



TABLE TALK

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beach bus

**Saturday 12 Nov 05
to Sunday 29 Jan 06**

7 Days a Week

All public holidays except Xmas Day Weekdays & Weekends

* Route 659 - New route this year	* Route 660 - Modified route this year
8.40 am Dural - Golf Range	8.40 am Round Corner Opposite Commonwealth Bank
8.41 am Hungry Jacks - Dural	
8.43 am Oakhill Shops	8.50 am Knightsbridge Shops
8.48 am Purchase Rd (cnr New Line)	9.00 am Castle Hill (Westpac Bank)
8.55 am Appletree Shops	9.10 am Baulkham Hills (Junction)
9.00 am Cherrybrook Shops	9.13 am M2-Barclay Rd (M2 Bus Stop)
9.01 am County Drive (Woodgrove)	9.15 am M2-Oaks Rd (M2 Bus Stop)
9.03 am Highs (& Castle Hill Rd)	10.00 am Manly via M2
9.05 am Taylor & Aitken	
9.09 am Aitken (& Oaks)	
9.11 am Pennant Hills Rd (& Copeland)	
10.00 am Manly via M2	

* extra buses will run at these times as required each day.

This year 2 different routes.

Look for the Beachbus signs and times at all bus stops on route.

Signal bus to load at any of these stops.

All return services depart Manly at 4.00pm

ALL PUBLIC HOLIDAYS Except Xmas Day

Win 1 of 4 BODY BOARD'S

Written name on ticket and place in barrel at Geffro's
Conditions apply

\$15

TICKETS

Return tickets only, valid day of issue only, no concessions, no PET (Pensioner Excursion Tickets), Children under 4 free.



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

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You Wrote...

From Ian Abbottsmith

This quick review of the new timetables issued 9 October for the North Sydney, Brookvale, Mona Vale bus area (ie. Mosman and Northern Beaches) gives some airing of my concerns about the developing trends with STA timetables in the last point below.

Although there were many adjustments to service times throughout the network the substance of most timetables didn't change in regard to frequency or service time spans. The changes that significantly altered the service provided were:

- Decision to route all early morning city services from Manly Warringah direct via the Warringah Freeway after 6am rather than taking the longer route via North Sydney till about 7.15am. This leaves only the first two trips still travelling via North Sydney and so provides a quicker journey for most travellers. Connecting route 227-230 services saw adjusted operating times in this period also.
- Single trip each way on route 060 Chatswood - House With No Steps at Frenchs Forest (a

short working of route L60 or 136 depending on how you see things) renumbered as route 137.

- Route 230 Mosman Wharf - Milsons Point night frequency reduced from every 30 minutes to every 45 minutes in line with ferry movements. The pity of this is that there are no major savings for the STA as drivers now sit at Milsons Point for over 30 minutes. The few extra trips from the Wharf to Military Road only added about an hour's extra driver time each night, so for limited savings an acceptable frequency has been reduced 33% to an undesirable non memory headway.
- Peak route 250 Mosman - Lane Cove was eliminated. Whilst this route has long been a shadow of its former glory when it was a full time route, it is essentially covered by routes 143 / 144.

Most important observation though is the continuing and escalating trend of STA schedulers to regress to trip shifting methods used 30 or so years ago where to overcome small degrees of late running trips on regular memory headways

are shifted a few minutes forward, backward or their run times are altered by a few minutes. The result is a timetable that looks less regular to the average reader even if there is only a few minutes difference in the regularity of trips. Good scheduling technique overcomes the need for such laziness, which is creeping in because of the use of computer technology that allows less competent planners who lack good scheduling skills and lack customer focus to move things about individually without taking responsibility for the overall presentation of the bus service throughout the day. I've even noticed where occasional early Saturday trips have more run time than equivalent weekday trips in busier times

simply because the scheduler has for some reason decided to give a particular trip more time without recourse to the real need and the overall situation for all such trips. Similarly there's now a trip to the City just before the onset of the morning peak that has a few minutes more than later trips that encounter more traffic and presumably more passengers. Overall timetables are starting to become a bit messy in all areas, not just the north. Should this trend continue there may be some real awkward timetables a couple of years down the track.

That's it from what I've seen. Hope it's of some use.

For the Record

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Sydney

NSW Minister for Transport John Watkins has announced that the new rail timetable for the Eastern Suburbs/Illawarra and South Coast lines would begin on May 28 2006. The timetable's introduction would follow the completion of the \$55 million Bondi Junction Turnback – part of the Rail Clearways project. The Turnback will enable RailCorp to run an additional morning peak service between Sutherland and Bondi Junction, creating capacity for an additional 1,200 passengers.

The new timetable includes:

- An additional morning service from Sutherland to Bondi Junction;
- More intercity trains extended to Kiama, reducing the need for passengers to interchange;
- Maintaining the frequency of Endeavour trains between Kiama and Nowra, with some Endeavour services extending to Dapto and Wollongong;
- The inclusion of Wolli Creek as a stop on South Coast trains, outside the busy peak periods, to provide improved connections to the airport; and
- Additional journey times of between 3 and 8 minutes for South Coast and Illawarra services to reflect safer operating patterns.

RailCorp had received more than 400 submissions, from commuters and other interest groups, on the draft Eastern Suburbs/Illawarra and South Coast timetable. Feedback from members of the public and rail staff is currently being reviewed ahead of the timetable's finalisation. Some changes have already been made as a result of the feedback, including extra stops for services at North Wollongong Station to improve options for customers.

