



TABLE TALK

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About Table Talk

Table Talk is published monthly by the Australian Association of Timetable Collectors Inc. (Registration No: A0043673H) as a journal of record covering recent news items. The AATTC also publishes The Times covering historic and general items. Items for publication in Table Talk can be submitted to the Editors. Members' News is on page 16

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TOP TABLE TALK



Old timetables on the web

by Peter Parker

One of the benefits of paper over web timetables is their relative permanence as a historical record. And there is nothing like obtaining several editions for the one route and comparing route and service changes over the years.

However with transport operators now having had web presences for 10 years or more, an increasingly interesting activity will be to track down historical timetables that are still available on the web.

While it didn't help travellers, the numerous operator name changes associated with Melbourne public transport has made finding un-updated information on the web easier for us. For instance try Googling long-gone names such as The Met, Hillside Trains, Bayside Trains, M> Train, M> Tram and Victrip for old material or links.

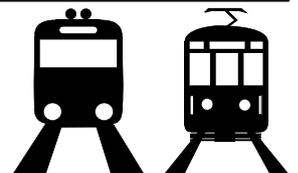
Another resource is the Internet Archive 'Wayback Machine'. This allows you to retrieve old websites going back nearly 10 years. Its URL is www.waybackmachine.org

It is however important to know the URL of what you're trying to find. This is where a paper timetable collection will help, since you'll need the URL used at the time, not the current one, which has almost certainly changed. Typing the URL into the Wayback Machine will give a list of various versions of the old site that it has recorded.

An online list of links to your favourite timetables will help as the Wayback Machine will have captured these and, with any luck, allow them to be viewed. The author's old bus route list (<http://www.alphalink.com.au/~parkerp/melbus.htm>) is a starting point for Melbourne buses, with similar lists existing for trains and trams.

While internet searching is no substitute for compiling a history from paper timetables, it is still recommended since it tells us about comparatively recent changes that can so quickly be forgotten.

NEWS



RAIL AND TRAM

EUROPEAN TIMETABLES

FRANCE: After the demise of the hard copy Great Britain Rail Timetable at the end of 2006, it is now the turn of France. The next French hard copy timetable, timed to coincide with the European timetable change of December 2007, will be the last. Unlike the British timetable, few people are likely to mourn its passing. It was huge and cumbersome in four volumes (without including Parisian suburban services which have separate books). It was huge partly because of large white space on many pages, but mainly because of the French habit of varying train services almost day-by-day. It was very expensive. It was very hard to buy, not sold at stations, and only available by writing to the publishers. And it

had a reputation for containing errors. Pamphlet timetables for every line are readily available in France.

ITALY: There are rumours that Il Treno, the Italian railway hard copy timetable, may also cease.

SWITZERLAND: The Swiss have reverted to their habit, abandoned last year, of providing the rail and bus timetables for sale as one package – one volume for rail and two for buses. This is consistent with the Swiss practice of fully integrating public transport services.

The regional Bernese Oberland timetable will no longer be published.

PERTH NEW SOUTHERN RAILWAY

The first section of Perth's New Southern Railway came into operation from 19 October 2007 when Joondalup

line trains commenced operating to the new underground platforms at Perth station and under the city to the new Esplanade station.

The entire railway – 73 km – will open on Sunday 23 December 2007.

TRANSWA PROSPECTOR ALTERED

For nine months from 29 October 2007 to 1 August 2008 the schedule of the Prospector from Perth to Kalgoorlie and vice versa will be adversely affected by track upgrading works. The service will operate normally over the holiday period from 21 December 2007 to 13 January 2008. From 29 October until 29 February some services will run normally, some will be replaced by buses from Bonnie Vale (near Coolgardie) to Kalgoorlie and Wednesday/Thursday services replaced by buses completely. From 29 February to 1 August services will be more greatly affected as work takes place from Southern Cross to Kalgoorlie. Some (not all services) on Monday to Friday will be replaced by buses throughout. Details of the first stage are at www.transwa.wa.gov.au/Portals/0/resources/pdf/table_STAGE1.pdf

V LINE HOLIDAY SERVICES

Mon 24 Dec normal train and coach services

Tue 25 Dec special timetable

Wed 26 Dec Public Holiday timetable similar to a Saturday timetable with additional and altered coaches.

Thu 27 – Sun 30 Dec Normal services

Mon 31 Dec Normal services will operate plus additional late night services, as per a regular Friday night timetable.

Tue 1 January 2008 Public Holiday timetable similar to a Saturday timetable with additional and altered coaches.

Capital Link Canberra to Melbourne via Bairnsdale and Cann River:

Tue 25 Dec: no service

Wed 26 Dec 09:30 Canberra to Melbourne (Sunday timetable)

Thu 27 – Mon 31 Dec:

Tue 1 Jan: 09:30 Canberra to Melbourne (Sunday timetable)

Murraylink Albury to Mildura:

Tue 25 Dec: no service

Wed 26 Dec Holiday timetable

Thu 27 – Mon 31 Dec Normal timetable

Tue 1 Jan Holiday timetable

The Christmas Day Timetable is shown on our page 6.

V LINE ANNUAL REPORT

A record 9.37 million journeys were made on V/Line train last financial year according to the V/Line 2006-07 Annual Report. The number of rail journeys made by passengers was up by 30 per cent on the previous year. The growth can be attributed to the significantly in-

creased train services introduced by V Line in 2006 as a result of the Regional Fast Rail program, absence of disruption caused by the program, the 20 per cent reduction in fares in March 2007; new trains and rising petrol prices. The growth on the Ballarat and Bendigo lines is startling.

2006-07 patronage figures were:

Geelong line – 2.57 million passenger trips (up 27 per cent on 2005-06)

Bendigo line – 2.2 million passenger trips (up 49 per cent)

Ballarat line – 1.88 million passenger trips (up 38 per cent)

Seymour line – 1.15 million passenger trips (up 9 per cent) and

Gippsland line – 1.05 million passenger trips (up 27 per cent).

There were:

56,636 short distance services in 2006-07, compared with 40,871 the year before (up 39 per cent); and

10,964 long distance services in 2006-07 compared with 8,007 services the year before (up 37 per cent).

There were:

8,850,000 rail trips, and

521,000 bus trips.

There was a seven per cent increase in revenue from fares (despite the fare cut) to \$52.9 million; and 3.3 million tickets were sold in the financial year (up 31 per cent).

RAILWAY INFRASTRUCTURE INFORMATION ON THE WEB

One of the great things about Australia and railways is the large amount of information publicly available on the internet. A major reason is competition legislation, which – generally - obliges railways to provide information for possible access seekers. Most railways do this by placing information on the web, rather than waiting for inquiries. Another reason is to enable easy access to safety related information for staff and operators. Last month, Table Talk listed Working Timetables on the web. This month, we list infrastructure information available.

Some railways provide very comprehensive information about their infrastructure: These are:

Queensland Railways

www.trackaccess.qr.com.au/downloads/information_packs/information_packs.asp

Australian Rail Track Corporation

For the Interstate network

www.artc.com.au/content.aspx?p=35

For the New South Welsh network

www.artc.com.au/content.aspx?p=47

There are also maps and diagrams at www.artc.com.au/Content.aspx?p=22

RailCorp

For the Local Appendices for the Greater Sydney area see www.railsafe.org.au/section.jsp?id=3

Weekly Notices are at www.railsafe.org.au/section.jsp?id=6013

V Line

www.vline.com.au/rna/rna/information_pack.html

Victorian infrastructure information is available, more informally, on www.vicsig.net

Connex Melbourne

www.connexmelbourne.com.au/index.php?id=47

Westnet

www.wnr.com.au/access/

Infrastructure information about Freightlink's Tarcoola-Darwin line, strangely is not on their website, but is on Gennessee & Wyoming's website at

www.gwrr.com/default.cfm?action=rail§ion=3B9c

Even more strangely, G & W's site contains no equivalent information about their own lines in South Australia. (SA infrastructure information is however on Graham Vincent's website www.sa-trackandsignal.net and his hard copy publications).

