com/railroads/australia/genesee_wyoming_australia/access_seekers/GWA/oti and

https://www.gwrr.com/railroads/australia/genesee_wyoming_australia/access_seekers/gwan

Information now available even includes a current 2018 Master Train Plan (Working Timetable) of the Northgate (Tarcoola) to Darwin line in graphical format This is also available from the April ATA Distribution List.

Bowmans Rail

The following are the current operations of Bowman Rail:

Cristal Mining (near Broken Hill) – Port Adelaide: 3/4 times weekly,

Export containers Port Pirie-Outer Harbor: twice weekly

Export containers Bowmans-Outer Harbor: 6/7 times weekly,

Containerised export wine Bolivar-Outer Harbor: 3/4 weekly.

On 2 February, a trial container train operated from Bordertown to Outer Harbor conveying timber trucked from SE SA.

TransPerth: Mandurah line

A new station will be built on the Mandurah line at Lakelands, 60 kms south of Perth, under a \$10 million commitment from the Federal government. At present the final 23 kms of the line, prior to Mandurah, is without a station. The new station would be built approximately 7 kms north of Mandurah, and 16 kms south of Warnbro station.

WA grain handling

WA grain handler CBH has budgeted \$150 million for projects to add 800,000 tonnes of new storage and associated equipment across its WA network this year. Key projects planned for the next 12 months include 236,000 tonnes of additional storage at CBH's McLevie receival site, 122,000 tonnes at Dowerin, 152,000 tonnes at Cranbrook, 96,000 tonnes at Wickiepin, and 84,000 tonnes at Lake Grace.

WA container handling

WA rural network operator Arc Infrastructure has announced the Kenwick Intermodal Terminal will be built alongside the newly-opened Roe Highway Logistics Park, an industrial estate developed at the centre of Perth's major arterial road network, near the airport and 13 kms east of the Perth CBD. This will

help connect the Logistics Park with the North Quay Rail Terminal at Fremantle. The Terminal will have a throughput capacity of 200,000 teus (twenty-foot containers or equivalent), and an empty container port with a 2,000 teu capacity. It is likely to have a sole operator appointed.

European and North American timetable PDFs

As far as can be determined, the following national railways currently provide PDF timetables on their websites:

NR Britain

NIR Northern Ireland

IE Ireland

CFL Luxembourg

SJ Sweden

ÖBB Austria

SBB Switzerland (on the "fahrplan felder" website, which is user unfriendly)

ZSSK Slovakia

MAV and GySEV Hungary

SZ Slovenia

BZD Bulgaria (international trains only)

VIA Canada

Amtrak United States.

(This is in addition to the timetable books produced by the railways in Czechia, Slovakia, Austria (limited printing only), Croatia, Bulgaria and Romania; the privately published timetable books for Britain, Netherlands, some states of Germany, Switzerland and Italy; and the Fahrplancenter timetables for Estonia, Lithuania, Bosnia, Albania, Kosovo, Montenegro, Macedonia and Kaliningrad.)

Thanks to Steven Haby, Victor Isaacs, Ross Morrison, Len Regan, Roger Wheaton, *Catchpoint*, www.railexpress.com.au, www.railpage.com.au, *Railway Digest*, ABC news, *Canberra Times*, *Daily Telegraph*, *Sunday Herald Sun* for Rail news.

LETTERS TO THE EDITORS

Re the new **Victorian timetables of 31 March** (March *Table Talk*, page 8), **Andrew James** writes:

I'd like to correct a note made in *Table Talk* regarding the 2007 and 2140 down Stony Points, and their return 2056 and 2232 Ups. These definitely continue to operate on Fridays only. There has been no change in the timetable, and in fact the Stony Point that arrives just before 2000 on Thursdays continues out of service

to Southern Cross, returning with a fresh pair of serviced Sprinters through to Sunday. I am unaware of any plans to change this.

Max Michell writes: I think you will find the 0553 train is not ex Shepparton but is in fact a retimed 0611 Seymour down Sprinter now operated as a real train but inevitably with slower run times. It will form the 0953 up from Shepparton (as you correctly note).

ODD SPOT

If you still need convincing of the complexity of the railway industry in Victoria, consider a signalling diagram issued in February of the South Kensington/Dynon area. This had the authorisations of four authorities: Metro Trains Melbourne, Australian Rail Track Corporation, V/Line and VicTrack.

