



TABLE TALK

(Plus Members' News)

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Perth Station and Perth Underground Departure Platforms

Mandurah Line Timetable

Effective from commencement of Mandurah Line trial service*

Train timetable only.

STATION		
Bull Creek	Murdoch	
Canning Bridge	Perth	
Cockburn Central	Rockingham	
Esplanade	Warbro	
Kalamunda	Wellard	
Mandurah		

NOTE: While the 2008 Winter and Christmas Day operational timetables apply, please note that Public Holiday timetables may apply during these periods. To ensure you have the correct timetable for these holidays, please refer to the website at www.transperth.wa.gov.au

LEGEND:

- Platform 1 - Mandurah Line
- Platform 2 - Mandurah Line
- Platform 3 - Mandurah Line
- Platform 4 - Mandurah Line
- Platform 5 - Mandurah Line
- Platform 6 - Mandurah Line
- Platform 7 - Mandurah Line
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- Platform 94 - Mandurah Line
- Platform 95 - Mandurah Line
- Platform 96 - Mandurah Line
- Platform 97 - Mandurah Line
- Platform 98 - Mandurah Line
- Platform 99 - Mandurah Line
- Platform 100 - Mandurah Line

Info: 13 62 13
Commentline: 13 66 08
www.transperth.wa.gov.au

For people with hearing disabilities call: TTY 9485 0485.

Stand Departure and Arrival Information

Route No.	Location	Stand
587	Mandurah Station	A-4
588	Mandurah Station	A-2
589	Mandurah Station	A-2

Effective from commencement of Mandurah Line trial service*

Bus timetable with train connections serving:

- Greenfields
- Lakelands
- Madora
- Mandurah
- Meadow Springs
- San Remo
- Silver Sands

CONNECTING SERVICES
 Connections displayed on this timetable to and from Mandurah Station between 3 and 9 minutes inclusive are formal connections. Any connections outside of this timeframe are the next available service only.

These Transperth services are proudly provided by Southern Coast Transit Transit.

Southern Timetable 132

ROUTE	DESTINATION
587	Mandurah - Lakelands
588	Mandurah - Silver Sands
589	Mandurah - Madora Bay

TRAIN CONNECTIONS

- Selected train connections.
- Refer to Mandurah Line timetable for completed train service information.

Your bus in your inbox

Sign up to the Transperth website and email alerts to www.transperth.wa.gov.au

Visit us to learn more about Transperth!

InfoLine: 13 62 13
Commentline: 13 66 08
 People with hearing disabilities TTY: 9428 1999

InfoCentres:
 Esplanade Busport, Perth Station, Plaza Arcade and Wellington Street Bus Station.

As long as your travel ticket is valid, you can use the same ticket to board any Transperth bus, train or ferry service.



About Table Talk and Members' News

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TOP TABLE TALK



"Destination Mandurah"

by Hilaire Fraser

"Destination Mandurah" is the concept being used to promote the new Perth Southern Suburbs Transport Network, which commenced operation on 24th December, 2007, in conjunction with opening of the new Mandurah Line.

This article should be read in conjunction with the article entitled "Perth southern suburbs transport before the Railway" published in the October 2007 edition of "The Times" in order to provide a complete before and after picture of the impact of the new Mandurah Line.

The Mandurah Line was opened on 23rd December 2007 with members of the public selected by ballot to travel on one of the first trains. Also a free service operated every fifteen minutes from 11.30am to 5pm on the opening day.

Heading southwards from Perth, stations are located on the Mandurah Line at Esplanade, Canning Bridge, Bull Creek, Murdoch, Cockburn Central, Kwinana, Wellard, Rockingham, Warnbro and Mandurah. Murdoch Station is close to Murdoch University. Cockburn Central is a rapidly growing area in the southern Perth suburbs. Kwinana and Rockingham are also sizable and growing regions. Mandurah has a fast growth rate, as people are attracted to the seaside lifestyle found around the Peel Inlet. With trains travelling the 75km from Perth to Mandurah in 49 mins, one can work in the city and also enjoy seaside living away from the city.

Bus routes numbers have been allocated to the new Southern Suburbs Railway Bus Network as follows:-

- 500-509 Bull Creek Feeders
- 510-519 Murdoch Feeders
- 520-539 Cockburn Central Feeders
- 540-549 Kwinana Feeders
- 550-569 Rockingham Feeders
- 580-599 Mandurah Feeders

With the opening of the new Southern Suburbs Railway approximately one-third of the Perth bus network will have new timetables, a print run of over million.

Below is detailed in tabular form, the new Southern Suburbs Transport Network, timetable by timetable (a total of 39 timetables) showing route descriptions and key frequencies that is, Monday to Friday off-peak, Saturday, Sunday and Nights. Also there is a reference to the previously service where applicable.

The following wider Perth timetables have been issued at the same time:-

Southern Eastern 10 (Cannington Composite 210, 211, 212, 213, 220, 708)

Southern Eastern 14 (201, 202, 203, 213, 708)

Western 41 (26, 97 - previously Murdoch Composite 182-5, 880/2/3)

Western 44 (23, 24,25 - previously included 26, 97)

Eastern 90 (38, 39, 342 - previously 304 & 38, 39, 342 were contained in SE 17)

Eastern 93 (304, 333 - previously 333 only)

On some services significant increases in frequency have occurred with the introduction of the new timetables. For instance 507 Bull Creek-Cannington runs every 15 minutes in the Monday to Friday off-peak as against 30 minutes

for the previous Perth-Cannington service. 825 Fremantle-Rockingham now operates every 30 minutes as against every 60 minutes for previous 126.

Timetables for the new network are as follows (most routes do not operate Sunday nights), abbreviations used are PH for peak hour and LS for limited service:-
Additional Notes from David Whiteford

The Perth to Mandurah railway was officially opened on Sunday 23 December with regular free services then operating through most of the day (with all Transperth bus train and ferry services being free for the entire day). The regular timetabled service with associated bus changes throughout the line came into force on Monday 24th. The train and bus timetables were all issued "Effective from commencement of Mandurah line train services" and not dated. Armadale, Fremantle and Midland train timetables were also re-issued with the same statement. The Joondalup timetable had been re-issued for the commencement of services to Perth Station (William St platforms) and Esplanade, and already

had its timings matched to those of the future Mandurah line. It was again re-issued to replace "Perth" on the cover's list of stations served with "Perth Underground". Neither the Joondalup nor Mandurah TTs mention through running between the lines.

The new Southern region bus timetables in place from 24 December are numbered 116 - 134. #127, covering the route 555 Rockingham City Transit System, has a stylized dolphin motif as a cover illustration.

The railway timetables have lost their "This Transperth service is proudly operated by Transperth Trains" message which had been printed on the 'cover'. Bus timetables have had their 'proudly operated by' message moved from the cover to the 'rear'.

'Weekdays' on all re-issued timetables has now become Monday - Friday.

Many of the new TTs now fold-out to a square shape instead of the former long rectangle and are now slightly easier to use.

Route No	Route Description	Mon-Fri	Sat	Sun
Mandurah Line				
Train	Perth-Cockburn Central	15		
Train	Perth-Mandurah	15	15	15
	Omits Canning Bridge when Cockburn Central Shuttle Operates	30 (nights)	30 (nights)	30 (nights)
CircleRoute				
98	Clockwise	15	30	30
		30 (nights)		
98	Southlands-Fremantle		30	30
98	Murdoch-Fremantle		30 (nights)	30 (nights)
99	Anti-Clockwise	15	30	30
		30 (nights)		
99	Fremantle-Southlands		30	30
99	Fremantle-Murdoch		30 (nights)	30 (nights)
South Eastern 1				
850	Murdoch Uni-Maddington	60		
	Via Amherst Rd (previously 882)			
851	Murdoch Uni-Maddington	60	60	60
	Via Bridge Rd (previously 880)	60 (nights)	60 (nights)	60 (nights)
South Eastern 2				
218	Parkwood-Cannington	PH		
506	Bull Creek-Murdoch	120		
	Via Benningfield Rd (previously 187)			
507	Bull Creek-Cannington	15	30	30
	Via Burrendah Blvd & Parkwood	60 (nights)	60 (nights)	60 (nights)
	(previously 879)			
707	Bull Creek-Parkwood	PH		
	Via Burrendah Blvd			
	(previously 779)			
South Eastern 4				
212	Perth-Huntingdale	30	60	60
	Via Spencer Rd	60 (nights)	60 (nights)	
214	Thornlie-Huntingdale	60	60	
	Via Balfour St			

