



# TABLE TALK

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The day of the freight train in Victoria will soon be past if Pacific National has its way. Table Talk carried stories in the January issue, which are continued this month, with a summary of the current freight train timetables in Victoria and analyses of trains and services to be withdrawn in Tasmania and New South Wales. Grain trains bear the brunt of the withdrawals in Victoria and NSW, but Intermodal and General Freight trains are also badly affected. The withdrawals have been postponed until March, but still have an air of inevitability about them.

The photo above, taken on the Melbourne-Seymour section comes from the Victorian Railways web-site of **MARK BAU** at <http://www.victorianrailways.net/>. Another one of Mark's photos appears on our page 3. Mark's pages feature a large number of reproductions of Victorian Working and Public Timetables at <http://www.victorianrailways.net/timetables/tthome.html>, where the most recent addition is a complete 1939 Suburban Public Time Table in downloadable PDF form.

## 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 20.

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### TOP TABLE TALK

#### THE PARLOUS STATE OF RAIL FREIGHT IN VICTORIA IN 2008

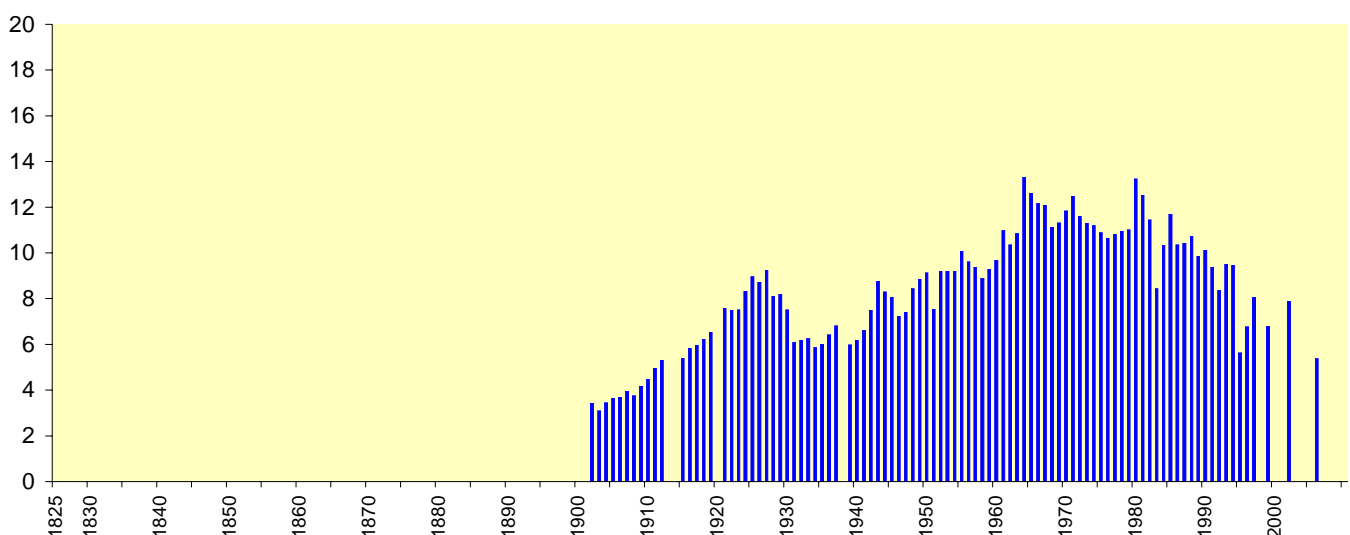
by Geoff Lambert



While passenger traffic on Victoria's rail network is advancing by leaps and bounds, rail freight traffic appears to be in terminal decline. This issue and the January issue of *Table Talk* carried reports of recent Pacific National plans to sell or close most of its operations. This is really the last straw as far as rail freight in Victoria is concerned. The November issue of *The Times* featured an analysis of the decline of the Roadside Goods train in Victoria, but all types of intrastate freight traffic have also declined—it's just that they did so later than did the Roadsides and after an encouraging growth in the 1960-1980 period. By most standards, the freight task in Victoria has never been high in absolute terms, but it once was high in relative terms. A recent report by the Meyrick consultancy company for the Essential Services Commission of Victoria has pointed out that general freight traffic (all modes) generally very closely follows economic growth. Rail, however, has shown a steady decline as the Victorian economy has grown. Meyrick did a separate report on grain traffic, which is more influenced by weather factors than commercial factors. Figures for all years are not available, but the following graph shows the annual tonnage lifted over the last century or so. The figures are in tons, not tonnes (but tons and tonnes are nearly identical).

The peak, which was reached in the last third of the twentieth century, was about 12 million tons. To put this in perspective, this is about 7% of what is currently lifted by Queensland Rail. Today, the Victorian figures are down to 5.4 million tonnes. This is made up of 0.9 million tonnes of stone, 2.3 million tonnes of grain, and 2.2 million tons of general freight, which is almost exclusively containerised ("intermodal"). In terms of gross tonne-kilometres (a measure of "transport task"), rail accounts for about 3 billion per year, compared with some 37 billion on road.

GOODS TONNAGE (MILLION)



As shown in the accompanying table, which has been compiled from the current Master Train Plan, this traffic is carried in 239 scheduled (“mandatory”) and 76 unscheduled (“conditional?”) trains per week. Historical figures are hard to come by, but we do know that in 1969, the Melbourne-Ballarat line alone carried 196 trains per week.

The total Broad Gauge network, not counting lines mothballed very recently, is some 3,670 km. Quite a significant proportion of this has no timetabled service at all, not even “Unscheduled”. In the current 121-page working timetable, 102 pages are devoted to passenger trains and only 19 to freight trains. This is a complete reversal of the way that WTTs used to look.

The reasons for the continuing decline were discussed in the previously-mentioned Meyrick report and also the recent *Rail Freight Review* (Fischer Report) and submissions to it, both discussed recently in *The Times* and *Table Talk*. These reasons may be summarised as:

Drought

Poor “just-in-time” delivery performance by rail

Move of major shippers away from rail lines

Improved productivity in the road sector

Cost disadvantages

Commercial decisions not to chase certain types of traffic

The Meyrick report offered little prospect that these factors would change in the foreseeable future and that the best the rail industry could hope for is to “hold the fort”. Pacific National has obviously made the decision that they cannot afford to wait. The Fischer Report was somewhat more sanguine, but it is obvious that even “holding the fort” will require substantial investment.

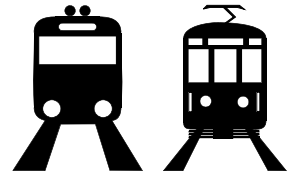
Whether such a thing comes to pass depends on Government attitudes about whether rail is “worth saving” Pacific National have, fairly understandably in the Jeff Kennett induced climate, made a purely commercial decision. Were the Government still in control of rail freight, any decision it made would involve much wider social, economic and environmental concerns. The Victorian Government does have some leeway in addressing such concerns by facilitating the sale of PN’s operations to new operators- but it may decide that this is not worth the effort. It can rationalise that, with rail accounting for only 8% of the total freight task, transferring it all to road might be less of a burden on its environment and its infrastructure budget than re-vamping the rail system would be. An economic rationalist might say that such a decision was “cruel but fair”.

See also the article “Victorian Rail Freight Review” in January’s *Table Talk*.