On 20 March, these were the main stories dominating the front pages of newspapers:

Australian New Rail – Fast Rail proposals
Daily Telegraph New Rail – Sydney NW Metro
Canberra Times New Rail – Canberra Tram opening.

David Whiteford writes: On 24 January I boarded what I was sure was a route 287 bus to take me from central Perth to the Belmont Forum shopping centre where I was sure I would arrive before a route 935 bus that I had just missed in Perth but would then catch to my Belmont home. The 287 runs along more 60 kph roads with fewer stops than the 935. By the Victoria Park bus station the 287 was right behind the 935 and a good transfer at the Forum was anticipated – until the 287 failed to follow the 935 into Asquith St to reach the Great Eastern Highway. With complete silence from all other passengers, I was sure I must have misread the route number and was now hurtling south along Shepperton Road to an unknown destination, but I would get off near Oats St and transfer to a circle route bus that would take me within easy walking distance of home, if arriving somewhat later than usual. This plan was scuppered when the bus turned into Mint St. Oh good, I thought, I must be heading for Belmont Forum anyway on one of the other routes that pass by it on their way to foothills suburbs. But wait – the bus stopped, the driver got out and onto his mobile 'phone!

He returned to the bus to apologise saying that he thought he'd taken the wrong route and it was his first time on the 287. I naively thought he could just go on to Belmont Forum and pick up his usual route and not be much later than timed. This was 'verified' when he continued on Mint St, over the railway line near Carlisle station and into Archer St. But no, he went as far as a roundabout then travelled the whole way back to Victoria Park and picked up his route on Craig St to get on to Great Eastern Highway! This added considerably to his time as he had travelled over 4km in the wrong direction, had stopped to make his call, then travelled over 4km back again! At least I now knew my eyesight had not failed me and I had, indeed, caught a 287. But why did not one regular passenger speak up when the bus initially failed to turn into Asquith St? And one passenger was getting off at the first stop (in Craig St) after Victoria Park Bus Station, with others disembarking along Great Eastern Highway. Was it that everyone was so intently looking at mobile phones, kindles etc.? But surely not the young woman who would have been about to ring the bell soon after leaving the Bus Station. I have been on other buses when the driver took a wrong turn and passengers very quickly informed him of it! What happened this time? I'll never know.

As an aside, I have often managed to catch up a missed 935 by using a 380, 286 or 287 that run along Great Eastern Highway and Belmont Avenue and get to Belmont Forum ahead of the missed bus.

Thanks to Victor Isaacs, Len Regan and David Whiteford for Odd Spot.

FERRY NEWS

Sydney Ferries

The operator of Sydney's ferries will put on 400 extra weekly services by mid 2021 after the NSW government awarded it a \$1.3 billion contract. Under the nine-year deal, French company Transdev will bear the cost of leasing ten new ferries to expand services on Parramatta River and a further three Emerald-class vessels for routes on Sydney Harbour. About 280 weekly services will start on Parramatta River in the middle of 2020, followed by 120 on the harbour by mid-2021.

The extra services planned for Parramatta River will result in Sydney Olympic Park, Meadowbank and

Cabarita getting a ferry every ten minutes during peak hour, and every 20 minutes the rest of the day. Those planned for Sydney Harbour in mid-2021 include more services on routes to Rose Bay and Watsons Bay in the evenings on weekends, and an increase in frequencies during off-peak periods and on weekends for those to McMahons Point and Milsons Point on the lower north shore. The F2 Taronga and F6 Mosman routes will be merged so that services run every 20 minutes, instead of every 30 minutes.

Thanks to the *Sydney Morning Herald* for Ferry news.

AIR NEWS

International

Qantas will introduce a direct service from Melbourne to Queenstown, NZ during the ski season, 21 June to 27 August, thrice weekly on Tuesday, Friday and Sunday.

Thanks to the *Herald Sun* for Air news.

BUS NEWS

NEW SOUTH WALES

Transdev changes

Effective 18 March extra services were added to the 987 Kurnell – Cronulla via Captain Cook Drive and 991 Heathcote – Sutherland via Engadine. These changes provide a better service for schools in the area including Cronulla High School.

AUSTRALIAN CAPITAL TERRITORY

Major changes in Canberra

From Monday 29 April, a week after the introduction of light rail, there will be considerable changes to Canberra's bus network. The new network is based around:

- ten Rapid bus (R2 to R10) and the light rail route (R1) to move residents across Canberra connecting town centres and other key destinations, and
- local services that connect with the Rapid services, and
- specific school bus services.