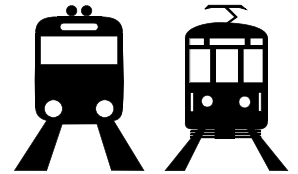
Route No	Route Description	Mon-Fri	Sat	Sun
South Eastern 6				
206/7	Murdoch-Canning Vale	15	15	30
517	Composite	30 (nights)	30 (nights)	60 (nights)
850/1				
South Eastern 9				
170	Perth-Bull Creek	60	60	60
	Via Rossmoyne	60 (nights)	60 (nights)	
176	Perth-Wilson	60		
	Via Berwick St			
177	Perth-Bentley	60	60	60
	Via Berwick St	60 (nights)	60 (nights)	
179	Perth-Bull Creek	60		
	Via High Rd (previously 174)			
South Eastern 11				
210	Perth-Gosnells	60	60	
	Via Fremantle Rd			
211	Perth-Gosnells	60		
	Via Southern River Rd			
231	Gosnells Circular	30	60	60
	Anti-Clockwise	60 (nights)	60 (nights)	
232	Gosnells Circular	30	60	60
	Clockwise	60 (nights)	60 (nights)	
South Eastern 13				
179	Perth-Bull Creek	60		
	Via High Rd (previously 174)			
508	Bull Creek-Cannington	30	30	60
	Via Apsley Rd & Ferndale (previously 878)			
509	Bull Creek-Cannington	60	60	
	Via High Rd & Wilson	60 (nights)	60 (nights)	
	(previously 155, 877)			
South Eastern 17				
517	Murdoch-Southern River	60	60	60
	(previously 215)	60 (nights)	60 (nights)	
519	Murdoch-Harrisdale	60		
	(previously 781)			
South Eastern 18				
206	Murdoch Uni-Cannington	30	60	60
	Via Fraser Rd (previously 883)	60 (nights)	60 (nights)	
207	Murdoch Uni-Thornlie	60	60	
	Nicholson Rd (previously 224, 884)			
208	Murdoch-Cannington	60		
	Via Bannister Rd (previously 216, 217)			
223	Thornlie-Huntingdale	PH		
	Via Berehaven Rd			

Route No	Route Description	Mon-Fri	Sat	Sun
South Eastern 20				
100	Canning Bridge-Curtin University	15	30	30
	Via Kent St (new)	30 (nights)		
101	Canning Bridge-Curtin University	60		
	Via Lawson St (previously 555)			
Western 34				
140	Booragoon-Fremantle	LS		
	Via Hilton (previously 142)			
150	Perth-Booragoon	60		
	Via Reynolds Rd (previously 160)			
160	Perth-Fremantle	60	60	60
	Via Reynolds Rd & Hilton	60 (nights)	60 (nights)	
	(previously 142, 160)			
Western 35				
500	Bull Creek-Booragoon	60	60	60
	Via Brentwood (previously 154, 155)	60 (nights)	60 (nights)	60 (nights)
510	Murdoch-Booragoon	60	60	60
	Via Murdoch Dr (new)	60 (nights)	60 (nights)	60 (nights)
Western 37				
511	Murdoch-Fremantle	60	60	60
	Via Samson (previously 145)	60 (nights)	60 (nights)	
513	Murdoch-Fremantle	60	60	60
	Via Coolbellup (previously 144)	60 (nights)	60 (nights)	
Western 38				
502	Murdoch-Fremantle	60	60	60
	Via Sainsbury Rd (previously 146)	60 (nights)	90 (nights)	
Western 39				
148	Fremantle-Como	LS	60	LS
	Via Attadale			
158	Fremantle-East Perth	60		
	Via Attadale			
Western 40				
501	Fremantle-Bull Creek	15	60	60
	Via Marmion St & Booragoon	60 (nights)	90 (nights)	
	(previously 154, 155)			
Western 46				
940	Perth-Hamilton Hill	15	30	30
	Via Booragoon & Coolbellup	30 Nights	30 Nights	30 Nights
Western 47				
503	Bull Creek-Murdoch	60		
	Via Winthrop Dr (previously 145)			
504	Bull Creek-Murdoch	60		
	Via Jackson Av (previously 940)			
505	Bull Creek-Murdoch	60		
	Via Dean Rd (previously 194, 794)			

Route No	Route Description	Mon-Fri	Sat	Sun
Southern 116				
514	Murdoch-Cockburn Central	60	60	60
	Via Bibra Lake (previously 194, 794)	60 (nights)	60 (nights)	60 (nights)
Southern 117				
515	Murdoch-Jandakot	LS		
	(previously 188, 189)			
516	Murdoch-Willeton	60	60	
	Via Leeming (previously 186, 189)			
Southern 118				
881	Perth-Munster	30	30	60
		60 (nights)	60 (nights)	
Southern 119				
520	Fremantle-Cockburn Central	30	60	60
	Via South Lake	60 (nights)	60 (nights)	60 (nights)
Southern 120				
522	Cockburn Central-Spearwood	60		
	Via Beeliar Dr & Coogee (previously 138)			
532	Cockburn Central-Fremantle	60	60	60
	Via Beeliar Dr & Hamilton Rd	60 (nights)	60 (nights)	60 (nights)
	(previously 138)			
Southern 121				
530	Cockburn Central-Fremantle	30	60	60
	Via Yangebup & Rockingham Rds	60 Nights	60 Nights	60 Nights
	(previously 136, 791)			
531	Cockburn Central-Fremantle	60	60	60
	Via The Grange & Marvel Av (previously 134, 135)			
533	Cockburn Central-Fremantle	LS		
	Via Yangebup Rd, The Grange & Marvel Av (previously 133)			
Southern 122				
525	Cockburn Central-Hammond Pk	60	60	60
	Via Banning Av (previously 139, 193)	60 Nights	60 Nights	60 Nights
526	Cockburn Central-Hammond Pk	60	60	60
	Via Wentworth Pde (previously 137)	60 Nights	60 Nights	60 Nights
Southern 123				
527	Cockburn Central-Aubin Grove	30	60	60
	(previously 182, 183)	60 Nights	60 Nights	60 Nights

Route No	Route Description	Mon-Fri	Sat	Sun
Southern 124				
540	Kwinana-Kwinana Hub	60	60	120
	Via Medina	120 Nights	120 Nights	
	(previously 127)			
541	Kwinana-Wellard	60	60	120
	Via Orelia	120 Nights	120 Nights	
	(previously 128)			
542	Kwinana-Wellard	60	60	120
	Via Parmelia	120 Nights	120 Nights	
	(previously 129)			
543	Kwinana-Kwinana Hub	60	60	120
	Via Bertram	120 Nights	120 Nights	
	(previously 130)			
Southern 125				
920	Fremantle-Rockingham	15	30	30
	Via Kwinana	30 Nights	30 Nights	30 Nights
Southern 126				
825	Fremantle-Rockingham	30	60	
	Via Cockburn & Patterson Rds			
	(previously 126)			
Southern 127				
555	Rockingham City Transit System (new)	15	15	15
Southern 128				
550	Rockingham-Rockingham Beach	60		
	(previously 112)			
551	Rockingham-Shoalwater	60	60	60
	Via Safety Bay Rd	60 Nights	120 Nights	
	(previously 113)			
552	Rockingham-Shoalwater	60	60	60
	Via Townsend Rd	60 Nights	120 Nights	
	(previously 114)			
553	Rockingham-Shoalwater	60		
	Via Cygnus St (previously 115)			

Route No	Route Description	Mon-Fri	Sat	Sun
Southern 129				
554	Rockingham-Hillman (previously 122)	60		
556	Rockingham-Rockingham Hosp (previously 121)	60	60	60
Southern 130				
557	Rockingham-Pt Kennedy (previously 117)	30	60	60
562	Rockingham-Secret Harbour East (previously 119)	60	60	60
564	Rockingham-Baldivis (previously 123)	60	60	60
Southern 131				
558	Rockingham-Mandurah (previously 168)	30 60 Nights	60 60 Nights	60 60 Nights
559	Rockingham-Secret Harbour (previously 118)	60		
561	Rockingham-Secret Harbour West (previously 118)	60	60	60
Southern 132				
587	Mandurah-Lakelands (previously 167)	60	120	
588	Mandurah-Silver Sands (previously 169)	60	60	30
589	Mandurah-Madora Bay (new)	60	60	120
Southern 133				
591	Mandurah-Erskine (previously 164)	60	60	120
592	Mandurah-Dawesville West (previously 165)	60	120	
594	Mandurah-Dawesville East (new)	60	60	120
Southern 134				
597	Mandurah-Coodanup (previously 161)	60	120	
598	Mandurah-Greenfields (previously 163)	60	60	120



RAIL AND TRAM

ARTC FUTURE PROJECTS

The Australian Rail Track Corporation's (ARTC) Annual Report for 2006-07 identifies future infrastructure projects (in addition to the many projects recently completed or underway, especially on the North-South Corridor, and extensively reported in other magazines, especially *Railway Digest*, and not therefore repeated here).