As far as I am aware, there is no current infrastructure information provided about railways in Tasmania.

RAILCORP TRAIN OPERATIONS MANUAL NOTICE

A new category of notice, the TOM Notice, was introduced to advertise amendments to the Train Operations Manual from 13 September 2007.

FREIGHTLINK TIMETABLE

A very abbreviated version of Freightlink's Adelaide-Darwin timetable can be found on the web at www.freightlink.com.au/asp/timetables.aspx It shows five services a week.

HERITAGE TRAIN PROGRAM

An overview of forthcoming Heritage Trains in NSW is on ARTC's website at www.artc.com.au/library/hot.pdf

SOUTH SYDNEY FREIGHT LINE

The Australian Rail Track Corporation called tenders for works on the South Sydney Freight Line on 27 October and 3 November 2007 (see Weekend Australian of these dates). The project will provide a dedicated freight line from Macarthur to Sefton.

CANBERRA STATION

In recent years upmarket apartments have been built in areas adjoining the Canberra rail yards. The ACT Planning and Land Authority has prepared a draft report on redevelopment of the entire Passenger/Goods/Rail Museum area which proposes redevelopment of the area by gentrified dwellings. This would involve moving the present rail facilities. An option proposed is moving the rail passenger station to the industrial suburb of Fyshwick (half way between Canberra and Quean-

beyan.). But if this is done, it may as well be moved to Queanbeyan.

The Report is currently draft only and open to comments. Whatever happens will not happen soon. The railway news editor's prediction is that the goods yard will be closed, the Australian Railway Historical Society, ACT will lose their lease on the adjoining Museum site, but the passenger station will remain, albeit reduced in size.

COUNTRYLINK BUSES

From Tuesday 1 January 2008 new contracts come into effect for CountryLink buses feeding into the rail network. TransBorder Coaches which have operated a connecting service from Canberra to Yass for many decades lost the contract for the Queanbeyan-Canberra-Yass-Cootamundra route to Makehams of Wagga Wagga. This service has a long history. The late Jack Williams commenced operating a mail contract off the train at Yass Junction to Canberra on 1 July 1954. A few passengers were also carried in his 11 seater bus. The connection with the Intercapital Daylight a few years later was a great success for many years until the introduction of the Cootamundra based Road Services.

An unfortunate effect of the change is that CountryLink buses will no longer call at Yass Junction station. Hence all passengers between Canberra and Melbourne will now have to transfer at Cootamundra without the option of using the train between Yass and Cootamundra or vice versa.

Makehams will also take over Transborder's Cootamundra-Tumut-Tumbarumba contract but TransBorder has retained the Canberra-Eden and Canberra-Bombala contracts.

ADELAIDE RAIL & TRAM CHAOS

A major computer breakdown occurred on the suburban rail system during the morning peak on Thursday 1 November when both the main computer and the back up broke down. About 15,000 commuters were affected. Services did not return to normal until 1100. Although services on the Outer Harbor, Gawler and Noarlunga Centre lines resumed by 645 (although without express services), trains on the Tonsley and Grange branches did not resume until 820. Belair line trains initially only operated from the City. Staff cars were used to transport these branch line passengers to bus stops from 700. This disaster was followed by a breakdown on the Noarlunga Centre line the following day at about 1630 affecting four trains. The line was cleared by about 1710 but the evening peak was subsequently affected.

GLENELG TRAM

There was major chaos on the Glenelg tram line on Melbourne Cup Day Tuesday 6 November when a tram derailed at the entrance to the South Terrace siding blocking the down track at about 1430. The line was not cleared until approximately 1900. As an interim measure, trams were operated between City West - Victoria Square and Morphett Road-Glenelg sections. It is understood that a replacement bus service was operated along the Anzac Highway, Brighton Road and Jetty Road to Glenelg supplemented by a series of mini-

buses serving other sections of the route. The derailment inconvenienced not only the regular passengers but also a large number of race goers at Morphettville.

CITY WEST EXTENSION OF TRAMLINE

The tramway extension is very popular, demand being too great for the available rolling stock. In an editorial, the Advertiser concluded that now the spine has been established through the city, the gradual extension of the service is not only appropriate but desirable. The number of fare paying passengers has been reported as increasing by about 1000 per day to about 6000. There is also traffic within the City for which there is no fare. (See picture of 1945 pageant, below)

CHRISTMAS PAGEANT

The annual Christmas Pageant is one of the busiest days in the year for public transport in Adelaide. The crowd this year was estimated at 365,000. The pageant has for many years commenced from the intersection of King William Street and South Terrace. This year the pageant commenced at 930 instead of 950 as previously.

Additional public transport services are provided. The route through the City necessitates diversions to bus services and the establishment of temporary city bus terminals until approximately 1300. Although additional bus services are indicated in publicity, there is little detail. The operator Torrens Transit did provide a timetable of a small group of services on their website highlighting the additional services to be operated for the pageant. This, however, appears to be an initiative of a particular depot. This timetable was accessible through the Adelaide metro website.

TransAdelaide posted on the internet a copy of their working timetable for the day accessible through the Adelaide metro website. This showed all trains including details of times required solely for operational purposes such as those for crossing loops etc. A small leaflet was distributed to prospective passengers giving details of the additional services to be operated from each terminal. The regular services were not shown on this leaflet. The working timetable had as a logo a melting snowman under a hot sun.

The additional services were:

To Adelaide: From Gawler Central 1 extra, Gawler 6 extra (5 commencing at Gawler), Salisbury 10 extra (i.e. 4 commencing at Salisbury),

Belair 3 extra

Glanville 5 extra



Noarlunga Centre 4 extra, Brighton 8 extra (i.e. 4 commencing at Brighton).

From Adelaide Gawler 5 extra 1130 to 1306

Belair 3 extra 1132 to 1320

Glanville 4 extra 1128 to 1314

Outer Harbor 5 extra 1143 to 1443 in addition to the Glanville services.

Noarlunga Centre 5 extra 1140 to 1318

As the pageant commences at South Terrace the tram service is truncated at South Terrace during the morning. Despite the earlier commencement time, the first tram did not proceed through to Victoria Square this year until approximately 1313 compared with 1253 last year. Although the bus services were restored by approximately 1300, the first tram did not proceed north of Victoria Square until 1415. A timetable was posted to the Adelaide metro website but it was difficult to follow due to its format. However, it did establish that the first tram that the first trams were not due beyond Victoria Square until after 1400 and at City West after 1500.

The tram service was operated by ten Flexity cars starting their pre pageant inbound trips at either Moseley Square or Morphett Road. It is estimated that approximately 1900 passengers arrived at South Terrace between 750 and 925. A number of the trams displayed FULL signs on arriving at South Terrace. The newly constructed South Terrace Siding was used on several occasions for temporary storage of cars and to transfer trams from the western to eastern track.

AMTRAK AND TURKEY DAY

The busiest travel week of the year in the US is for Thanksgiving. In the Northeast Corridor between Washington and Boston additional trains were added during peak travel times. Last year, Amtrak carried more than 600,000 passengers in the period. On the heaviest travel day, Wednesday 21 November, Amtrak expected ridership to reach over 115,000 passengers system-wide - 70 percent more passengers than an average Wednesday when 69,000 passengers are carried. During the holiday week, Amtrak will carry approximately 30 percent more passengers than an average week. In the Northeast, extra equipment operated. Amtrak hired two MARC (Maryland Dept of Transportation) train sets and two New Jersey Transit Arrow III MU sets. This year's TT cover is on our own cover.

Rail news provided by Victor Isaacs, Geoff Mann, Tony Bailey, Roger Wheaton, Samuel Rachdi and Ian Cooper.