Mr Watkins said "Since the September 4 timetable change, CityRail has experienced an average on-time running result of 93 per cent in September and 92 per cent in October. These results are encouraging but I won't be confident about rail reliability until it remains consistently strong over the coming months. RailCorp would prepare for the introduction of the new timetable over the next six months, including consultation with the Bus and Coach Association, Ministry of Transport and bus companies."

NSW

In mid November ARTC foreshadowed a new issue of its September 2005 SWTT: this will be version 4 and will take effect from 4 December 2005. As of 24 November it had yet to be issued.

On 21 November, NSW RailCorp issued Version 2 of its September 2005 timetable, to become effective on 18 December 2005.

Melbourne

Connex Trains. Frankston Line. Commencing from 24th October, 2005 the 0827 and 0842 Moorabbin to Flinders Street trips now originate from Cheltenham at 0822 and 0837 (Monday to Friday Only) both stopping all stations to Flinders Street via City Loop. They arrive Flinders Street at 0907 and 0920 respectively. Current timetable for Frankston Line (October, 2004) still the same.



Tram/ Light Rail

Melbourne

Metlink frequency flyers for tram routes 55, 57 and 59 were re-issued as part of the August 2005 timetable changes on these routes. Copies were available at Federation Square's Visitor Centre. They remain undated. The frequency information has been updated and is more specific to the actual time of the day shown.

Yarra Trams have reissued their Glenhuntly depot timetables for routes

- 3 (East Malvern - Melbourne Uni),
 - 64 (East Brighton - Melbourne Uni)
 - 67 (Carnegie - Melbourne Uni),
- dated August 2005.

There don't appear to be any timing changes. They retain the M>Tram timetable format internally, but unlike the Malvern Depot timetables re-issued the same month, they are produced in the usual 100 x 210mm size, and not the slightly less wide 90 x 210mm format as previously used.

Route 1 South Melbourne Beach - East Coburg tram timetable reprinted dated September, 2005. This time correcting the 'from starts terminal' now having actual times of departures from East Coburg (Bell and Nicholson Streets) to Sth Melbourne Beach for all Monday to Friday, Saturday & Sunday timetables. Green Metlink booklet format.

Route 8 Moreland - Toorak (Via Brunswick, Carlton, City, St Kilda Rd & South Yarra) tram timetable, revised, dated September 2005. Still Green Metlink Booklet timetable format with Melbourne Tram Network route map dated August, 2005 (inside front cover on second page) and Melbourne City Saver dated July, 2005 (inside back cover).

Collins Street Bridge Changes Yarra Trams made route and timetable changes to a number of their services within the CBD commencing Sunday 20 November. Changes on routes 35, 48, 70 & 75 did not come into effect until the following day, Monday 21st November due to trackworks at

Victoria

A new Bendigo Line Regional Fast Rail Temporary Public Timetable is now in preparation, to take effect Mon 28 November. This is to provide for the Bendigo -Swan Hill isolated passenger train service to revert to coach operation till further notice, to enable RFR Signalling Works to be carried out at Bendigo. It will be in similar format to previous RFR Public Timetables.

the Flinders and Market Streets intersection on the 18th, 19th and 20th November.

The changes incorporate both the reinstatement of services over the Collins St Bridge to Batman Drive Docklands, and the return of Flinders St tram services between Market St and Spencer St as a result of completion of the King St overpass removal works.

These changes include:

- Route 11: Route 112 peak-hour short-workings from West Preston continue across Collins St Bridge to Batman Dr, Docklands
- Route 13: Temporary route between Flinders & Market Sts to Docklands was withdrawn at 2000 Friday 18/11. This service was provided as a replacement due to the King St overpass removal works.
- Route 24: Route no longer extends to Flinders St West via Docklands, and now terminates at Latrobe/Spencer Sts
- Route 30: Peak hour services to Docklands Drive /New Quay withdrawn, with peak hour services now terminating at Latrobe/Spencer Sts.
- Route 31: Route continues from Collins/Spencer Sts across Collins St Bridge to Batman Dr, Docklands.
- Route 35: Normal City Circle route resumes
- Route 42: Route 109 peak-hour short workings from Box Hill continues across Collins St Bridge to Batman Dr, Docklands
- Route 48: Service re-instated along Flinders St and Harbour Esp to Docklands Dr/New Quay
- Route 70: Service re-instated along Flinders St. Instead of running to Spencer/Latrobe Sts however, 70 will now operate via Docklands loop to Bourke St/Harbour Esp. Spencer St section replaced by 75.
- Route 75: Service re-instated along Flinders St. No longer terminates at Flinders St West, instead runs along Spencer St to Spencer/Latrobe Sts to replace section of old route 70.

- Route 86: Temporary service extension between Telstra Dome & Docklands Dr/New Quay withdrawn.
- Route 109: New timetable, incorporating route 42 changes
- Route 112: New timetable, incorporating route 11 changes

Adelaide

There has unfortunately been a spate of derailments on the Glenelg line adjacent to Glengowrie Depot. The fourth derailment since August 15 occurred at 1845 on 3 November. A replacement bus service was provided.

