



TABLE TALK

AUSTRALIAN TIMETABLE NEWS

No. 224, April 2011 ISBN 1038-3697 RRP \$4.95

Published by the Australian Association of Timetable Collectors

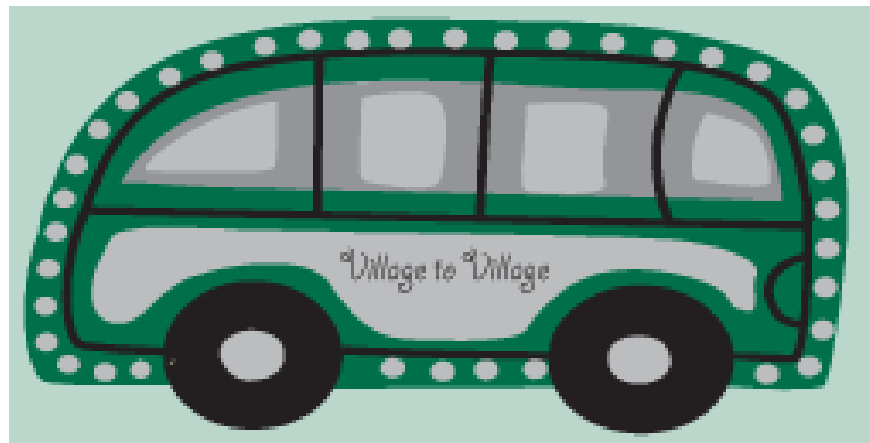
www.aattc.org.au

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About *Table Talk*

Table Talk is published monthly by the Australian Association of Timetable Collectors Inc. (Registration No. A0043673H) as a journal of record covering recent timetable news items. The AATTC also publishes the *Times* covering timetable history and analysis. Contributions are very welcome and should be sent to the appropriate Editor.

Editor, Rail and Tram, Air, Ferry: Victor Isaacs, 43 Lowanna St Braddon ACT 2612, abvi@iinet.net.au

Editor, Bus: Geoff Mann, 19 Rix St Glen Iris Vic 3146, geoffwm@bigpond.com.au

Production and Mailout: Geoff and Judy Lambert.

Proofreaders: Agnes Boskovitz, and Geoff Hassall

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Membership of the AATTC includes monthly copies of the *Times*, *Table Talk*, the Distribution List of timetables, and the twice-yearly Auction catalogue. The membership fee is \$55 (Adult) and \$33 (Junior) pa. Membership enquiries should be directed to the Membership Officer, P O Box 1253, North Lakes Qld 4509, (07) 3260 5329.

TOP TABLE TALK

Oldies but Goodies: Seniors' ticketing by Victor Isaacs

A major source of passenger patronage is travel by Senior citizens. Indeed, Australian long-distance passenger trains are almost always full. However, in practice, possibly less than half of all passengers pay full fare. Perhaps half of the passengers are Pensioners or Seniors travelling on concession fares, or indeed for free. So, this segment has a major influence on the level of services provided. So, what are the arrangements for their travel?

The basic and by far the most important concession available to Seniors and Pensioners is travel at **Half Fare**. This is available in all States/Territories, irrespective of the place of domicile. There were long negotiations, but mutual recognition of State/Territory issued Seniors Cards has been in effect now for the last couple of years.

In addition to this, some jurisdictions have additional unique concessions. These are usually for their residents only. This area is complicated, and so the following is only a summary and simplification.

New South Wales: Metropolitan travel: Seniors/Pensioners can travel anywhere within the Greater Sydney area for an entire day for the grand sum of \$2.50. This is an amazing bargain, considering that the metropolitan area is deemed to extend as far as Nowra, Goulburn, Bathurst, Scone and Dungog.

Rural travel: A matching \$2.50 day travel is available by each operator for bus services within each town bus service. In addition, a \$2.50 Country Pensioner Excursion ticket is available on Countrylink – as long as travel is not to, from, or via the Greater Sydney area. This means that, because the Southern and Western Countrylink routes meet without going via Sydney (at Orange and Parkes), it is possible, in theory, to travel from say, Eden to Broken Hill, for \$2.50! (In this case, an overnight stay is allowed). The rules do state that Country and Metropolitan Excursion tickets may not be combined to travel from the country to Sydney or v.v.

In addition, NSW and ACT Pensioners (but not Seniors' Cardholders) are granted four free trips each year anywhere within NSW and the ACT on Countrylink in Economy class (or at 15% of the adult fare in First class).