V/line Christmas Day Time Table

FROM SOUTHERN CROSS		TO SOUTHERN CROSS	
08:25 to Geelong	15:15 to Bendigo	06:49 from South Geelong	09:05 from Echuca
09:00 to Warrnambool	16:15 to Bendigo	07:10 from Warrnambool	11:40 from Bendigo
10:00 to South Geelong	17:15 to Echuca	08:04 from Marshall	15:40 from Bendigo
11:00 to Marshall	17:35 to Swan Hill	10:29 from South Geelong	16:35 from Bendigo
15:00 to Marshall	18:15 to Bendigo	15:29 from Marshall	16:10 from Echuca
16:00 to South Geelong	20:15 to Bendigo	16:24 from Marshall	16:30 from Swan Hill
17:00 to Marshall	22:15 to Bendigo	17:26 from South Geelong	20:40 from Bendigo
18:00 to South Geelong	08:33 to Albury	17:05 from Warrnambool	06:50 from Seymour
	09:30 to Shepparton		07:15 from Shepparton
	Connects with coach to Cobram		Connects with coach from Cobram
19:00 to Warrnambool	10:53 to Seymour	18:24 from Marshall	06:45 from Albury
20:30 to Marshall	12:53 to Seymour	20:54 from South Geelong	10:30 from Seymour
22:00 to Marshall	15:13 to Seymour	22:14 from Marshall	13:10 from Seymour
00:01 to Marshall	16:33 to Seymour	06:30 from Ballarat	14:30 from Seymour
08:28 to Ararat	17:33 to Seymour	08:02 from Ballarat	16:10 from Seymour
09:28 to Ballarat	18:13 to Albury	08:17 from Ararat	17:10 from Seymour
	18:33 to Shepparton		17:05 from Shepparton
	Connects with coach to Cobram & Griffith		Connects with coach from Griffith & Cobram
10:28 to Ballarat	19:43 to Seymour	10:32 from Ballarat	16:55 from Albury
12:08 to Ballarat	21:43 to Seymour	14:32 from Ballarat	20:20 from Seymour
15:08 to Ballarat	08:30 to Bairnsdale	16:12 from Ballarat	06:05 from Traralgon
16:08 to Ballarat	09:10 to Leongatha Coach	16:07 from Ararat	07:50 from Bairnsdale
17:08 to Ballarat	10:30 to Sale	18:07 from Ballarat	08:05 from Traralgon
18:08 to Ararat	14:25 to Traralgon	19:07 from Ballarat	10:57 from Traralgon
19:08 to Ballarat	16:25 to Traralgon	21:05 from Ballarat	14:03 from Sale
20:38 to Ballarat	17:25 to Traralgon	21:45 from Mildura Coach	16:30 from Bairnsdale
22:08 to Ballarat	18:25 to Bairnsdale	05:58 from Bendigo	16:30 from Leongatha Coach
21:45 to Mildura Coach	19:30 to Traralgon	07:35 from Swan Hill	16:50 from Traralgon
08:35 to Swan Hill	21:30 to Traralgon	07:56 from Bendigo	18:45 from Traralgon
09:35 to Echuca			
10:35 to Bendigo			

The Capital Link and Murraylink will operate altered and additional coach services.

Season's Greetings from V/Line
 Information and sales: 136 196
 Customer feedback line: 1800 800 120

Holiday Timetable
 Train and coach services for Christmas and New Year 2007/2008

Caiberra to Melbourne via Bairnsdale and Cass River (Capital Link)

- Tuesday 25 December 2007, Christmas Day**
No service will operate.
- Wednesday 26 December 2007, Boxing Day**
09:30 Caiberra to Melbourne via Bairnsdale and Cass River. Sunday timetable applies.
- Thursday 27 to Monday 31 December 2007**
Normal (timetable) applies.
- Tuesday 1 January 2008, New Year's Day**
09:30 Caiberra to Melbourne via Bairnsdale and Cass River. Sunday timetable applies.

Albury to Mildura (Murraylink)

- Tuesday 25 December 2007, Christmas Day**
No service will operate.
- Wednesday 26 December 2007, Boxing Day**
Holiday timetable applies.
- Thursday 27 to Monday 31 December 2007**
Normal (timetable) applies.
- Tuesday 1 January 2008, New Year's Day**
Holiday timetable applies.

Call 136 196 vline.com.au

BUS



New South Wales – Sydney

North West T-Way

In conjunction with the opening of the Sunnyholt Rd leg of the NW T-way, two new Transport Access Guides are now available:

Blacktown Transport Access Guide (includes bus information for Westpoint Blacktown)

Rouse Hill Town Centre Transport Access Guide

Both effective 4 November 2007. DL size fold-out brochures.

Refer also to Busways below.

Sydney Buses

New Services:

http://www.waverley.nsw.gov.au/council/beaches/LinkDocs/BeachRunner_BusTimeTable.pdf is a link to the timetable for a new service to be provided between Bondi and Coogee by the STA on weekends and public holidays from November 2007 to April 2008 and sponsored by Waverley Council .

Also route 552 Parramatta – Oatlands is a new shopping service with five weekday trips each way on 6 months trial replacing part of the old Harris Park routes. A single sheet timetable is available with map on reverse.

Updated timetables

Some changes to routes E83 and 84 from 2/12/2007 but no mention of a new timetable.

Routes 136, 137 new timetable as from 2/12/2007 v 9 – some adjustments to route 136 timings.

Route 149 discontinued from 3/12/2007 – stand alone DL timetable.

Routes 185, L85 new timetable as from 2/12/2007 v 5

370, Leichhardt to Coogee, 4 November 2007, v7

458 459, Burwood to Macquarie University, 4 November 2007, v11

460, Five Dock to Concord Hospital, 5 November 2007

470, Lilyfield to City, 4 November 2007, v8

506 X06, Macquarie University & East Ryde to City, 4 November 2007, v11 (note the & symbol)

541, Eastwood to Epping, 4 November 2007, v7 (should be 5 Nov as it doesn't run on Sundays)

546 549, Parramatta to Epping via North Rocks, 4 November 2007, v1

623, Beecroft to North Rocks & Oakes Road, 4 November 2007, v5 (altered title).

The Newtown timetable covering routes 422/423/426/428/L23/L28 now shows as November 2007 on the website but still version 9 as was the previous website version dated May 2006. Paper timetable still listed as 17 Jul 2005 v7.

And for the 540, 542, 543, 544 timetable comment added that no trips are shown for route 543 in the timetable dated 24 September 2007 but route 543 timetable is still available on 131500.

Prepay route update

Previously omitted from the list of prepay brochures/timetables was the one for route 297 Denistone East – City dated 16/4/2007.

Further Prepay brochure/timetables are for route 205 East Willoughby – City and Route 272 North Willoughby – City (Wynyard) commencing 19/11/2007.

Sydney Private Bus Timetables.

A new version of the Parramatta station access guide: 'Your guide to bus services at Parramatta Transport Interchange' Effective 4 November 2007.

Busways: A bit more on the new Busways Timetables due 4/11/2007.

Three of the new booklets contain virtually the same routes as before. However the fourth new booklet contains timetables for new t-way routes T70, T71 and T75 replacing routes 740, 741, 742R and 742S.

There is also a new route 744 which is a weekday industrial service between Blacktown and Bessemer Street (on cover) and Sunnyholt Road and Forge Streets in actual timetable. 3 am trips to and 2 pm trips from. Not shown on maps.

The timetable for shopper hopper S7 is now also included in this booklet so it is no longer a stand alone timetable and not just temporary as was thought at one stage. Not included in maps.

Forest Coach Lines has released a new 270/L70 timetable effective from now (Nov 2007). This timetable is the same as the old one but includes a new 270 service inbound from Belrose (Wyatt Ave) at 5.52am and arrives at Wynyard (York St) at 6.37am and Town Hall (QVB) at 6.42am. This timetable now also contains part of route 281 Chatswood – Davidson and that this appears to be the first Forest timetable in the new MOT format.

Hillsbus route T62 – There is an interim additional

timetable dated 4/11/2007 for a shuttle between Bella Vista to Rouse Hill. A new timetable is expected for route T62 to cover the extension to Rouse Hill Town Centre

Hillsbus: Route 616/61X extends from Kellyville to Rouse Hill Town Centre from 25/11/2007 - New timetable is expected.

A new timetable for route 610/610X for the same date is now available on the Hillsbus website.