District	Train #	Days Run	Departs	Origin	Destination	Train type	Operator	Status	# of weekly trains all 315	# of weekly trains (Scheduled) 239	Notes
North West	0141	Su-Th	16:10	Mildura	Merbein	LE	PN	S	5	5	16:25 on Sun
North West	0142	M-F	11:15	Merbein	Mildura	LE	PN	S	5	5	07:50 on Mon
South West	0247	M-F	20:30	North Geelong	Waurm Ponds	LE	PN	S	5	5	Should be 9247? Error in frequency?
North East	0355	M-F	10:30	Mooroopna	Shepparton	LE?	PN	S	5	5	
Metropolitan	0501	Sun	20:00	Sth Dynon	Tottenham	LE	PN	S	1	1	
North East	0547	MTh	00:55	Tottenham	Somerton	Freight	PN	S	2	2	
North East	0548	TuF	02:20	Somerton	Tottenham	Freight	PN	S	2	2	
Metropolitan	0559	M-F	20:25	Sth Dynon	Tottenham	LE	PN	S	5	5	
Northern	9080	Su-Sat	22:20	Tottenham	Piangil	Grain	PN	U	7	0	
Northern	9084	M-F	15:30	Deniliquin	Tottenham	Freight	PN	S	5	5	Via Seymour
North West	9140	Su-Th	17:00	Merbein	Dynon	Freight	PN	S	5	5	17:15 on Sun
North West	9141	M-Sa	19:45	Dynon	Merbein	Freight	PN	S	6	6	
Northern	9175	M,Th	11:30	Maryborough	Boort	Grain	PN	S	2	2	
Northern	9176	M,Th	15:00	Boort	Maryborough	Grain	PN	S	2	2	
Metropolitan	9201	M-Th	22:30	Appleton	Warranambool	Freight	PN	S	4	4	
Metropolitan	9202	Tu-Sat	21:55	Warranambool	Appleton	Freight	PN	S	5	5	
South West	9230	M-F	02:20	Somerton	Waurm Ponds	Cement	PN	S	5	5	Error in frequency?
North East	9230	TWF	22:15	Waurm Ponds	Somerton	Cement	PN	S	3	3	Number should be 9346?
North East	9230	MWTh	02:20	Somerton	Waurm Ponds	Cement	PN	S	3	3	Possible error in number (9229?)
South West	9246	M-F	12:15	Waurm Ponds	North Geelong	Cement	PN	S	5	5	
South West	9264	M-F	22:59	North Geelong	Tottenham	PN	PN	S	5	5	
Northern	9280	Su-Sat	19:05	Piangil	Tottenham	Grain	PN	U	7	0	18:15 on Sa&Su 19:05 on Fri
Metropolitan	9317	Sun	18:30	West Tower	Kilmore East	Stone	PN	S	1	1	
North East	9318	M-F	13:50	Apex	Brooklyn	Stone	PN	S	5	5	
North East	9319	M-Th	19:45	Brooklyn	Apex	Stone	PN	S	4	4	
North East	9321	Su-Sat	20:30	Tottenham	Oaklands	Grain	PN	U	7	0	
North East	9322	M-F	17:45	Oaklands	Tottenham	Grain	PN	U	5	0	
North East	9340	M-F	08:50	Westall	Apex	Stone	PN	S	5	5	
South West	9346	Su-Th	22:15	Waurm Ponds	Shepparton	Cement	PN	S	5	5	
Metropolitan	9354	Tu-Sat	01:20	Tocumwal	Appleton	Freight	PN	S	5	5	
North East	9355	M-F	00:25	Tottenham	Tocumwal	Freight	PN	S	5	5	
North East	9356	M-F	10:00	Shepparton	Mooroopna	Stone	PN	S	5	5	
North East	9357	M-F	21:50	Tottenham	Wodonga	Freight	PN	U	5	0	
North East	9358	M-F	16:55	Wodonga	Tottenham	Freight	PN	U	5	0	
North East	9383	M-F	06:10	Tottenham	Deniliquin	Freight	PN	S	5	5	via Seymour
Metropolitan	9384	M-F	02:45	Deniliquin	Swanston	Freight	PN	S	5	5	
Eastern	9421	TuTh	09:55	Tottenham	Lyndhurst	Cement	PN	S	2	2	
Eastern	9421	F	20:05	Tottenham	Lyndhurst	Cement	PN	S	1	1	
Eastern	9424	TuTh	12:50	Lyndhurst	Tottenham	Cement	PN	S	2	2	
Eastern	9424	F	22:34	Lyndhurst	Tottenham	Cement	PN	S	1	1	
North East	9430	M-F	22:35	Apex	Westall	Stone	PN	S	5	5	
North East	9430	Su	21:35	Apex	Westall	Stone	PN	S	1	1	
Eastern	9441	Su-Th	22:45	West Tower	Bairnsdale	Logs	PN	S	5	5	
South West	9442	M-F	17:32	Bairnsdale	North Geelong	Logs	PN	S	5	5	
Eastern	9461	Sa	13:15	Dynon	Maryvale	Paper	PN	S	1	1	
Eastern	9461	Su	13:15	Dynon	Maryvale	Paper	PN	S	1	1	
Eastern	9461	M-F	14:20	Dynon	Maryvale	Paper	PN	S	5	5	
Eastern	9462	M-F	23:35	Maryvale	Dynon	Paper	PN	S	5	5	
Eastern	9462	Tu-Sat	02:40	Maryvale	Dynon	Paper	PN	U	5	0	
Eastern	9462	Su	20:15	Maryvale	Dynon	Paper	PN	S	1	1	
Eastern	9464	Sa	18:30	Maryvale	Dynon	Paper	PN	U	1	0	
Eastern	9467	M-F	20:35	Dynon	Morwell	PN	U	5	0		
Eastern	9468	M-F	18:45	Maryvale	West Tower	Paper	???	U	5	0	
Metropolitan	9503	F	23:30	Appleton	Tottenham	Freight	PN	S	1	1	
Metropolitan	9508	F	18:40	Brooklyn	West Tower	Stone	PN	S	1	1	
Metropolitan	9520	M-F	00:30	Tottenham	Swanston	Freight	PN	S	5	5	
Metropolitan	9521	M-F	06:00	Swanston	Tottenham	Freight	PN	S	1	1	
Metropolitan	9531	Tu-Sat	04:40	Appleton	Tottenham	Freight	PN	S	5	5	
Metropolitan	9532	M-F	20:00	Tottenham	Appleton	Freight	PN	S	5	5	
Metropolitan	9533	Tu-Sat	06:33	Appleton	Tottenham	Freight	PN	S	5	5	
Stony Point	9552	Su-Fri		Long Island	Dynon	Freight	PN	S	7	7	2004 Connex WTT
Stony Point	9553	Su-Sat		Dynon	Long Island	Freight	PN	S	7	7	2004 Connex WTT
Stony Point	9555	Su-Fri		Dynon	Long Island	Freight	PN	S	6	6	2004 Connex WTT
Stony Point	9556	Su-Fri		Long Island	Dynon	Freight	PN	S	6	6	2004 Connex WTT
Metropolitan	9558	Sa	07:30	Tottenham	Appleton	Freight	PN	S	1	1	2004 Connex WTT
Metropolitan	9587	M-F	06:15	Tottenham	Sunshine	Grain	PN	S	5	5	Shortest run in Australia?
Metropolitan	9589	M-F	11:40	Tottenham	Sunshine	Grain	PN	S	5	5	
Metropolitan	9590	M-F	12:40	Sunshine	Dynon	Grain	PN	S	5	5	
Metropolitan	9592	M-F	18:35	Sunshine	Tottenham	Grain	PN	S	5	5	
Metropolitan	9594	M-F	04:55	Tottenham	Kensington	Grain	PN	S	5	5	
Metropolitan	9596	M-Th	18:28	Kensington	Tottenham	Grain	PN	S	4	4	
Western SG	9782	M	12:00	Yaapeet	Dimboola	Grain	PN	U	1	0	
Western SG	9783	Su-Sa	14:15	Portland	Woolsley	Grain	PN	U	7	0	
Western SG	9784	Su	20:20	Wolsley	Portland	Grain	PN	U	1	0	
Western SG	9785	Su-Sa	01:30	Portland	Houpeton	Grain	PN	U	7	0	
Western SG	9786	Su	14:30	Houpeton	Portland	Grain	PN	U	1	0	
Western SG	9791	Su-Sa	07:25	Dimboola	Yaapeet	Grain	PN	U	7	0	



## RAIL AND TRAM

### NEW CONNEX MELBOURNE TIMETABLE

A new timetable for Connex Melbourne will come into operation on Monday 31 March 2008. The biggest alteration is the replacement of locomotive-hauled trains on the Frankston-Stony Point service by Sprinter DMUs. The running time will be reduced from the present usual 40 minutes to 36 minutes. Two sets will operate. The frequency of service will be increased, as follows:

- Mondays to Thursdays: from 7 to 10
- Fridays: from 8 to 12
- Saturdays: from 7 to 8

Sundays: from 6 Down and 7 Up to 7 in both directions (however the first Down train will not have a connection from Melbourne).

There are numerous alterations to AM and PM peak services on the Pakenham / Cranbourne lines. Other new or altered peak or shoulder services are:

- Additional train at 1520 Flinders Street to Glen Waverley (not via the City Loop)
- 1521 express from Craigieburn replaced by 1523 all stations from Broadmeadows
- 1637 from Broadmeadows now originates at Craigieburn at 1636
- Additional train at 1652 from Flinders Street to Werribee express via the direct line (hitherto there had only been one Down suburban train via the direct line)
- Additional train at 717 from Sunshine to Flinders Street express
- Additional train at 1508 from St Albans to Flinders Street
- Additional train at 1619 from Watergardens to Flinders street express
- Additional train at 1548 from Flinders Street to Watergardens express

Additional train at 1801 from Flinders Street to Watergardens express.

A few trains have been altered by one or two minutes.

A much more significant timetable change will occur in November 2008.

### MORE ON PACIFIC NATIONAL CUTBACKS

Further to the item in January *Table Talk* about Pacific National's plans to cut non-bulk freight train services in NSW, Victoria and Tasmania, the Company now plans

to close Portland and Dimboola depots. Despite denials that it has set a time table to leave Victoria, Pacific National has started moves to shed staff from its grain and freight services. Around 30 drivers have been told they can take redundancy or move interstate.

Victorian Public Transport Minister Lyn Kosky says the government is now talking to other operators. She said, "We do have another player in the market now, a small player, but we are talking to Grain Corporation as well about the viability and sustainability of the market."

Pacific National has told government and transport groups that it will not cease operations by 5 February as previously planned, but will continue services until at least the end of March, and will meet with contract groups to try and work out a way to keep services running. The upgrading of the Mildura line currently underway must now be in doubt.

It is possible to make reasonable guesses of some services which will disappear if Pacific National's threats are implemented in full.

**VICTORIA:** See "Top Table Talk".

**NSW:** Most PN grain services are unscheduled, but we can identify 932 Mon & Thur Junee – Narrandera and 040 Tue & Fri Narrandera – Junee.

**TASMANIA:** All trains with the exception of those on the former Emu Bay line, that is 430 Mon-Sat Burnie - Primrose and 930 return and 1545 Burnie – Melba Flats Conditional and 2045 return. Unscheduled cement trains Railton and Devonport may also survive.

### GREAT SOUTHERN

Great Southern Railways has issued a new public timetable dated 1 April 2008 to 31 March 2009.

### CITYRAIL TIMETABLE CHANGES

Weekday timetable changes on CityRail, Sydney, from Monday 21 January 2008 are shown in the table on page 6.

Station	am	pm	pm	pm
<b>Chatswood</b>	5.33Mx	-	5.00	5.30
St Leonards	5.38Mx	-	5.05	5.35
<b>North Sydney</b>	5.47Mx	4.44	5.14	5.44
Milsons Point	5.49Mx	4.46	5.16	5.46
<b>Wynyard</b>	5.54Mx	4.51	5.21	5.51
<b>Town Hall</b>	5.57Mx	4.54	5.24	5.54
<b>Central</b>	6.01Mx	4.58	5.28	5.58
<b>Redfern</b>	6.03Mx	5.00	5.30	6.00
<b>Strathfield</b>	6.15Mx	-	-	-
<b>Lidcombe</b>	6.21Mx	-	-	-
<b>Granville</b>	6.27Mx	-	-	-
<b>Parramatta</b>	6.31Mx	5.22	5.51	6.21
<b>Westmead</b>	6.34Mx	-	-	-
Seven Hills	6.40Mx	-	-	-
<b>Blacktown</b>	6.45Mx	5.32	6.01	6.31
Doonside	6.49Mx	5.36	6.05	6.35
Rooty Hill	6.52Mx	5.39	6.08	6.38
Mount Druitt	6.55Mx	5.42	6.11	6.41
St Marys	6.59Mx	5.46	6.15	6.45
Werrington	7.01Mx	5.48	6.17	6.47
Kingswood	7.05Mx	5.52	6.21	6.51
<b>Penrith</b>	7.08Mx	5.55	6.24	6.54

### North Shore Line

1721 Central to Berowra will **not stop** at Wollstonecraft and Waverton stations. This change does not affect the train stopping pattern or departure times for other stations on this service.