Victoria: Metropolitan travel: Victorian Seniors/Pensioners may travel for free on Sundays.

Seniors/Pensioners receive a Free Travel Voucher which may be exchanged for a Daily ticket.

Rural travel: Instead of using their Free Travel Voucher for a Daily metropolitan ticket, it can be exchanged for a V Line Economy class return ticket or for two single tickets (any time for Pensioners, Off-Peak for Seniors).

Free travel on V/Line is granted during Seniors' Week, but reservations are usually required because of demand.

Queensland: Rural travel: Queensland Pensioners and Seniors are granted four Travel Entitlements each year on Queensland Rail. These may be used singly for an Economy class trip, or doubly for a First or Business class trip.

Western Australia: Metropolitan travel: WA Seniors may travel on TransPerth for free between 09:00 and 15:30 on weekdays and all day on weekends/public holidays.

South Australia: Metropolitan travel: All (not just SA) Seniors/Pensioners may travel on Adelaide Metro for free between 09:01 and 15:00 on weekdays and all day on weekends/public holidays.

Tasmania: There are no unique concessions.

Australian Capital Territory: Metropolitan travel: ACT residents aged 75 and over are entitled to free travel on ACTION buses at all times. Free travel is granted to all Seniors during Seniors' Week.

Northern Territory: Metropolitan travel: All (not just NT) Seniors/Pensioners may travel for free at all times.

Timetabled free buses in Sydney's suburbs by Robert Henderson

Other than the STA's Route 555 in the Sydney CBD, there are a number of free buses around the suburban area of Sydney, which have timetabled or regular services. Here are details of some that I know about. Do readers know of others?

Artarmon Loop

Operator: Willoughby City Council

Services: 1. St Leonards – Artarmon industrial area. Runs every 6-7 minutes in peak hours and every 15 minutes during inter-peak, weekdays. Inter-peak trips extend alternately to Artarmon station and Westbourne Street (serving both Royal North Shore Hospital and North Shore Private Hospital).

2. A series of loop shopping buses. Different route each weekday, serving Naremburn (Mondays), Castlecrag and Willoughby East (Tuesdays), Chatswood West (Wednesdays), Castle Cove and Middle Cove (Thursdays) and Northbridge (Fridays). 10 round trips on Mondays, Tuesdays and Thursdays and 8 round trips on Wednesdays and Fridays. These trips were on trial as at 27 April 2010.

Published timetable: Printed DL brochures for each of the two services, well printed in colour. Also on web at <http://www.willoughby.nsw.gov.au/IgnitionSuite/uploads/docs/loop.pdf>

Type of vehicle: Fuso Rosas.

Hop, Skip & Jump

Operator: Manly Council, with support from NRMA Motoring & Services and Stockland (shopping centre owner)

Services: All routes commence at Condamine St, just north of Sydney Rd, Balgowlah outside the Stockland Balgowlah shopping centre, which acts as an interchange point.

- Manly route (Clockwise via Swim Centre) – half hourly. Monday to Friday 07:00 to 18:30, weekends 09:00 to 18:00
- Manly route (anti-clockwise via Fairlight St) – hourly Monday to Friday, 08:30 to 16:30.
- Seaforth/Balgowlah route – hourly. Monday to Friday 08:00 to 18:30, weekends 09:00 to 17:30.
- Balgowlah/Clontarf route – hourly. Monday to Friday 08:30 to 18:00, weekends 09:30 to 18:00
- Warringah Mall route – three trips per day, Monday to Friday.

Published timetable on web at

<http://www.manly.nsw.gov.au/IgnitionSuite/uploads/docs/Bustimetable%202008%20website%281%29.pdf> and DL brochure.

Type of vehicle: Fuso Rosas and Toyota Coasters.

Macquarie Centre Shuttle

Operator: Macquarie Centre (shopping centre), owned by AMP Capital, franchised to Marvin J Acme Pty Ltd.

Services: Loop from Macquarie Centre via Optus, Epping Rd, Wicks Rd, Thomas Holt Dr, Lane Cove Rd, Talavera Rd. Every 15 minutes approx 11:00 to 14:30 weekdays.

Published timetable on web at

<http://www.macquariecentre.com.au/MacquarieCentreASPX/media/Assets/PDF/AM743-Biz-park-Shuttle-Flyer-RET>

Type of vehicle: Standard buses.

Mosman Rider

Operator: Mosman Council.