Rapid and local routes will operate seven days a week with routes in the 18X series only operating during weekday peaks.

Belconnen

Every bus route in Belconnen connects with Belconnen Town Centre, and some services also offer connections at Kippax, Dickson or the City.

Rapid services from Belconnen will provide direct services to City, Woden, Tuggeranong, Barton, Russell, Kingston, Dickson, Fyshwick, Gungahlin and the Canberra International Airport, as well as major tertiary institutions including the Australian National University, University of Canberra, Australian Catholic University and Canberra Institute of Technology campuses.

No.	Route
R2	Fraser, Dunlop, Macgregor, Kippax, Holt, Belconnen Bus Stations, Bruce, City Interchange, Parkes, Kingston, Fyshwick
R3	Spence, via Copland Drive, Florey, Belconnen Bus Stations, Bruce, City Interchange, Russell, Airport, Brindabella Park
R4	Belconnen Bus Stations, Bruce, City Interchange, Woden Bus Station, Tuggeranong Bus Station
R8	Belconnen Bus Stations, Gungahlin Place
R9	Belconnen Bus Stations, Bruce, Dickson Interchange, Watson
28	Gungahlin Place, Amaroo, Ngunnawal, Casey
30	Dickson Interchange, Kaleen, Giralang, Bruce, Belconnen Bus Stations

31	City Interchange, Braddon, Ainslie, Dickson Interchange, Lyneham, Kaleen, Belconnen Bus Stations
32	City Interchange, Aranda, Cook, Weetangera, Macquarie, Jamison Centre, Belconnen, Belconnen Bus Stations
40	Fraser, Charnwood, Macgregor, Holt, Kippax, Latham, Florey, Belconnen Bus Stations
41	Fraser, Charnwood, Flynn, Melba, Evatt, Belconnen Bus Stations
42	Fraser, Flynn, Melba, Scullin, Page, Belconnen Bus Stations
43	Spence, Evatt, McKellar, Belconnen Bus Stations
44	Kippax, Holt, Macgregor, Higgins, Belconnen Bus Stations
45	Kippax, Holt, Higgins, Hawker, Weetangera, Belconnen Bus Stations

Gungahlin

Every route in Gungahlin connects at Gungahlin Place, with some also offering connections at other key centres including Dickson, Belconnen or the City. Rapid services from Gungahlin will provide direct services to the City and Belconnen, as well as Dickson and major tertiary institutions including the Australian National University, University of Canberra and Canberra Institute of Technology campuses.

R1	Gungahlin – City (light rail)
R8	Belconnen Bus Stations, Gungahlin Place
18	Gungahlin Place, Franklin, Harrison, Mitchell
19	Gungahlin Place, Forde, Bonner, Amaroo
20	Amaroo, Bonner, Forde, Gungahlin Place
21	Gungahlin Place, Gungahlin, Palmerston, Franklin, Harrison, Throsby
22	Gungahlin Place, Throsby, Harrison, Franklin, Palmerston, Gungahlin
23	Gungahlin Place, Nicholls, Gold Creek, Crace, Palmerston, Gungahlin
24	Gungahlin Place, Palmerston, Crace, Gold Creek, Nicholls, Gungahlin
25	Gungahlin Place, Amaroo, Moncrieff, Taylor, Casey
26	Gungahlin Place, Casey, Taylor, Moncrieff, Amaroo
27	Gungahlin Place, Moncrieff, Ngunnawal, Casey
28	Gungahlin Place, Amaroo, Ngunnawal, Casey

