

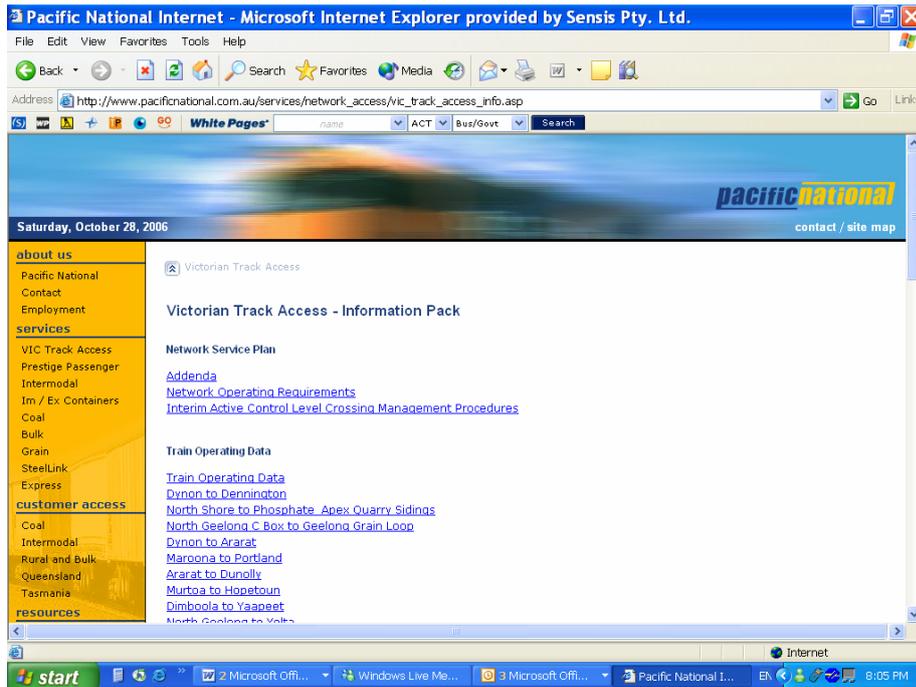


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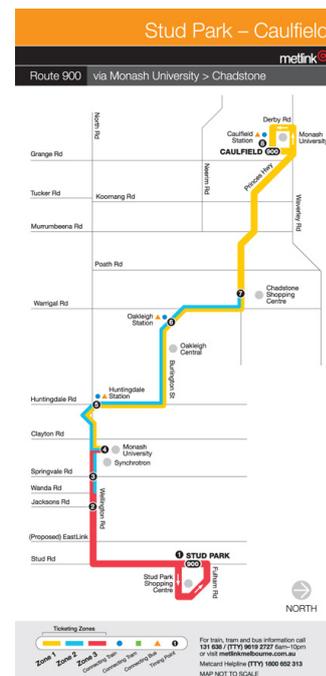


Pacific National Victoria WTT and other documentation now online

In a departure from the norm, Pacific National has now placed all their WTT and associated documentation on their website See page 5.



VLocity set no. 26 at Southern Cross on 28 September 2006 (Steven Haby)



Route map of new 900 SmartBus - Caulfield to Rowville

In this issue...

- Pacific National goes online... page 5
- Action at ACTION...page 5
- Garuda exits Queensland... page 15

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General news

Queensland

Ipswich – Springfield transport corridor plan

Public transport options between Ipswich and Springfield would be built from the "ground up" under a new State Government study, says Minister for Transport and Main Roads Paul Lucas. Lucas launched the Ipswich to Springfield Public Transport Corridor Study on 25 October 2006, which will develop potential public transport options in the region over the next 20 years. The study will examine options for developing a 25km high-quality public transport connection between Ipswich and Springfield ahead of major population growth and development in the area.

The population in the western corridor is expected to reach 250,000 by 2026, with much of that growth in Ripley, Redbank Plains and Springfield. Under this plan, Ipswich could be the first provincial city in Australia with a rail loop. The government is already committed to building a rail line from Darra to Springfield.

Lucas says the study, would be undertaken in two phases. The first phase will be conducted in two sections, with each section having two possible route options. The study would look at both bus and heavy rail public transport modes for future use of the chosen corridor. Section 1 goes from Ipswich to Ripley. Option 1A passes through Yamanto. Option 1B passes through Flinders View. Section 2 goes from Ripley to Springfield. Option 2A goes via Redbank Plains South, Option 2B goes via the South West Transport Corridor. The decision on the preferred corridor is expected to be made early 2007. Further consultation will follow with the community on the EIS and preferred corridor, and a final decision is scheduled for mid-2007. (*Australasian Bus and Coach* website, Steven Haby)

South Australia

Adelaide Metro guide

A new Adelaide Metro guide has been published dated 15 October 2006 to coincide with the changes to rail and bus services that has been previously reported. (Lourie Smit)

Victoria

New railway line to Hastings?

During the week ending 13 October 2006 a report was released into transport and land use requirements for the further development of the Port of Hastings. Substantial parts of the report discuss rail access including:

- potential sources of rail traffic generated by the port,
- scheduling issues with existing passenger trains,
- short to medium term improvements to the existing Frankston-Stony Point rail line,
- a new connection between Hastings and Dandenong via Clyde, and
- potential long-term standard gauge access utilising freeway reservations and a connection between Clifton Hill and Donnybrook.