A delay occurred on the Glenelg line when the corner of a pantograph became tangled in the overhead at about 1200 on 17 November. A replacement bus was operated between the Morphett Road and Moseley Square stops. The newspaper item gave an explanation of what a pantograph is and its purpose. (The Advertiser 18/11/05).

A supplementary bus service has been operated from Brighton Road (stop 19) to Victoria Square each weekday morning. The buses left adjacent to the Brighton Road stop at 0809 and 0819, stop at the Glenelg East (stop 18) and Glengowrie (stop 17) stops and then run express to Victoria Square. This was necessitated by 5 of the present fleet of 15 trams being out of traffic at the beginning of November. Two were undergoing mechanical repairs while the other 3 were having their wheels ground to reduce the risk of derailing. The actual commencement date was not known but the notices at the tram stops have now been removed.

Two of the two new trams from Germany were unloaded in Victoria Square after the last tram on Monday 21 November. They had arrived at Outer Harbour on Tuesday 15 November but it is believed the actual delivery was delayed by the visit of Donald Rumsfeld to Adelaide – insufficient police to provide the necessary escorts and keep the operation under the appropriate surveillance. A third vehicle was also in the shipment but it was unfortunately severely damaged on the voyage by loose cargo in a severe storm off the South

African coast on Friday 28 October. It is understood that that it has been forwarded to Bombardier in Melbourne where it will be cannibalised for spare parts; the damage being too great to warrant repair. The trams are numbered in the 100 series with the first to be unloaded being 102 and the second 101. The damaged tram was 103.

Car 102 arrived at Victoria Square by road at about 0040 where about 100 interested spectators had assembled together with about 10 police officers and various officials to observe the operation. There was no official notice that the operation was to take place. Prior to its arrival, a ramp had been provided to enable the vehicle to be moved off the road vehicle direct onto the down track. After the power had been disconnected, staff on two cherry pickers used a wooden board to temporarily raise the overhead. The tram finally entered the platform at about 0130. After further checks it departed with various officials on board for Glengowrie at about 0230. The journey was impeded by the necessity to have various test stops along the way with the first at South Terrace. The journey was under police surveillance. A sweeper tram also operated ahead of the car for part of the journey – it appears from Leah Street as it was not seen at Greenhill Road.

As the tram had been moved onto the down track, it was necessary to remove the ramp prior to its departure and then reinstate it for the arrival of the second car. The arrival of the second car had been scheduled for 0315 but it was late in arriving by which time the majority of spectators had dissipated. Further problems occurred when it derailed while coming down the ramp. This accident had an effect on the regular service which was subsequently disrupted from the beginning of the day service. Both cars are now at Glengowrie Depot. One was sighted on the Depot fan on Tuesday afternoon with the other presumably in the workshop. It will now be necessary to train the operating staff. Some of this training is planned to be carried out after normal operations as notices have appeared along the line trams will be operating outside normal hours for the next fortnight. The public are also warned that the new trams are much quieter than the old and to stop, look and listen.



Sydney

A brochure called *Show Us the Way* has been issued which shows the proposed new Connex Region 10 routes from early 2006. This includes a detailed map of the proposed changes covering Sutherland, Miranda, Revesby and Bankstown.

A similar *Show Us the Way* brochure has been issued which shows the proposed new Transit First/Connex Region 13 routes from early 2006. This covers the area bounded by Parramatta, Liverpool, Bankstown and Strathfield. Some route changes in the two areas may need to take place at the same time such as routes in the Condell Park area.

Both of these are based on the proposal by the Unsworth Review which outlined a network of 43 strategic transport corridors across the Sydney Metropolitan area. These corridors will be provided with bus priority treatments to enable frequent, fast and direct services to operate between regional centres.

Both brochures detail changes suburb by suburb which makes an overall summary of the changes difficult. Some of the new trunk routes are:

- 900 linking Burwood, Strathfield, Bankstown and Liverpool replacing routes 485, 486, and 860
- 905 from Bankstown to Fairfield via Georges Hall and Bass Hill replacing 818, 932, and 937
- 910 from Bankstown to Parramatta via Chester Hill

Connex - 948 Timetable revised 18 July 2005. Note on cover 'Includes minor changes to Sunday times'. All Sunday journeys (except the last trip) in both directions operate 2 minutes earlier than previously.

Hillsbus The Beach Bus to Manly is back for 2005-06 summer period (see page 1), starting from Sat 12 Nov 2005 to 29 Jan 2006. And it operates daily. (We wonder how many students wagging school you can find on one of these buses!) Two routes this year route 659 serving Dural, Castle Hill, Cherrybrook and West Pennant Hills, and route 660 serving Round Corner, Glenhaven, Castle Hill and Baulkham Hills.

A route 620 timetable dated 'Version 9/05' in standard Westbus/Hillsbus pocket TT format has now appeared on the Hillsbus website. Interesting that the travelling restrictions at the bottom of the web version make out that route 620s start and finish at Central:

"TRAVELLING RESTRICTION Buses to the City will not pick up passengers after Pennant Hills Road and will only set down passengers at Lane Cove, then Wynyard and all stops to Central. Buses from the City will only pick up at marked Route 620 bus stops between Central and Margaret Street, then only at Lane Cove, and will not set down until Pennant Hills Road."

The new 625, 626, and 627 timetables are in the standard Westbus timetable design with HillsBus as the operator; date is 'version 9/05'.