Inner North

R1	Gungahlin – City (light rail)
R3	Spence, via Copland Drive, Florey, Belconnen Bus Stations, Bruce, City Interchange, Russell, Airport, Brindabella Park
R4	Belconnen Bus Stations, Bruce, City Interchange, Woden Bus Station, Tuggeranong Bus Station
R5	City West, City Interchange, Russell, Barton, Forrest, Woden Bus Station, Wanniasa, Erindale Bus Station, Calwell, Lanyon Marketplace
R6	City West, City Interchange, Parkes, Barton, Kingston, Griffith, Narrabundah, Garran, Woden
R7	City West, City Interchange, Weston Creek, Cooleman Court, Duffy
R9	Belconnen Bus Stations, Bruce, Dickson Interchange, Watson
R10	Denman Prospect, Coombs, Wright, City Interchange
30	Dickson Interchange, Kaleen, Giralang, Bruce, Belconnen Bus Stations
31	City Interchange, Braddon, Ainslie, Dickson Interchange, Lyneham, Kaleen, Belconnen Bus Stations
32	City Interchange, Aranda, Cook, Weetangera, Macquarie, Jamison Centre, Belconnen, Belconnen Bus Stations
50	Watson, Downer, Dickson, Dickson Bus Station, Lyneham, O'Connor, City Interchange
51	Dickson, Dickson Bus Station, North Lyneham, Lyneham, Turner, O'Connor, City Interchange
53	Dickson, Dickson Bus Station, Hackett, Ainslie, City Interchange, Acton
54	City Interchange, Campbell Park (Peak) Majura Park
55	City Interchange, Reid, Campbell, Russell, Duntroon
56	City Interchange, Russell, Barton, Kingston, Griffith, Manuka, Red Hill, Narrabundah, Fyshwick
57	City Interchange, Parkes, Deakin, Yarralumla, Hughes, Garran, Phillip, Woden Bus Station
58	City Interchange, Parkes, Deakin, Curtin, Woden Bus Station
180	City Interchange, Lanyon Market Place, Conder, Banks (runs weekday peaks only)
181	City Interchange, Gordon, Banks, Conder, Lanyon Market Place (weekday peaks only)
182	City West, City Bus Station, Reid, Russell, Barton, Kingston, Chisholm, Calwell, Conder, Lanyon Market Place (weekday peaks only)

Inner South

Every bus route in the Inner South connects at the City, with some also offering connections at Barton or Woden.

Rapid services from the Inner South will provide direct services to the City, Woden, Barton, Russell, Kingston, Kippax and Fyshwick, well as major tertiary institutions including the Australian National University, University of Canberra and Canberra Institute of Technology campuses.

R2	Fraser, Dunlop, Macgregor, Kippax, Holt, Belconnen Bus Stations, Bruce, City Interchange, Parkes, Kingston, Fyshwick
R6	City West, City Interchange, Parkes, Barton, Kingston, Griffith, Narrabundah, Garran, Woden
56	City Interchange, Russell, Barton, Kingston, Griffith, Manuka, Red Hill, Narrabundah, Fyshwick
57	City Interchange, Parkes, Deakin, Yarralumla, Hughes, Garran, Phillip, Woden Bus Station
58	City Interchange, Parkes, Deakin, Curtin, Woden Bus Station
182	City West, City Bus Station, Reid, Russell, Barton, Kingston, Chisholm, Calwell, Conder, Lanyon Market Place (runs weekday peaks only)

Woden, Weston Creek and Molonglo

Every local bus route in Woden, Weston Creek and Molonglo connects with the Woden Town Centre, and some services also offer connections at Cooleman Court Interchange, Tuggeranong or the City.

Rapid services from Woden, Weston Creek and Molonglo will provide direct services to City, Woden, Tuggeranong, Cooleman Court Interchange, Belconnen, Barton, Russell and Kingston, as well as major tertiary institutions including the Australian National University, University of Canberra and Canberra Institute of Technology campuses.

R4	Belconnen Bus Stations, Bruce, City Interchange, Woden Bus Station, Tuggeranong Bus Station
R5	City West, City Interchange, Russell, Barton, Forrest, Woden Bus Station, Wanniasa, Erindale Bus Station, Calwell, Lanyon Marketplace
R6	City West, City Interchange, Parkes, Barton, Kingston, Griffith, Narrabundah, Garran, Woden
R7	City West, City Interchange, Weston Creek, Cooleman Court, Duffy
R10	Denman Prospect, Coombs, Wright, City Interchange
57	City Interchange, Parkes, Deakin, Yarralumla, Hughes, Garran, Phillip, Woden Bus Station
58	City Interchange, Parkes, Deakin, Curtin, Woden Bus Station

60	Woden Bus Station, O'Malley, Isaacs, Farrer, Mawson
61	Woden Bus Station, Mawson, Farrer, Isaacs, O'Malley
62	Woden Bus Station, Lyons, Chifley, Pearce, Torrens, Mawson
63	Woden Bus Station, Phillip, Waramanga, Fisher, Stirling, Cooleman Court
64	Woden Bus Station, Phillip, Weston, Cooleman Court, Rivett, Chapman
65	Woden Bus Station, Phillip, Weston, Cooleman Court, Holder, Duffy
66	Woden Bus Station, Lyons, Weston, Coombs, Denman Prospect, Wright, Duffy, Holder, Cooleman Court
70	Woden Bus Station, Phillip, Cooleman Court, via Namatijira Drive, Kambah West, Tuggeranong Bus Station
71	Woden Bus Station, Phillip, Cooleman Court, via Namatijira Drive, Kambah, Tuggeranong Bus Station

Tuggeranong

Every bus route in Tuggeranong connects with Tuggeranong Town Centre, and some services also offer connections at Woden, the City, Cooleman Court Interchange, Erindale, Lanyon Marketplace, Calwell Shops, Chisholm Shops or Barton Bus Station.