Services: Circular route around the Mosman area, Beauty Point – Cowles Rd – Whiting Beach Rd (near Taronga Zoo) – Balmoral – Awaba St – Beauty Point. Half hourly, every day, 08:00 to 18:00.

Published timetable on web at <http://mosmanrider.net/> Probably also hard copy.

Type of vehicle: Fuso Rosas.

The Loop

Operator: Parramatta City Council, franchised to Veolia Transport.

Services: Circular route around Parramatta CBD. Every 10 minutes, Monday to Friday 07:00 to 18:30; Saturdays 08:00 to 16:00.

Published timetable on web at

http://www.parracity.nsw.gov.au/__data/assets/pdf_file/0004/22783/the_Loop_download.pdf Also DL brochure.

Type of vehicle: Standard buses.

Top Ryder

Operator: City of Ryde.

Services: Route 1: Meadowbank – Gladesville – Top Ryde City – Eastwood – West Ryde – Meadowbank

Route 2: Top Ryde City – Gladesville – Meadowbank – West Ryde – Eastwood – Top Ryde City

Top Ryde City is the name of the new shopping centre. The two routes use the same streets, with one clockwise and the other anti-clockwise. Five return trips on each route, Mondays to Saturdays.

Published timetable on web at http://www.toprydecity.com.au/trc/cmsfiles/pdfs/TR_bus%20timetable_for_web.pdf
Probably also in hard copy.

Type of vehicle: Picture on brochure depicts a Fuso Rosa.

Village to Village

Operator: South Sydney Community Transport, together with the City of Sydney.

Services: Woolloomooloo – Redfern (Surry Hills Shopping Village and Poet's Corner). Thursdays and Fridays – four trips to Redfern, five return trips to Woolloomooloo.

Redfern – Broadway (shops). Thursdays and Fridays – four trips to Broadway, five return trips to Redfern.

Published timetable on web at http://www.ssct.org.au/PDF/woolloomooloo_timetable_sign%202010.pdf
and http://www.ssct.org.au/PDF/village_2_village%20busstop09.pdf

Type of vehicle: ?

See the following Letter to the Editor

VillageXpress

Operator: North Sydney Bus Charters. (I suspect these services are subsidised by businesses in the Lane Cove area.)

Services: Route A: Mars Rd, Lane Cove West – Lane Cove shopping plaza via Burns Bay Rd. Every 20 minutes, weekdays 11:20 to 14:20

Route B: Mars Rd, Lane Cove West – Lane Cove shopping plaza via Mowbray Rd. Every 50 minutes, weekdays 11:20 to 14:40

Published timetable on web at <http://www.northsydneybuscharters.com.au/villagexpress.html>

Type of vehicle: Minibuses.

Woronora Cemetery and Crematorium Bus Service

Operator: Woronora Cemetery and Crematorium, franchised to ?

Services: Sutherland station – Woronora Cemetery and Crematorium, every Wednesday, continuous service from 09:00 to 15:00, stopping throughout the cemetery.

Published timetable on web at www.woronoracemetery.org.au/bus-service.html

Type of vehicle: ?

Timetabled free buses in NSW - current news

New South Wales – Sydney Private

Shuttle buses On 14 March four new free so-called shuttle serves started in the suburbs of Blacktown, Bankstown, Penrith and Cabramatta, in addition to the similar shuttles run by the STA. Besides these new shuttles, Parramatta's free "The Loop", previously operated since August 2008 on behalf of Parramatta City Council by Veolia Transport, was brought under the same basis as the other shuttles. All buses are accessible and are funded by the State Government. Buses on each shuttle service are in an identical livery, which is primarily green. Each shuttle service runs in a loop round the CBD of the City/suburb, seven days a week. There are brochures for these routes but no printed timetables, although timetables are listed on the 131500 website.

Details are:

Blacktown - route number 720 – runs every 15 minutes, weekdays between 09:00 and 14:40, weekends between 09:00 and 17:40. Running time 25 minutes. Operated by Busways Blacktown.

Parramatta - route number 900 – runs mostly every 12/13 minutes, weekdays between 07:00 and 18:53, weekends between 08:00 and 16:23. Running time 23 minutes. Operated by Veolia Transport.

Bankstown - route number 950 – runs every 20 minutes, weekdays between 09:13 and 14:40, weekends between 09:13 and 17:50. Running time 17 minutes. Operated by Veolia Transport.

Penrith - route number 787 – runs every 15 minutes, weekdays between 09:00 and 14:50, weekends between 09:00 and 17:50. Running time 20 minutes. Operated by Westbus.