The full report and appendices is available from the Port of Hastings website at www.portofhastings.vic.gov.au (Steven Haby, Vicrail-news newsgroup)

More branch lines under threat

Regional grain hauling rail lines that are not productive could be dispensed with by Toll, unless Governments intervene with subsidisation. Addressing the companies Annual General Meeting in Melbourne, Managing Director Paul Little was asked by a shareholder if Victorian broad gauge rail lines whose productivity is affected by the drought would remain operational, or be 'mothballed'.

Little responded by saying Toll did not have the lines "for the practice", and that all lines must prove their commercial viability. "All our lines must be viable, whether that viability comes from customers or from Government [through subsidies], it doesn't matter." Little emphasised the point that the drought would have to have some effect on the logistics sector, which could take the form of rail line closures. "When 80 percent of the volume that moves over the network is grain, it's difficult to see how there will be no export grain which is what we're being told, without it having some sort of impact."

Little says Toll is talking to the Victorian Government about possible subsidisation of the lines to keep them operational in the short term. In his address to the meeting, Little reiterated Toll's commitment to rail, and called on all Governments to fund the network to improve efficiency and capacity. Little also reiterated Toll's commitment to rail, and called on all Governments to fund the network to improve efficiency and capacity. (*Australian Transport News* website, Steven Haby)

Victorian State Election... promises, promises...

Victorians head to the polls on November 25 and both major parties have campaigned in the week ending Friday 27 October 2006 regarding public transport. Almost concurrently, the Opposition and State Government announced plans to abolish Zone 3 on the metropolitan transport system in a bizarre twist on Thursday 26 October 2006. Opposition Leader Ted Baillieu says the creation of simpler fare structure would reduce ticket prices and increase public transport patronage. Premier Steve Bracks made the same promise but went one more step with a pledge to cut V/Line fares by up to 20 percent. Bracks says the \$94.1 million Fare Go Package would deliver savings for all Victorians, not just those who travel within metropolitan Melbourne. The first stage of the five-year plan would begin in March with an expanded Zone 2 taking in six stations on the V/Line network. Fares from Bacchus Marsh, Lara and Heathcote Junction would come down to Zone 2 prices and bus tickets on the Bellarine and Mornington Peninsulas would be cut by up to 54 percent. The Opposition pledge comes days after Baillieu promised, if elected, to spend \$285 million to make public transport free for all children and full-time tertiary students. Under the policy, students eligible for a concession card under the current system would be able to apply for free travel across the state. Estimates are that at least 90,000 students could benefit from the proposal. Public Transport Users Association vice-president Alex Makin welcomed both parties' promises and says it would finally remove one of the growing inequalities on the current fare system.

Other promises by both parties include "consideration" of a plan for a new railway line to Rowville (Opposition), construction of a new station 7km west of Ballarat (both parties) and various other minor tweaking. Disappointingly, both parties have not addressed the issue of regional rail freight and how to deal with Pacific National, upgrading infrastructure and other issues that have been on the agenda for some years. (*Australasian Bus and Coach* website, Steven Haby)

Rail and tram services

National

ARTC

The recent publishing history for ARTC's national WTTs is:

- **29-May-2006:** 28-May-2006 System WTT. Withdrawn and quickly replaced by a version without identification of operators.
- **7-Jul-2006:** 9-Jul-2006 System WTT

In the normal course of events, it would be expected that ARTC would have issued a new WTT in early October, the nationally-agreed date for issuing new WTTs. This has not yet happened- or at least, such a WTT has yet to appear on the ARTC web site (Geoff Lambert)

New South Wales

ARTC NSW

ARTC-NSW has issued the following recent System Working timetables

- **3-Sep-2006:** 28-May 2006, Version 3
- **Approx 1-Oct, although the web-site carries an 8-Oct-2006 date:** 8-Oct-2006 Version 1

The new Sandgate crossovers will be commissioned in mid-November, a large Train Advice has been issued for this and it would be expected that a new SWTT will duly appear. (Geoff Lambert)

RailCorp

The recent publishing history of RailCorp WTTs for the Sydney region is:

- **2-Mar-2006:** 28-May-2006 Freight Version 1.0, Illawarra region only
- **6-Mar-2006:** 28-May-2006 Freight Version 1.1
- **10-Apr-2006:** 28-May-2006 Freight Version 1.2
- **2-Jun-2006:** 28-May-2006 Freight Version 2, effective 2-Jul-2006
- **11-Jun-2006:** 28-May-2006 CityRail Version 2, effective 3-Sep-2006
- **2-Aug-2006:** 8-Oct-2006 Freight Version 1
- **14-Aug-2006:** 8-Oct-2006 Freight Version 1.1
- **4-Oct-2006:** 8-Oct-2006 Freight Version 2, effective 29-Oct-2006

All of these SWTTs will be available on the DL CD-ROM for November 2006

On 22-Jun-2006, NSW RailCorp published on its RIC web site (<http://stn.ric.nsw.gov.au/>) the first of a new series of timetables, being a list of arrivals and departures from its freight terminals at each of Botany, Cooks River, Leightonfield, Sandown and Yennora. These were updated with new versions on 14-Sep-2006 and both versions remain available on the web site. They will also be available in the November AATTC Distribution List. (Geoff Lambert)

South Australia

Belair line timetable change

As part of the service, changes across the Adelaide Metro network the Belair timetable was updated dated 15 October 2006 and the changes were to improve timekeeping. (Roger Wheaton)

Victoria

New Connex suburban timetables

All suburban timetable booklets have been reprinted dated 15 October 2006 although the incorrect date of 16 October 2006 is shown. These take into account additional services on the Werribee, Sydenham, Broadmeadows (introduced from 3 September 2006) and Dandenong lines (introduced from 15 October 2006) and the two additional after midnight services on Friday and Saturdays as well as other minor timetable adjustments due to V/Line timetable changes. At this stage, no new station pocket timetables have been sighted. (Steven Haby, Craig Halsall)

Pacific National Victoria timetables now online

In a departure from normal practice, Pacific National now has all their WTT as well as a wealth of other train operating documentation for Victoria on their website at http://www.pacificnational.com.au/services/network_access/vic_track_access_info.asp

The timetables issued for early September include those for the "Central" or "Metropolitan" Region, these being for empty stock movements between Southern Cross and South Kensington, which are extensive and require 11 pages of timetable. This is not a new WTT section (being issued at least once before in February 2006), but it was not previously available electronically and did not appear, for instance, on the ESC web site when all previous Passenger WTTs did appear.