All Hillsbus TWay timetables have been updated on their website. However unlike the previous March 2007 version they do not show the covers of the timetables and hence do not show the date. Similarly the new route 616/616X timetable is also in their current timetables again undated together with some other 61x timetables which are now also undated so possibly also changed.

Hopkinsons timetable booklet dated 12 September 2005 was reprinted in July 2007 and carries this notation under the original date. It is essentially the same with references to Parramatta Interchange and correction of a couple of typos.

Veolia New bus timetables are being issued for most Veolia Transport routes at Menai and Taren Point Depots effective 19 November. In many cases the changes are few or very minor, apart from the inclusion of wheelchair accessible buses.

The more major changes include:

- Route 947 new times to improve reliability; improved frequency off-peak and Sundays
- Route 948 diversions via Eventide Village (replacing 927 diversions)
- Route 969 restored to Clio Street, more services to Thomas Holt Village
- Route 970 straightened to use Box Road instead of Crystal Street and MacFarlane Parade, Sylvania Heights
- Route 973 extended to Waterbrook Resort, Forest Road, Sylvania Road and Raglan Road, with changes at Yowie Bay
- Route 993 extended to provide a through service from Woronora Heights to and from Miranda via Loftus and Sutherland
- Route 992 altered to be a feeder service, connecting with 993 Miranda buses at Engadine

Timetables expected to be available from drivers from 12 November.

Further to previous advices new timetables dated 19/11/2007 have also been issued for the following: Routes 958, 959, 963, 965, 967, 968, 972, 975/976, 991, 996. There are also new versions of the routes 961/62 and separate 962 timetables available on the

Veolia website. However these have not yet been printed as there is still an ample supply of the old ones available.

Changes are minimal if at all to these – mainly listing wheelchair accessible services.

All the new timetables are pocket sized except 970/971 which is DL size.

ACT

For the first time in 10 years, ACTION has conducted a full review of bus services in Canberra.

Based on feedback from staff, the community, customers and potential customers, ACTION has developed a plan for bus services that meets the needs of the community while providing value for money as a publicly owned service.

This plan delivers improvements in Canberra's public transport now and into the future. Canberra is a vibrant and growing City, and it needs a bus system that can change as new roads and suburbs develop.

In developing the plan, ACTION has considered feedback received through various ways including:

On Bus Surveys – During August 2007 ACTION employed the services of a market research company to survey passengers and get a snapshot of how passengers currently use the bus service

Online / Feedback Surveys – over 2000 feedback forms were received through ACTION's online passenger survey. Forms were also available from all Bus Interchanges and Canberra Connect Shopfronts

Correspondence

Submissions and recommendations from the Standing Committee on Planning and Environment report into ACTION. – including 68 public submissions

What are the main improvements in the proposed network?

Same route number 7 days a week. (currently the routes and numbers change on evenings and week-ends)

More frequency / less waiting time during the day (stay tuned for details on frequency between services)

Better spacing of services – for example, better spacing along Northbourne Avenue and through Manuka

Better connections – by improving frequency ACTION has been able to provide more connections between services.

Improved route design for many suburbs.

More Xpresso Services

Direct from Weston Creek to the City

Direct from Gungahlin to Brindabella Park

Direct from Tuggeranong to Brindabella Park

Improved frequency of services in the Parliamentary Triangle

What changes are there to weekend services?

Weekend services will now operate the same number and direction as weekday services. The "900" series bus routes will no longer operate because there is now a proposed 7 day network.

There will be earlier start times for weekend services

Maps of proposed bus routes and list of proposed frequencies are provided on www.action.act.gov.au web sites [Xpresso Map](#), [Regular Services Map](#), [a list of proposed frequencies](#) for bus routes in the new networks.

CANBERRA AIRPORT – PARLIAMENT HOUSE BUS INTRODUCED

Commencing 12 November, Deane's Buslines has introduced a bus service from Canberra Airport to Parliament House and Woden. Four buses a day will run in the morning peak and four in the afternoon peak (one starting from Parliament House) on Mondays to Fridays. Complaints are frequent about the inadequacy of the taxi service from Canberra Airport. These increase during Parliamentary sitting periods. Deane's initiative is an attempt to capture portion of this traffic.

This service complements Deane's existing service from Canberra City to the Airport which operates every half hour on Mondays to Fridays and less frequently at weekends. Like other Australian airports, Canberra airport has seen considerable office and shopping development and this helps support this service, whereas earlier attempts by ACTION to provide an Airport service failed. Deane's Buslines also provides a limited service from Queanbeyan to Canberra Airport

TRANSBORDER DOUBLES CANBERRA TO COAST SERVICE

On Monday 26 November TransBorder Coaches of Canberra doubled their service from Canberra to the NSW South Coast, introducing what is likely to be spirited competition on the route.

A year ago on 8 January 2007 TransBorder introduced a service Ulladulla-Batemans Bay-Canberra in the morning, returning Canberra-Batemans Bay-Ulladulla in the evening. From 26 November this will be complemented by an additional service Canberra-Batemans Bay-Narooma in the morning, returning Narooma-Batemans Bay Canberra in the afternoon. The additional service will, however only operate from November to April. TransBorder's Canberra-Thredbo service was recently cut back to run from May to October only. Thus these two services complement each other from a scheduling point of view – to the mountains in winter and to the coast in summer.. TransBorder's new Canberra-Narooma day return service is in direct competition with Murray's Coaches long established day return service on the same route. TransBorder will depart Canberra 30 minutes earlier than Murrays and will return from Narooma 90 minutes later.

TransBorder's Ulladulla-Canberra day return service extends to and from various Canberra hospitals. From 26 November it will be modified slightly. On weekends it will run an hour later to Canberra and 75 minutes earlier on the return.

Details are at www.transborder.com.au. For more news about TransBorder services see the item "Countrylink Bus" in the Rail news section of this issue.

New South Wales – Regional

Newcastle Buses – A new Nightowl Timetable was issued 2nd November 2007 which provides a map for new route 444 which operates as a Nightowl service only and provides departing times for all Nightowl Trips from Newcastle on Friday and Saturday nights and arrival times at the outer end.

New Sugar Valley Coachlines timetable for Routes 265, 266, 267 West Wallsend, Edgeworth June 2007 not reported prior to their rename to Hunter Valley Buses, Edgeworth,

The **Greens Northern Coaches** timetables for route 2 Stanwell Park – Wollongong and Route 15 Helensburgh – Stanwell Tops dated 5th May 2007 previously reported on their website have now also been seen in hard copy.

South Australia – Regional

BUS SA State Guide – August 2007 (offered with latest distribution list)

Tasmania – Hobart and Launceston

MAJOR CHANGES TO HOBART BUS SERVICES

Kingston/Blackmans Bay Services transferred from Hobart Coaches to Metro.

Operation of Kingston and Blackmans Bay bus services was transferred from Metro subsidiary, Hobart Coaches, to its parent, Metro Tasmania, on 23 September 2007. The Kingston/Blackmans Bay block of services constituted the largest single part of Hobart Coaches' business.

The changeover to a direct Metro operation coincided with a major change to the route structure and timetables in Hobart's southern suburbs with a flow on to the schedules of many services throughout the city

Most Taroona services were extended to Kingston Central and then on to different parts of Kingston and Blackmans Bay. These 60 series routes, trading as the Southern Connector bus service, provide improved connections between Kingston and Blackmans Bay and Sandy Bay and the University.

Extension of service to Summerleas

An important new link is Route 62 to the Summerleas Road area to the west of Kingston, previously serviced only on the periphery by Tassielink's service from the Huon Valley to Hobart. Metro's Route 62 buses operate

15 times a day in a large clockwise loop through the area with Tassielink continuing to provide 11 trips a day along Summerleas Road only. Tassielink provide two trips on Sunday to/from the Huon Valley – the only Sunday service to the Summerleas area. On Saturdays Metro provide all but two trips to and from Summerleas. The Tassielink timetable is included in the Metro timetable for Summerleas.