1729 Central to Gosford will **not stop** at Berowra. This change does not affect the train stopping pattern or departure times for other stations on this service.

### Western Line

601 Central to Penrith will **now depart** stations between St Marys and Penrith 4 minutes earlier on Tuesday to Friday. The 6.01 am Central to Penrith service on Monday is not affected. The new times for the Tuesday to Friday service are below.

1640 Central to Penrith will **now terminate** at Blacktown. This change does not affect the train stopping pattern or departure times for other stations on this service.

1658 Central to Penrith will **now stop** at Doonside and Rooty Hill. The new times are below.

1710 Central to Penrith will **now terminate** at Blacktown. This change does not affect the train stopping pattern or departure times for other stations on this service.

1728 Central to Penrith will **now stop** at Doonside and Rooty Hill. The new times are below.

1740 Central to Emu Plains will **now terminate** at Blacktown. This change does not affect the train stopping pattern or departure times for other stations on this service.

1758 Central to Penrith will **now stop** at Doonside and Rooty Hill. The new times are below.

### Newcastle & Central Coast Line

1730 Central to Wyong will **now terminate** at Gosford. This change does not affect the train stopping pattern or departure times for the other stations on this service.

1729 Central to Gosford via North Shore Line will **not stop** at Berowra. This change does not affect the train stopping pattern or departure times for other stations on this service.

1746 Central to Newcastle will **now stop** at Narara, Niagara Park, Lisarow and Ourimbah. The new times are below.

Central	5.46 pm
Strathfield	5.59
Eastwood	6.09
Epping	6.11
Hornsby	6.23
Woy Woy	6.58
Gosford arr	7.08-09
Narara	7.13
Niagara Park	7.15
Lisarow	7.18
Ourimbah	7.21
Tuggerah	7.26
Wyong	7.30
Warnervale	7.34
Wyee	7.41
Morriset	7.48
Fassifern	8.03
Cardiff	8.14
Broadmeadow	8.24
Hamilton	8.27
Civic	8.30
Newcastle	8.32

## COUNTRYLINK BUSES

December 2007 *Table Talk* reported the transfer of the contract for the operation of Countrylink's Queanbeyan-Canberra-Yass-Harden-Cootamundra bus from Trans-Border to Makehams. The article stated that, as a result, the service no longer called at Yass Junction, thus providing passengers from Canberra to Melbourne with no choice but to transfer to the train at Cootamundra. The former option of transferring at Yass Junction provided a longer proportion of the journey by train. This situation is also mentioned in an article in the current (February) issue of the *Times* ("Which Way Will We Go?", p.14, paragraph 2 of the Melbourne-Canberra section).

It is very pleasing to report that this decision has now been reversed, and the Makehams bus now calls at Yass Junction station, restoring the choice.

## CTC ON ARTC LINES

Australian Rail Track Corporation Ltd (ARTC) and Queensland Rail have completed the NSW section of its new Centralised Train Control (CTC) system from Casino to Acacia Ridge removing the long delays caused by the former Electric Staff safeworking system. Around 45 minutes will be cut from the Brisbane- Sydney rail journey for freight trains. The CTC system is part of ARTC's \$220 million Northern Improvement Rail Upgrade program on the North Coast Line. ARTC's is spending \$2.4 billion dollar on upgrades across its interstate and Hunter Valley rail networks.

Four hours in transit time between Sydney and Brisbane are estimated to be removed for trains traveling on completion of ARTC's major upgrade of the Main north line between Sydney and Brisbane in mid 2009. The CTC project has been undertaken by ARTC in conjunction with its northern alliance partners Ansaldo – STS for the signalling and remote control portion of the

works and the TEJV, a joint venture between Laing O'Rourke and Balfour Beatty for track and civil components

The first two stages of Centralised Train Control (CTC) were commissioned on the ARTC Ulan line between Muswellbrook and Kerrabee during the week beginning 21 January. The removal of the antiquated staff system of safe-working means that trains traveling between Muswellbrook and Ulan will save at least 20 minutes at each of the two crossing locations. On a return journey from the port to the mine and back, export coal trains will save a minimum of 1 hour and 20 minutes on the current schedule. Stages one and two of the project cover 73.5km of the total 146km between Muswellbrook to Ulan. Commissioning of the CTC system over the remaining 73kms is scheduled for completion in mid-February providing further increases in capacity and reductions in train cycle time. The project has been delivered on budget at a total cost of \$14m.

## NSW TRAIN ORDERS

Work has commenced on removing redundant sidings at Queanbeyan. This is the first step for the long overdue introduction of Train Order working to replace the time-consuming and archaic Electric Staff system between Tarago, NSW and Canberra, ACT.

## V LINE GIPPSLAND TRAINS

Gippsland passenger trains returned to full operation from Tuesday 29 January, with V/Line trains operating to and from Southern Cross Station. V/Line trains had been unable to operate on the metropolitan Pakenham train line since 21 December 2007, following the discovery of a problem with the type of signals used in that section of the line. (See "Was it a Good Christmas for V Line Passengers?" in the January Table Talk). V Line produced a series of temporary timetables to cover the period of truncated services.

## TRANS-ADELAIDE

The SA Government is to call tenders for a major track upgrade. This will involve more than 60 km of new track, with work commencing on the Noarlunga and Belair lines. Tenders will also be called soon for the relocation of the Adelaide railcar depot.

The TransAdelaide Board has been stripped of most of its responsibilities and will in future be solely responsible for the delivery of the tram and train services. The Transport Department has taken over the control of all rail assets and the major infrastructure works. There has been no reduction in the amounts paid to Board members.

Last year, more than 40 trains a day are reported to run late despite a reduction in the number of trains run. (Late running is being more than 5 minutes late). The worst was January 2007 when only 20% of trains were on time. There has been a reduction in the number of train passengers in the last financial year but tram and bus passengers increased by 14% in the same period.

There were reports in mid December of trams on the Glenelg line terminating at stop 15, Brighton Road, due to problems with time keeping forcing passengers to

walk the last kilometre to Moseley Square or wait for the next tram.

Problems associated with the showing of destination signs on the Flexity trams have been resolved and trams are showing the correct destination signs. However, shuttle trams are still showing supplementary boards in the driver's window. Announcements in the trams have been updated and now refer to the new stop numbers introduced on 14 October 2007.

Train drivers held a stop work meeting by train drivers on Tuesday 15 January over a mooted pay increase. Train services were suspended between approximately 900 and 1500. Commuters have been assured that the dispute will not result in further disruptions in the "short term". Although the revised offer of a 3.5% increase p.a. over 3 years was acceptable, a sticking point was proposed relocation of the Adelaide yards due to the planned construction of the Marjorie Jackson-Nelson Hospital over the yards to replace the Royal Adelaide Hospital

A printed timetable for a replacement bus service on the Grange and Outer Harbor lines on 12 and 13 January was seen at Adelaide station with Grange line passengers being required to change buses at Woodville. However, on the AdelaideMetro website, a timetable was published providing a train service to Grange which connected with a replacement bus service from Woodville to Outer Harbor on the Sunday morning only. The printed version referred to essential maintenance on the Port Adelaide viaduct and in the Adelaide yard. However the work was cancelled for logistical reasons and that only a shorter period was required for some remedial work hence the revised timetable appearing on the website.

## NEW YEAR'S EVE IN ADELAIDE

Special transport services were operated as in previous years on New Year's Eve with no fares being charged after midnight. A brochure detailed all bus services scheduled after midnight as well as some amended services prior to midnight. The major event this year in the City was held in Elder Park on the banks of the River Torrens instead of outside the Town Hall and at Victoria Square. Consequently, there was no need to divert bus routes from King William Street as in previous years.

As in recent years, Glenelg was the other major centre of activity affecting public transport and more particularly the tramline.

Departure times were shown for each train line from Adelaide and the outer terminus after approximately 1830. A number of trains were operated on limited stops from the City prior to midnight on all lines except Belair.

In the case of trams, the scheduled service was increased after 1830 to every 12 minutes to 400 and then every 30 minutes to the commencement of the normal service on New Years Day. The service was truncated at the Glenelg end at stop 15, Brighton Road, from 1800. The service to Moseley Square was scheduled to re-commence at approximately 300. The service was entirely operated with Flexity trams. A supplementary express shuttle bus service was also operated between the Adelaide station and Colley Terrace. As in previous years, trams had difficulty in coping with the loading offering and waiting passengers along the line were at times left behind. The return tram service from Brighton Road was also supplemented by buses.

## QUEENSLAND FLOODS

During the severe flooding in Queensland in the week beginning 21 January, rail lines were less affected than roads. A "Spirit of the Outback" train was truncated at Emerald where it was utilised to provide transport for local residents for a number of days. The "Spirit of the Outback" due to depart Brisbane on 22 January was cancelled. The "Westlander" due to depart Brisbane on that date ran, but without road connections beyond Charleville. Interim arrangements for the Spirit are shown below.

























## NEW ZEALAND SNAPSHOT

Following is a table showing the operation of all trains operating in New Zealand at 1600 on 17 January 2008, providing a snapshot of operations on a weekday. The data is updated four times a day. It can be accessed at [www.quicktrup.co.nz/rails/railtrack.htm](http://www.quicktrup.co.nz/rails/railtrack.htm)

(Thanks to Ian Cooper, Geoff Lambert, Dennis McLean, Lourie Smit, Roger Wheaton and Victor Isaacs for Rail and Tram news).