Cabramatta - route number 88 – runs every 15 minutes, weekdays between 09:00 and 14:55, weekends between 09:00 and 17:55. Running time 25 minutes. Operated jointly by Metrolink and Westbus.

It was reported that the Government was not originally going to fund the Parramatta shuttle but, when the Opposition said they would, and following lobbying from the Council, the Government agreed to do so. The three shuttle buses carry, on average, around 4000 commuters each day.

NSW - Newcastle green bus

A hurriedly- introduced free inner-city shuttle bus service (provided by green-painted Newcastle Buses vehicles) appeared from 14 March to provide a loop service every 20 minutes (and taking 20 mins) from/to Newcastle station one-way via (basically) King St-Tudor St-Beaumont St, (Hamilton) -Donald St-Hunter St-Stewart Ave-Honeysuckle Drive- Merewether

St -Hunter St & Scott St. It (unnecessarily?) avoids Hamilton Station. Times are 09:00-14:40 weekdays(no doubt to release the buses for school specials) and 09:00-17:40 Sat-Sun.

Comment by Geoff Hassall and Len Regan: *It is interesting as it bypasses Hunter St west in favour of Honeysuckle Drive (only recently added to the paid network) and that it traverses the full length of King St- not previously served by buses for many years. Also oddity is that it will exist, in conjunction with the free city fare zone for 12 months- already limiting its loadings.*

It is doubtful what value the service will have given the other route services that are available, and that it only goes one way round a loop. It does offer a higher frequency of services in Honeysuckle and Beaumont St, but without a timetable what value is that? Who is going to wait at a bus stop for up to 20 minutes hoping that a bus will turn up?

The Shuttle does not introduce any new bus stops. Although it runs the full length of King St, along the 'new section' of the route there are no bus stops between Union St and Watt St. What use is that? So you would have to argue whether the 'full length of King St' is served by buses. It is true that there have not previously been bus routes along King St between Union St and Bolton St, although there have some attempts to do so. The difficulty has been getting locations for bus stops, particularly in the hilly bit of King St, and particularly also with Newcastle Council's strident opposition to giving up parking spaces (revenue) for bus stops.

LETTER TO THE EDITOR

Further to Robert Henderson's article on **free community buses** [above]:

The two Village to Village services in South Sydney, according to the timetable "terminate" at the evocatively named Poet's Corner (in the middle of a big government housing area), but the two timetables together suggest that they are both run by the same bus (and most certainly connect), as the Woolloomooloo and Broadway services are timed to arrive and depart at the same time in either direction from Poet's Corner, and the frequency allows times for a complete loop to each destination to turn. Actually, the number of useful destinations served (Kings Cross, Darlinghurst, Central, Redfern, Prince Alfred Hospital and Broadway Shopping Centre), would make it a useful candidate for a Sydney Buses local service. Remove the rather unnecessary diversion to Glebe Point), plus perhaps add an extension to Bondi Junction, and it would have real possibilities. (OK, I know the government services aren't free, but the pensioner fare of \$2.50 per day is pretty reasonable).

Since seeing the bus stops (notably in streets not served by Sydney Buses, and getting a copy of the timetable some while ago after visiting the area, I never managed to actually see the vehicle used until my last trip in January. As expected, it is an everyday minibus (make unknown).

Geoff Hassall

RAIL NEWS

Queensland Rail: Kuranda Tourist Railway

It is now standard practice to close the Cairns-Kuranda line when heavy rain threatens. It has been closed on a number of days during the current wet season.

Queensland Rail: Brisbane suburban timetable June 2011

The new Brisbane suburban timetable, a draft of which was publicised in November (see December *Table Talk*, page 3), will come into operation in early June.

ARTC: NSW North Coast

The ceremonial "first sod" of the project to straighten sections of the NSW North Coast line was performed by the Federal Minister for Infrastructure and Transport on 15 March. The project will straighten curves at 58 locations at a cost of \$170 million. It is expected to be completed by mid 2014.

ARTC & RailCorp WTTs 9 April 2011

There are new RailCorp NSW Freight Working Timetables from 9 April for Weekends and 11 April for Weekdays - version 2.9. There will also be a new ARTC Master Train Plan from the same dates – watch their website.