The Report notes the problem of 150 km between Sydney and Broadmeadow where freight services will need to share the passenger lines "for the foreseeable future". ARTC has been working with RailCorp and NSW government agencies to identify capacity enhancement works, including:

A grade separated junction at North Strathfield,

Track amplification to 3 or 4 tracks between North Strathfield and Hornsby, and

A variety of works between Hornsby and Broadmeadow including overtaking loops and bi-directional signalling.

Elsewhere, the Report states that:

The Electric Staff system will disappear between Casino and Acacia Ridge, and Muswellbrook and Gulgong by November 2007 (although this date was not met),

Full Train Order Working will replace remaining Electric Staff over the NSW Country Regional Network by early 2009,

Discussions are continuing with the coal mining industry to determine the best options and timeframe for funding and construction for a new alignment through the Liverpool Ranges in NW NSW to remove the 1 in 40 grades,

A third track at Minimbah and resignalling of Allandale bank will be the subject of further investment,

Design work is progressing on bi-directional signalling between Maitland and Branxton,

New loops and loop extensions are envisaged on the Ulan and NW lines, and

ARTC is working with the Victorian Department of Infrastructure on assessing scope, costs, delivery method



AATTC

and construction program of the Wodonga Bypass.

VICTORIAN RAIL FREIGHT REVIEW

The Victorian Rail Freight Network Review, chaired by Tim Fischer, the former Deputy Prime Minister, presented its report to the State Government on 21 December 2007. The Report recommended that the Government provide a fit-for-purpose regional rail freight system at reasonable cost, which is capable of efficiently transporting known freight volumes at prices competitive with road, providing a platform for future growth which is economically, socially and environmentally responsible. Essentially it is a template for rail freight to revive and thrive.

Mr Fischer said it laid out a strong blueprint for the way forward with rail freight in Victoria, including enhancing rail road hubbing and setting investment priorities over the network. "It is all about creating a fit-for-purpose regional rail freight system, reviving rail after years of neglect of track - mainly in the last century and extending beyond any one Government," he said. "Rail is needed more than ever before, due to energy efficiency, greenhouse reasons and gridlock congestion on critical roads near ports."

In an immediate response, Public Transport Minister, Lynne Kosky announced the Government's decision to increase subsidies for grain shipments. This would keep shipments of grain for domestic use on rail next year while the Government assessed the proposals in the report. The rebate will be paid by the Government to grain handlers such as GrainCorp. It will reduce the grain handlers' freight costs by about \$6 a tonne, meaning overall rail freight costs are competitive with road freight costs.

Mr Fischer's key recommendations include:

Proposed priorities and levels of investment to upgrade Victoria's rail freight network;

The establishment of a Grain Logistics Taskforce to coordinate the grain supply chain and facilitate collaboration on grain handling and marketing;

Commissioning a government entity to champion and



develop rail freight business and facilitate collaboration between stakeholders and aggregation of smaller freight tasks to create viable freight tasks;

Establishment of a Rail Freight Development Fund to facilitate rail freight opportunities via seed capital contributions to rail freight facilities;

Establishment of an ongoing asset management regime to maintain the network at designated speed after capital rehabilitation, including routine and major periodic maintenance on track and bridges;

Higher priority for freight trains on the Melbourne metropolitan rail network through improved metropolitan rail system planning.

In the event the Seymour-Albury line is transferred to ARTC, the Oaklands branch be converted to standard gauge.

Ms Kosky said the Government would now consider the report's other recommendations. "The level of access charges over the longer-term will be examined by government in the context of the many issues and recommendations raised in the report over coming months," she said.

The report proposed that the freight network be considered in four categories:

Platinum (base network): will continue to be maintained by virtue of being part of V Line passenger network, ARTC interstate network or Auslink network (including Mildura line),

Gold: first priority for rehabilitation at a cost of \$36.4 million (to Tocumwal, Quambatook, Charlton, Piangil, Yelta, Warracknabeal and Portland),

Silver: high priority lines for rehabilitation at a cost of \$47.1 million conditional on collaboration and commitment by grain industry, and

Bronze: minimum maintenance.

Among recommendations for capital works is for duplication from south of Moorabool River bridge to North Geelong, and broad and standard gauge access to the port of Hastings.

The report recommends investigation of Victoria taking the line to Mt Gambier and Penola in SA, and for SA to take over the Pinnaroo-Ouyen line.

In its submission to the inquiry, **V Line** referred to the maintenance deficit they inherited and said they had performed major maintenance on:

Dunolly-Boort

Albion Broadmeadows and Sunshine-Newport,

Echuca-Deniliquin, and

Shepparton-Tocumwal.

They said many areas of the freight network were in such poor condition that they may be closed until the long term future is assessed following the Committee's report.

In its submission, **ARTC** said that they were in negotiation with the Victorian Government over a potential lease of the existing broad gauge track between Sey-

mour and Albury. If successful, this would see the conversion to standard gauge to provide double track. ARTC also said that it is not actively seeking to expand its involvement in the Victorian rail network. Nonetheless, ARTC recognises that there may be synergies in its management of certain track, particularly standard gauge lines that are contiguous to its network and isolated from the rest of the regional network. ARTC would be prepared to consider management similar to the management of similar lines in NSW.

OUYEN – PANITYA LINE SUSPENDED

The branch from Ouyen in NW Victoria to Panitya on the SA border has been booked out of service due to the condition of the track. The last train ran on 28 September 2007.

V LINE TIMETABLES

The following booklets are known to have been reprinted with date of 11 November 2007:

Northern

North East

Eastern

Western.

It is assumed that South West has also been reprinted.

WAS IT A MERRY CHRISTMAS FOR V LINE PASSENGERS?

A fault has been discovered in recently installed signals on the Melbourne metropolitan network, causing a clear aspect to be displayed instead of stop. Suburban trains and V Line DMUs are relatively unaffected as they have train top mechanisms. Gippsland line trains are drastically affected from 21 December until further notice. Traralgon trains ceased to operate within the Connex area, passengers having to take suburban trains to/from Pakenham, adding up to 45 minutes to journey times. Bairnsdale trains are relaced by buses throughout. A temporary timetable was published.

WAS IT A HAPPY NEW YEAR FOR RAIL CORP PASSENGERS?

The Christmas – New Year period in Sydney is always marked by track closures for work. In the 2007-08 holiday period these were:

Berowra-Hornsby-North Sydney-Wynyard and Hornsby-Eastwood from 26 to 30 December, mainly for testing of the new platform 5 at Hornsby and upgrading of traction supply on the North Shore line, and

Campbelltown-Glenfield from 2 to 18 January. Suburban trains were replaced by buses except that there were 20 Up trains in the morning peak and 19 Down trains in the evening. As is common, Cumberland line services were cancelled completely.

Glenlee to Picton both lines, 2-4 Jan, Glenlee to Tahmoor Colliery exclusive both lines, 4-5 Jan, Glenlee to Berrima both lines 5-7 Jan, Tahmoor Colliery (exclusive) to Tennessee Up line 7-12 Jan, Glenlee to Berrima both lines, 12-14 Jan, Tahmoor Colliery (exclusive) to Mittagong Up line 14-19 Jan, and Glenlee to Berrima both lines 19-21 Jan

Southern Highlands railcar services are replaced by buses, including peak services to and from Sydney. CountryLink Xplorer services to Canberra and Griffith were replaced by buses. The Sydney-Melbourne-Sydney XPTs ran via Wollongong, taking about an hour extra in each direction

The main project for the Glenfield-Campbelltown section is replacement of wooden sleepers by concrete. On the Southern Highlands, 17km of sleepers between Yerrinbool and Picton on the up line are being replaced with concrete sleepers, thus completing this work between Macarthur and Moss Vale. New points for the future Allied Mills Sidings at Maldon were being installed. On completion, the existing Mill at Lewisham on the Rozelle goods line will close, allowing the Wardell Road Junction to Rozelle line to also be closed.

ADDITIONAL TRAIN FROM QUAKERS HILL

From 4 December 2007 an additional service was introduced from Quakers Hill at 726, stopping all stations to Parramatta and terminating at Central at 829.