The Eastern Region RFR timetables appeared on the PN web site a day after the re-issue of the supporting documents, at which time the Central Region WTT was also updated. No modifications were made to WTTs for other regions, nor to the Eastern Region Freight schedules, which still carry a 3-Sep-2006 date.

Two further issues of the North East Region Freight timetables were made on 17th September and 28th September. These appear to be associated with the inclusion of a number of what PN calls "Unscheduled" trains. These are empty train paths, what in the old days might have been called "Conditional" trains. These have doubled the number of the North East Region Freight WTT

Pacific National formats its timetables with Microsoft Excel and converts them to Acrobat (PDF) for posting to the Internet. It frequently amends these timetables, and re-posts the new versions, without this being apparent to the user. The September Up North East Freight WTT, for instance, appeared in two versions with exactly the same cover date, only a few days apart. The only way a PN WTT can be reliably dated is by examining the PDF file metadata (Ctrl-D usually works). (Geoff Lambert)

V/Line Passenger timetable updates

The five regional timetable booklets (Eastern, North Eastern, Northern, South Western and Western) have been issued in the case of the Eastern booklet or reissued (remainder) dated 15 October 2006 to coincide with the new timetables and rostering changes using the new *VLocity* DMUs. (Michael Marshall)

V/Line Passenger names trains

A tradition has returned to Victorian passenger trains with the naming of the 0908 down Ballarat on weekdays and Saturdays and the 0928 down on Sundays as the *Goldrush Special*. The train will connect with a coach or bus to Sovereign Hill. The existing *named* train was launched by the Victorian Tourism Minister on 23 October 2006, Mr John Pandazapoulos, MP. (Tony Bailey, Steven Haby)

Yarra Trams timetable update

All timetables were updated and reprinted dated September 2006. Interestingly as previously reported from 15 September 2006 three additional services have been introduced on Friday and Saturday evenings on all routes except for 82 Footscray – Moonee Ponds. A brochure has been published 'New late night tram services' (3373Aug06) outlining the changes to services, the new timetables and the last trams on each route. (Steven Haby)

Yarra Trams timetable launches tramTRACKER

From 25 October 2006 passengers on routes 57 (West Maribyrnong) and 59 (Airport West) were able to receive timetable information via their mobile phones. Activated in time for the Spring Racing Carnival (routes 57 and 59 service Flemington and Moonee Valley racetracks) the service uses GPS and real time data to provide information about actual tram running times. Yarra Trams intends to deploy this service across its entire network and it follows on from the Connex SMS alert service and the Ventura SmartBus initiative in providing real time data.

Each tram stop has been given a unique four digit number, known as a **Tracker Stop ID**, which is the key to using the **tramTRACKER** service. In Melbourne, there are 1813 tram stops.

By calling or sending an SMS to **tramTRACKER** and providing a Tracker Stop ID, passengers will receive arrival times for the next three trams on their route. The number is 1300 MY TRAM (1300 69 8726) or SMS the Tracker Stop ID to 199YARRA (199 92772). (Steven Haby)

Bus and coach services

Australian Capital Territory

ACTION timetable changes from 6 December 2006

From 6 December 2006, ACTION will roll out Network 06, which will see a number of changes made to services. Network 06 will provide enhancements to peak services, including additional Xpresso services, new services in Harrison and standardising off peak services to an hourly 'memory' timetable.

There will be enhancements and some modifications to peak services. There will be more peak express services, Xpressos, using articulated buses (where possible) to increase passenger capacity. For example:

- Xpresso 701 - new service @ 5:20pm from the City.
- Xpresso 702 - improved time adjustments to better meet travel demand.
- Xpresso 703 - articulated buses on 6:54am and 7:35am services, new 7:23am service and new 5:15pm service from the city to suburbs.
- Xpresso 785 and 787 - articulated buses on all PM services.
- First Intertown 300 series from Tuggeranong to the City extended through to Belconnen so workers can get to Calvary Hospital.
- Early morning service connection from Gungahlin and City to Woden.

Most off peak services will be reduced to hourly and evening services will revert to a timetabled service rather than the 'Flexibus' concept which will be dropped following feedback from drivers and passengers. Weekend services will be hourly similar to frequencies for weekday off-peak.