Rapid services from Tuggeranong will provide direct services to the City, Woden, Barton, Belconnen and Erindale, as well as major tertiary institutions including the Australian National University, University of Canberra and Canberra Institute of Technology campuses.

Additionally, peak buses from southern Tuggeranong and from park and rides will offer fast, direct trips to the City and Barton at peak times.

R4	Belconnen Bus Stations, Bruce, City Interchange, Woden Bus Station, Tuggeranong Bus Station
R5	City West, City Interchange, Russell, Barton, Forrest, Woden Bus Station, Wanniasa, Erindale Bus Station, Calwell, Lanyon Marketplace
70	Woden Bus Station, Phillip, Cooleman Court, via Namatijira Drive, Kambah West, Tuggeranong Bus Station
71	Woden Bus Station, Phillip, Cooleman Court, via Namatijira Drive, Kambah, Tuggeranong Bus Station
72	Tuggeranong Bus Station, Oxley, Wanniasa, Erindale Bus Station, Monash
73	Tuggeranong Bus Station, Monash, Erindale Bus Station, Wanniasa, Oxley
74	Tuggeranong Bus Station, Erindale Bus Station, Fadden, Macarthur, Chisholm, Gilmore, Richardson

75	Tuggeranong Bus Station, Richardson, Gilmore, Chisholm, Macarthur, Fadden, Erindale Bus Station, Fadden
76	Tuggeranong Bus Station, Wanniasa, Erindale Bus Station, Gowrie, Macarthur, Chisholm, Richardson, Calwell
77	Tuggeranong Bus Station, Monash, Gowrie, Erindale Bus Station
78	Tuggeranong Bus Station, Greenway, Bonython, Isabella Plains, Richardson, Chisholm
79	Tuggeranong Bus Station, Greenway, Isabella Plains, Theodore, Calwell
80	Tuggeranong Bus Station, Greenway, Lanyon Marketplace, Conder, Banks
81	Tuggeranong Bus Station, Greenway, Bonython, Gordon, Banks, Conder, Lanyon Marketplace
180	City Interchange, Lanyon Market Place, Conder, Banks (weekday peaks only)
181	City Interchange, Gordon, Banks, Conder, Lanyon Market Place (weekday peaks only)
182	City West, City Bus Station, Reid, Russell, Barton, Kingston, Chisholm, Calwell, Conder, Lanyon Market Place (weekday peaks only)

A selection of maps and timetables are at the end of the Bus News section.

VICTORIA

Another operator to sell?

The Donric Group (Bacchus Marsh Coaches, Gold Bus Ballarat, Organ's Coaches Kyneton and Sunbury Bus Service) are apparently in discussions with a number of parties to sell the business as a whole. One operator believed to be in the running is NSW operator Busways.

V/Line changes

The following adds to the information in March *Table Talk*, page 8, about V/Line changes from 31 March:

V/Line **Lorne and Apollo Bay** coaches now serve Waurn Ponds Shopping Centre which adds between 9 and 11 minutes to each trip.

Halls Gap has an additional return service each day with some services connecting with coaches from Ararat at Stawell station. Down weekday trips are ex Stawell at 0745 and 1245 returning at 0930 and 1505 respectively. On Saturdays down trips are at 0700 and 1130 returning at 0810 and 1415 and Sundays see down services at 0815 and 1130 returning at 0930 and 1415.

To coincide with improvements to **Shepparton** rail services, the 0650 ex Tocumwal weekdays now departs at 0630 to connect with the rescheduled up Shepparton train. The 0755 ex Seymour to Shepparton has been replaced by a train.

Mitchell Transit changes

Town service routes in Seymour, Kilmore East and Wallan have minor timetable changes from 31 March to coincide with the new V/Line North Eastern timetable.

Seymour route 4 (weekdays)

- The 0610 leaves four minutes earlier at 0606
- The 0645 leaves one minute earlier at 0644
- The 0725 leaves four minutes earlier at 0721.