As of Monday 28 November 2005, Hillsbus re-structured the M2 610 service to assist in catering for the increase demand. Four journeys departing Baulkham Hills Junction at 0740 and 0755 and Baulkham Hills TAFE at 0743 and 0758 have been deleted. Eight new journeys replace them departing Baulkham Hills Junction at 0553 and 0608 to QVB; at 0705, 0733 and 0800 to Central

and from Barclay Road M2 bus station at 0754 and 0855 to Central.

Sydney Buses have made changes to southern and north western timetables.

From 21 November 2005 some weekday peak hour services on routes 423, L23, 428, L28 terminate at Wynyard instead of Circular Quay. The majority of buses still continue to terminate at Circular Quay. These changes were made to improve operational efficiency and improve the reliability of services operating out of Kingsgrove depot. Services now terminating at Wynyard Station are:

L23 Kingsgrove Depot 0642
L23 Kingsgrove Depot 0702
423 Kingsgrove Depot 0721
423 Kingsgrove Depot 0757
L28 Canterbury Station 0642
L23 Kingsgrove Depot 0700
428 Canterbury Station 07:47

PDF format timetables with the changes highlighted are on the STA's website.

After a review of the Western Region, bus services operate to changed timetables from 20 November 2005. These changes better reflect travel times and make bus services more reliable.

On Parramatta, Ryde, Epping, North Rocks, Macquarie and Strathfield services changes are designed to improve reliability. The service provision has been maintained but starting times of many trips have been altered. Passengers were advised to obtain new timetables for the following services: 458, 459, 461, 501, 506, X06, 520, L20, 521, 523, 524, 525, 534, 545, 546, 547, 550, 623, 624, 628 and 629

There are also minor timetable changes on the following services, which are listed in timetable inserts: 507, 513, 515, X15, 518, X18 and 536. Sighted so far are:

- 507 – No W212
- 513 – No W213
- 515 – No W214
- 518 – No W215
- 536 – No W216

Route 629 has been adjusted to ensure that there are adequate Rail connections at Epping Station.

Changes to Lane Cove, Epping Road and Pacific Highway Services:

- Three route 290 trips have been extended to City - QVB, from Milsons Point to create greater capacity on services to the city in the AM peak.
- Additional route 288 trips to operate during the PM peak.
- Additional route 292 trips will operate on Saturday evenings.

- Routes 253 and 254 have been extended to Lane Cove West, instead of Riverview.
- Minor alterations with more reliable running times on other services.
- Passengers are advised to obtain new timetables for the following services: 202, 203, 204, 205, 206, 207, 208, 209, 210, 251, 252, 253, 254, 257, 258, 261, 272, 273, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295 and 296

There are also some minor adjustments to trip times on some school specials, but there will be no reduction of school specials.

The *Sydney Morning Herald* commented: "First it was slower trains. Now it is slower buses. Just as CityRail increased travel times so trains could run on time, State Transit has introduced less ambitious timetables for its buses so it can run a more punctual service. Sydney streets are so choked with traffic that State Transit has been forced to overhaul timetables, increasing travel times for services between the CBD and west of the city, and making minor changes to dozens of other routes."

New timetables, printed and pdf, all dated 20 November 2005:

- Northbridge District 202-210 version 3
- Lane Cove (Mars Road) to City/Chatswood 251, 258 version 7
- Lane Cove West to City 252, 253, 254 version 5
- Pacific Highway to City 252, 253, 254, 286, 287, 289, 290, 291, 294 version 5
- Willoughby District 257, 272, 273 version 3
- Lane Cove and Northwood to City 261 version 8
- North Ryde District 286, 287, 288, 289 version 5
- Epping Road to City 288, 289, 290, 291, 294, 296 version 6
- Marsfield to City 292, 293 version 8
- North Epping to Macquarie Park 295 version 4
- Burwood to Macquarie University 458, 459 (461) version 6
- Burwood to City 461 version 8
- Victoria Road to City 500, X00, 508, 510 version 3
- West Ryde to City 501 version 4
- Macquarie University and East Ryde to City 506, X06 version 7
- Parramatta to City 520, L20 version 9
- Parramatta to Eastwood 521 version 6
- Parramatta to Ryde 523, 524 (520, L20) version 6
- Parramatta to Burwood 525 version 4
- West Ryde to Chatswood 534 version 8
- Parramatta to Chatswood 545, 550 version 10
- Parramatta to Oatlands 546 version 3

- Parramatta to Macarthur Street Loop 547 DL single leaf
- Parramatta to Beecroft 623 version 2
- Parramatta to Epping 624 version 2
- North Rocks and Carlingford to Epping 628, 629 version 2

The new 461 timetable is 'Burwood to City' (no longer Strathfield to City) - therefore the corresponding 458/459 timetable now shows 461 trips extending from Burwood to Ryde at evenings and Sundays (as opposed to Strathfield to Ryde as previously).

In the Victoria Rd timetable - most (if not all) evening and Sunday 501 trips are included - the cover states that 501 trips are "shown when direct services are less frequent"

Updated printed and PDF timetables noted from the Sydney Buses website:

- effective October 2005
- 135 – Version 4
- 412 – Version 9
- 415 – Version 11 effective 10 October - effective November 2005
- 313-317 - v5
- 326/7 - v5
- 378 - v4
- 386/7 - v4

And one updated website PDF tt:

- 243, v 4, effective November 2005

New South Wales

Berrima Buslines is running a Summer Bus linking the various villages and towns in the Southern Highlands, each Friday and Saturday night over summer. The service links towns such as Hilltop, Mittagong, Bowral, Moss Vale and Robertson, providing an alternative to driving for a night out. The service is promoted under the same banner as that operating in Wollongong, using the same logo and being supported by the RTA and NSW Police.