There will be improved connections with routes, such as:

- services to the new suburb of Harrison
- additional express services in peak periods
- use of articulated buses in peak periods for extra capacity
- improved connections between routes and intertown services, particularly weekends and evenings
- increased frequency for intertown services for evenings
- improved, reliable evening services
- memory timetable for evenings and weekends
- services from Manuka to Fyshwick
- morning services to Canberra Railway Station
- services to the Canberra Eye Hospital
- services to the National Zoo and Aquarium, Telstra Tower and the Botanic Gardens during school holidays

New timetables are available at http://www.action.act.gov.au/newroutes_4_December2006.cfm (Steven Haby, Lourie Smit)

New South Wales—Sydney

Sydney bus reforms – Region 10 and Region 13

On 18 September 2006, services within Region 10 and 13 came into effect with new timetables and operators as part of the State Government's ongoing reforms of the bus industry. The allocation of routes under the new structure is as follows:

Veolia Transport/transit First Timetables for 18 September 2006

- 900 Liverpool-Burwood via Bankstown/ 913 Bankstown-Strathfield / 914 Greenacre-Strathfield transit First
- 901 Liverpool-Holsworthy / 902 Liverpool-Holsworthy / 902X Holsworthy-Sandy Point / 903 Liverpool-Chipping Norton / 904 Liverpool-Fairfield transit First

- 905 Bankstown-Fairfield / 925 Bankstown-East Hills transit First
- 906 Fairfield-Parramatta Veolia Transport / 907 Bankstown-Parramatta via Villawood Veolia Transport
- 908 Bankstown-Merrylands via Auburn Veolia Transport
- 909 Bankstown-Parramatta via Regents Park / 911 Bankstown-Auburn via Bass Hill / 915 Lidcombe-TAFE & Sydney University Campus transit First
- 910 Bankstown-Parramatta via Chester Hill Veolia Transport
- 912 Bankstown-Lidcombe Veolia Transport
- 916 Chester Hill-Guildford Veolia Transport
- 922 Bankstown-Milperra and East Hills Veolia Transport
- 923/924 Bankstown-Panania and East Hills Veolia Transport
- 926 Bankstown-Revesby and Revesby Heights Veolia Transport
- 927 Bankstown-One Tree Point Veolia Transport
- Shopping Services
- S1 Lansvale-Cabramatta Shops transit First
- S2 Auburn Botanic Gardens-Auburn transit First
- S3 Sefton-Chester Hill Shops Veolia Transport
- S4 Villawood Shops-Chester Hill Shops Veolia Transport

Notes

- There are 10 Veolia Transport timetables and 4 transit First ones besides the combined one.
- The transit First ones appear to have more routes combined into the one paper timetable than the Veolia ones.
- One error in the route 916 map is that it places Revesby Heights in the middle of Chester Hill.
- In some changes from the original proposal route 908 which was to operate between Bankstown and Parramatta now operates to Merrylands instead of Parramatta. It was also the only route to operate north of the railway line between Auburn and Parramatta. It has been replaced as such by route 909 also operating between Bankstown and Parramatta.
- In the initial proposal, there was only one route (900) between Bankstown and Strathfield as part of the strategic Liverpool – Burwood route. There is now a second route (913) between Bankstown and Strathfield giving much the same alternatives as the current two routes.
- Route 924 was to have taken over the Condell Park route on the way from Bankstown to East Hills but this is no longer the case. This is now to be done by route 925 instead also between Bankstown and East Hills. It is also unusual that this route is operated by transit First as the only route in that part of region 10 with all other routes operated by Veolia Transport.
- There no longer appear to be any services from the East Hills area to Roselands (previously operated by Veolia route 925) while the Milperra area east of Henry Lawson Drive previously the other end terminus of route 925 is now covered by a diversion of route 922.
- Route 926 will now travel via Gleeson Ave Condell Park to replace route 932 in that area – this was not covered in the original proposal. It will cover Bankstown Hospital (as it does now) instead of it being covered by a change to route 922.
- The combined routes 905/925 timetable seems a strange one as one route operates from Bankstown to Fairfield and the other to east Hills – a long way apart.
- It is also sad to see the destination Picnic Point virtually disappear – this has been the destination of route 923 (and previously route 23) as far as I can remember. Now only a couple of peak hour weekday trips divert via Picnic Point Boatshed (as it now appears in the timetable) to or from Panania.
- Route 916 did not appear in the original proposal and like the shopping services is mainly a week day off peak service.
- The route 927 timetable also contains information on routes 948 and 962 between Bankstown and Padstow.

- There is also a combined Bus Network Guide for the two operators. This includes all region 13 routes and those region 10 routes which either operate through parts of Condell Park or go to Liverpool – hence it excludes routes 922 to East Hills, 923/924 East Hills/Panania and route 927 to One Tree Point. It appears to be a Transit First designed document as it is in their colours and showing their buses on front and back. (Lourie Smit)

Sydney Buses timetable updates

- Northern Beaches timetable guide has been updated dated 'effective August 2006' and has the cover title of 'Northern' and is printed in purple. (Norbert Genci)
- 313 314 316 317, Eastgardens/Coogee to Bondi Junction, effective 8 October 2006, version 7 (Norbert Genci)
- 323 324 L24 325 326, New South Head Road to City, version 9 effective 8 October 2006 (Norbert Genci)
- 333 380 381 382 X84, Watsons Bay and North Bondi to City, version 8 effective 8 October 2006 (Norbert Genci)
- 355, Marrickville Metro to Bondi Junction via Alexandria, version 11 effective October 2006 (Norbert Genci)
- 360 361, Waverley District, version 7 effective October 2006 (Norbert Genci)
- 386 387, Vaucluse/South Head Cemetery to Bondi Junction, version 6 effective 8 October 2006 (Norbert Genci)
- 400 410, Burwood to Bondi Junction, version 9 effective 8 October 2006 (Norbert Genci)
- 357 359, Sydenham/Eastgardens to Bondi Junction, effective 24 September 2006, version 10 (Norbert Genci)
- 378, Bronte to Railway Square, effective 8 October 2006, version 7 (Norbert Genci)
- 389 X89, North Bondi to City via Paddington, effective 8 October 2006, version 6 (Norbert Genci)
- There is a new brochure titled "Circular Quay - Bondi Beach by Bus" which includes a timetable for the 333, map, section points, descriptions of how far you can get from each stop depending on which ticket you have, ticket outlets and an explanation of ticket types. It has a photo of Mona Vale's bus # 1671 on the cover with photoshopped destination. (Norbert Genci)

transitFirst timetable update

- S5 Shopper service between Milperra and Padstow dated 9/10/06 – the commencement date of the new route. State MP for East Hills Alan Ashton has been working with transport planners and the Transport Minister's office to fast-track a solution after concerns were raised about some aspects of the new bus network (see lead story in this section) (Lourie Smit)