Kilmore East – Kilmore (weekdays)

The following services from Hudson Park/Sydney St (Kilmore) to Kilmore East Station now depart earlier:

- 0545 at 0544
- 0619 at 0615
- 0730 at 0729
- 1045 express service from Kilmore International School/White St at 1040.

The following services now depart Kilmore East Station later in the evenings:

- 1742 at 1745
- 1823 at 1826
- 1851 at 1853
- 2010 at 2011.

Wallan

Wallan Central to Wallan station (route 1)

- 0609 now departs at 0608
- 0721 now departs at 0719
- 0846 now departs at 0844 (Saturdays)

Wallan Station to Wallan Central (route 1)

- 1338 now leaves at 1339 (Saturdays).

Springridge to Wallan station (route 2)

- 0607 now leaves at 0606
- 0719 now leaves at 0717
- 1051 now leaves at 1100.

Wallan Station to Wallara Waters (route 3)

- 0618 now departs at 0617
- 0730 now departs at 0728.

Kyneton upgrades town service

From Monday 1 April the long awaited upgraded Kyneton town service commences with four new routes operating six days a week. Dyson's Kyneton continues to operate the upgraded service.

Route 1 Kyneton station – North – Kyneton Station

Departures ex station at 0620, 0856, 0952, 1050, 1155, 1318, 1410, 1459, 1755 and 1853 weekdays. Saturday departures ex station at 0830, 1030, 1130, 1230, 1330 and 1530.

Route 2 Kyneton station – West – Kyneton

Departures ex station at 0657, 0851, 0946, 1044, 1149, 1348, 1437, 1651 and 1831. Saturday departures at 0954, 1112 and hourly until 1412 then 1612.

Route 3 Kyneton station – Hospital – Kyneton

Departures ex station at 0715, 0935, 1033, 1138, 1230, 1405, 1454, 1750 and 1848. The last four trips on arrival in town form route 1 services to the station.

Saturday trips at 0901, 1101 the hourly to 1401 and then 1601.

Route 4 Kyneton - Trentham via station

Departures ex Kyneton weekdays at 1235 and 1658 returning at 1255 and 1718 respectively. Saturdays see trips ex Kyneton at 0906 and 1430.

TASMANIA

West Coast changes

A petition demanding the State government reinstate a direct bus service between the West Coast and Hobart was distributed to Queenstown businesses in the week beginning Monday 18 March. The tri-weekly bus service provided by Tassielink was scrapped from 10 March due to low patronage of around three to four passengers per trip. The move was offset by the introduction of a daily service between Strahan and Burnie, however, that hasn't been enough to appease all residents. A draft version of their petition said the changes would force those travelling to Hobart by bus to spend 36 hours in transit and stay overnight in Burnie or Devonport. "This does not provide for an improvement in service for residents and visitors, but the contrary, further isolating our towns from the services and amenities so many require," the petition reads. Labor Braddon MHA Anita Dow expressed concern about the bus changes and the many services in the West Coast that had been downsized or removed in recent years. "The bus service to Hobart is yet another example of this which for locals means not getting home from university for the weekend or a very long overnight trip for a 30 minute appointment in Hobart" she said.

A government spokesperson said the bus timetable changes would provide West Coast residents increased access to bus travel across Tasmania due to the new daily service to Burnie. "These changes were made in consultation with the West Coast Council, who back the changes, the broader community, bus users, and bus operators," they said. The petition also argued the changes would impact tourism as visitors to Lake St Clair would no longer be able to take the bus to Queenstown.

Prior to the changes there was a twice weekly service to Launceston and thrice weekly service to Hobart.