Dions have introduced a revised Wollongong timetable effective 3 November 2005, now available on their website. While times have not been altered, additional scheduled wheelchair-accessible trips have been introduced.

Melbourne

Minister for Transport Peter Batchelor has announced service improvements in several areas of Melbourne.

First, more than \$8.6 million worth of bus improvements over four years in **Hume** including three new bus routes, one extended route and improvements to six other bus services in the local area. Mr Batchelor said service improvements for Hume would include:

- Route 486 (Sunbury - Goonawarra - Rolling Meadows) – extension of the bus route to operate via the developing area of Rolling Meadows. Residents of Goonawarra and Rolling Meadows will also have a more direct and faster service to and from Sunbury as the current service deviation to Victoria University (Sunbury) will now be provided by a new bus route.
- Route 488 (Sunbury to Jacksons Hill via Vic Uni) - a new bus route to operate via Bellview Drive, Jacksons Hill. This bus route will also service Victoria University (Sunbury), providing an additional 10 trips per weekday between Sunbury and the University.
- Route 532 (Craigieburn – Upfield – Broadmeadows) – the provision of four extra weekday early morning trips along with two extra late evening trips. Services within Craigieburn will be covered by a new route (533).
- Route 533 (North Craigieburn – Craigieburn Station – South Craigieburn – Rokeby Cres) – a new Craigieburn township service replacing township part of existing Route 532.
- Route 544 (Craigieburn – Roxburgh Park – Broadmeadows) – a new route linking residential communities via Bridgewater and Pascoe Vale Roads.
- Route 571A (Roxburgh Park – Epping) A route 571 service overlay from Hume Hwy to Roxburgh Park to provide east-west link to Epping & Northern Hospital.
- Route 477 (Broadmeadows – Moonee Ponds) – 16 new Saturday afternoon services.
- Route 540 (Broadmeadows – Coolaroo – Upfield) – three extra weekday evening trips.
- Route 541 (Broadmeadows – Roxburgh Park) – six extra Saturday evening trips
- Route 542 (Oak Park – Broadmeadows – Roxburgh Park) – ten extra Saturday evening trips

Mr Batchelor said the Department of Infrastructure would now work with local councils and bus operators to implement the improved services quickly with most expected to be up and running by early next year. More details about specific routes and timetables will be released as they are finalised.

Second, \$2.6 million worth of bus improvements over four years in the City of Whittlesea, including two new bus routes and improvements to four other bus services in the local area:

- Route 575 - A new service to run between Thomastown and Epping North. This will cover the developing areas of West Lalor and Hayston Estate and will eventually be extended into the Aurora Estate.
- Route 571A - A new service will be established to complement the existing Route 571 service between Roxburgh Park and

Epping, providing an east-west connection to the Northern Hospital.

- Three extra Saturday evening trips for each Route 555 and 556 between Epping and Northland.
- Route 561 - A new all-day Saturday service between Reservoir and Macleod.
- Route 570 - Six extra weekday evening trips, and a diversion into Botanica Park between Thomastown and RMIT, Bundoora campus.

Third, \$1.5 million worth of bus improvements over four years to the **Shire of Melton**, including three extended routes and improvements to one other bus service in the local area.

- Routes 456, 458 and 459 - extension and variation to existing bus routes, which will improve services for residents in the areas of Kuranjang, West Melton, and Westlakes.
- Route 459 – the provision of an extra bus so bus services can be extended into parts of Kuranjang. This will also improve the service frequency on weekdays for Route 459 from 80 minutes to 40 minutes.

Fourth, \$2.54 million worth of bus improvements over four years for the **City of Mornington**. This will provide one new bus route and improvements to another bus service in the Mornington area.

- Route 784 (Mornington – Osborne) will be extensively revised to better connect Mornington East and the north-eastern part of Mount Martha (via Craigie Road and Racecourse Road) to the Mornington town centre, and the hours of operation extended to provide peak and Saturday morning services.
- Route 785 (Mornington – Mornington East) will be a new route connecting Mornington North, Mornington East and the Mornington town centre.

Fifth, \$2.75 million worth of bus improvements over four years for the City of Frankston on 3/11/05. This will extend two bus routes in the Frankston area.

- Route 770 (Frankston – Karringal Hub Shopping Centre) will have more frequent buses and the route will be extended into new developments at Langwarrin South
- Route 832 (Frankston – Skye) will be extended into developing areas along McCormicks Road, Wedge Road and Cadles Road in Carrum Downs and will run extra bus services earlier in the morning and later in the evening

Finally \$3.9 million worth of bus improvements over four years within the **City of Brimbank**, including two new routes and one extended route.

- Route 460 - A new bus service to be introduced between the Caroline Springs

Town Centre and Watergardens via Gourlay Road.

- Route 461 – A new bus service to operate from Watergardens to Hillside via Hume Drive.
- Route 454 - Services will also be extended along Route 454, to operate via The Avenue in Sunshine West. This route will also be upgraded to include a Sunday bus service operating between 0900 and 1700.