COUNTRYLINK SUMMER TIMETABLE

Further to the item in November *Table Talk* about alterations over the Summer period, we note a summer timetable insert for the North Western timetable booklet. This replaces pages 10 & 11 of the current booklet from 25 Nov 07 to 29 March 08, and covers services from Sydney to Narrabri, Wee Waa, Burren Junction & Moree.

FLINDERS (NOT STREET) STATION, NSW

Dunmore station on CityRail's South Coast line in NSW will close in about 12 months when a road project will cut off access. Planning is underway for a replacement station at nearby Flinders.

MANDURAH LINE TIMETABLE

Perth's Mandurah line opened on 23 December 2007. The timetable is now available on www.transperth.wa.gov.au/timetablePDFs/ along with other altered Perth timetables. Generally, trains take 50 minutes to travel the 73.1 km line. Between the last two stations, Warnbro and Mandurah, the running time is 14 minutes in the down direction and 12 minutes for up trains, probably the longest running time between two suburban stations in Australia. The distance between these two stations is 24.4 km.

Trains are frequent in the peaks.. On Mondays to Fridays between the peaks, trains operate every 7 or 8 minutes between Perth (Underground) and Cockburn Central. During the peaks and during the day every second train terminates at Cockburn Central. In the morning peak, two trains terminate/commence at Rockingham. Beyond Cockburn Central, the off-peak day frequency is every 15 minutes. Many Mandurah trains both during the peak and during the day off-peak, do not stop at Canning Bridge. In the evenings the frequency on the line is 30 minutes. On weekends there is a day frequency of 15 minutes and an evening frequency of 30 minutes.

See also the article "Destination Mandurah" by Hilaire Fraser in the Bus news section of this issue.

PACIFIC NATIONAL CUTBACKS

There are serious doubts about a number of Pacific National services. The Company has indicated that it wants to "downsize to a bare minimum" its involvement in wheat transport in NSW. It also wants to sell or close:

Wheat transport in Victoria,

Rural container service in Victoria,

All non-bulk transport in Tasmania.

Wheat volumes in Australia are currently suffering from the drought. PN's parent company, Asciano, says the continuing drought means the outlook for the service is poor, and the company can not handle the volatility. But the Victorian Farmers' Federation's grains spokesman Geoff Nalder says it is a legacy of years of neglect of rail freight by State Governments. The Victorian Public Transport Minister Lynne Kosky said it was a "commercial decision" by Asciano. "It opens up opportunities for other rail freight operators to take on its business. "The Victorian Government is committed to a sustainable freight network," she said. "That's why we bought back the network and are investing significantly in upgrades."

In Tasmania PN might only retain the mineral traffic on the former Emu Bay line and Railton-Devonport cement traffic. The Tasmanian Government wants to hold PN to the agreement entered into only a year ago, when PN divested its Tasmanian infrastructure to the State. The agreement provided that PN would upgrade its rolling stock and continue its services. However, the recent loss of a contract to transport coal from the Fingal Valley to the paper mill at New Norfolk may be an event which allows non-performance of the agreement.

On the other hand, PN wants to enter the Queensland export coal market.

MELBOURNE DOCKLANDS TRAM SERVICE

From mid-2008, Bourke Street tram route 81 (Bundoora RMIT to Docklands) will be extended to the north-west of Docklands (Waterfront City). There will be a tram every four to six minutes during the day. Route 30 which currently travels from St Vincent's Plaza to NewQuay in Docklands will during daytime weekday off-peak, instead terminate at Spencer Street.

MELBOURNE TRAM TIMETABLE REPRINTS

There are various September 2007 reprints now available on the relevant trams or from depots. Confirmed so far, in green booklet Metlink format, are:

Route 55 Domain to West Coburg Sept 2007

Route 59 Airport West to City via Elizabeth St Sept 2007

Routes 109 Box Hill - Port Melbourne & 31 Collins Street - St Vincent's Plaza Nov 2007 now in one timetable, and

Route 112 West Preston - St Kilda/Fitzroy St reprinted Nov, 2007.

ALL CHANGE IN BRITIAN PART I - TIMETABLES

Here is the *bad* news:

The British timetable change of 9 December 2007 was the first without publication of a hard copy National Rail Timetable Book. It is still available in electronic form.

The venerable *OAG Rail Guide* also ceased publication as of October 2007. This commenced in 1853 as the *ABC Rail Guide*. In the late nineteenth and early twentieth centuries, every British city had its own rail guide, often published by the local newspaper. The most important, of course, was the guide based on London, the *ABC Rail Guide*. This was arranged with entries to/from London on an ABC basis, plus complete timetables for the London suburban and SE England area. In recent decades, it was expanded to add summary timetables of all mainlines in Britain plus various remote lines and heritage railways. The ABC company expanded to include publication of a worldwide *Air Guide*. This became more important than the *Rail Guide* and a vastly bigger publication. It competed with a similar publication, the *Official Air Guide*, published in the US. Some time ago, the OAG company took over the ABC company and merged the two air guides. They also changed the prefix of *Rail Guide* from ABC to OAG – an absurd name for a railway timetable. A major feature of the OAG which did not appear in other British Rail timetable was that it provided comprehensive fares information.

(For an earlier report, see *Table Talk* no. 174, January 2007, pages 2-3).

Here is the *good* news:

Following the cessation of the two hard copy railway timetables referred to above, three new hard copy timetables have appeared or are planned.

TSO, The Stationary Office, the publisher of official publications in the UK, are publishing a timetable called **UK Rail Timetable**. It appeared with little publicity, but surprisingly has been seen in some shops, eg W.H. Smith. It is reported to be essentially the same as the Network Rail's electronic timetable but with no system map. It comprises 2,736 pages 142 x 210 mm. It sells for £15 (compared to £12 for the final national Rail timetable).

Middleton Press, a well-established publisher of railway titles, has commenced publication of a monthly timetable entitled **Rail Times**. This is also based on the official Network Rail's electronic pages, but with added built in maps showing table numbers and full colour diagrams showing train operators. A particular feature is that amendments are clearly shown on the relevant page each month. The Middleton's version has smaller thickness than the *UK Rail Timetable*, achieved by ruthless shrinking from A5 to A6. It thus comprises 1392 pages compared to the 2500 pages of the former National Rail timetable, and weighs 672 grams compared with 1.5 kg. It does contain the system map but dissected over several pages. *Rail Times* is edited by the very aptly-named Vic Bradshaw-Mitchell. It sells for £14.95 per

month.

UK Timetables plan to launch Intercity/Tourist and London & SE editions sometime in 2008, for sale at retail outlets.

Then there is also, of course, the long-established **Thomas Cook European Timetable**. This is published monthly for £12.50. It provides an excellent summary of British railway services. You do not get suburban services or minor stations, but, on the other hand, you do get all the rest of Europe. (It is available in Australia from Mercury Travel, mercury-travel@optusnet.com.au).

It is unlikely that all three of the new hard copy timetables will survive.

ALL CHANGE IN BRITIAN PART II – TRAIN OPERATING COMPANIES

There were major changes to the franchises of Train Operating Companies from 11 November 2007. In many cases, this was not just the replacement of one company by another, but involved redrawing of franchise areas. The biggest change was taking the East Coast franchise from Great North East Railway and awarding it to National Express East Coast.

The following franchises were discontinued:

- Great North Eastern Railway
- Virgin Cross Country
- Midland Mainline
- Central Trains
- Silverlink Trains.

The following new franchises commenced:

- National Express East Coast
- Arriva Cross Country
- East Midlands Trains
- London Midland
- London Overground.

Unfortunately, the re-franchising date and the new timetable date did not coincide. To cover the interim period, between Virgin Cross Country's exit on 10 November and the timetable change of 9 December, the new company, Arriva Cross Country, issued public timetable books, basically as prepared Virgin but with the new company branding. These books were only valid for three weeks.

New entrant to the British passenger scene, Grand Central Railway, will operate from Sunderland to London Kings Cross in opposition to National Express East Coast. Grand Central's start has been continually delayed during 2007. They commenced operation on 18 December with an "initial contingency timetable" using just one train. When they commence full operation, perhaps in late January, they will offer three round trips daily.

(Thanks to Neville Fenn, Jim Fergusson, Matthew Jennings, Geoff Lambert, Michael Marshall, NSWSRC newsletter, Derek Scrafton and Victor Isaacs for Rail news).

BUS



New South Wales - Sydney

Sydney Buses

Commencing Monday 3 December, Route 244 will be extended to Chowder Bay, Mosman. This service will continue to operate from the City via Military Road and Mosman Junction. It will no longer terminate at the Balmoral Naval Depot.