<p><b>Alterations to Spirit of the Outback -</b> Track damage Emerald to Longreach. Due to the considerable amount of track damage west of Emerald, Spirit of the Outback services will terminate and commence from Emerald until at least Thursday 7 February 2008. Motorail will not be available on any Spirit of the Outback service up to and including Thursday 14 February 2008.</p> <p><b>Services terminating at Emerald</b> on Sunday 27 January and 3 February at 4.00am will have a coach connection provided, departing Emerald at 7.00am.</p> <p>Coaches will run to the following timetable:</p> <ul style="list-style-type: none"> <li>7.00am - Depart Emerald</li> <li>7.30am - Anakie</li> <li>8.00am - Bogantungan</li> <li>9.15am - Alpha (comfort stop)</li> <li>9.30am - Depart Alpha</li> </ul>	<ul style="list-style-type: none"> <li>10.15am - Jericho</li> <li>11.30am - Barcaldine</li> <li>12.00pm - Ilfracombe</li> <li>12.30pm - Longreach</li> </ul> <p><b>Services terminating at Emerald</b> on Wednesday 30 January and 6 February will have a coach connection departing Emerald at 10.00am.</p> <p>Coaches will run to the following timetable:</p> <ul style="list-style-type: none"> <li>10.00am - Depart Emerald</li> <li>10.30am - Anakie</li> <li>11.00am - Bogantungan</li> <li>12.15pm - Alpha (Lunch)</li> <li>1.15pm - Depart Alpha</li> <li>2.00pm - Jericho</li> <li>2.45pm - Barcaldine</li> <li>3.15pm - Ilfracombe</li> <li>3.45pm - Longreach</li> </ul>	<p><b>Services commencing from Longreach</b> on Monday 28 January and 4 February and Thursday 31 January and 7 February will have a coach connection departing Longreach at 9.00am</p> <p>Coaches will run to the following timetable:</p> <ul style="list-style-type: none"> <li>9.00am - Longreach</li> <li>9.30am - Ilfracombe</li> <li>10.00am - Barcaldine</li> <li>11.15am - Jericho</li> <li>12.00pm - Alpha (Lunch)</li> <li>1.00pm - Depart Alpha</li> <li>1.45pm - Bogantungan</li> <li>2.15pm - Anakie</li> <li>2.45pm - Emerald</li> </ul> <p>Further advice will be provided should the coach transfers be required beyond the above-mentioned dates.</p>
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	Locomotive	Train	To	Departs	Arrives	Due
	DC	135	MISSION BUSH - HAMILTON	5:00 PM	6:57 PM	5:10 PM
	DFB 7160	135	MISSION BUSH - HAMILTON	5:00 PM	6:57 PM	5:10 PM
	DCP 4634	1609	MASTERTON - WELLINGTON	3:45 PM	5:19 PM	5:19 PM
	DFM 7322	188	HAMILTON - AUCKLAND	1:00 PM	3:12 PM	3:35 PM
	ET 30157	200	WELLINGTON - AUCKLAND	7:30 AM	7:06 PM	HAMILTON @ 5:25 PM
	EF 30013	201	AUCKLAND - WELLINGTON	7:30 AM	7:20 PM	PALMERSTON NORTH @ 5:10 PM
	DX 5068	222	WELLINGTON - AUCKLAND	3:05 PM	5:54 AM	PALMERSTON NORTH @ 5:31 PM
	DCP 4818	222	WELLINGTON - AUCKLAND	3:05 PM	5:54 AM	PALMERSTON NORTH @ 5:31 PM
	EF 30105	225	AUCKLAND - WELLINGTON	4:45 AM	10:25 PM	PALMERSTON NORTH @ 6:42 PM
	EF 30042	225	AUCKLAND - WELLINGTON	4:45 AM	10:25 PM	PALMERSTON NORTH @ 6:42 PM
	DJ 3096	225	AUCKLAND - WELLINGTON	4:45 AM	10:25 PM	10:29 PM
	DFB 7173	231	AUCKLAND - WELLINGTON	3:15 PM	6:30 AM	HAMILTON @ 5:35 PM
	EF 30071	232	WELLINGTON - AUCKLAND	4:40 AM	8:58 PM	HAMILTON @ 4:50 PM
	EF 30192	232	WELLINGTON - AUCKLAND	4:40 AM	8:58 PM	HAMILTON @ 4:50 PM
	DCP 4830	245	KARIOI - WELLINGTON	12:55 PM	6:20 PM	6:20 PM
	DCP 4605	245	KARIOI - WELLINGTON	12:55 PM	6:20 PM	6:20 PM
	DFT 7051	324	MOUNT MAUNGANUI - AUCKLAND	3:00 PM	9:34 PM	9:44 PM
	DC 4692	324	MOUNT MAUNGANUI - AUCKLAND	3:00 PM	9:34 PM	9:44 PM
	DC 4317	354M	MURUPARA - KAWERAU	2:00 PM	3:15 PM	3:15 PM
	DFT 7049	354M	MURUPARA - KAWERAU	2:00 PM	3:15 PM	3:15 PM
	DC 4283	483	KINLEITH - MOUNT MAUNGANUI	1:15 PM	4:22 PM	4:23 PM
	DC 4041	483	KINLEITH - MOUNT MAUNGANUI	1:15 PM	4:22 PM	4:23 PM
	DFB 7348	544	PALMERSTON NORTH - WHAREROA	2:05 PM	6:05 PM	6:05 PM
	DXB 5520	544	PALMERSTON NORTH - WHAREROA	2:05 PM	6:05 PM	6:05 PM
	DX 5039	574	WHAREROA - NEW PLYMOUTH	3:30 PM	5:30 PM	5:30 PM
	DX 5120	574	WHAREROA - NEW PLYMOUTH	3:30 PM	5:30 PM	5:30 PM
	DX 5108	626	PALMERSTON NORTH - NAPIER	1:55 PM	7:10 PM	7:10 PM
	DX 5166	634	WELLINGTON - NAPIER	6:52 AM	3:00 PM	3:00 PM



Trans Scenic	DX 5304	701	PICTON - CHRISTCHURCH	1:00 PM	6:21 PM	6:55 PM
<b>TALL</b>	DCP 4628	725	PICTON - MIDDLETON	6:45 AM	3:08 PM	3:08 PM
<b>TALL</b>	DC 4876	725	PICTON - MIDDLETON	6:45 AM	3:08 PM	3:08 PM
<b>TALL</b>						
<b>TALL</b>	DXC 5460	730	MIDDLETON - PICTON	8:40 AM	4:41 PM	4:30 PM
<b>TALL</b>	DXH 5391	734	MIDDLETON - PICTON	11:00 AM	7:56 PM	7:56 PM
<b>TALL</b>	DQ 6324	735	PICTON - MIDDLETON	3:30 PM	11:46 PM	11:46 PM
<b>TALL</b>	DX 5333	735	PICTON - MIDDLETON	3:30 PM	11:46 PM	11:46 PM
<b>TALL</b>	DFT 7132	736	MIDDLETON - PICTON	3:10 PM	11:55 PM	11:55 PM
<b>TALL</b>	DQ 6382	736	MIDDLETON - PICTON	3:10 PM	11:55 PM	11:55 PM
Trans Scenic						
	DCP 4513	804	GREYMOOUTH - CHRISTCHURCH	1:45 PM	6:04 PM	6:04 PM
Trans Scenic						
	DCP 4559	804	GREYMOOUTH - CHRISTCHURCH	1:45 PM	6:04 PM	6:04 PM
Trans Scenic						
	DCP 4801	804	GREYMOOUTH - CHRISTCHURCH	1:45 PM	6:04 PM	6:04 PM
<b>TALL</b>	DX 5310	826	REEFTON - MIDDLETON	2:35 PM	10:31 PM	10:31 PM
<b>TALL</b>	DC 4853	826	REEFTON - MIDDLETON	2:35 PM	10:31 PM	10:31 PM
<b>TALL</b>	DXC 5500	832	RAPAHOE - LYTTELTON	8:45 AM	3:52 PM	3:52 PM
<b>TALL</b>	DXB 5229	832	RAPAHOE - LYTTELTON	8:45 AM	3:52 PM	3:52 PM
<b>TALL</b>	DXC 5212	841	LYTTELTON - NGAKAWAU	10:47 AM	12:40 AM	12:40 AM
<b>TALL</b>	DXH 5448	841	LYTTELTON - NGAKAWAU	10:47 AM	12:40 AM	12:40 AM
<b>TALL</b>	DXC 5402	844	NGAKAWAU - LYTTELTON	7:40 AM	6:52 PM	6:52 PM
<b>TALL</b>	DXB 5264	844	NGAKAWAU - LYTTELTON	7:40 AM	6:52 PM	6:52 PM
<b>TALL</b>	DXC 5431	846	NGAKAWAU - LYTTELTON	1:55 PM	12:39 AM	12:39 AM
<b>TALL</b>	DXC 5517	846	NGAKAWAU - LYTTELTON	1:55 PM	12:39 AM	12:39 AM
<b>TALL</b>	DXC 5195	849	LYTTELTON - NGAKAWAU	2:24 AM	9:05 PM	9:05 PM
<b>TALL</b>	DXC 5425	849	LYTTELTON - NGAKAWAU	2:24 AM	9:05 PM	9:05 PM
<b>TALL</b>	DX 5483	922	DUNEDIN - MIDDLETON	1:45 PM	10:09 PM	10:09 PM
<b>TALL</b>	DFT 7023	923	MIDDLETON - DUNEDIN	9:05 AM	6:27 PM	6:27 PM
<b>TALL</b>	DFT 7295	925	MIDDLETON - DUNEDIN	2:28 PM	11:50 PM	11:50 PM
<b>TALL</b>	DFT 7199	926	INVERCARGILL - DUNEDIN	10:40 AM	3:19 PM	4:15 PM
<b>TALL</b>	DC 4277	926	INVERCARGILL - DUNEDIN	10:40 AM	3:19 PM	4:15 PM
<b>TALL</b>	DC 4450	935D	DUNEDIN - INVERCARGILL	10:25 AM	2:53 PM	4:30 PM
<b>TALL</b>	DFT 7008	935D	DUNEDIN - INVERCARGILL	10:25 AM	2:53 PM	4:30 PM
<b>TALL</b>						
	DBR 1295	M52C	HAUTAPU			4:05 PM
<b>TALL</b>	DC 4565	M72	KINLEITH - HAMILTON	2:15 PM	6:22 PM	6:22 PM
<b>TALL</b>						
	DSG 3074	P27B	PALMERSTON NORTH			3:15 AM
<b>TALL</b>						
	DFB 7213	Y86A	OHAI - INVERCARGILL	11:30 AM	3:00 PM	3:00 PM



# BUS



## New South Wales - Sydney

### Sydney Private Buses

**Veolia Transport** routes 905/925. The new timetable for route 905/925 where there was a slight change in route on 17th December 2007 for route 925, has now been seen in paper form although it is still not on the Veolia website.