Broadmeadows Bus Route 532 Craigieburn - Broadmeadows bus timetable had been reprinted dated 12th May, 2005. Still old met dark green & white DL format with old route map format

Cranbourne Transit. Route 893 Cranbourne - Dandenong bus timetable reprinted with Orange metlink DL format dated October 2005. Two mistakes: the 1610 from Dandenong to Cranbourne shows the arrival at Freeway Sports time point at 1632, it should read 1622; the Lynbrook time point had a spelling error showing 'Lynbrooke'. Also shows removal of the diversion of Hallam Rd and Ormond Rd, Hampton Park both one in morning from Dandenong at 0825 to Cranbourne and from Cranbourne in the afternoon at 1505 to Dandenong.

Route 894 Narre Warren South - Fountain Gate bus timetable had been reprinted dated October, 2005. Orange Metlink DL format. Route map shows destination says: 'Amberley Park to Fountain Gate S/C'.

Dysons Route 508 Alphington - Moonee Ponds bus timetable had been reprinted with new look Dysons light green white and blue DL format (same as routes 562 & 566) with route map now metlink still dated 24th February, 2002. Still mistakes on Sunday train timetables to City from Alphington Station. (Bus route 508 from Moonee Ponds to Alphington). The rest are correct.

Route 572 Mill Park Lakes Estate - Bundoora RMIT bus timetable has been reprinted with new look light green and white Dysons' DL format (same as Routes 566, 562 & 508) still dated March, 2004. Route map are still Metlink.

Grenda advised that there will be a change to the departure time of the 0822 route 889 ex Nunawading from Sunday 6 November. The new departure time will be 0824. All other times are unchanged. The paper timetables will be updated when reprinted.

Moorabbin Transit: Additional trips on Route 708 from Monday 21 November. Two additional trips will run between Mordialloc Station and Chelsea Heights. The 1835 trip from Mordialloc (connects with the 1740 train ex Flinders St due at Mordialloc at 1830). The 1902 trip from Mordialloc (connects with the 1811 train ex Flinders St due at Mordialloc at 1857.) These additional trips will

enable passengers to get to Aspendale Gardens and Chelsea Heights later than at present. The paper timetables will be updated when reprinted.

On Monday 21st November 2005, three additional **Ventura/Nationalbus** services will be introduced, covering two extra am peak services on route 307, and one extra pm peak service on route 304.

ROUTE 307

Doncaster Park & Ride 0718 and 0830
Johnston & Hoddle Street 0733 and 0845
Melbourne Central 0746 and 0858
City, Queen & Collins Street 0751 and 0903

ROUTE 304

City Queen Street 1714
Lonsdale & Swanston Street 1722
Johnston & Hoddle Street 5:40 pm
Middleborough/Freeway 1754
Blackburn/Freeway 1757
Doncaster Rd/Blackburn Rd 1800
The Pines Shopping Centre 1808
Deep Creek Reserve 1814
Warrandyte Bridge 1824

Ventura Bus. Routes 701 Oakleigh - Bentleigh & 704 Oakleigh - Clayton (Timetable No. 34) on one orange metlink pocket size bus timetable together dated 24th July, 2005. Correction on route 704 destination Oakleigh to Clayton, should read East Clayton.

Victoria

The Bracks Government will spend \$50.8 million improving transport services for regional towns under 'Moving Forward' - the Bracks Government's \$502 million action plan for growth in Provincial Victoria released on 14/11/05.

The package, to be rolled out across Victoria from next year will include:

- New Transit bus services within regional towns and cities including: Shepparton, Mildura, Yarrawonga, Wodonga, Hamilton, Warrnambool, Echuca, Wangaratta, Wallan, Kilmore, Geelong, Bendigo, Ballarat, Moe, Morwell and Traralgon.
- New bus services to connect small towns in remote regions including: King and Ovens Valley; Donald to Horsham; Hopetoun to Warracknabeal; Woomelang to Sealake to Swan Hill; Rainbow to Jeparit to Horsham; Grampians to Warrnambool linking Stawell, Macarthur, Byaduk, Moyston and Pomonal; Mortlake to Warrnambool; increased services from Allansford to Warrnambool; an improved service from Cowes to Wonthaggi; and new services in Inverloch, Cape Paterson and Leongatha.
- New bus services linking smaller communities to major Provincial centres & rail corridors including: Marshall station to Torquay, Jan

Juc, Ocean Grove, Barwon Heads and Waurn Ponds; Bendigo station to Strathfieldsaye and Maiden Gully as well as new connections from Taradale, Malmesbury and Elphinstone to the Bendigo line; Ballarat Station to Creswick; Ballan station to Daylesford and Gordon; improved connections in Gippsland and the Latrobe Valley.

Commencing on 3rd December 2005 **McKenzies** will operate a new Saturday timetable. This new timetable doubles the frequency between Healesville and Lilydale and also continues onto Chirnside Park on every new trip. This will now give five services to and from Chirnside Park on a Saturday to do shopping or for those that work there. With the introduction of this service it will give shoppers access to Chirnside Park for Christmas Shopping.