Other changes in the Kingston/Blackmans Bay area

- . New off-peak Route 63 from Sandy Bay and Kingston to the Australian Antarctic Division Headquarters, to supplement the Hobart Coaches' peak and off-peak semi-express services to and from the Channel;
- . Two extra morning peak period expresses to Hobart and three extra afternoon expresses from Hobart via the Southern Outlet;
- . Additional off-peak services to the Suncoast Drive area of Blackmans Bay;
- . Conversion of the one-way anti-clockwise Blackmans Bay loop (Roslyn Avenue, Garnett Street, Edison Avenue, Woodlands Drive, Illawarra Road, Wells Parade and Pearsall Avenue) to a two-way service: Routes 68, 84 and 85 clockwise and Routes 67, 74 and 75 anti-clockwise;
- . Improved frequencies on many services to and from Hobart with buses operating off-peak on weekdays every 30 minutes via the Southern Outlet and every 30 minutes via Sandy Bay and Tarooona;
- . Improved frequencies on weekends and nighttime: On Saturdays there are buses via Sandy Bay and Tarooona every 30 minutes and express via the outlet every hour. On Sundays there is an hourly service from 8.00am to 8.00pm via Tarooona only.

Route numbers for the Southern Connector bus corridor are:

- 61 Hobart to Kingston Central via Tarooona
- 62 Hobart to Summerleas via Tarooona and Kingston Central
- 63 Hobart to Antarctic Division via Tarooona and Kingston Central
- 67 Hobart – Tarooona – Kingston Central – Maranoa Heights – Blackmans Bay –
Kingston Beach – Kingston Central - Tarooona - Hobart
- 68 Hobart – Tarooona – Kingston Central – Kingston Beach – Blackmans Bay –
Maranoa Heights – Kingston Central – Tarooona - Hobart

The main routes via the Southern Outlet are

- 72 Hobart – Southern Outlet – Kingston Central – Summerleas – Kingston Central – Southern Outlet – Hobart
- 74 Hobart – Southern Outlet – Kingston Central – Maranoa Heights – Blackmans Bay – Kingston Beach – Kingston Central – Southern Outlet – Hobart
- 75 Hobart – Southern Outlet – Kingston Central – Maranoa Heights – Blackmans Bay – Kunama Drive – Kingston Central – Southern Outlet – Hobart
- 84 Hobart – Southern Outlet – Kingston Central – Kingston Beach – Blackmans Bay – Maranoa Heights – Kingston Central – Southern Outlet – Hobart
- 85 Hobart – Southern Outlet – Kingston Central – Kunama Drive – Blackmans Bay – Maranoa Heights – Kingston Central – Southern Outlet - Hobart

Hobart Coaches' Route 93 Saturday timetable to Snug via Margate has been improved with the addition of a return midday trip.

From 8 July about half Hobart Coaches' fleet was "Metrofied" with the removal of Hobart Coaches decals and the addition of Metro signage. For some Scania this change was a return to the past because a number of these standard Ansair bodied N113s had been transferred from Metro to boost the Hobart Coaches' fleet and replace some non-standard buses acquired from Hazell Bros owned Hobart Coaches.

Changes in other parts of Hobart

Among the many changes to timetables and routes in other areas of Hobart are:

- . Route 268L Saturday Rosny Park to Glenorchy via Risdon Vale deleted and replaced by new service Route 269 Risdon Vale to Hobart and Route 271 Risdon Vale to Rosny Park via Gordons Hill Road;
- . Bridgewater and Gagebrook route diversions via Boyer Road and Walker Crescent deleted;
- . Botanical Gardens service deleted (Red Decker Tours continue to service the Gardens)
- . Moonah shopping services altered following the removal of the long established Metro route terminus in Charles Street;
- . St Canice Avenue, Sandy Bay now served by diversions of some route 154 and 155 services on Monday to Friday and Saturday services discontinued;
- . withdrawal of Route 111 to Abbotsfield/Ten Mile Hill.
- . timetable changes on 53 other routes: 3, 6, 11, 12, 13, 14, 20, 27, 35, 44, 45, 46, 47, 52, 53, 61, 62, 63, 64, 65, 66, 67, 68, 117, 118, 119, 120, 121, 122, 154, 155, 189, 191, 261, 264, 268, 269, 270, 271, 288, 290, 291, 293, 295, X1, X3, X4, X6, X7, X8, X10, X13 and X19.

(Illustrations pages 14-15)

MAJOR CHANGES TO LAUNCESTON BUS SERVICES

Metro has restructured Launceston's bus service in a bold attempt to simplify the network and improve the overall level of service. The new service, which commenced on 25 November 2007, is possibly the most significant improvement to public transport implemented in this city by Metro, or its predecessor, the Metropolitan Transport Trust.

Prior to 25 November users of bus services in Launceston, a city of 100,000 persons, were confronted by a total of 50 basic bus routes, many operating a small number of journeys each day. There were innumerable deviations of services with the usual array of footnotes. Such a structure had evolved over many years as a direct result of attempts by the MTT and Metro to provide public transport to this low density urban sprawl, often confined to small pockets of development in the very hilly western and north western suburbs. However, these piecemeal extensions and diversions had resulted in an extremely complex bus service.

The new operation comprises 29 routes divided into five zones, with the names of the four points of the compass plus River Bus. Many of the main bus routes are structured as two-way loops with a pairing of the bus route numbers. Most operate on an hourly off peak frequency each way but with staggered departures in order to provide a 30 minute frequency to many suburban locations.

Frequencies on the main routes have been improved. For example there are buses on Invermay Road as far as the Mowbray Heights Shopping Centre every 10 minutes during daylight hours on weekdays. On Saturday the service runs every 30 minutes.

Frequencies on most trunk routes on Saturdays, during shopping hours, have been increased to 30 minutes, 60 minutes or 120 minutes, depending upon the population of the catchment area.

Structure of the new service

- . North Bus, operating to Invermay, Mowbray, University, Mayfield, Alanvale and Rocherlea, comprises routes 2, paired routes 6 and 7 and 10.
- . South Bus, operating to East Launceston, Punchbowl, Newstead, Norwood, Kings Meadows and Youngtown, comprises paired routes 40 and 50, 45 and 55 and 48 and 58.
- . East Bus, operating to Ravenswood and Vermont Road, Waverley, St Leonards, including Penquite Road, comprises routes 20, 25, paired routes 28 and 38 and 30, 32 and 35.
- . West Bus operating to Prospect, Prospect Vale, Casino, Summerhill, West Launceston, Hadspen, Blackstone Heights, the Sandhill and the Hospital, comprises paired routes 60 and 70, 64 and 74 and routes 66, 76 and 78.
- . River Bus, operating to Trevallyn, West Riverside, Riv-

erside and North Riverside, comprises paired routes 80 and 90 and routes 85, 86 and 95.

Evening services re-introduced

Evening services, abolished many years ago, have been re-introduced on Monday to Saturday nights on five main routes, until approximately 10.00pm.

Route 10 operates to Rocherlea through Mowbray and Invermay, paired routes 40/50 service Kings Meadows, Youngtown, Norwood and Newstead and route 30 runs to Waverley via Ravenswood. Paired routes 60/70 operate through Prospect, Prospect Vale, the Casino, Summerhill and West Launceston and paired routes 80 and 90 service Trevallyn, West Riverside and North Riverside.

As a special promotion to publicize the new evening bus services, travel after 6.00pm between Monday 26 November and Monday 24 December 2007 was free.

River Bus

River Bus serving most of Launceston's very hilly north western suburbs, including Trevallyn, poses the greatest challenge to public transport planners. While the basic two routes 80 and 90 cover most of the area, seven days a week, there are four pockets of residential development – Delungra Road, Reatta Road, Penrith Street and Cormiston Road/Ecclestone Road – serviced by diversions, sometimes with only one trip per day.

Unfortunately the published timetable for the River Bus does not show pick up and set down times for most of the areas serviced by the diversions, making it almost impossible for residents of these areas to determine when a bus would be operating in their neighbourhood.