Many of the former Transit First routes (and other existing Veolia routes) will be up for reprint again mid year when Bankstown area services are through-routed between Centro and Bankstown Station southside.

## New South Wales - Regional

### Newcastle Area.

A new **Morisset Bus Service** timetable for routes 278, 279 and 280 has been received dated September 2007 replacing the 2006 version.

### Blue Mountains

**Blue Mountains Bus Company** has introduced new timetables for their Blue Mountains route network, effective Monday 31 December 2007. The new timetables are split into three DL booklets - Lower Mountains (yellow - routes 688, 689, 690, 691), Mid Mountains (blue - routes 685, 690, 692, 693, 694) and Upper Mountains (green - routes 685, 686, 690, 695, 696, 697, 698). The website has the new PDFs as well as the new route maps for each timetable. As per DDA requirements, the new timetables also show wheelchair accessible service times. Timetable list:

#### Upper Mountains (Green)

685 Hazelbrook to North Hazelbrook

685 Katoomba to Wentworth Falls & North Wentworth Falls

686 Katoomba to Echo Point & Scenic World

686 Katoomba to Katoomba Golf Club

690 Katoomba to Springwood

695 Katoomba to South Leura

696 Katoomba to South Katoomba

697 Katoomba to North Katoomba

698 Katoomba to Blackheath & Mount Victoria

#### Middle Mountains (Blue)

685 Springwood to Hazelbrook & North Hazelbrook

690 Springwood to Chapman Parade

690 Faulconbridge to Penrith

690 Springwood to Katoomba

692 Springwood to Winmalee

692 Springwood to Springwood Hospital & Buckland

693 Springwood to Burns Road

694 Springwood to Bee Farm Road

Lower Mountains (Yellow)

688 Penrith to Emu Heights

689 Penrith to Leonay

688/689 Penrith to Leonay & Emu Heights. Combined night & weekend service

690 Penrith to Faulconbridge

691 Blaxland to Mount Riverview

### South Coast

**Tathra Bus Service** has introduced a new timetable for their routes 780 Bega Town Loop Service, 785 Bega – Tathra and 786 Tathra – Merimbula (operates Tuesdays and Thursdays only) effective 3 December 2007.

The **Summer Bus** is a community road safety initiative providing a late night transport service to prevent drink driving and drink walking.

Wollongong/ Austinmer Summer Bus timetable The Summer Bus runs on Friday and Saturday nights, plus Public Holiday Eves, between 28 Sep 07 - 23 Feb 08 with Brisbane

a Dapto Service (New Years Eve only).

Nowra Summer Bus timetable. The Summer Bus runs on Friday and Saturday nights, plus New Years Eve, between 30 Nov 07 - 12 Jan 08.

Kiama Summer Bus timetable The Summer Bus runs on Friday and Saturday nights, plus Public Holiday Eves, between 7 Dec 07 - 23 Feb 08.

Southern Highlands Summer Bus timetable. The Summer Bus runs on Friday and Saturday nights, plus Christmas Eve, between 2 Nov 07 - 5 Jan 08.

Ulladulla Summer Bus timetable. The Summer Bus runs on Friday and Saturday nights, plus New Years Eve, between 14 Dec 07 - 26 Jan 08 & Easter 08.

Batemans Bay Summer Bus timetable. The Summer Bus runs on Friday and Saturday nights, plus New Years Eve, between 30 Nov 07 - 26 Jan 08 & Easter Saturday.

### North Coast

Further to previous information, advice has been received that the **Busways** Timetables for Port Macquarie and Grafton in the new MOT format were specifically prepared for the Busways website and are not available in printed format.

**Blanch Ballina** - Timetable for routes 637, 640, 641 and 665 is still dated 20 November 2006 but with sticker dated 22/10/2007 stating that Saturday evening services on route 637 Byron Bay, Sunrise Beach and Suffolk Park would cease from that date (on Saturdays it only operated at night) and weekday services after 7.25pm on that route would also cease.

Note specifically that the timetable for routes 227/232 supersedes the timetable for routes 222/232.

**Southern Cross Transit** has recently commenced a new cross country route between Ipswich and In-

dooroopilly branded as CITYlink. A timetable dated 17 December 2007 is available from their website at <http://www.southerncrosstransit.com.au> and operates Mon-Sat on an approximately 2 hour frequency with an additional AM/PM run for school students. It has been given the route number SX101. It appears to be unfunded by the State Government so it will be interesting to see how long Southern Cross is able to operate the service.

## Queensland – Brisbane

Some updated printed **Brisbane Transport** timetables appear below:

## Queensland – Regional

Updated timetables for **Toowoomba Transit Coaches**.

Toowoomba – Brisbane. A4 size, dated 21.5.2007.

- trips ex Toowoomba weekdays at 0630; 1130 and 1600 and ex Roma Street at 0900; 1330 and 1800

- trips ex Toowoomba weekends and PH at 0700 and 1600 and ex Roma Street at 0900 and 1800

Rainbow Beach – Noosa – Brisbane. A4 size, dated 20.11.2007 (appears to be a new service)

-trip ex Roma Street on Wed, Thurs only at 0900 arriv-

Route	Detail	Operator	Date
101	Inala to Oxley/Corinda local		
102	Inala to Oxley/Corinda local		
103	Inala to Darra/Mt Ommaney local		
122	Inala to Garden City local	Brisbane Transport	18 June 2007
116	Moorooka to City citybus		
121	Salisbury to City express	Brisbane Transport	23 July 2007
117	Acacia Ridge to City all stops		
121	Salisbury to City cityxpress		
124	Sunnybank to City all stops		
125	Garden City via Salisbury to City all stops	Brisbane Transport	23 July 2007
135	Algester to City cityxpress		
155	Calamvale to City cityxpress		
134	City to Griffith University rocket		
145	Browns Plains to Griffith University local	Brisbane Transport	23 July 2007
199	New Farm (Teneriffe Ferry) to City to West End BUZ		
N199	New Farm (Teneriffe Ferry) to City to West End NightLink		
197	New Farm (Merthyr) to City to Fairfield Gardens all stops		
196	New Farm (Merthyr) to City to Fairfield Gardens all stops		
195	New Farm to City to West End all stops		
193	Teneriffe to Merthyr Village shopper service	Brisbane Transport	19 November 2007
214	Cannon Hill to City cityxpress		
215	Carindale to City cityxpress		
216	Tingalpa to City rocket		
220	Wynnum to City cityxpress		
221	Wynnum to City rocket		
N226	Fortitude Valley to Wynnum NightLink	Brisbane Transport	19 May 2007
227	Wynnum to City all stops		
232	Cannon Hill to City all stops	Brisbane Transport	17 December 2007
467	Sinnamon Park to Oxley Station all stops		
468	Indooroopilly to Oxley Station all stops	Brisbane Transport	15 December 2007
475	Rainworth to City to P.A. Hospital all stops		
476	Rainworth to City to P.A. Hospital all stops	Brisbane Transport	29 January 2007



ing Noosa at 1055; Gympie at 1155 and Rainbow Beach at 1300

-trip ex Rainbow Beach is at 1730 on Tues, Wed and Thurs arriving back at Roma St at 2140 (given the unbalanced working it would appear that some dead running would be required)

Rainbow Beach – Gympie – Toowoomba. A4 size, dated 20.11.2007 (this appears to be the service operated by Greatway Coaches)

- Toowoomba to Rainbow Beach service operates Friday departing at 1600 arriving Rainbow Beach at 2245

- Return trip leaves Sunday at 1120 from Rainbow Beach arriving back in Toowoomba at 1810

### **Mackay Transit Coaches**

New tt dated 20 April 2007. Only change is a minor alteration to Route 1 in East Mackay. All times remain the same as the April 18, 2005 tt.

### **Con-x-ion**

Con-x-ion ceased their Mackay Airport – Whitsunday service in late June 2007 due to falling patronage. Passengers are now directed to Greyhound Australia services between Mackay and Whitsunday however Greyhounds times are not as suitable for airline connections.

### **Hermit Park Bus Service**

Route 33, Bushland Beach Bus, services were altered from 12 November 2007. Most times were altered and additional stops introduced. Buses generally operate earlier but arrive around the same time, or depart around the same time but arrive later, due to the increased stops. Services levels remain at 7 services per day. The 16.15 service from Bushland Beach now operates to Rising Sun, Townsville, previously only operated local service.

### **Magnetic Island Bus Service**

A new tt was introduced from 1<sup>st</sup> Dec 2007. This company seem to regularly introduce new tts however the changes only ever appear to be minor. There is along approx. 5mins difference in times between this tt and the tt from 7<sup>th</sup> Mar 2005.

### **Glasshouse Country Coaches**

Glasshouse Country Coaches, in conjunction with Queensland Transport Caloundra City and Maroochy Shire, has introduced a new service between Maleny and Nambour on a six month trial from 1 December 2007. There are four services daily (7.00, 9.35, 13.00, 15.45 from Maleny; 8.15, 11.00, 14.15, 17.10 from Nambour Monday to Friday and 7.45 10.45, 13.25, 16.25 from Maleny; .05, 11.55, 14.50, 17.35 from Nambour Sat, Sun and PH), along with a new weekend service between Landsborough and Maleny (7.26 and 10.20 from Landsborough; 9.56 and 18.26 from Maleny).