New timetables for routes 139 E65, v7; 191 192 193, v5; 412, v10; 413, v11 and 480 483, v13. All effective November 2007.

New timetables for Warriewood Valley, Routes L85 & 185, v5, dated 2 December 2007.

Narraweena District – 169 172 173, v9 - effective November 2007.

Sydney Private Buses

Brochures are now available for the proposed new networks for Regions 2 (Busabout and Interline) and 15 (Busways Campbelltown and Camden).

Hillsbus. New timetables dated 26 November 2007 are available for the following routes: 610/610X, 612, 613/614/615/616/617X, T61, T62, T63, T64, T65. The T65 timetable contains a T-way Frequency Guide, so I think it is a safe bet to say that there will not be a new combined T-way timetable issued.

All timetables for **Interline Bus Service** were listed as dated 23rd November 1998. The Ingleburn, Macquarie Fields, Minto and Raby timetables recently received are all undated and appear later than the 1998 ones as they show their website on the cover while the 1998 ones showed an email address. The St Andrews and Ingleburn Industrial timetables received are still dated 23 Nov 1998. No copy of the Campbelltown timetable has been received (listed as 23 Nov 1998) – the routes in this are covered by other timetables.

Veolia. Commencing Monday 17 December, Route 925 (Bankstown – East Hills via Condell Park) will be altered to operate via Ethel Street and Eldridge Road, stopping at Bankstown Trotting Club, instead of using the corresponding portion of Simmat Avenue and Yanderra Street.

Awaiting details of new timetable which is expected to be issued. This would replace the Veolia version which was on their website but never seen in hard copy.

Westbus from their website. Penrith timetable changes for routes 770-771-782-783-784-786-791-794 & 797 Effective on Monday 10th December 2007. A link is provided to a brochure for each route involved – Most changes are for trips operating one or two minutes earlier or later with some up to six minutes. Some timetables will be reprinted while others will have a list of changes inserted. In the case of route 794 two trips have been discontinued. New timetables dated 10 December 2007 have also been sighted for:- 769/N4/N6, 772/773/N5, 781/790, 783/785/N3.

New South Wales - Regional

Newcastle Buses: New timetables for routes 100 101 103 108, v11; 201, v6; 222 230 231 235, v8; 224 225, v11; 312 314, v6; 334, v7; 339, v6; 349 350 351 352 353, v14. All dated November 2007.

The brochure *Getting home late from Newcastle CBD* issued by the RTA dated 19 Oct 2007 also includes changes introduced on 2nd November 2007.

Busways has commenced a new shoppers' service in Coffs Harbour as from 26/11/2007 – It is route no 368 – a separate DL sized timetable has been issued. It operates between Park Avenue and Park Beach Plaza - with two trips each way Monday to Friday.

The Busways Port Macquarie and Grafton PDF timetables have been revised (but undated) in the newer format, consistent with the Coffs and Blacktown regions' TTs introduced recently. From the page numbering it would appear that the timetables for Grafton routes 374, 374A, 374B, 375, 375A, 375B, 376, 377 have been combined into the one document with the timetables for routes 378 and 379 which were previously both stand alone timetables. The 380/386 timetable for Yamba – Iluka still appears to be separate. In the Port Macquarie/Kempsey area there also appears to be some amalgamations of hard copy timetables but Supplementary Routes 327 Anticlockwise loop and 329 Clockwise loop which were contained in the one combined timetable are no longer listed.

The **Jones Bros** website advises that new Bathurst Timetables commenced 10/12/2007.

Route 520 West Bathurst / Windradyne via Cheriton Retirement Village and Rocket Street.

Route 521 Kelso / Laffing Waters via Macquarie Plains, Kelso and Great Western Highway.

Route 522 Gormans Hill / Street Vincent's Hospital via Macquarie Homes and Chifley Village.

Route 523 Eglinton via Bathurst Base Hospital, West Bathurst and Abercrombie.

Route 524 Raglan / Ashworth Estate via (Kelso) Great Western Highway.

Route 525 Kelso / Pine View Estate via Kelso Shops, St Patrick's Sporting Complex and Ilumba Retirement Village.

Route 526 University / TAFE via South Bathurst, Mitchell, Kepple Street Shops and Bathurst Railway Station.

Route 527 South Bathurst via Havannah Street, Brilliant Street and Seymour Street.

Route 528 North Bathurst / Bathurst Base Hospital via Bathurst Base Hospital and John Matthews Sports Complex.

There are some changes to routes.

The **Premier Motor Service** office at Central Station

Nowra-West Nowra/East Nowra	724	May 2007	Nowra Coaches
Nowra-Greenwell Point Moss Vale-Nowra	728 809-10	1 July 2006	Kennedy's
Nowra-Culburra/Orient Point	729	Dec 2006	Culburra Coaches
Nowra-Callala Bay/Bch-Currarong	730	Oct 2005	Stuart's Coaches
Nowra-Bay and Basin	732/733	Feb 2007	Nowra Coaches

has their current Sydney to Eden & Melbourne timetable, which is a DL size double sided leaflet dated September 2007.

A number of **Nowra District** timetables with later dates than listed received from The AATTC distribution service (above).

It should be noted that Kennedy previously issued a timetable for route 728 and a separate one for routes 809 and 810 – now all in the one. Still awaiting details of a new Shoalbus timetable reported to have been issued August 2007 for routes 705, 709, 721, 722 and 735 all in the Nowra area

Queensland – Brisbane

Recent **TransLink** timetable issues:

129/130/N130/131/132/133/136/139 effective 15 October 2007

140/141/142 effective 15 October 2007

200/N200/201/206/207 effective 03 September 2007

300/305 effective 19 November 2007

307 effective 19 November 2007

320 effective 19 November 2007

321 effective 19 November 2007

323/923 effective 19 November 2007

325/335/339 effective 19 November 2007

328 effective 19 November 2007

336/337 effective 19 November 2007

340/341/344 effective 19 November 2007

345/344 effective 19 November 2007

346/353/356 effective 19 November 2007

354/358 effective 19 November 2007

460/461/N464 effective 23 July 2007

598/899 effective 01 October 2007

Veolia Transport New routes from 29.10.2007 are 278 Victoria Point Shops – Victoria Point Jetty; 279 Victoria Point – Brisbane via Eight Mile Plains; 285 Victoria Point – Redland Bay. Amended routes from 29.10.2007 are 251; 253; 271; 277; 280; 281

Westside Changes to route 529 Toogoolawah – Ipswich from 6.10.2007 including additional weekend trips.

Laidley Bus & Coach Changes to route 539 Gatton –

Rosewood from 19.11.2007 incorporating additional weekend trips.

Mt Gravatt Bus Service New route 262 Capalaba – Griffith Uni via Mt Cotton Road from 8.10.2007, changes to existing routes 260 and 261 from 8.10.2007 to take into account new 262.

Park Ridge Transit New Sunday services from 19.8.2007 on routes 541 – 545 inclusive

Clark's Logan City New Sunday services from 19.8.2007 on routes 553 – 555; 570; 572; 574; 576 and 578

Surfside A number of amendments to timetables occurred from 12.11.2007 including:

- 752 split into new routes 751 and 752

- 757 split into new routes 753; 754; 757; 762; 763; 767

- 756 split into new routes 755; 756; 758; 759

- 768 split into new routes 767 and 768

Queensland – Regional

Trans North to operate Atherton buses

North Queensland company, Trans North Bus and Coach, will take over the operation of bus services between Cairns and the Atherton Tablelands from January 1. Transport Minister John Mickel says Trans North and Queensland Transport have entered an agreement to ensure continuation of the vital passenger services. The Minister says he met with Barron River MP Steve Wettenhall and department officials earlier this year to discuss ways to improve bus services between Kuranda and Cairns "Trans North will fill the void when the current operator, Whitecar Coaches, ceases providing these services on December 31," he says.

The State Government will now subsidize the services. Wettenhall acknowledges the service Whitecar has provided for many years but says the cessation of Whitecar services provides an opportunity to renew the public transport needs of the Tablelands and to consider ways services can be improved and integrated with urban based services in Cairns "The agreement means residents of Ravenshoe, Herberton, Atherton, Mareeba and Kuranda will continue to have regular bus services linking their communities with each other and with Cairns. Trans North will follow the current Whitecar Coaches timetable and fare structure, including concession fares, for the Atherton to Cairns service. The existing route

structures and bus stops will remain but will be reviewed with a view to making improvements."