IAN G. COOPER

Victoria – Melbourne

Eastrans has issued a new Route 630 timetable dated 30 September 2007, with updated train connection times. Still in DL format.

Moorabbin Transit. Routes 705 Mordialloc - Springvale & 708 Carrum - Hampton reprinted bus timetables dated 8th October, 2007. Metlink Pocket Format. Route 705 has a new style route map & route 708 route map still the same.

National Bus/Ventura has issued the following new timetables, all dated October 2007.

273 (The Pines – Nunawading Station). Renumbered as TT 41 – the current no. 40 is allocated to the 309/319 TT

284/285 (Box Hill/Camberwell – Doncaster Shoppingtown). TT 11

301/305/308 (City to The Pines/Deep Creek/Warrandyte via Eastern Freeway). TT 3

This is a new TT 3 and replaces the following existing

timetables:

301/308/309/313/319 – old TT3

304/305/316 – old TT1

Routes 304/309/313/316/319 are in current TT's 1, 38 & 40.

The following Peninsula bus timetables have been reprinted:

779/780 & 832, both dated 30 August 2007.

A new **Sunbury Bus Service** booklet timetable was issued effective 30 September 2007 in conjunction with the new V/line & Connex timetables.

Ventura has issued a new Route 732 timetable dated November 2007, which will come into effect on 12th November. The Box Hill - Vermont South and Knox City - Upper Ferntree Gully sections now run minimum standards hours, with a new 60 min frequency service introduced on Sundays. Service levels between Vermont South and Knox City (part of the Knox Transit Link) remain unchanged. The new timetable is now in pocket format, replacing the previous DL booklet, and is numbered timetable no 44.

Western Australia – Perth

Transperth Zone Boundary changes

On Sunday 25 November 2007, Transperth will implement changes to the current zone boundaries.

These zone changes include realigning set zone distances from Perth city and the removal of artificial zones on selected bus services such as the CircleRoute (route 98 & 99). This means that passengers boarding and alighting these services within the same zone (regardless of crossing over a zone boundary) will only be charged a 1 Zone fare.

These zone changes will provide Transperth passengers with a fair, simple and consistent zone boundary and fare system.

Timetables are being updated in future reprints to reflect the new zone boundaries. [Click here](#) to view the new Zone Boundary Map (Effective: Sunday 25 November 2007).

Please use the Transperth JourneyPlanner to see to see if you are affected by these changes by following these steps:

Plan your journey using the JourneyPlanner

Click on 'Show/hide fare information'

The fare table will indicate that you are affected by the zone change. For example, '* Zone change - 7' indicates that your journey will be charged a 7 Zone fare.

For further information on the zone boundary changes,

call the Transperth InfoLine on 13 62 13 (TTY: 9428 1999, TIS: 13 14 50).

Western Australia – Regional

Greyhound Australia regrettably announces that it will be reducing the frequency of its services on its Perth/ Broome route from the end of the month.

Chief Executive, Robert Thomas, said Greyhound, Australia's only national coach carrier will, be reducing its services from seven times a week to five days per week, leaving the service out of Perth running Monday, Wednesday, Friday and Saturday and out of Broome running Tuesday, Thursday, Friday Saturday and Sunday. In addition, feeder services along the Perth Broome route will also be reduced to service the new timetable.

"This is a very difficult decision for us, but we are a private commercial organisation without the deep resources of some other organisations and this service has just been losing too much money for too long - if passenger numbers don't improve or if Government subsidies are not forthcoming we would eventually need to look at pulling out of the Perth to Broome corridor altogether. Townships affected by removal of feeder routes, would include towns like Green Head, Kalbarri, Monkey Mia, Denham, Coral Bay and Exmouth. This is something we desperately want to avoid but our hand is being forced" he said. "We have kept the route running for as long as possible because Greyhound wanted to provide a low cost public transport option for people living between Perth and Broome but with losses in excess of \$1.0 million per year this position is unsustainable."

Mr. Thomas said Greyhound will be attempting to discuss the possibilities of subsidies with both the Western Australian and Federal Governments in an effort to reinstate the services if funding is forthcoming.

"In other states, like Queensland, the Government subsidies loss making routes so that communities remain connected. I would hope that either the Western Australian or Federal Government can also see the importance of a long haul low cost public transport network for rural and regional communities," he said.

"Greyhound Australia services areas no other travel provider does and has been doing so for over 100 years. "We provide a community service such as taking the elderly to doctor's appointments, helping remote indigenous communities stay connected over long distances, bringing independent travellers to remote communities boosting their economies and as a freight service for everything from fruit to blood donations".

"However, escalating fuel prices and wage pressure as a result of the tight labour market in Western Australia, Greyhound simply cannot afford to keep suffering the losses we are currently sustaining on these services. "We are attempting to open dialog with both Governments for financial support on these essential services as we believe the people of Western Australia, especially those in the small towns along the route, deserve

to have quality, reliable and low cost public transport. "I hope both the Western Australian and Federal Governments see the importance of the community service Greyhound provides to Australia's less accessible regions."

Thanks to Tony Bailey, Ian Cooper, Adrian Dessanti,

AIR

DOMESTIC

Tiger Airways commenced services on Friday 23 November with the operation of nine flights from Melbourne to the Gold Coast, Rockhampton and Mackay. Tiger will begin double daily flights between Melbourne and Adelaide from 10 January 2008. It will be its twelfth route in Australia and is subject to regulatory approval.

Perth-based regional carrier Skywest Airlines launched thrice weekly services from Perth and Kalgoorlie to Melbourne. The expansion comes as the WA Government looks set to strip the carrier of sole operating rights to the booming town of Geraldton. In 2005 the WA government granted exclusive flying rights to Skywest and Skippers Aviation for its two networks of small-plane regional routes.

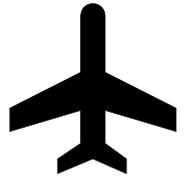
Virgin Blue has announced more frequencies to Mackay and Rockhampton - seven flights a week between Mackay and Sydney from 4 February.

Jetstar will increase flights to Cairns from 18 March 2008 with double daily Sydney-Cairns and 11 weekly Melbourne-Cairns operated by Airbus 321s.

INTERNATIONAL

Virgin Blue and Etihad Airways (of the UAE) will offer passengers connectivity from 22 Australian cities under a new

Norbert Genci, Alan Gray, Craig Halsall, Victor Isaacs, Geoff Lambert, Michael Marshall, Bradley Matthews, Peter Parker, Michael Presta, Len Regan, Lourie Smit, Bradley Torr.



interline agreement. Emirates (also of the UAE) will increase flights to Brisbane, Sydney, Melbourne and Perth to 70 flights a week by 2009 - twice daily to Brisbane in 2008, and thrice daily to Melbourne and Sydney from 2009. Emirates will also launch Airbus A380 direct services from Dubai to Sydney and Melbourne in 2009. The carrier currently operates 49 flights a week to Australian ports.

Norfolk Air is seeking permission for charters from Norfolk Island to Hamilton, New Zealand to coincide with the V8 Supercar Championship Series in April 2008. The carrier, which is owned by the Norfolk Island Government, currently operates eight flights per week to Australia using Boeing 737-200s.

LAN Airlines will add a Thursday departure from Sydney to Santiago, Chile on 20 December.

Garuda Indonesia will provide an additional three Boeing 737-800 return flights a week on the Perth-Bali route from 2 December until 29 March, giving it double daily flights every weekday except Wednesday.

Malaysia Airlines will operate an additional two flights a week between Kuala Lumpur and Brisbane from 10 December to 14 February.

(Air news provided by Tony Bailey and Victor Isaacs).

All aboard the phantom express

PASSENGERS sick of cramming into crowded Connex carriages, take note. If you're lucky, you can get an express train all to yourself.

Train drivers and regular commuters call them "ghost trains" — and, unlike the paranormal, there's a rationale behind them.

Every week, Connex schedules 44 "non-passenger services".

The ghost trains don't appear in the timetable because they don't technically exist. This means Connex cannot be fined if the train is late or cancelled and the rail operator receives no payment to operate them.