Martyrs will operate a new timetable on Route 683 (Chirnside Park - Warburton) on December 5th. It features the following additional trips:

Weekdays

11:05 Chirnside Park - Woori Yallock

11:44 Woori Yallock - Chirnside Park

12:25 Chirnside Park - Woori Yallock

13:04 Woori Yallock - Chirnside Park

19:40 Warburton - Chirnside Park

20:40 Chirnside Park - Warburton

Saturdays

19:40 Warburton - Chirnside Park

20:40 Chirnside Park - Warburton

Brisbane

TransLink has responded to passenger feedback and progressively rolled out the following minor timetable improvements between 31 October and 11 November 2005:

Effective Monday, 31 October 2005

- All Logan City Bus Service routes departing from stop 83 on Elizabeth St, now depart from stop 82 on Elizabeth St. This new stop will impact routes 551, 555, 561, 566, 571, 573, 575, 577 and 579.
- Stop 145 in Edward St, approaching Mary St, will also continue to be serviced by the above routes.
- Brisbane Transport routes 192, 222, 232, 320, 360, 361, 364, 470, 475 & 476 will now depart from stop 83 on Elizabeth St, instead of stop 82.

Effective Monday, 7 November

- Logan City Bus Service route 562 (Logan Hyperdome- Beenleigh) – timetable and route is changing slightly to include occasional services to Bethania on Monday to Saturday.

Effective Monday 14 November

- Logan City Bus Service route 557 (Garden City – Springwood) - a new route will be

introduced to provide services for Underwood residents so they can travel to Springwood or Garden City. The new route includes two services from Garden City at 0835 and 0935; and three services from Springwood at 1530, 1630 and 1730.

- Logan City Bus Service route 573 (Brisbane City - Logan Hyperdome) – an additional 1615 service from the city has been added.
- Logan City Bus Service route 561 (Brisbane City – Crestmead) - an additional 1830 service from the city has been added.

Adelaide

Three extra buses have been introduced on the O-Bahn from the City as a trial from 7 November by the operator Torrens Transit. They are scheduled to depart from the Grenfell and Pulteney Streets intersection (stop H1) at 1702, 1710 and 1717. As they are a trial, they will not appear on the timetables although they could do so later this year. The new services are a result of a 3% increase in traffic since the August timetable changes.

New 207/208/209/209F TT dated 'October 2005' with Torrens logo.

Perth

New timetables commencing:

13 November 2005:

- 98-99: M-F 2035 extended from Oats St to Morley
- 102, 107: (101 deleted from timetable)

20 November 2005

- 81 to 95: Minor improvements to map layout

Tasmania

METRO announced an improved bus services for Penguin and Ulverstone from 14 November 2005. Changes in services are in response to customer requests for increased services operating on improved routes from Ulverstone to Penguin and Burnie. The new services will be provided on a trial basis for a three-month period. This service will replace the 'Burnie - Wivenhoe - Penguin - Ulverstone' and 'Ulverstone Township' timetables.

Changes to timetables include:

- More services to and from Burnie. This includes five new services which is a 55% increase.
- Shorter waiting times for services. Mostly, there will be a bus every two hours with shorter waits during busier periods.
- A new service will get you to Burnie earlier in the mornings. The service departs East Ulverstone at 0932 and Ulverstone 0945. Or choose an earlier service departing East Ulverstone at 0712.

- Service now provided to residents in Penguin Road.

The new timetable will replace the existing Ulverstone Township service.

Changes to routes:

- One new route for all times. Route 76 travels via the scenic Penguin Road between West Ulverstone and Penguin.



Bali-based carrier **Air Paradise** has suspended its services, blaming the significant downturn in tourism to Bali following the recent terrorist bombings. The airline's chair and owner, Kadek Wiranatha, informed the airline's 350 staff on 23 November. Qantas offered to carry stranded Air Paradise ticket holders back to Australia at no extra cost until December 10. These ticket holders can phone Qantas on (toll free) 001 803 61336, while Air Paradise ticket holders still in Australia have been asked to contact their travel agent or monitor the company's website. No guarantee of refunds has been given. AFTA advised that any consumer holding a land-and-air package sold by Air Paradise could lodge a claim with the TCF, but that the compensation scheme did not cover air-only or land-only bookings.

Air Paradise has called in corporate recovery specialists KordaMentha, which handled the liquidation of Ansett, to assist its administration. Ironically, Air Paradise was established in 2003 as a replacement for Ansett's Bali services.

Australian Airlines has announced the introduction of twice weekly services, subject to government approval, between Sydney and Phuket in time for the Christmas holiday season. These regular scheduled services will operate from Sydney to Phuket on Tuesdays and Saturdays from 3 December until 31 January. Australian Airlines will monitor these services closely and should there be sufficient demand we will consider moving to a year round operation on the route.

The first of this season's non-stop flights to Sapporo in Japan began on Wednesday.

Australian Airlines will fly twice weekly between Cairns and Sapporo until 25 March 2006 to coincide with Japan's ski season, with a third flight added during the peak travel period 10-31 January.

Garuda Indonesia advised some re-operation and re-instatement of flights between Sydney, Melbourne and Adelaide to Denpasar due to higher than expected demand between between 26 Oct and 11 Nov 2005.