The Minister says Trans North Bus and Coach is a North Queensland, family owned business with established depots in Ingham, Innisfail, Mission Beach, Ravenshoe and Cairns. The business provides school, charter and urban bus services. "Trans North also operates an express mini coach service between Cairns and Karumba, servicing all towns on the way. The company has some 60 operational vehicles, including a range of wheelchair accessible buses, which are available on request."

Crisp's Coaches Services are now consolidated into three routes: Brisbane – Warwick - Moree; Brisbane – Warwick - Tenterfield and Toowoomba – Warwick – Stanthorpe – Tenterfield. Both services ex Brisbane are dated 1.12.2006 according to Crisp's website however the Toowoomba – Tenterfield service is not dated but it is assumed that the same date applies

Mightybus Operated for a time a Brisbane – Toowoomba service. Appears to have ceased and the website domain name sold.

South Australia – Adelaide

Adelaide Service Changes 13th January 2008

Another massive round of bus service changes took place in Adelaide on Sunday 13th January, 2008.

On the **Lefevre Peninsula** routes 333 and 334 West Lakes-Outer Harbor were replaced by 156 City-Pt Adelaide, 157 City-Largs Bay, 333 Pt Adelaide-North Haven & 330 North Haven-Outer Harbor, Meanwhile on the eastern side of the peninsula 336 West Lakes-Osborne was replaced by 117 City-Pt Adelaide and 150 City-Osborne. 152 City-Semaphore was replaced by 150 City-Osborne and 352/3 Pt Adelaide-Semaphore Loop. 151 City-Pt Adelaide TAFE has also been replaced by 150.

In the **western suburbs** the new 117 above & 118 City-Port Adelaide now provide a new 15 min Go Zone along Crittenden & Tapleys Hill Rds.

134 City-West Lakes has been replaced by 288 City-West Lakes which combined with 287 City-Henley Beach provides a new 15 min Go Zone along Ashley St & Valetta Rd. The 286 City-Henley Beach via Garden Tce & Cheadle St has been replaced by two new Henley Beach Rd services 131 City-Lockleys via Garden Tce & 138 City-Henley Beach via Cheadle St.

Bradman Drive services 270 City-South Rd Loop, 276 City-West Beach & 278 City-Glenelg have being discontinued. 132 City-Henley Beach South and 133 City-Fulham have been extended to Harbour Town & West Beach respectively. 130 City-Harbour Town now services Garden Tce when the 131 is not operating.

110 City-Flinders Uni via Grange Rd and 738/9 Marion-Blackwood services have been replaced by 110 shortened to Henley Beach and new 600/1 Henley Beach-Blackwood.

Services on 167/8 City-Glenelg have been increased to provide a new 15 min Go Zone along Richmond Rd and

Galway Av.

In the **north-western suburbs** 233/4 City-Wingfield via South Rd services have been replaced by 231 City-West Lakes via South Rd & Arndale (also replaces 370 Arndale-West Lake), new 239 City-Arndale via Angle Park & new 250 City-Wingfield. Previously 231 had operated City-Arndale via Harrison Rd. The new 239 combine with 235 City-Kilburn & 237 City-Valley View to extend the Churchill Rd 15 min Go Zone from Regency Rd to Kilburn. 236 City-Arndale via Churchill Rd has been discontinued. Mansfield short-workings 252M & 254M have been renumbered 251 and 253 respectively. 181 City-Prospect has been re-instated.

In the **eastern suburbs** 124 City-Auldana has been discontinued leaving the 140 as the only service to Auldana. A new service is 126 City-Paradise via Glynburn Rd. This service replaces 176 City-Paradise via Clareville Rd entirely and operated instead of 177 City-Paradise via Newton Rd in the off-peak. Services on 178 City-Paradise via Newton have been increased to provide a new 15 min Go Zone along Montacute Rd to Newton. In the evenings Athelstone is now served by Athelstone Roam Zone RZ8. 175 City-Glynde is a peak hour short-working. 580/1 Mile End-Paradise has been numbered 580 both directions.

In the **north-eastern suburbs** 281 City-Paradise via Fourth Av is now supplemented by a short-working 283 City-Klemzig and peak hour O-Bahn service 521 City-Paradise. Former 282 City-Paradise via Langman Grove is now an O-Bahn feeder operating Klemzig-Paradise numbered 522. 204 Collinswood-Mawson Lakes has been discontinued. In the evening eastbound M44 services Marion-Golden Grove travel via Grenfell St, City (as G44) to provide a 15 min Mega Go Zone between the City and Tea Tree Plaza.

In the **southern suburbs** 203 City-Clapham has been renumbered 200. New 242 operates City-Marion via Beckman St & Morphett Rd. 244 City-Marion via Morphett Rd has been discontinued. 214 City-Panorama has been extended to Marion via Flinders Uni. 260 Glenelg- Somerton & 264 City-Glenelg replace 265 City-Marion journeys at night. 199 City-Marion via Springbank Rd, is now supplemented by peak-hour 198 City-Oaklands Pk. The 643/4 Marion-Brighton via Seaview Downs & Seaview Hts services have been replaced by 645 Marion-Seaview Downs & 646 Marion-Seacombe Hts. Previously 645 was only a peak hour service.

In the **Southern Hills** new 212 operates City-Aberfoyle Hub via Sunnymeade Dr. T219 City-Aberfoyle Hub services have been extended to Old Reynella. Aberfoyle Park Roam Zone RZ7 has been renumbered RZ19. A new 690 Aberfoyle Hub Loop also operates. 195 City-Blackwood via Sheoak Rd and 197 City-Blackwood via Main Rd have been replaced by 194 City-Blackwood via Kalyra & Sheoak Rds and 173 City-Blackwood via Fullarton and Main Rds. New 693 Blackwood-Belair operates at weekends and new 694 Blackwood-Hawthorndene operates in the evenings. New is also 695 Blackwood-Darlington via Main Rd. 699 Aberfoyle Pk-Old Reynella now commences at Aberfoyle Hub, thus making a shorter journey.

In the 1960s the Adelaide bus network was very much a

radial network. With changes made in recent years routes often terminate at nodes such as Paradise, Glenelg and the regional shopping centres at Arndale, West Lakes, Marion and Tea Tree Plaza. Often services now fill in the areas between the radial spokes.

New format timetables, totalling 61, effective 13th January 2008 are as follows:-

City-Rostrevor via Reid Av 102
 City-Paradise via Arthur St 104, 105, 504, RZ8
 City-Magill 106, 107X
 City-Henley Beach/West Lakes via Grange Rd 110, 111, 113
 City-West Lakes/Pt Adelaide via Crittenden Rd 115, 117,118
 City-Wattle Pk via The Parade 122, 123
 City-Paradise via The Parade & Mile End-Paradise 125,126. 580
 City-Lockleys/Harbour Town via Henley Beach Rd 130, 131, 132, 133
 City-Glenelg via Henley Beach Rd 135
 City-West Lakes/Pt Adelaide via Henley Beach Rd 136, 137, 138, 139
 City-Auldana/Stonyfell/Burnside 140, 141,142
 City-Beaumont 143
 City-Glen Osmond/Urrbrae 145, 146
 City-Pt Adelaide/Osborne via Port Rd 150, 153, 352, 353
 City-West Lakes/Pt Adelaide/Largs Bay & West Lakes-Delfin Is 155/6/7, 376
 City-Glenelg via Richmond Rd 167, 168
 City-Mitcham Shops/Kingswood via Duthy St 170, 172
 City-Mitcham Shops via Fullarton Rd 171
 City-Blackwood Stn & Belair Loops 173, 194, 196, 693, 694
 City-Glynde/Paradise via Payneham Rd 174, 175, 177
 City-Athelstone/Paradise via Payneham Rd 178,179, 578, 579, RZ8
 City-Blair Athol 181, 182
 City-Glenelg via Raglan Av 190
 City-Mitcham Shops/Torrens Pk via Unley Rd 191, 192
 City-Oaklands Pk/Glenelg via Springbank Rd 198, 199
 City-Clapham 200
 City-Oakden/Paradise 207, 208, 528
 City-Tea Tree Plaza 209, 209F
 City-Flinders Uni/Col Light Gardens/Marion 210, 211, 213, 214, 215, 216
 City-Aberfoyle Pk 212, 218, 218F, 219X, 618, 690, T219, RZ19
 City-Pt Adelaide via Harrison Rd 230, 231, 232
 City-Kilburn/Arndale via Churchill Rd 235, 239
 City-Valley View/UniSA Mawson Lakes 237, 238
 City-Marion via Towers Tce 241, 242
 City-Warradale/Marion 244, 245
 City-Mansfield Pk/Pt Adelaide via Liberty Grove 250, 252, 252
 City-Mansfield Pk/Pt Adelaide via Hanson Rd 253, 254
 City-Marion via Glenelg 260, 262, 263, 264, 265, 640
 City-Tea Tree Plaza via North East Rd 271, 273