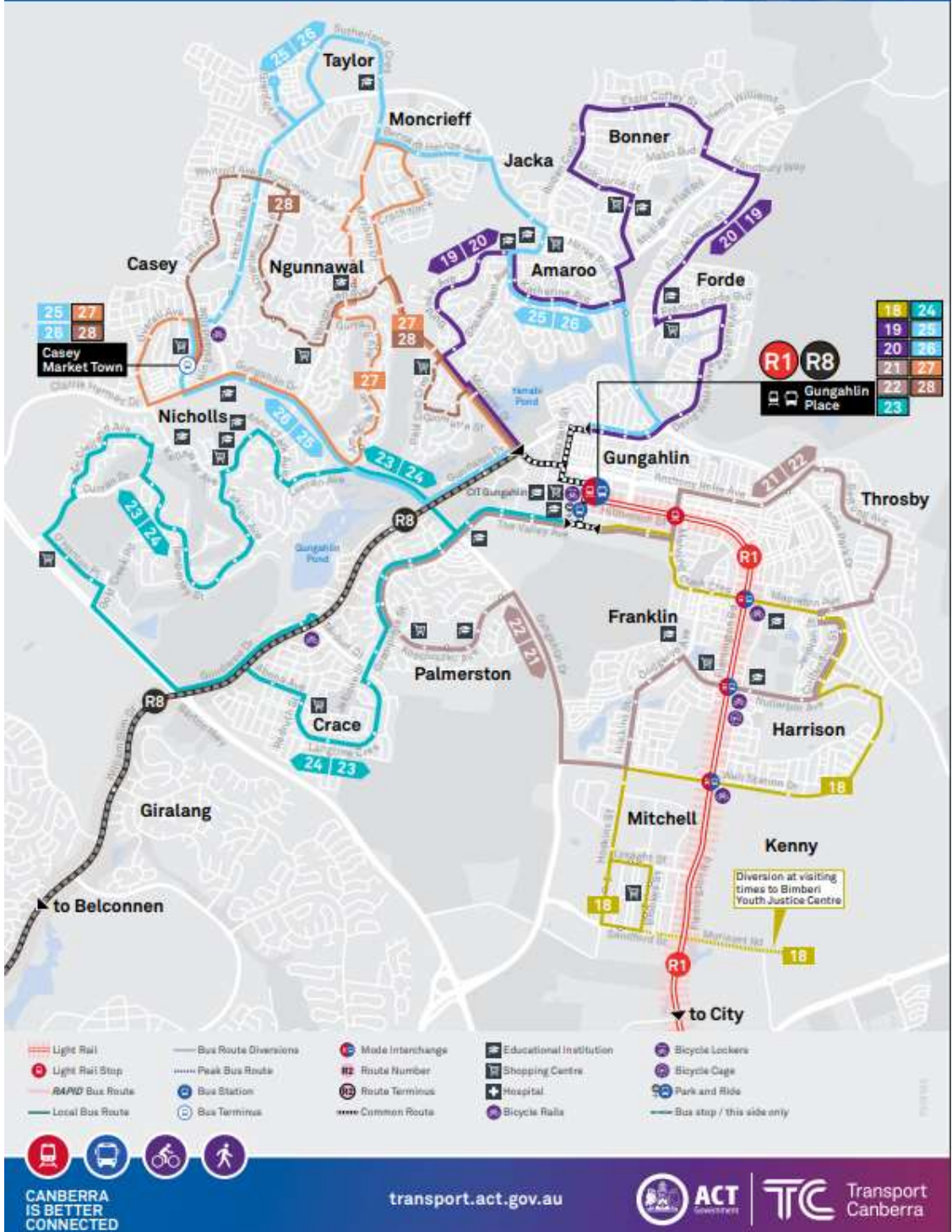
WESTERN AUSTRALIA

TransPerth

In Perth from Saturday 23 March new route 665 special event bus service joined the group of routes serving the Perth Stadium on the Burswood Peninsula. Route 665 begins at the Kalamunda bus station and runs via Maida Vale, Forrestfield, Belmont and Rivervale with a five to ten minute frequency for up to two hours before and one hour after AFL games and other stadium events. As at that date a new Stadium public transport service booklet had not been sighted. Bus route signage and stop markings were completed in the week prior to the first services.

Thanks to Steven Haby, Victoria Isaacs, Lourie Smit, Ross Morrison, David Whiteford and *Burnie Advocate*.

Gungahlin Region Map



Gungahlin area map include the route of the new tram (shown as R1).