Westbus

The following new timetables will commence from 16 October 2006:

- Route N4 now operate Mt Druitt to Tregear/Lethbridge Park/Willmot and return, and new route N6 St Marys to Tregear Shops and return.
- Route 769 also will avoid Lethbridge Park Shops.
- Route 766 Mt Druitt to Tregear will now also do a loop through the new Ropes Crossing Housing Estate (part of the ADI site). (Lourie Smit)

New South Wales—Country

Newcastle Buses

- 100 101 103 108, Glendale/Wallsend to Newcastle via Mayfield, effective September 2006, version 8 (Norbert Genci)
- 100 101 118 224 230 310 322 350 363, Nightowl Services, effective September 2006, version 7 (Norbert Genci)
- Region guide dated August 2006 version 4 (Len Regan)

South Australia

Adelaide Metro service changes from 15 October 2006

A comprehensive overhaul of most Adelaide Metro bus routes occurred from 15 October 2006 designed to meet new traffic demands to places such as Flinders University and Marion Shopping Centre. As is traditional with such changes in Adelaide new route numbers were rolled out and old ones dropped.

The changes are detailed in the table below:

Old route #	New #	Timetable booklet from 15 October
GG1	G1	G1/G2/G3/RZ4
GG2	J1	Northern JetBus J1/J2/J3*
GG3	G1 , G2 , G3	G1/G2/G3/RZ4
J1 City to Golden Grove Village & Elizabeth*	J1	Northern JetBus J1/J2/J3*
J1 City to Airport*	J1	Western JetBus J1/J2/J3/270/276/278*
J2 City to Golden Grove Village & Greenwith*	J2	Northern JetBus J1/J2/J3*
J2 City to Airport*	J2	Western JetBus J1/J2/J3/270/276/278*
*NEW JetBuses J1, J2 & J3 to the Airport from Elizabeth, Greenwith, Golden Grove, West Beach & Glenelg are also available in a pocket timetable for quick reference.		
MA1/MA2 Pasadena to Flinders Medical Centre	199	190-192/199
MA1/MA2 Pasadena to Marion Shopping Centre	215	210-213/215/216
MA1/MA2 in Daw Park, Clovelly Park, Mitchell Park & Finniss Street	213	210-213/215/216
MA1/MA2 in Finniss St	M44	M44
MA1/MA2 in Clovelly Park & Mitchell Park	297	296/297

Old route #	New #	Timetable booklet from 15 October
MA1/MA2 in Darlington & Bedford Park	618	218/219X/T219/618
MA1/MA2 in Darlington, Seacombe Gardens & Bedford Park	720	720
RZ4	RZ4	G1/G2/G3/RZ4
102	102	102/104/105/504
104	104	102/104/105/504
105	105	102/104/105/504
110	110	110-113
111	111	110-113
113	113	110-113
122	122	122-125/580/581
123	123	122-125/580/581
124 in Auldana	124	122-125/580/581
	140	140-142
124 West of Penfold Rd	124	122-125/580/581
125	125	122-125/580/581
132	132	130/132-139
133	133	130/132-139
134	134	130/132-139
135	135	130/132-139
136	136	130/132-139
137	137	130/132-139
138 North of Ozone St	130 , 132	130/132-139
138 in West Beach &	J1 , 278	Western JetBus J1/J2/J3/270/276/278*

Old route #	New #	Timetable booklet from 15 October
Glenelg	130 in West Beach	130/132-139
139	139	130/132-139
140	140	140-142
141	141	140-142
142	142	140-142
171	171	170-172C
171C	172C	170-172C
172	172	170-172C
173	174 , 176 , 177 , 178	174/176-179/578/579
174	174	174/176-179/578/579
176	176	174/176-179/578/579
177	177	174/176-179/578/579
178	178	174/176-179/578/579
179	179	174/176-179/578/579
182	182	182
190 in Torrens Park	174	170-172C
	192	190-192/199
191 in Kingswood & Mitcham	171	170-172C
191 City to Kingswood	192	190-192/199
192	192	190-192/199
195	195	195-197
196	196	195-197
197 North of Blackwood	NEW 197	195-197
197 South of Blackwood	696 , 697 , 699	696-699
198 North of Blackwood	NEW 197	195-197

Old route #	New #	Timetable booklet from 15 October
198 South of Blackwood	697 , 698 , 699	696-699
199	199	190-192/199
201	203	203
203	203	203
204	NEW 207 , 208	207-209/528
205	205	205/206
206	206	205/206
207	NEW 207 , 209	207-209/528
208	NEW 208 , 209	207-209/528
209	209	207-209/528
210	210	210-213/215/216
214	210	210-213/215/216
216	216	210-213/215/216
217	210	210-213/215/216
218	218 , 618	218/219X/T219/618
T218 North of Ayliffes Rd	T217 , T219 , F40	210-213/215/216
T218 South of Ayliffes Rd	T219	218/219X/T219/618
231	230 , 231 , 232	230-232
233	233	233/234
235	235	235/236/237
237	237	235/236/237
T240	M44	M44
241 North of Daws Rd	241	241/244/245/248
241 South of	297	296/297