LIST OF NEW TIMETABLES
as from 13 Jan 2008

Main TT No.	<u>Also includes</u>	<u>Area affected</u>
102		E
104	105-504-RZ8	E
106	107X	E
110	111-113	W
115	117-118	W
122	123	E
125	126-580	E
130	131-132-133	W
135		W
136	137-138-139	W
140	141-142	E
143		E
145	146	E
150	153-352-353	W
155	156-157-376	W
167	168	W
170	172	S
171		S
173	194-196-693-694	S
174	175-177	E
178	179-578-579-RZ8	E
181	182	W
190		S
191	192	S
198	199	S
200		S
207	208-528	E
209	209F	E
210	211-213-214-215-216	S
212	218-T219-618-690-RZ19	S
217	T217-600-601	W S
230	231-232	W
235	239	W
237	238	W
241	242	S
245	248	S
250	251-252	W
253	254	W
260	262-263-264-265-640	S
271	273	E
281	283-521-522	E
287	288	
291		E
296	297	S
503	507-RZ5-RZ6	E
506	546	E
540	548-F40	E S
541	J3	E
542		E
543		E
545		E
556	557	E
558	559	E
645	646	S
695	696-697-698-699	S
J1	J2-J3	W E
J7	374	W
G1	G2-G3-RZ4	E
M44		S
T500	T501	
N212		

City-Klemzig/Paradise 281, 283, 521, 522
 City-Henley Beach/West Lakes via Ashley St 287, 288
 City-Marden 291
 City-St Marys/Marion 296, 297
 North Haven-Outer Harbor & North Haven-Pt Adelaide 330, 333
 Paradise-Tea Tree Plaza via Holden Hill 503, 507, RZ5, RZ6
 Paradise-Tea Tree Plaza via Para Hills 506, 546
 Tea Tree Plaza-Golden Grove F40, 540, 548
 City-Fairview Pk/Golden Grove 541, 541G, J3
 City-Fairview Pk 542, 542X
 City-Surrey Downs 543
 Marion-Golden Grove M44
 City-Golden Grove via McIntyre Rd 545
 City-Tea Tree Plaza via St Agnes 556,557
 Paradise-St Agnes/Tea Tree Plaza 558, 559
 Henley Beach-Blackwood 600, 601, 217, T217
 Marion-Seaview Downs/Seacombe Hts 645, 646
 Blackwood-Aberfoyle Hub 690, 695. 696, 697, 698, 699, RZ19
 Golden Grove-Petworth Lakes/Greenwith G1, G2, G3, RZ4
 Jetbus J1, J2,J3, C1X, C2X

The AdelaideMetro website has details of the changes to the bus services due for implementation on 13 January this year. The below list has been prepared of the individual timetables that will change and for which new timetables in the new format are now available for issue to the public. They are printed on white paper and are in what appears to be a folded DL format. Timetable layout and maps have been improved. A single corridor can now be covered by several leaflets. Some leaflets contain a combined Go Zone timetable. All areas of Adelaide have new timetables except for Salisbury/Elizabeth, the Adelaide Hills and Noarlunga. The last two regions were subject to service reviews during 2007. In addition, there are 4 new regional metroguides, an overall brochure and one new after midnight service on Saturday night.

The TransAdelaide website has the ability to read the very long 2006-2007 Annual Report of TransAdelaide.

Victoria - Melbourne

The **Doncaster Park and Ride** will become Melbourne's first pre-paid bus stop from 1 January next year, Minister for Public Transport Lynne Kosky, has announced. Ms Kosky said the changes, requiring tickets to be purchased before boarding a bus, would mean significant time savings for passengers boarding at the Doncaster Park and Ride. "Since its construction in 2003 the Doncaster Park and Ride has grown in popularity and is now one of Melbourne's busiest. Buses run every 10 minutes during the peak and more than 2500 people use the service each weekday," Ms Kosky said. "It takes about one minute for every four customers who purchase tickets on board buses, so by implementing a pre-paid service the amount of time buses spend at the stop will be reduced."

Customers will be able to pre-purchase their tickets from a Metcard vending machine at the Park and Ride which is the same large vending machines installed at

railway stations across Melbourne. Ms Kosky said a grace period would apply so that customers could get used to the new arrangements. Customers will be given until 4 February to get used to the new arrangements and customers boarding the bus without tickets in January will be reminded that next time they should purchase a ticket before travelling."

Ms Kosky said the Brumby Government was investing in more Smartbus routes and an orbital bus network for Melbourne as part of its 10-year, \$10.5 billion transport action plan, *Meeting our Transport Challenges*. "The Red Orbital bus, travelling from Box Hill to Altona via Doncaster Shoppingtown, is scheduled to run from early 2009 and will provide relief for regular cross-town public transport users, who may have needed to travel into the city to get from one suburb to another," she said.

Melbourne Bus Link timetables for routes 216/219, 220 and 232 have been reprinted dated 1st October with V.1.1 – 08.2007 on the rear page.

Nationalbus has updated the Route 286 timetable, dated November 2007.

Various **Ventura** routes:

737 - dated October 2006 - reprint

740 (Mitcham - Vermont South) and 765 (Mitcham - Box Hill) - dated November 2007 - replacing separate 740 & 765 timetables,

767 - dated October 2007

Victoria - Regional

NEW PUBLIC TRANSPORT SERVICE FOR LAKES ENTRANCE

Lakes Entrance residents will have better public transport with the introduction of an innovative new combination of bus and taxi services, Minister for Public Transport Lynne Kosky has announced. The new service, called Lakes Transit, would use a combination of buses and taxis to deliver regular public transport services in and around Lakes Entrance. "This initiative is about improving access to public transport for the 4000 people living in Lakes Entrance as well as better-catering for tourists of this popular holiday location," Ms Kosky said. "It is the first of its kind in the state and will set a precedent for the planned roll-out of similar services in other regional areas. Many Victorian towns including Lakes Entrance are currently only serviced by V-Line as a public transport option and by creating an integrated system these options will be significantly expanded."

The Lakes Transit system will run along four set routes: north, east, west and a city loop. Buses or taxis will be allocated to the route according to demand. The fleet will include a new wheel chair accessible (WAT) maxi taxi. Fares for the service will be \$1.80 for a full fare and 90 cents concession for travel around the City Loop, and \$3.60 and \$1.80 for unlimited daily travel across the network. Lakes Transit will comprise two timetables, one for school holiday periods and one for non-school holiday periods. During the summer holiday period, when Lakes Entrance's population swells to well over 10,000 with an influx of visitors, the service will be increased. The new service will begin operating on the

holiday timetable on 2 January 2008. The non-holiday timetable will commence on 28 January 2008.

Ms Kosky said the service would be tailored to best suit customer needs through an initial demand responsive trial period which would help assess frequency and where bus stops should be located. "During this period, prospective passengers will be able to hail the service at a safe and convenient location along the designated routes," she said. "Because the service is brand new, at this stage we can only estimate travel patterns and demand. As people begin to use the system over coming months, it will be regularly reviewed and adjusted to meet the developing needs of passengers. This will include the installation of DDA compliant bus stops along designated routes as travel patterns emerge."

Details of the Lakes Transit holiday timetable will be available from key locations in Lakes Entrance, from Lakes Transit service providers and from viclink phone 131 638 or online www.viclink.com.au.

New **Latrobe Valley Bus** timetables are provided in a 66 page booklet in Viclink format dated September, 2007. This contains all timetables including the following

routes: Traralgon - Morwell - Moe via Mid Valley SC and Latrobe Hospital, Morwell – Churchill, Traralgon – Churchill, Churchill - Boolarra via Yinnar.

Western Australia – Perth

Recent timetable issues:

Southeastern 3		11/3/2007
	5	20/8/2006
	15	18/2/2007
Eastern	87	22/7/2007
Eastern	16	30/12/2007
Western	33	16/9/2007
	36	12/8/2007
	43	29/1/2006
Perth Cat		1/11/2007
Fremantle Cat		30/11/2007
Joondalup Cat		14/10/2007

Thanks to Australasian Bus and Coach magazine, Tony Bailey, Jason Blackman, Ian Cooper, Adrian Desanti, Alan Gray, Norbert Genci, Craig Halsall, Steven Haby, David Hutton, Michael Marshall, Len Regan, Lourie Smit, Roger Wheaton and David Whiteford.