### **Trans North Bus & Coach/Whitecars**

Whitecars ceased operating their Cairns – Atherton bus service from 31<sup>st</sup> December 2007. The service recommenced on 2<sup>nd</sup> January 2008 being operated by Trans North Bus & Coach. At this stage the service levels remain unchanged by apparently Trans North and Queen-

sland Transport are review the service with a view to improvements.

The Cairns Kuranda Shuttle, part of Whitecars has also ceased, possibly prior to Christmas. At this time Trans North have not replaced this service but John's Kuranda Bus still operates.

### **qConnect**

Queensland Transport launched qConnect, the regional version of TransLink, in Cairns in late December. qConnect is a new branding for government funded bus, ferry and airline services within Queensland. It appears the first service to be marketed under the qConnect banner will be the Marlin Coast Sunbus services in Cairns. New qConnect tts, effective 21 January 2008 are being issued. (I haven't yet compared them to the April 2005 tts they replace however there is a new Route 4 operating City – Stocklands – Raintrees – Smithfield – University and some minor route changes on other services).

### **Greyhound Australia & Kynoch Coaches**

Greyhound Australia's website no longer shows a Brisbane – Toowoomba – Rockhampton service. There is now a service from Toowoomba to Rockhampton only which appears to be operated by Kynoch Coaches. The date of this change is unknown.

## **South Australia – Adelaide**

### **After Midnight Bus Services**

In addition to the 61 new timetables issued following the revision of the bus services operated by **Torrens Transit** commencing from 13 January, 4 new timetables in the small card size have been issued together with a brochure for the after midnight services operated on Saturday night/Sunday morning. These timetables cover the following services which commenced from Saturday night 19 January:

N212 City to Aberfoyle Hub via Marion Shopping Centre – 1.02am hourly to 4.02am

N215 Marion Shopping Centre via Goodwood Road to City. – 12.30am hourly to 3.30am (Inbound only service).

N721 City via South Road and Marion Shopping Centre to Colonnades Shopping Centre at Noarlunga Centre and Moana. Buses depart the City at 1.30am hourly to 4.30am. The 1.30 and 3.30 terminate at Colonnades. Buses depart Moana at 1.18 and 3.18am (19 minutes before the outbound bus arrives) and hourly between 12.35am and 3.35am from Colonnades.

N137 City via Henley Beach to West Lakes – 12.12, 12.42 then hourly to 4.42am.

Return buses depart West Lakes hourly 12.30 hourly to 3.30 through routed to N122.

N262 City to Marion Shopping Centre via Anzac Highway and Glenelg. 12.30 hourly to 4.30. Return buses depart Marion 12.20 hourly to 3.20am through routed to N254.

N254 City – Port Adelaide – Semaphore via Torrens Road. Hourly 1.00am to 4.00am. Return buses depart Semaphore 12.47 hourly to 3.47am through routed to N262.

- N122 City - Rosslyn Park via The Parade Hourly 12.02 to 4.02am. Return buses depart 12.27 to hourly to 4.27am through routed to N137.
- N178 City via Payneham Road to Newton. 1.02 hourly to 4.02am. Return buses depart 12.34 hourly to 3.34am
- N864 City – Mount Barker 1.30 hourly to 4.30am. Return buses depart 12.20 to 2.20am
- N1 City – Tea Tree Plaza via O-Bahn thence to Golden Grove Village,.
- N3 City – Tea Tree Plaza via O-Bahn thence to Fairview Park returning via Route 542. Buses depart City every 30 mins 12.15am to 3.45 then 4.45am to Tea Tree Plaza. 12.45 hourly to 4.45 on N1 to Golden Grove, 12.15 hourly to 3.15 on N3. Beyond Hancock Road stop 59 buses set down only as required. Buses from Golden Grove depart 12.32am hourly to 2.32 and every 30 mins 12.15 to 3.15 then 4.15 from Tea Tree Plaza.
- N224 City – Gawler via Mawson Central and Elizabeth. 1.20 hourly to 4.20am Buses depart Gawler 12.55, 1.55 and 2.55am An additional bus departs Elizabeth at 12.20am.

Normal fares are charged on these services which are again a joint initiative with the Motor Accident Commission.

### Bus Services Timetable Changes

Details of services stopping at stops in the City where they are listed are now painted in black on a white instead of a yellow background with the route numbers with different colours. The timetables for the services which were changed on 13 January fixed at stops are the same as those issued to the public except the maps are no longer shown. The details of stop locations, where shown, are now much less helpful than previously.

## Victoria - Melbourne

Changes to bus Routes 216 (**Melbourne Bus Link**) and 456 (**Sita**).

On Saturday, 29 December 2007 the Saturday afternoon extension of bus Route 216 from Caroline Springs

to Melton ceased and was replaced by (from Saturday, 5 January 2008) bus Route 456 operating its normal route to Woodgrove Shopping Centre and extending to Melton Railway Station from 3.50pm, until the last service. Sita's Route 456 has a new paper timetable. The new MBL 216 timetable is not expected until after 20/1/2008.

**Moreland Bus Lines** Route 510 (Essendon - Ivanhoe) will be upgraded to minimum standards level effective 21 January 2008. The new timetable will operate 52 weeks of the year (therefore there will be no reduced Summer Holiday Timetable in December 08 / January 09). The new Sunday service will operate every 40 minutes.

## Victoria – Regional

The following changes are noted:

**Twin City Transit** – New Wodonga/Albury area timetable dated 01/11/2007. Colour booklet replaces previous photocopied tt (below).

New service between Wangaratta and Whitfield/Cheshunt introduced by **Wangaratta Coachlines**. The VicLink web site shows departure from Cheshunt at 0950 on Mon, Wed and Fri but does not show the return trip from Wangaratta.

Improvements to the Lancefield/Romsey bus service, operated by **Kyneton Bus Lines**, were introduced from 17 December 2007. Improvements include new services to Gisborne, new Friday evening service to Sunbury and services to both Gisborne and Sunbury on Saturdays and public holidays. Details not yet on VicLink web site.

**Lancefield - Romsey – Melbourne** This (hitherto unknown to Table Talk) bus service is run by a private cooperative as a Monday to Friday commuter service. It leaves Lancefield at 6.35am and picks up at Romsey and Monegeetta and arrives in central Melbourne at about 7.30am. It leaves Melbourne at 5.30pm. There is a shareholder charge to join and the fare is approximately \$35 per week.

**Thanks** to Adrian Dessanti, Steven Haby, Craig Halsall, David Hutton, Michael Marshall, Peter Parker, Lourie Smit and Roger Wheaton.