FRASER WEST TO FYSHWICK via Belconnen and City

R2



MONDAY TO FRIDAY

AM	R2	5:42	5:48	5:55	6:01	6:12	6:14	6:16	6:34	6:44	6:49	6:58
R2	5:57	6:03	6:10	6:16	6:27	6:29	6:31	6:49	6:59	7:06	7:19	
R2	6:07	6:13	6:20	6:26	6:37	6:39	6:41	6:59	7:09	7:16	7:29	
R2	6:17	6:23	6:30	6:36	6:47	6:49	6:51	7:13	7:23	7:30	7:43	
R2	6:27	6:33	6:40	6:46	6:57	6:59	7:01	7:27	7:37	7:44	7:57	
R2	6:37	6:43	6:50	6:56	7:08	7:11	7:13	7:39	7:49	7:56	8:09	
R2	6:47	6:53	7:00	7:07	7:19	7:22	7:24	7:50	8:00	8:07	8:20	
R2	6:57	7:04	7:12	7:19	7:31	7:34	7:36	8:02	8:12	8:19	8:32	
R2	7:07	7:14	7:22	7:29	7:41	7:44	7:46	8:12	8:22	8:29	8:44	
R2	7:17	7:24	7:32	7:39	7:51	7:54	7:56	8:22	8:32	8:39	8:54	
R2	7:27	7:34	7:42	7:49	8:01	8:04	8:06	8:32	8:42	8:49	9:01	
R2	7:37	7:44	7:52	7:59	8:11	8:14	8:16	8:42	8:52	8:59	9:10	
R2	7:47	7:54	8:02	8:09	8:21	8:24	8:26	8:52	9:02	9:07	9:16	
R2	7:57	8:04	8:12	8:19	8:31	8:34	8:36	9:02	9:12	9:17	9:26	
R2	8:07	8:14	8:22	8:29	8:41	8:44	8:46	9:11	9:21	9:26	9:35	
R2	8:17	8:24	8:32	8:39	8:51	8:54	8:56	9:19	9:29	9:34	9:43	
R2	H8:27	H8:34	H8:42	H8:49	H9:01	H9:04	H9:06	H9:29	H9:39	H9:44	H9:53	
R2	S8:27	S8:34	M8:42	S8:51	S9:03	S9:06	S9:08	S9:31	S9:41	S9:46	S9:55	
R2	8:39	8:46	8:54	9:01	9:12	9:15	9:17	9:40	9:50	9:55	10:04	
R2	8:52	8:59	9:06	9:12	9:23	9:26	9:28	9:51	10:01	10:06	10:15	
R2	9:05	9:11	9:18	9:24	9:35	9:38	9:40	10:03	10:13	10:18	10:27	
R2	9:20	9:26	9:33	9:39	9:50	9:53	9:55	10:18	10:28	10:33	10:42	
R2	9:35	9:41	9:48	9:54	10:05	10:08	10:10	10:33	10:43	10:48	10:57	
R2	9:50	9:56	10:03	10:09	10:20	10:23	10:25	10:48	10:58	11:03	11:12	
R2	10:05	10:11	10:18	10:24	10:35	10:38	10:40	11:03	11:13	11:18	11:27	
R2	10:20	10:26	10:33	10:39	10:50	10:53	10:55	11:18	11:28	11:33	11:42	
R2	10:35	10:41	10:48	10:54	11:05	11:08	11:10	11:33	11:43	11:48	11:57	
R2	10:50	10:56	11:03	11:09	11:20	11:23	11:25	11:48	11:58	12:03	12:12	
R2	11:05	11:11	11:18	11:24	11:35	11:38	11:40	12:03	12:13	12:18	12:27	
R2	11:20	11:26	11:33	11:39	11:50	11:53	11:55	12:18	12:28	12:33	12:42	
R2	11:35	11:41	11:48	11:54	12:05	12:08	12:10	12:33	12:43	12:48	12:57	
R2	11:50	11:56	12:03	12:09	12:20	12:23	12:25	12:48	12:58	1:03	1:12	
PM	R2	12:05	12:11	12:18	12:24	12:35	12:38	12:40	1:03	1:13	1:18	1:27
R2	12:20	12:26	12:33	12:39	12:50	12:53	12:55	1:18	1:28	1:33	1:42	
R2	12:35	12:41	12:48	12:54	1:05	1:08	1:10	1:33	1:43	1:48	1:57	
R2	12:50	12:56	1:03	1:09	1:20	1:23	1:25	1:48	1:58	2:03	2:12	
R2	1:05	1:11	1:18	1:24	1:35	1:38	1:40	2:03	2:13	2:18	2:27	

Explanations

- E** On School Days travels via St Clares/St Edmunds College
- H** Operates School Holidays Only
- M** Operates School Days Only and travels via Macgregor Primary School
- S** Operates School Days Only



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TTC Transport Canberra

R2 'Rapid' route timetable (weekdays extract).

About *Table Talk*

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Editor, Rail and Tram, Air, Ferry: Victor Isaacs, tabletalk@timetable.org.au or 11 Blacket St Downer ACT 2602.

Editor, Bus: Steven Haby busnews@timetable.org.au

Production and Mailout: Geoff and Judy Lambert.

Proofreaders: Agnes Boskovitz, David Cranney, Geoff Hassall, Chris Pandilovski, Jeremy Wainwright.

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