FERRIES and SHIPPING

Sydney Ferries has introduced revised timetables for all routes, effective December 2007. They have been considerably revamped and now include a more detailed route map, and the timing points are shown down the page, rather than across the top. PDFs of each are available on their website.

Special Summer Timetables. Sydney Ferries Summer Services Guide 2007/08 - 28pp DL booklet listing various service changes for all ferry routes between 22 Dec 07 and 28 Jan 08. Each route has details of relevant service changes, including a temporary timetable (eg Manly and Darling Harbour) and details of times for Boxing Day/NYE/Australia Day services. (PDF of summer timetables also on the SFC website.) (For Christmas Timetables page.)





DOMESTIC

Jetstar will increase Melbourne Avalon-Sydney services from six to eight daily return services from 8 April 2008. The Sydney route will initially grow from 6 to 8 times daily commencing 8 April 2008. Jetstar will base a second Airbus A320 aircraft at Avalon from July 2008 for a further expansion of this service whilst also increasing existing double daily Avalon-Brisbane services to three times daily. From July 2008, Jetstar will operate the following A320 daily frequencies from Melbourne Avalon, offering around 8,500 additional weekly seats with a future schedule comprising:

- 8 - 9 times daily to Sydney
- 3 times daily to Brisbane
- One daily return to Adelaide
- One daily return to Perth

The terminal at Avalon will be expanded at a cost of \$4 million to include a second departure gate, additional departure lounge seating, new retail outlets and a 50 per cent increase in the size of the arrivals terminal.

Regional carrier **O'Connor Airlines** ceased operations from 22 November 2007 after administrators failed to find a buyer. The Administrator said in a statement that "there were no offers to acquire the airline as a going concern".

Regional airline **Aeropelican** will commence flights from Newcastle to Tamworth in 2008, subject to regulatory approval. It plans a twice-daily service each Tuesday, Wednesday and Friday. Aeropelican, which currently operates from Newcastle to Sydney and Inverell, said the service would go daily if demand was strong. The airline operates three turbo prop aircraft.

INTERNATIONAL

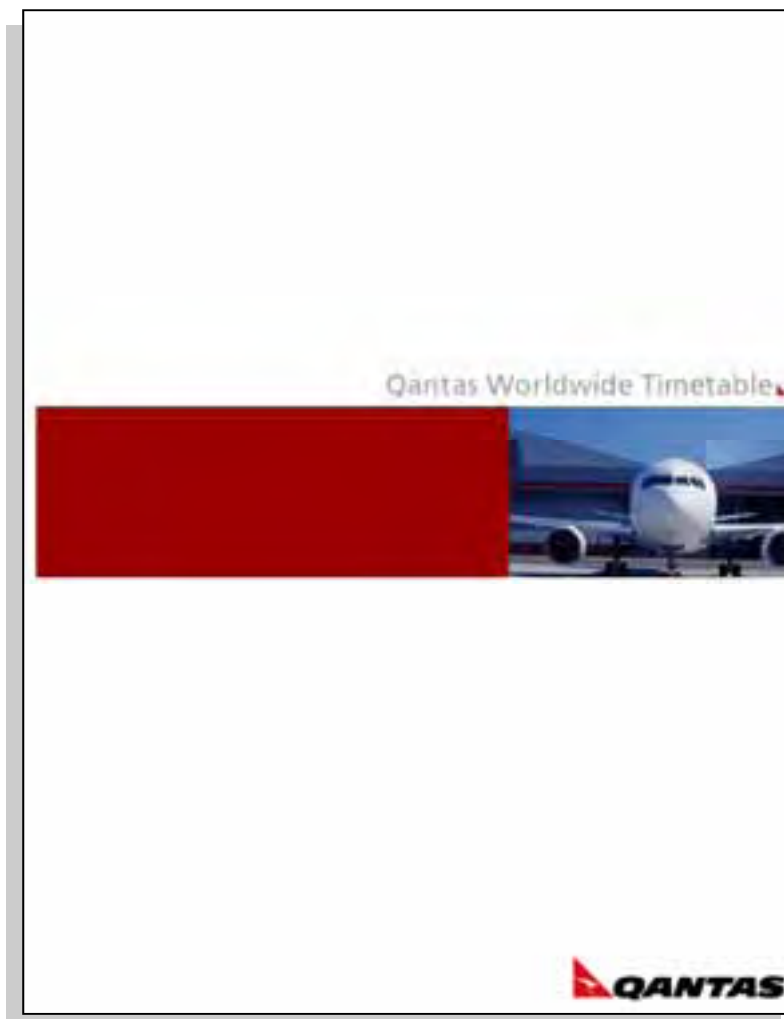
Qantas will increase the number of weekly flights between Melbourne and Hong Kong from seven to ten from 1 April as it builds towards a double daily service taking the number of daily Qantas flights between Australia and Hong Kong to 31

Singapore's government has granted budget carriers, **Jetstar** and **Tiger Airways** rights to operate daily return services to Kuala Lumpur effective 1 February, 2008. The announcement follows the mutual agreement between Singapore and Malaysia to partially open the Singapore-Kuala Lumpur air route.

Air Canada will operate its inaugural direct flight between Sydney and Vancouver on Sunday 16 December 2007. Flights are daily.

LAN Chile Airlines increased its Sydney-Auckland-Santiago flights to daily frequencies from December.

(Thanks to Tony Bailey for Air news).





DIVISION NEWS

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

Brisbane: The next meeting in Brisbane is scheduled for February 17 at the home of Convenor Brian Webber at 8 Coachwood Street, Keperra - phone 07 33542140.

Melbourne: Meeting Schedule for 2008 is 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 (Near Chatham Railway Station on Lilydale/Belgrave Lines).

Sydney: Geoffrey Clifton has volunteered to be the new Sydney convenor. His first meeting will be held at the church hall at the Uniting Church, 2 Lord St Roseville at 2 p.m. on Saturday 2nd February. Due to an impending Development Application by the church, future dates and places are a little uncertain. Geoffrey's contact details are GPO Box 1963 SYDNEY NSW 2001, geoffreyc@its.usyd.edu.au, phone 0405 387478

Auctioneer's Report:- Auction 28

Auction 28 has now concluded with more than 90% of lots offered sold, which was a great result. Due to the lots largely being offered by vendors, the profit to the AATTC is not a great as it has been for past auctions.

Some highlights:

Lots offered:	225
Lots Sold	209 (93%)
Lots unsold/withdrawn	19 (7%)
Estimated profit (after expenses)	\$1,250.00

Some of the most popular lots were:

- 166,7 – 6 bids
- 163 – 5 bids
- 3,10,161, 164, 162, 24,113 and 12 – 4 bids

A summary of the range of bids and prices realised is available.

As usual thanks to David Hennell for assisting with mail out of bids to successful vendors and Albert Isaacs for assistance with pricing and general logistics.. The next Auction (No 29) will be held in May 2008, catalogue to be distributed in April. I therefore invite members to submit lots for auction now. Please contact me on 0429892263 (bh) or 03 9540 0320 (ah) or by e-mail (swar3841@bigpond.net.au) before sending any material for auction.- **Stephen Ward**

NEWSPAPER TRAINS

Victor Isaacs writes: I am currently undertaking a study of the carriage of newspapers in Australian and NZ. In Victoria newspapers left Melbourne on trains designated Fast Goods (News) early in the morning. These lasted until, I think, the early 1980s. Can anyone tell me an exact date they ceased? In NSW Mixed trains departed Sydney in the early morning carrying the day's papers. Other than NSW and Victoria, is anyone aware of specific arrangements for the carriage of newspapers by train in other States?

Victor can be contacted on abvi@webone.com.au, 02-6257 17842 or 43 Lowanna St Braddon ACT 2612.

The Victorian Fast Goods (News) trains were introduced on 22 August 1904 from Melbourne to Geelong and Ballarat, and from Melbourne to Castlemaine and Bendigo, mainly to facilitate early delivery of the Argus and the Age to country districts. Country newspapers, however, complained that this was undercutting them, and complaints were raised in State Parliament. Subsequently the service was extended to all mainlines out of Melbourne. (See Victorian Parliamentary Papers, 1904, volume 1, page 651, Tonnage of Goods Carried by Newspaper and Other Trains; and Victorian Hansard, Legislative Assembly, 8 November 1904, pages 2801-2 and 2812).