The 9.34am from Richmond runs non-stop to Blackburn and the 7.10am from Flinders Street to Glen Waverley stops at only a few stations, shaving more than 20 minutes off the regular journey time.

But there's a catch — just like Connex's current performance, one day the train appears and may not reappear for a week.

Every day, empty trains are shunted across the network. Some to stabling yards to rest between the morning and evening peaks, while other carriages are rushed out to replace defective trains.

But the 44 are available for passenger use. Most operate outbound from the city during the morning peak, to position trains in the outer suburbs to deal with the early morning rush.

And there's time savings to be had. One service operates non-stop from Richmond to Blackburn on the Belgrave and Lilydale lines. Others travel to Heidelberg, skipping the seven stations from Clifton Hill.

One commuter told *The Age* his regular express train had been dumped from the new suburban timetable.

Having prepared himself for a longer journey, he was surprised to see his express train arrive on time. It happened the next day, too.

The commuter was baffled and when he contacted Metlink — the agency set up to promote public transport and handle passenger queries — he was told the 7.55am and 8.20am services from North Melbourne along the Craigieburn line were "not guaranteed services".

"They only occasionally run and it depends on other factors, it is not put on the website or timetable so as not to confuse commuters," said a Metlink customer service officer.

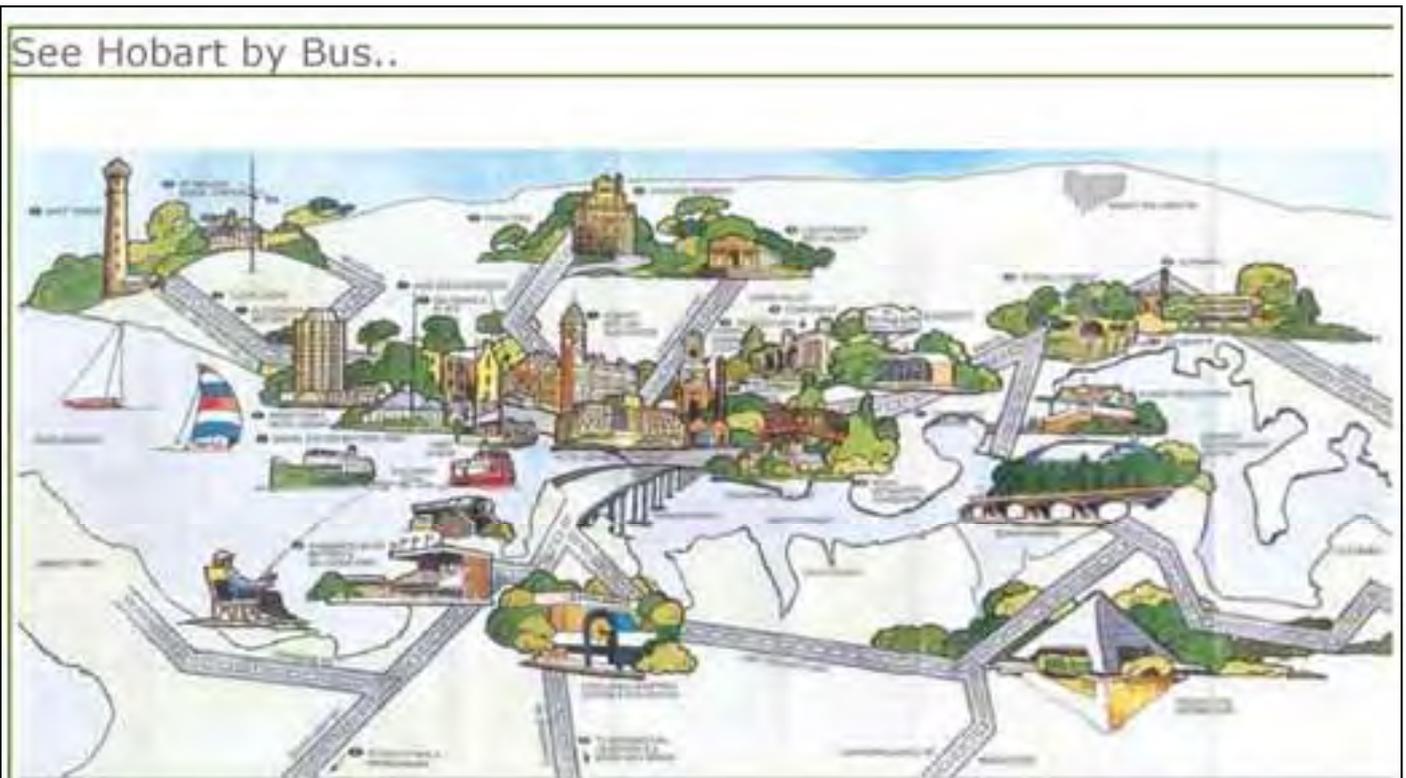
A Connex spokeswoman said the 44 trains generally run but aren't scheduled because some trains had finished

running for the day and were returning to stabling yards. The trains can also be used to replace a vandalised or faulty train, she said.

One Connex driver said the ghost trains were popular with savvy commuters and rail enthusiasts. "Regular passengers can work out how often and when they run. There's some bloody good express services which can get you from the city to the suburbs in half the time," he said.

"I guess the only spooky thing is that these trains actually run on time."

Stephen Moynihan
The Age, MEL, November 14, 2007



CITY - Invermay - Mowbray - University - Mowbray - Invermay - CITY

F - via Foch Street U - University Express Service via East Tamar Hwy

♿ Wheelchair accessible service; please call 1800 654 184 (free call) before making your trip to confirm if a wheelchair accessible bus is being used on a particular service.

Monday - Friday

Route	St John St Stop F	Mowbray	University	Mowbray	CITY
♿ 2	7:50am	7:59am	7:42am	7:45am	8:04am
2	7:55am	8:04am	8:09am	8:15am	8:34am
2	8:25am	8:34am	8:39am	8:45am	9:04am
2U	8:35am			8:45am	
2	9:00am	9:09am	9:12am	9:15am	9:34am
♿ 2F	9:30am	9:39am	9:42am	9:45am	10:04am
2	10:00am	10:09am	10:12am	10:15am	10:34am
2	10:30am	10:39am	10:42am	10:45am	11:04am
♿ 2	11:00am	11:09am	11:12am	11:15am	11:34am
♿ 2F	11:30am	11:39am	11:42am	11:45am	12:04pm
2	12:00pm	12:09pm	12:12pm	12:15pm	12:34pm
♿ 2	12:30pm	12:39pm	12:42pm	12:45pm	1:04pm
2	1:00pm	1:09pm	1:12pm	1:15pm	1:34pm
♿ 2F	1:30pm	1:39pm	1:42pm	1:45pm	2:04pm
2	2:00pm	2:09pm	2:12pm	2:15pm	2:34pm
2	2:30pm	2:39pm	2:42pm	2:45pm	3:04pm
♿ 2	3:00pm	3:09pm	3:12pm	3:17pm	3:39pm
♿ 2	3:30pm	3:39pm	3:42pm	3:47pm	4:09pm
♿ 2	4:00pm	4:09pm	4:12pm	4:17pm	4:39pm
2	4:30pm	4:39pm	4:42pm	4:47pm	5:09pm
♿ 2	5:00pm	5:09pm	5:12pm	5:15pm	5:34pm
♿ 2	5:30pm	5:39pm	5:42pm	5:45pm	6:04pm
2	6:00pm	6:09pm	6:12pm	6:15pm	6:34pm

HINTS ON USING A METRO TIMETABLE

The sample timetable shown below contains the main features of the Metro Timetable. Each of these features is explained in the accompanying notes.

List of suburbs / localities serviced by this timetable. Includes final destination as shown in the route number in front of the route. Some timetables may still be marked / listed for services.

List of route numbers / destinations. Route numbers are shown as destination in front of bus and short sections of the route description. There are at least two route numbers listed for each route and the route can be operated in either direction. Inward direction is shown and the route number only in the inward direction. All route descriptions are at the back of the timetable book.