Wodonga St	Dean St	Dean St	High St	High St
12.00	12.10	12.20	12.30	12.40
12.15	12.25	12.35	12.45	12.55
12.30	12.40	12.50	13.00	13.10
12.45	12.55	13.05	13.15	13.25
13.00	13.10	13.20	13.30	13.40
13.15	13.25	13.35	13.45	13.55
13.30	13.40	13.50	14.00	14.10
13.45	13.55	14.05	14.15	14.25
14.00	14.10	14.20	14.30	14.40
14.15	14.25	14.35	14.45	14.55
14.30	14.40	14.50	15.00	15.10
14.45	14.55	15.05	15.15	15.25
15.00	15.10	15.20	15.30	15.40
15.15	15.25	15.35	15.45	15.55
15.30	15.40	15.50	16.00	16.10
15.45	15.55	16.05	16.15	16.25
16.00	16.10	16.20	16.30	16.40
16.15	16.25	16.35	16.45	16.55
16.30	16.40	16.50	17.00	17.10
16.45	16.55	17.05	17.15	17.25
17.00	17.10	17.20	17.30	17.40
17.15	17.25	17.35	17.45	17.55
17.30	17.40	17.50	18.00	18.10
17.45	17.55	18.05	18.15	18.25
18.00	18.10	18.20	18.30	18.40
18.15	18.25	18.35	18.45	18.55
18.30	18.40	18.50	19.00	19.10
18.45	18.55	19.05	19.15	19.25
19.00	19.10	19.20	19.30	19.40
19.15	19.25	19.35	19.45	19.55
19.30	19.40	19.50	20.00	20.10
19.45	19.55	20.05	20.15	20.25
20.00	20.10	20.20	20.30	20.40
20.15	20.25	20.35	20.45	20.55
20.30	20.40	20.50	21.00	21.10
20.45	20.55	21.05	21.15	21.25
21.00	21.10	21.20	21.30	21.40
21.15	21.25	21.35	21.45	21.55
21.30	21.40	21.50	22.00	22.10
21.45	21.55	22.05	22.15	22.25
22.00	22.10	22.20	22.30	22.40
22.15	22.25	22.35	22.45	22.55
22.30	22.40	22.50	23.00	23.10
22.45	22.55	23.05	23.15	23.25
23.00	23.10	23.20	23.30	23.40
23.15	23.25	23.35	23.45	23.55
23.30	23.40	23.50	24.00	24.10
23.45	23.55	24.05	24.15	24.25
24.00	24.10	24.20	24.30	24.40
24.15	24.25	24.35	24.45	24.55
24.30	24.40	24.50	25.00	25.10
24.45	24.55	25.05	25.15	25.25
25.00	25.10	25.20	25.30	25.40
25.15	25.25	25.35	25.45	25.55
25.30	25.40	25.50	26.00	26.10
25.45	25.55	26.05	26.15	26.25
26.00	26.10	26.20	26.30	26.40
26.15	26.25	26.35	26.45	26.55
26.30	26.40	26.50	27.00	27.10
26.45	26.55	27.05	27.15	27.25
27.00	27.10	27.20	27.30	27.40
27.15	27.25	27.35	27.45	27.55
27.30	27.40	27.50	28.00	28.10
27.45	27.55	28.05	28.15	28.25
28.00	28.10	28.20	28.30	28.40
28.15	28.25	28.35	28.45	28.55
28.30	28.40	28.50	29.00	29.10
28.45	28.55	29.05	29.15	29.25
29.00	29.10	29.20	29.30	29.40
29.15	29.25	29.35	29.45	29.55
29.30	29.40	29.50	30.00	30.10
29.45	29.55	30.05	30.15	30.25
30.00	30.10	30.20	30.30	30.40
30.15	30.25	30.35	30.45	30.55
30.30	30.40	30.50	31.00	31.10
30.45	30.55	31.05	31.15	31.25
31.00	31.10	31.20	31.30	31.40
31.15	31.25	31.35	31.45	31.55
31.30	31.40	31.50	32.00	32.10
31.45	31.55	32.05	32.15	32.25
32.00	32.10	32.20	32.30	32.40
32.15	32.25	32.35	32.45	32.55
32.30	32.40	32.50	33.00	33.10
32.45	32.55	33.05	33.15	33.25
33.00	33.10	33.20	33.30	33.40
33.15	33.25	33.35	33.45	33.55
33.30	33.40	33.50	34.00	34.10
33.45	33.55	34.05	34.15	34.25
34.00	34.10	34.20	34.30	34.40
34.15	34.25	34.35	34.45	34.55
34.30	34.40	34.50	35.00	35.10
34.45	34.55	35.05	35.15	35.25
35.00	35.10	35.20	35.30	35.40
35.15	35.25	35.35	35.45	35.55
35.30	35.40	35.50	36.00	36.10
35.45	35.55	36.05	36.15	36.25
36.00	36.10	36.20	36.30	36.40
36.15	36.25	36.35	36.45	36.55
36.30	36.40	36.50	37.00	37.10
36.45	36.55	37.05	37.15	37.25
37.00	37.10	37.20	37.30	37.40
37.15	37.25	37.35	37.45	37.55
37.30	37.40	37.50	38.00	38.10
37.45	37.55	38.05	38.15	38.25
38.00	38.10	38.20	38.30	38.40
38.15	38.25	38.35	38.45	38.55
38.30	38.40	38.50	39.00	39.10
38.45	38.55	39.05	39.15	39.25
39.00	39.10	39.20	39.30	39.40
39.15	39.25	39.35	39.45	39.55
39.30	39.40	39.50	40.00	40.10
39.45	39.55	40.05	40.15	40.25
40.00	40.10	40.20	40.30	40.40
40.15	40.25	40.35	40.45	40.55
40.30	40.40	40.50	41.00	41.10
40.45	40.55	41.05	41.15	41.25
41.00	41.10	41.20	41.30	41.40
41.15	41.25	41.35	41.45	41.55
41.30	41.40	41.50	42.00	42.10
41.45	41.55	42.05	42.15	42.25
42.00	42.10	42.20	42.30	42.40
42.15	42.25	42.35	42.45	42.55
42.30	42.40	42.50	43.00	43.10
42.45	42.55	43.05	43.15	43.25
43.00	43.10	43.20	43.30	43.40
43.15	43.25	43.35	43.45	43.55
43.30	43.40	43.50	44.00	44.10
43.45	43.55	44.05	44.15	44.25
44.00	44.10	44.20	44.30	44.40
44.15	44.25	44.35	44.45	44.55
44.30	44.40	44.50	45.00	45.10
44.45	44.55	45.05	45.15	45.25
45.00	45.10	45.20	45.30	45.40
45.15	45.25	45.35	45.45	45.55
45.30	45.40	45.50	46.00	46.10
45.45	45.55	46.05	46.15	46.25
46.00	46.10	46.20	46.30	46.40
46.15	46.25	46.35	46.45	46.55
46.30	46.40	46.50	47.00	47.10
46.45	46.55	47.05	47.15	47.25
47.00	47.10	47.20	47.30	47.40
47.15	47.25	47.35	47.45	47.55
47.30	47.40	47.50	48.00	48.10
47.45	47.55	48.05	48.15	48.25
48.00	48.10	48.20	48.30	48.40
48.15	48.25	48.35	48.45	48.55
48.30	48.40	48.50	49.00	49.10
48.45	48.55	49.05	49.15	49.25
49.00	49.10	49.20	49.30	49.40
49.15	49.25	49.35	49.45	49.55
49.30	49.40	49.50	50.00	50.10
49.45	49.55	50.05	50.15	50.25
50.00	50.10	50.20	50.30	50.40
50.15	50.25	50.35	50.45	50.55
50.30	50.40	50.50	51.00	51.10
50.45	50.55	51.05	51.15	51.25
51.00	51.10	51.20	51.30	51.40
51.15	51.25	51.35	51.45	51.55
51.30	51.40	51.50	52.00	52.10
51.45	51.55	52.05	52.15	52.25
52.00	52.10	52.20	52.30	52.40
52.15	52.25	52.35	52.45	52.55
52.30	52.40	52.50	53.00	53.10
52.45	52.55	53.05	53.15	53.25
53.00	53.10	53.20	53.30	53.40
53.15	53.25	53.35	53.45	53.55
53.30	53.40	53.50	54.00	54.10
53.45	53.55	54.05	54.15	54.25
54.00	54.10	54.20	54.30	54.40
54.15	54.25	54.35	54.45	54.55
54.30	54.40	54.50	55.00	55.10
54.45	54.55	55.05	55.15	55.25
55.00	55.10	55.20	55.30	55.40
55.15	55.25	55.35	55.45	55.55
55.30	55.40	55.50	56.00	56.10
55.45	55.55	56.05	56.15	56.25
56.00	56.10	56.20	56.30	56.40
56.15	56.25	56.35	56.45	56.55
56.30	56.40	56.50	57.00	57.10
56.45	56.55	57.05	57.15	57.25
57.00	57.10	57.20	57.30	57.40
57.15	57.25	57.35	57.45	57.55
57.30	57.40	57.50	58.00	58.10
57.45	57.55	58.05	58.15	58.25
58.00	58.10	58.20	58.30	58.40
58.15	58.25	58.35	58.45	58.55
58.30	58.40	58.50	59.00	59.10
58.45	58.55	59.05	59.15	59.25
59.00	59.10	59.20	59.30	59.40
59.15	59.25	59.35	59.45	59.55
59.30	59.40	59.50	60.00	60.10
59.45	59.55			

# FERRIES and SHIPPING



**Sydney Ferries** has commenced distributing the new timetables. A new Parramatta River TT, effective December 2007, same as the PDF on the website

The Manly Ferry service continues to be beset by delays and cancellations. In the first 9 working days of the year, the 0615/0700 weekday service ran only twice. This appears to be the result of rostering difficulties- the service seems to be worked by a Master who works this trip only before handing over to another. This practice, in turn, appears to be the result of a roster dispute 2 or 3 years ago. The summer Manly service, referred to in Sydney Ferries notices as the "20-minute service", has also fallen prey to Gremlins, with one of the 4 boats out of action and the same notices announcing "Use Blue Timetable"... i.e the regular timetable.

The local MP, Mike Baird, organised another "Ferry Forum" on the evening of 17<sup>th</sup> February, at which the Transport Minister John Watkins handled himself exceptionally well. He essentially guaranteed that the Manly service would be maintained, although he stated explicitly that the Government's decision on the results of the Walker Enquiry would not be finalised until the middle of the year. At the forum, a lobby group handed out draft timetables for a proposed 6-boat, dual-speed service to replace the present Ferry/Jetcat mix (right).

## Queensland Coast (Whitsunday)

### Fantasea

New tt introduced to coincide with new airline schedule for daylight savings in the southern states. The 7.30 Shute Harbour - Daydream Island - Long Island - Hamilton Island service, 12.30 Shute Harbour - Long Island and 16.30 Hamilton Island - Shute Harbour services have been withdrawn and a new 6.00 Long Island to Shute Harbour service has been introduced to enable connections with early morning flights.

The last Airport service now departs at 3.10.

### Cruise Whitsundays

New tt to coincide with new airline schedules for daylight savings in southern states. A new service has been added, departing Abel Point Marina at 6.15.

The last ferry to the airport departs Abel Point at 12.40 and the airport at 15.00. The services between Abel Point and Daydream Island operated by Seaflight (the large catamaran that operates to the reef) have been removed from the tt, presumably because the services does not operate if there are no bookings to the reef.

Cruise Whitsundays celebrated their 3<sup>rd</sup> birthday in December.

### McDonalds Charter Boats

A new timetable was introduced from 21/5/2007 for the bus service on Horn Island. The service connects the Airport with the Wharf, where the ferry provides a service to Thursday Island.