Old route #	New #	Timetable booklet from 15 October
Daws Rd		
243 Nth of Marion Centre	M44	M44
243 Sth of Marion Centre	643 , 644 , 645	265/640/643-645
246 Nth of Marion Centre	241 , 244 , 245 , 248	241/244/245/248
246 Sth of Marion Centre	643 , 644	265/640/643-645
247 Nth of Marion Centre	244 , 245 , 248	241/244/245/248
247 Sth of Marion Centre	643 , 644	265/640/643-645
248 Nth of Marion Centre	248	241/244/245/248
248 Sth of Marion Centre	643 , 644	265/640/643-645
253	252 , 254	252M/254M/252/254
T255	254 , 254X	252M/254M/252/254
260	263 , 265	262/263/265
263	263	262/263/265
264	265	262/263/265
266	265	262/263/265
271	271	271/273
273	273	271/273
277 in Harbour Town	130	130/132-139
277 in Sir Donald Bradman Drive	J1	Western JetBus J1/J2/J3/270/276/278*
278	J1 , 278	Western JetBus J1/J2/J3/270/276/278*
291	291	291
292 in St.	291	291

Old route #	New #	Timetable booklet from 15 October
292 in Hampstead Rd	205 , 206	205/206
292 North of Muller Rd	NEW 207 , 208 , 528	207-209/528
296	296	296/297
297	297	296/297
301	230	230-232
306 in Hanson & Grand Junction Rds	254	252M/254M/252/254
306 in Rosewater North	252	252M/254M/252/254
307	254	252M/254M/252/254
311	252	252M/254M/252/254
312 in Rosewater	232	230-232
312 East of Pennington	252	252M/254M/252/254
316 East of Hanson Rd	233 , 234	233/234
316 West of Hanson Rd	252	252M/254M/252/254
347	J7	J7/374
360 on Grand Junction Rd	361	361
360 on North East Rd	507	503/507/RZ5/RZ6
361	361	361
370	370	370
374	374	J7/374
T500	T500	T500/T501
T501	T501	T500/T501
503	503 , RZ5 , RZ6	503/507/RZ5/RZ6

Old route #	New #	Timetable booklet from 15 October
504	504	102/104/105/504
506	506 , 546	506/546
507	507 , RZ5 , RZ6	503/507/RZ5/RZ6
510 Sth of Grand Junction Rd	559	558/559
510 Nth of Grand Junction Rd	271	271/273
540	540	540/548/F40
541	541	541/541G/J3
	541	541/541G/J3
	J3	541/541G/J3
542	542	542
543	543	543/543G
544, 544G South of Golden Grove Village	M44	M44
544G North of Golden Grove Village	J2	Northern JetBus J1/J2/J3*
	G1 , G2 , G3	G1/G2/G3/RZ4
545	545	545
546	506 , 546	506/546
547 East of Golden Grove Rd	543G	543/543G
547 on Golden Grove Rd	J1 , J2	Northern JetBus J1/J2/J3*

Old route #	New #	Timetable booklet from 15 October
	540	540/548/F40
547 North of The Grove Way	540 , 540B	540/548/F40
556	556	556/557
557	557	556/557
558	558 , 559	558/559
578	578	174/176-178/578/579
579	579	174/176-178/578/579
580	580	122-125/580/581
581	581	122-125/580/581
600	244 , 248	241/244/245/248
618	618	218/219X/T219/618
650	School bus only	-
650 on Cross Road	100	100
650 from Cross Rd to Glenelg	TRAM	TRAM
652	NEW 190	190-192/199
720	720	719/720
728F	T217	T217/738/739
729F	739	T217/738/739
738	738	T217/738/739
739	739	T217/738/739

Other details are available from www.adelaidemetro.com.au (Roger Wheaton)

Queensland—Brisbane

Bus timetable updates

In conjunction with new Brisbane train timetables issued on 18th September 2006, the following new bus timetables were also issued:-

- Kangaroo routes 661 / 662
- Westside route 506
- Veolia route 258
- Logan City route 560
- Logan City route 562, 563
- Kangaroo Bus Lines route 663
- Bribie Island Coaches route 640
- BCC - Pinkenba rail bus 303 & 304 (Lourie Smit)

Victoria – Melbourne

Cardinia Transit

- 836 Bridgewater to Casey Hospital via Beaconsfield and Berwick dated 2 October 2006 (Michael Marshall)

Cranbourne Transit timetable update

- 893 Cranbourne – Dandenong Station – Dandenong Plaza dated 4 September 2006 in standard Metlink format with correct Sunday timetable (Craig Halsall)

Dyson's timetable update

- Route 517 dated 2 October 2006 in standard Metlink format (Michael Marshall)
- Route 518 Greensborough – St Helena West dated 2 October 2006 in standard Metlink format (Michael Marshall)
- Route 564 dated 2 October 2006 in standard Metlink format (Michael Marshall)
- Route 572 Mill Park Lakes Estate to Bundoora RMIT dated 31 July 2006 (Michael Marshall)

Grenda's timetable update

Various timetable changes to Grenda's routes came into effect from 16 October 2006. New Metlink pocket timetables have been issued for Routes 800, 811/812, 813/815, 814/848 & 888/889. Changes include:

- **Route 800:** Minor time changes to Saturday services. (Craig Halsall)
- **Routes 811/812:** Upgraded to minimum standards hours with an hourly frequency. 812 runs as a shuttle between Dingley & Dandenong on weeknights and weekends, connecting with 811 to/from Brighton. (Craig Halsall)
- **Route 813 & 848:** Upgraded to minimum standards hours with an hour frequency. (Craig Halsall)
- **Route 814:** Changes to timing of first and last trips on weekdays. Last trip now runs to/from Springvale South. On Saturdays, service now provided between Springvale & Springvale South, and trips now run at times similar to weekday service. Still hourly, finish time now slightly later around 1400. (Craig Halsall)
- **Route 827/828 Hampton – Berwick** dated 2 October 2006 (Michael Marshall)
- **Routes 888/889:** Time changes to all trips after 2030 weeknights. (Craig Halsall)
- **Route 900 SmartBus** (shared with Eastrans) Rowville – Caulfield (Michael Marshall)

Hope Street Bus Service

- 509 Brunswick – West Brunswick via Hope Street dated 14 October 2006 in standard Metlink format (Michael Marshall)

Invicta / Croydon Bus Service

- Booklet incorporating all routes including the old separate timetables for routes 676, 677, 680 and Sunday's 670 that were published separately has been published dated October 2006. (Michael Marshall)

Martyr's

- Timetable for their Warburton East service is now dated 2 October 2006 and published in A4 format. The 1715 Warburton East trip on Saturdays now runs 15 minutes later (Craig Halsall).
- Route 683 is dated 2 October 2006 in standard Metlink format (Michael Marshall)

Moorabbin Transit timetable update

- **Route 631** Waverley Gardens to Southland dated 16 October 2006 in standard Metlink format (Michael (Marshall))
- **Route 708 Carrum - Hampton** timetable dated 2 October 2006, in Metlink pocket format, but folded as DL. There is still no mention of Peninsula's operation of the 06:30 trip from Carrum and 08:00 trip from Hampton on weekday mornings. The route has been upgraded to minimum standards operating hours with most sections of the route having services slightly in excess of these hours, but there have been no frequency upgrades. Sunday services run every hour, with slightly faster trip times than Monday - Saturday trips, saving 6 to 8 minutes end-to-end to reflect actual running times of the route. (Craig Halsall)
- **Route 824** Moorabbin to Keysborough dated 16 October 2006 in standard Metlink format (Michael (Marshall))
- **Route 825** Moorabbin to Southland dated 16 October 2006 in standard Metlink format (Michael (Marshall))

Northern Bus Lines

New editions of the following timetables are now available:

- Route 538- Somerset Estate to Broadmeadows
- Route 540- Upfield to Broadmeadows
- Route 541- Roxburgh Park to Broadmeadows
- Route 542- Roxburgh Park to Oak Park

Each is dated 3rd September 2006 and is in standard Metlink format. These are the updated timetables for the route upgrades that took place during February and March this year (Michael Marshall)

New route 900 SmartBus

The new SmartBus Route 900 service will commence between Caulfield and Stud Park via Wellington Road, on Monday 16 October, with services free for all passengers for two weeks until 31 October (inclusive).

As part of the bus patronage growth plan, free services on the route will be offered until the end of October to encourage new commuters to try this new SmartBus Route 900 service.

SmartBus Route 900 is designed to be a more efficient service by limiting the amount of stops along the route and complements existing bus services in Caulfield, Chadstone, Clayton, Mulgrave and Rowville.

The improved services will allow people to use public transport to travel between different suburbs along the route without having to go through the city. The new service will also allow people get to destinations like Monash University (both Caulfield and Clayton campuses), Chadstone and Melbourne's CBD faster and more often.

Travellers wishing to go to the city can catch the SmartBus service to Huntingdale Station and connect with the train.

Following the testing and commencement of the *smart* technology later this year customers will be able to view up-to-the-minute advice on the arrival of the next two scheduled services. The real time signs will also have an audio unit to provide the same real-time information for vision impaired passengers.

The new Route 900 bus service will see on average buses every 15 minutes during peak between 6.30am and 8.30pm and on average every 30 minutes from 8.30pm to midnight. On weekends, buses will run on average every 30 minutes from 6am till midnight on Saturdays and from 7am to 9.00pm on Sundays (Steven Haby)

Trainlink services increases

To coincide with the start of new late night train services from 20 October 2006, Melbourne's two Trainlink bus routes will also be extended to run later at night on Fridays and Saturdays. From Friday, 20 October 2006 two additional bus services will operate on the following routes on Friday and Saturday nights:

- 571 Trainlink – Epping to South Morang via Mill Park, departing at 1:13am and 1:43am (meeting the 1.10am and 1.40am train arrivals from the city)
- 896 Trainlink – Cranbourne to Cranbourne East, departing at 1:34am and 2:05am (meeting the 1:29am and 2:00am train arrivals from the city).