GEILSTON BAY

- 261 HOBART - Rosny Park Transit Mall (Eastlands) - Lindwood - Adina St - GEILSTON BAY
- 262 HOBART - Lindwood - Derwent Ave - Adina St - GEILSTON BAY
- 264 HOBART - Derwent Ave - Adina St - GEILSTON BAY
- 265 HOBART - Lindwood - GEILSTON BAY
- 268 ROSNY PARK TRANSIT MALL (Eastlands) - Derwent Ave - Risdon Vale - Bowen Bridge - Goodwood - GLENORCHY
- 269 HOBART - Derwent Ave - RISDON VALE

LEGEND: A Not via Adina St
N Not via Derwent Avenue
W To or from Walana St

NOTE: TIMES NOT IN BOLD ARE APPROXIMATE ONLY

List of variations that apply to the timetable services within the timetable and are shown next to the route number. These variations can include a general aspect of a service, different route than shown in the route description, different days of operation than that shown in the timetable, for example, 261 (W) only / departure on regular only / variations and changes with other services served by bus companies which may remain to be added.

MONDAY - FRIDAY

Outward					Inward				
Route No.	Hobart Stop C	ROSNY PARK Stop C	LINDISFARNE Stop 10	GEILSTON BAY Stop 14	Route No.	Walana St	LINDISFARNE Stop 10	ROSNY PARK (Eastlands)	Hobart
256					262				
265 W	7:30 AM				262 N	7:08 AM	7:11 AM	7:15 AM	7:37 AM
268					264		7:20 AM	7:30 AM	7:47 AM
251	8:15 AM	8:24 AM			264 A		7:43 AM	7:50 AM	8:07 AM
259	8:30 AM				261 W	7:37 AM	7:40 AM	7:46 AM	8:08 AM
264 W	9:10 AM				264		7:53 AM	8:03 AM	8:20 AM

Days of operation, with all bus stop variations shown in the legend and next to the route number.

Route numbers and variations shown in bold, and the stop as shown when a service departs from a stop. It is important to check the departure times and the destination. Some routes may have a time to pass a certain point, or time to show.

Route numbers and variations shown in bold, and the stop as shown when a service departs from a stop.

Departure times from terminals shown in bold. Departures should not depart before this time.

Intermediate services, which are shown in bold, and the stop as shown when a service departs from a stop. It is important to check the departure times and the destination. Some routes may have a time to pass a certain point, or time to show.

Times shown at terminals. Times shown in bold are for the route. The route number is shown in bold. The route number is shown in bold. The route number is shown in bold.

HOW DO I FIND THE TIMETABLES & SERVICES FOR ME ?

1. With the steps below should lead you to the Metro Services that will meet your travel requirements.
2. In the suburb index find the suburb / locality you wish to travel to or from. The suburb index shows the relevant pages in the timetable book. Turn to these pages.
3. Examine the short sections of the route descriptions listed at the beginning of the timetable. To be sure direct you to the appropriate route and route number. If not, have a look at the full route descriptions at the back of the book for the routes listed in the timetable. You should now have a list of bus routes with route numbers and variations.
4. Have a look at the service details as listed in the Legend and note any of these that apply. They may be useful in deciding for the routes for you.
5. Find the appropriate days of operation and direction (outward / inward) section of the timetable.
6. Examine the times points shown at any of these are at or near to the bus stop that you want to use.
7. Now that you have the appropriate route numbers, service variations, and the timetable and time points, use that information to find the particular services that meet your travel requirements. Examples of ways to do this are given below using the sample timetable.

Hobart to Rosny Park Transit Mall (Eastlands) - Lindwood - Adina St - GEILSTON BAY. Shows services departing Hobart at times listed at 7:30 AM, 8:15 AM & 8:30 AM. Times point out towards the Hobart and most route descriptions. Lindwood Pt 268 time route description especially destination Rd 268.

Lindisfarne Road (Hobart) - Lindisfarne Pt 14 and Hobart shows services from Stop 14 to Hobart at times listed at 7:20 AM, 7:43 AM & 7:53 AM. Route description includes a Rd 264 service variation "W" Lindisfarne Pt 14, W.

Hobart to Walana St. Both time points Lindisfarne Pt 14 and Hobart variations "W" point to the service departing Hobart at 7:37 AM & 7:40 AM.

Adina St to Hobart. Shows times and variations point to Rosny Park, Rd 264, but service variation "W" means "Not via Adina St". Thus, all times shown shown for Fairfield Rd are relevant except for the Rd 264 A departure at 7:43 AM.

IF YOU ARE UNSURE AS TO WHICH SERVICES SUIT YOU, PLEASE DON'T HESITATE TO PHONE THE METRO HOTLINE ON 13 2201



DIVISION NEWS

Adelaide: A meeting was held as planned on Friday 2 November with 5 members in attendance. There was also one formal apology. The meeting was largely informal in nature. However, in accordance with the constitution, an election was held for the position of SA Convenor. Roger Wheaton was re-elected to this position. Other observations made by members present were as follows:

- (a) The Association website was observed to be behind in being updated with recent copies of the magazines.
- (b) Members were pleased to see some historical items being included in the distribution lists. - **Roger Wheaton**

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

Melbourne Last Melbourne meeting for 2007 was held on Wednesday 7th November with 5 members present. Brian Sherry gave a most interesting and informative talk on some research he had done on the London Underground Operations and scheduling, as well as some general discussion on other transport modes in London. In addition Stephen Ward was elected as convenor for 2008 year. Meeting Schedule for 2008 was agreed as follows:

Wednesdays: 12 March, (NOTE: 1 week later), 7 May, 2 July, 3 September, 5 November.

Meetings will be held at the home of David Hennell, 3/29 Croydon Rd, Surrey Hills (A short walk from Chatham Railway Station on Lilydale/Belgrave Lines).

Sydney: Our last meeting for the year proceeded along the lines of past meetings with a good role up of members who heard from Geoff about the AGM and subsequent progress on a few items stemming from the meeting. Len Regan then spoke about his latest excursion to Europe. Many subjects and issues were discussed but for sheer fascination the book featuring all rail journeys in Great Britain was the pinnacle of the afternoon with its 3200 pages being 7cm thick, weighing 1.7kg, all supplemented with a dozen pages of corrections noted before its' release. In addition Ian Brady was able to amplify and expand some points with his knowledge of the European scene, so the afternoon was very much spent in the northern hemisphere. Along with this came the six tables brim full of items from across the world. One member was heard to remark that our meeting would be better referred to as a swap meet rather than an ordinary meeting because of the extent and variety of timetables on offer, generously collected and provided by our members. This meeting was also my last as convenor as I need a little more flexibility in 2008 for work commitments and travel. So for all those who attend our quarterly meetings, contribute to the grab tables or help in any way your support is appreciated and vital to the success of the AATTC in Sydney and further afield. - **Ian Abbottsmith**

GENERAL NEWS

Committee: The new AATTC Committee met by teleconference in mid-November and dealt with a number of routine issues. These were mainly the allocation of jobs among our members. The usual suspects were re-appointed and a list can be found in the front of this (and every) issue of The Times. We were particularly pleased to welcome Roger Wheaton to the Committee itself and Victor Isaacs and Geoff Mann as joint Editors of Table Talk. Send Rail News to Victor; Bus and other news to Geoff. Their contact details are also in this, and every, issue of The Times.

The Committee also discussed the possibility of setting up an Australian Time Table Collection or Library, to preserve our timetabling past in some easily-accessible form for researchers and to supplement the remnants preserved by the various States' Records Offices. . It was realised that such a collection could potentially become very large and that the question of housing and cataloguing it would be of prime importance. Potential hosts are now being sought.

Auction Update: Most bidders will now have received their lots. A few were held up as the Auctioneer has been away for the last two weeks. These lots will be mailed on 2/12. A couple of late post auction bids were accepted and there are being finalised. Once these formalities are completed final results will be published in January's mail out. Vendors will be notified in next couple of weeks. Overall the auction results are going to be very good with a high percentage of lots sold. Thank-you to all who participated and assisted.