## "Manly SEACAT" Weekday Ferry Timetable

From Manly						From Circular Quay					
Depart Time	From	Ferry	Speed knots	Arrive C Quay	Max Pax	Depart Time	From	Ferry	Speed knots	Arrive Manly	Max Pax
06:00:00	Manly	Manly SeaCat 2	22	06:16:00	400	06:00:00	C Quay	Manly SeaCat 1	22	06:16:00	400
06:30:00	Manly	Manly SeaCat 1	22	06:46:00	400	06:30:00	C Quay	Manly SeaCat 2	22	06:46:00	400
07:00:00	Manly	Manly SeaCat 2	22	07:16:00	400	07:00:00	C Quay	Manly SeaCat 1	22	07:16:00	400
07:30:00	Manly	Manly SeaCat 1	30	07:47:00	400	07:30:00	C Quay	Manly SeaCat 2	30	07:47:00	400
07:40:00	Manly	Manly SeaCat 3	30	07:52:00	400	07:40:00	C Quay	Manly SeaCat 4	30	07:52:00	400
07:50:00	Manly	Manly SeaCat 5	30	08:02:00	400	07:50:00	C Quay	Manly SeaCat 6	30	08:02:00	400
08:00:00	Manly	Manly SeaCat 2	30	08:12:00	400	08:00:00	C Quay	Manly SeaCat 1	30	08:12:00	400
08:10:00	Manly	Manly SeaCat 4	30	08:22:00	400	08:10:00	C Quay	Manly SeaCat 3	30	08:22:00	400
08:20:00	Manly	Manly SeaCat 6	30	08:32:00	400	08:20:00	C Quay	Manly SeaCat 5	30	08:32:00	400
08:30:00	Manly	Manly SeaCat 1	30	08:42:00	400	08:30:00	C Quay	Manly SeaCat 2	30	08:42:00	400
08:40:00	Manly	Manly SeaCat 3	30	08:52:00	400	08:40:00	C Quay	Manly SeaCat 4	30	08:52:00	400
08:50:00	Manly	Manly SeaCat 5	30	09:02:00	400	08:50:00	C Quay	Manly SeaCat 6	30	09:02:00	400
09:00:00	Manly	Manly SeaCat 2	30	09:12:00	400	09:00:00	C Quay	Manly SeaCat 1	30	09:12:00	400
09:30:00	Manly	Manly SeaCat 1	22	09:46:00	400	09:30:00	C Quay	Manly SeaCat 2	22	09:46:00	400
10:00:00	Manly	Manly SeaCat 2	22	10:16:00	400	10:00:00	C Quay	Manly SeaCat 1	22	10:16:00	400
10:30:00	Manly	Manly SeaCat 1	22	10:46:00	400	10:30:00	C Quay	Manly SeaCat 2	22	10:46:00	400
11:00:00	Manly	Manly SeaCat 2	22	11:16:00	400	11:00:00	C Quay	Manly SeaCat 1	22	11:16:00	400
11:30:00	Manly	Manly SeaCat 1	22	11:46:00	400	11:30:00	C Quay	Manly SeaCat 2	22	11:46:00	400
12:00:00	Manly	Manly SeaCat 2	22	12:16:00	400	12:00:00	C Quay	Manly SeaCat 1	22	12:16:00	400
12:30:00	Manly	Manly SeaCat 1	22	12:46:00	400	12:30:00	C Quay	Manly SeaCat 2	22	12:46:00	400
13:00:00	Manly	Manly SeaCat 2	22	13:16:00	400	13:00:00	C Quay	Manly SeaCat 1	22	13:16:00	400
13:30:00	Manly	Manly SeaCat 1	22	13:46:00	400	13:30:00	C Quay	Manly SeaCat 2	22	13:46:00	400
14:00:00	Manly	Manly SeaCat 2	22	14:16:00	400	14:00:00	C Quay	Manly SeaCat 1	22	14:16:00	400
14:30:00	Manly	Manly SeaCat 1	22	14:46:00	400	14:30:00	C Quay	Manly SeaCat 2	22	14:46:00	400
15:00:00	Manly	Manly SeaCat 2	22	15:16:00	400	15:00:00	C Quay	Manly SeaCat 1	22	15:16:00	400
15:30:00	Manly	Manly SeaCat 1	22	15:46:00	400	15:30:00	C Quay	Manly SeaCat 2	22	15:46:00	400
16:00:00	Manly	Manly SeaCat 2	22	16:16:00	400	16:00:00	C Quay	Manly SeaCat 1	22	16:16:00	400
16:30:00	Manly	Manly SeaCat 1	22	16:46:00	400	16:30:00	C Quay	Manly SeaCat 2	22	16:46:00	400
17:00:00	Manly	Manly SeaCat 2	30	17:12:00	400	17:00:00	C Quay	Manly SeaCat 1	30	17:12:00	400
17:10:00	Manly	Manly SeaCat 4	30	17:22:00	400	17:10:00	C Quay	Manly SeaCat 3	30	17:22:00	400
17:20:00	Manly	Manly SeaCat 6	30	17:32:00	400	17:20:00	C Quay	Manly SeaCat 5	30	17:32:00	400
17:30:00	Manly	Manly SeaCat 1	30	17:42:00	400	17:30:00	C Quay	Manly SeaCat 2	30	17:42:00	400
17:40:00	Manly	Manly SeaCat 3	30	17:52:00	400	17:40:00	C Quay	Manly SeaCat 4	30	17:52:00	400
17:50:00	Manly	Manly SeaCat 5	30	18:02:00	400	17:50:00	C Quay	Manly SeaCat 6	30	18:02:00	400
18:00:00	Manly	Manly SeaCat 2	30	18:12:00	400	18:00:00	C Quay	Manly SeaCat 1	30	18:12:00	400
18:10:00	Manly	Manly SeaCat 4	30	18:22:00	400	18:10:00	C Quay	Manly SeaCat 3	30	18:22:00	400
18:20:00	Manly	Manly SeaCat 6	30	18:32:00	400	18:20:00	C Quay	Manly SeaCat 5	30	18:32:00	400
18:30:00	Manly	Manly SeaCat 1	30	18:42:00	400	18:30:00	C Quay	Manly SeaCat 2	30	18:42:00	400
19:00:00	Manly	Manly SeaCat 2	22	19:16:00	400	19:00:00	C Quay	Manly SeaCat 1	22	19:16:00	400
19:30:00	Manly	Manly SeaCat 1	22	19:46:00	400	19:30:00	C Quay	Manly SeaCat 2	22	19:46:00	400
20:00:00	Manly	Manly SeaCat 2	22	20:16:00	400	20:00:00	C Quay	Manly SeaCat 1	22	20:16:00	400
20:30:00	Manly	Manly SeaCat 1	22	20:46:00	400	20:30:00	C Quay	Manly SeaCat 2	22	20:46:00	400
21:00:00	Manly	Manly SeaCat 2	22	21:16:00	400	21:00:00	C Quay	Manly SeaCat 1	22	21:16:00	400
21:30:00	Manly	Manly SeaCat 1	22	21:46:00	400	21:30:00	C Quay	Manly SeaCat 2	22	21:46:00	400
22:00:00	Manly	Manly SeaCat 2	22	22:16:00	400	22:00:00	C Quay	Manly SeaCat 1	22	22:16:00	400
22:30:00	Manly	Manly SeaCat 1	22	22:46:00	400	22:30:00	C Quay	Manly SeaCat 2	22	22:46:00	400
23:00:00	Manly	Manly SeaCat 2	22	23:16:00	400	23:00:00	C Quay	Manly SeaCat 1	22	23:16:00	400
23:30:00	Manly	Manly SeaCat 1	22	23:46:00	400	23:30:00	C Quay	Manly SeaCat 2	22	23:46:00	400
00:00:00	Manly	Manly SeaCat 2	22	00:16:00	400	00:00:00	C Quay	Manly SeaCat 1	22	00:16:00	400

### Notes:

- Manly SeaCat 7 is held in reserve.
- In a single 1 1/2 hour peak period the 6 x 400pax Manly Seacats can move up to 8000 passengers, 4000 each way.
- Peak Service require 2 wharves at Manly and Circular Quay.
- Off-Peak service requires 1 wharf at Manly and Circular Quay.
- Daytime Off-Peak service could be done with 3 vessels at 13 knots similar to existing Freshwater Class timetable if that is more appropriate.

### Advantages of 400pax Ferry Service over 800pax:

- Lower capital cost.
- Faster passenger loading times / less queuing.
- Much better and quicker manoeuvring / better safety when the harbour is busy.
- Should be able to berth themselves with Captain, Engineer & Deck Hand on board.
- Much less wash / environmental damage from smaller lighter vessels making more runs.
- Smaller vessels are easier and cheaper to maintain.



## DOMESTIC

On 10 January **Tiger Airways** added Adelaide as its ninth destination, with the launch of their double-daily service from Melbourne. Tiger will soon add routes from Melbourne to Canberra, Newcastle and Alice Springs.

Meanwhile, low-cost Indonesian airline **Lion Merpati**, is reported to be considering entering the Australian domestic market.

**Virgin Blue** is to introduce direct Canberra to Gold Coast services from 4 March.

**QantasLink** has announced extra services in WA from 18 February after securing a deal with Alliance Airlines to operate a 100-seat Fokker 100 aircraft on the Perth-Port Hedland and Perth-Karratha routes. A further weekday service will be added on each route.

### New airlines in the Star Alliance

The world's largest airline association welcomes its latest members Air China and Shanghai Airlines. Just in time for the Olympic Games, the Star Alliance can offer flights to 85 Chinese destinations.

## INTERNATIONAL

**Jetstar** will introduce a Melbourne-Darwin-Singapore service from 17 April in an apparent attempt to head off competition from Tiger. This will complement an existing Cairns-Darwin-Singapore route.

Brisbane-based carrier **Sky Air World** will commence regular passenger flights between Brisbane and Honiara from 3 March. The carrier, which last week signed a partnership deal with Indonesian-based Lion Air, will operate five services per week. Bookings will be primarily internet-based.

**Qantas** will introduce an extra Honolulu service from 5 April, increasing its weekly services on the route from three to four. The new service will depart Sydney on Saturdays.

Russian airline **Transaero** has commenced a fortnightly service between Moscow and Sydney, becoming the 39<sup>th</sup> international carrier to fly to Sydney. The airline operates via Hong Kong.

**Thai Airways** will retain its daily triangular flights between Sydney, Brisbane and Bangkok even when daily direct services are introduced from Brisbane. Thai says the long term plan is to disconnect Sydney-Brisbane but "not this year". Direct Brisbane flights are expected to be added from April operating on a thrice-weekly basis forming part of an expansion from Australia with additional flights also planned from Melbourne and Perth.

**Japan Airlines** will operate a series of 12 direct charter flights between Fukuoka and Cairns in November.

(Thanks to Tony Bailey and Victor Isaacs for Air news).



# AATTC

Australian Association of  
Time Table Collectors Inc.

Inc. No. 40014791

## Members' News— February 2008

### 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.

**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:** The February meeting in Sydney, the first to be organised by Geoffrey Clifton, was due to take place about an hour after the material which you are now reading was stuffed into the envelopes. Sydney meetings are held at 2 pm on the first Saturday of February, May, August and November at the church hall, the rear of the Roseville Uniting Church, 2 Lord St Roseville. All members and non-members are welcomed and chocolate cake is always served. Convenor Geoffrey Clifton, by the way, seems set to be the first person in Australia to obtain a Ph.D. in what ex-Transport Minister Michael Costa once referred to as *Timetable-ology*.