The additional Cranbourne bus services will operate as a new 'Nightlife Shuttle Bus', servicing the whole Cranbourne township. This is an extension of the existing Route 896 Trainlink Service to Cranbourne West. The extended route runs via Camms Road, Central Parkway, Evans Road and Duff Street to Cranbourne West, then via Monahans Road, Sladen Street and High Street to Cranbourne Central, then on to Hunt Club and Brindalee Estates in Cranbourne East. No timetables have yet been sighted. (Steven Haby, Metlink website)

Tullamarine Bus Lines

477 Moonee Ponds to Broadmeadows – 1 October 2006 (Michael Marshall)

484 Broadmeadows to Roxburgh Park (formerly Greenvale) – 1 October 2006 (Michael Marshall)

U.S. Bus Lines

- Route 694/698 published in standard Metlink format dated 1 July 2006. (Craig Halsall)

Ventura Bus Lines

- Routes 738, 755, 757 and 758 all republished dated October 2006 (Michael Marshall)
- Pocket timetables for Ventura Routes 733, 737 & 767 dated October 2006, with all 3 routes now upgraded to the State Government minimum standards level. Route 767 has a new Sunday service at 40 min intervals, while the 737 Sunday service has been upgraded from 60 to 40 mins as well. The Friday night short trips on 767 between Southland and Chadstone have been replaced with the additional trips the full length of the route. (Craig Halsall)

Westrans – Altona

- Route 415 Laverton to Williamstown in standard Metlink DL format dated 31 July 2006. The route still terminates at Aircraft station. A time point for Laverton is now shown for Williamstown trips as a city bound connection for Laverton with trains from Werribee. (Craig Halsall)

Westrans – Sunshine

New timetables in Metlink DL format effective 18 September 2006 for:

- 418 - St Albans to Caroline Springs,
- 419 - St Albans to Watergardens,
- 421 - St Albans to Watergardens
- 422/425 - St Albans to Delahey/Watergardens &
- 423/424 - St Albans to Brimbank

It's worth noting that the route map in the 423/424 timetable also shows 422 - probably related to the fact that the 3 routes had a common timetable prior to the route restructuring in September 2002. (Matt McCann, Bradley Matthews)

Airlines

International services

Cathay Pacific

Cathay Pacific will add a third daily flight to Melbourne next year in a further strengthening of its Australian network. General Manager South West Pacific Ivan Chu said the additional service is likely to be added in the second half of the year. Increasing frequency offers more flexibility and enables better connections for passengers, Chu said. (Tony Bailey)

Garuda cuts Brisbane services

Garuda will retain a limited service from Brisbane to Bali until January before axing all flights from the Queensland state capital. The carrier said it has "protected Brisbane passengers" as much as possible during the peak Christmas season by maintaining services until January 13. Garuda currently operates three services from Brisbane, two originating in Auckland and the other in Sydney. Both Auckland services will disappear from November 19 but the Monday Sydney- Brisbane-Bali route will be retained until January 1. In addition, from November 25 until January 13, a Saturday service will operate, with a combination of Melbourne- Brisbane-Bali and Brisbane- Sydney-Bali routes. Sources said the compromise still left services

from Brisbane in a “sticky situation.” Regional manager Southwest Pacific Suranto Yitnopawiro said: “We recognized that head office must consider our global network...we are pleased they have done all that was possible to minimise the inconvenience to our passengers.” Although the suspension is due to end on March 25 – the start of the Northern Hemisphere summer schedules – direct services are unlikely to resume as Garuda is expected to axe all direct services, with the exception of Perth, next April. Yitnopawiro said future planning “reflects the potential route profitability and availability of suitable aircraft.” (Tony Bailey)

Ferries and Shipping

New South Wales

Sydney Ferries

NSW Maritime is currently upgrading the Manly Ferry wharf. This has necessitated closing one side of the wharf to vessels. In consequence, from Monday 24th July, Sydney Ferries introduced temporary Manly Ferry and Jetcat timetables. In the new timetable, both Jetcats and Ferries use the western side of the wharf. This has necessitated the cancellation of several Jetcat journeys and the re-scheduling by up to 10 minutes of some peak-hour Ferry services, so that there is minimal conflict between boats at the wharf. The temporary timetable is available on the Sydney Ferries web site in both HTML and PDF format. An unannounced new version, correcting mistakes in the first version and making some minor changes to times appeared in early August.

Disruptions continue, almost every service is adversely affected by some form of disruption now. Ferry staff have complained at the IPART fare hearings of harassment by commuters angry with the disruptions. In October, Sydney Ferries announced that each Freshwater class ferry would be withdrawn for at least one round trip each day to enable staff to have their rest periods and cups of tea on dry land.

In other ferry news, Sydney Ferries announced on Thursday 27th July, the appointment of another new Chief Executive, Rear Admiral Geoffrey Smith, replacing the temporary appointment of Rear Admiral Chris Oxenbould. Furthermore, on July 28, the Manly Daily Centenary Edition published a reproduction of the front page of its issue No. 1, which contained a Manly Ferry timetable showing a 1906 service identical in departure and travel times to the timetable of 2006 (Geoff Lambert)

From the Editor

The November 2006 issue is my first in the Editor’s chair since July 2006. At the time of the August 2006 issue being finalised, our baby son, Domenic Luis Adam Haby, was born 5 weeks premature at the Royal Women’s Hospital at 2342 on Friday 28 August 2006. There is an obvious correlation between such an early arrival and someone who is interested in timetables! The last nine weeks have been a whirlwind of activity as routines are changed (not to mention countless nappies), alarms are set and formulas made up. Normal day to day activities are completely changed and a new “working timetable” had to be issued. Needless to say it has been a truly wonderful experience and Domenic has already experienced his first of what I hope are many train trips.

I wish to extend my thanks to Associate Editor, Geoff Mann, who did a sterling job editing the August, September and October issues of *Table Talk* at short notice. As you will notice, this issue has had some formatting changes as I am experimenting with some different layouts. I am also attempting to get back into a routine for editing *Table Talk* and to ensure that all news items are covered.



Domenic at 2 weeks with “Wally” tram.

Steven Haby, Editor *Table Talk*, 29 October 2006