Jetstar has announced it will establish an A320 crew base in Adelaide and increase its services

- A faster and simpler route through Penguin and West to East Ulverstone.
- Previous Ulverstone township routes, 71 and 72, replaced by one improved route service to Burnie operating throughout weekdays (Route 76).

from the city. Jetstar will more than double the number of existing destinations it now serves from Adelaide - including Hamilton Island, the Sunshine Coast and daily return flights to Sydney and Brisbane. The move will create 87 new direct jobs and position two jet aircraft full time at Adelaide Airport from early 2006. The airline made the decision to centre aircraft in the city after the South Australian government offered Jetstar a support package.

LAN Airlines has introduced a fifth weekly flight from Sydney to Santiago, and has foreshadowed a sixth service by November 2006. LAN's fifth flight from Sydney will operate every Tuesday, departing 10.15am and arriving in Santiago, via Auckland, New Zealand, at 1210 the same day. The return service leaves Santiago at 2310 every Saturday, Sunday, Monday, Wednesday and Thursday, arriving in Sydney, via Auckland, at 0720 on Mondays, Tuesdays, Wednesdays, Fridays and Saturdays. All LAN Airlines flights from Australia are operated with 259-seat A340-300 aircraft.

During the peak summer season, **Qantas** will operate services via San Francisco to Vancouver and return. The services will operate every Wednesday, Friday and Sunday from 14 June to 13 August 2006 inclusive
 QF73 Depart SYD: 1355, Arrive SFO: 1015,
 Depart SFO: 1205, Arrive YVR: 1420
 QF74 Depart YVR: 1830, Arrive SFO: 2050,
 Depart SFO: 2240, Arrive SYD: 0615 + 2

During the December and January peak season, Qantas will operate six additional services from Sydney to Los Angeles and return. The services will operate every Tuesday for six weeks from 20 December to 24 January inclusive. QF249 will depart Sydney at 1420 arriving into Los Angeles at 0850. QF250 will depart Los Angeles at 1250 arriving into Sydney at 2220 the following day.

QantasLink announced an expansion of its regional network into South Australia with Dash 8 services, subject to CASA approval, from Adelaide to Port Lincoln and Adelaide to Kangaroo Island from 18 December. The airline will also introduce weekend direct services between Melbourne and Kangaroo Island. The

airline will provide a total of more than 2700 seats each week on the new routes by operating:

- 58 services per week between Adelaide and Port Lincoln;
- Daily return services between Adelaide and Kangaroo Island; and
- Four services per week between Melbourne and Kangaroo Island.

The background to Qantaslink's expansion: two South Australian regional carriers - Airlines of South Australia and Emu Airways - have collapsed. Both airlines, which are owned by parent company Capiteq, stopped flying on November 9. The move will not affect Capiteq's third regional airline, Northern Territory-based Airnorth, which will continue operating. It is not known whether the collapses will affect the regional airline alliance, RegionalLink, which was founded by Capiteq. CEO Michael Bridge said the South Australian operation had been making significant losses over the last two years, during which time the company had been seeking to

either increase its market presence through additional airline acquisitions or find another airline capable of operating on Capiteq's behalf. However, neither of those options had come to fruition. The company claimed it was left with little alternative other than to cease operations and reduce the losses that would otherwise be incurred. Bridge said passengers who had already paid for tickets would be transferred to flights operated by other airlines. He claimed the company was moving to ensure staff, passengers and suppliers received their full entitlements. Airlines of South Australia had Embraer turboprop services to Port Augusta and Port Lincoln from its Adelaide base. Emu Airways, also based in Adelaide, had Raytheon Beech 1900 services to Kingscote on Kangaroo island.

Low-cost Asian carrier **Tiger Airways** is set to begin regular services between Singapore and Darwin. From December 19, Tiger will fly four return services a week between the two destinations.



Ferry

Sydney

Sydney Ferries Parramatta River timetable effective from October 2005 includes the minor changes advertised on the SFC website earlier this month.

Mainly ferry services continue to be disrupted by sporadic short-period (1 or 2 trips) and medium period (half-day) cancellations or breakdowns of the Freshwater class vessels. Replacement services are nearly always provided by Jet Cats

operating to the ferry departure times (but with half the journey time) and to and from the Ferry wharfs, rather than the Jet Cat wharves. Cancellations occur for many reasons, including what Sydney Ferries describe as "staffing problems". On late evening services on November 24 for instance, ferry services were replaced with Jet Cats because, in the words of a Sydney Ferries staffer at Circular Quay, "the engineer got tired and went home".

A Short Note...

First it is with regret we note that Peter Tremlett, who edited the Thomas Cook Overseas TT from its establishment in 1981 until he retired in 2000, died recently from heart trouble. In the past *Table Talk* extensively used the OTT as a source of news.

From the next issue Stephen Haby will take over as the third editor of *Table Talk*. My intention of assuming the role of editor had been to move this journal into full electronic publishing and at the same time change the format and content of it. I feel that I've achieved this within the last two years.

Thanks go to all the team who help: Lourie Smit, Graeme Cleak and Geoff Lambert for proof reading; Geoff and Judy Lambert and Chris London for production and mailing; and of course

to the many contributors of news and illustrations who hopefully get mentioned in the contributors list. Special thanks go to Roger Wheaton for Adelaide items, Tony Bailey who supplies most of the Air news and Lourie Smit for his emails which provide the bulk of the content.

For the first time in many years I don't hold a position on the board of any transport organisation, time for a rest? Probably not as I'm doing some study, writing and book editing during 2006.

I know the journal will be in capable hands with Stephen; give him your support.

Regards

Duncan