Standard Working Timetable 2010 

FREIGHT SERVICES



From Monday 11 April 2011
(Version 2.90, 110325)

Book 4

MONDAY TO FRIDAY		
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Andy Byford
Chief Operating Officer
Service Delivery

Stephen Scott
General Manager
Timetable Development

Countrylink: Western line

While major work is being undertaken on the Marrangaroo tunnel (between Lithgow and Wallerawang) from 4 April to 17 June, the Dubbo XPT will run to amended times, as follows: As normal to Lithgow, then Rydal 10:14, Tarana 10:29, Bathurst 11:03, Blayney 11:50, Orange 12:12, Stuart Town 12:55, Wellington 13:18, Guerie 13:37 and Dubbo arrive 14:05. The 14:10 Dubbo to Sydney XPT service will depart Dubbo at 14:35, Guerie 14:53, Wellington 15:12, Stuart Town 15:36, Orange 16:15, Blayney 16:44, Bathurst 17:32, Tarana 18:07, Rydal 18:25, Lithgow 19:12, Katoomba 19:55, Penrith 20:49, Blacktown 21:02, Parramatta 21:11, Strathfield 21:25, Sydney arrive at 21:39 (21:54 on Wednesdays for reasons unknown). The Monday down Broken Xplorer will make up lost time by not running in and out of Orange. Instead, any Orange passengers will be conveyed to/from Orange East Fork Junction by taxi. The Tuesdays up Broken Hill Xplorer will run Lithgow 19:38, Katoomba 20:26, Penrith 21:36, Parramatta 22:02, Strathfield 22:14, Sydney 22:29.

CityRail: Green Square and Mascot supplement goes

From 9 March the New South Welsh government has subsidised the private sector fare surcharge for the privately owned stations of Green Square and Mascot as at cost of about \$4 million pa. Hence, fares will now be on a similar scale to other suburban stations. These stations are in inner suburbs currently undergoing significant redevelopment. The private sector levy on the much busier stations of Domestic and International Airport remains in place. Removal here would have cost about \$40 million pa.

CityRail: South Coast floods

On 21 and 22 March the NSW South Coast line was closed south of Unanderra by severe floods. The floods also affected roads, meaning no road substitution was possible.

CityRail: Bundanoon is Brigadoon

An unusual working for CityRail is scheduled for Saturday 2 April with a through weekend train from Sydney to Bundanoon for the Brigadoon Festival. Times are Central depart 06:40, Bundanoon arrive 08:53, Bundanoon depart 16:50, Central arrive 19:05.

V/Line: NE Standard Gauge passenger trains

Following completion in early March of the ARTC project to convert the Victorian North East line to Standard Gauge, it is believed that driver training of V/Line drivers has commenced for a period of at least three months.

V/Line: Shepparton shenanigans

From 11 March until at least 7 April the embankment leading to the bridge over the Goulburn River between Murchison East and Toolamba will be closed for rebuilding. Sinkholes have developed in the embankment. V/Line passenger trains will terminate at Seymour and be replaced by buses between Seymour and Shepparton. V/Line freight trains will take the long way round, running Melbourne-Bendigo-Echuca-Toolamba-Shepparton-Tocumwal.

Adelaide Metro: Tonsley and Gawler lines

In the printed brochure outlining the replacement train and bus services during the rebuilding of the Noarlunga railway, (see February *Table Talk*, page 7) the Tonsley line is shown as having a 30 minute service during the off peak period 09:02 to 16:02 Monday to Friday from Adelaide, instead of the regular hourly service. However, the special timetable on the website shows only an hourly service during the period but with the otherwise increased service at peak periods.

The Gawler line will be the next to be rebuilt. The railway from Mawson Interchange to Gawler will be closed from August until December for resleepering.

Wellington upgrade

The NZ government will expend \$NZ88 million to upgrade the Wellington commuter rail network. This includes renewal of signalling and traction supply and financing a commitment by Greater Wellington Regional Council to take over and refurbish the 30 year old Ganz Mavag EMUs, stations (other than Wellington station), car parks, train stabling sidings and the electric train depot.

Christchurch earthquake

The final section of railway to be restored to service, from Christchurch to the nearby port of Lyttelton, re-opened on 2 March. All speed restrictions in the area were removed by 8 March. The TranzAlpine passenger train from Christchurch to Greymouth & v.v. resumed from 7 March. On the same date, a bus substitute for the TranzCoastal passenger train, Christchurch-Picton & v.v., started while patronage was assessed. A limited Metro bus service resumed from 3 March and from 14 March was increased to operate from 06:00 (07:00 on Sundays) to 22:00. Bus travel was free until 27 March.

Recommended reading: High Speed Rail

The April edition of the American magazine *Trains* is a special issue with a number of worthwhile articles about High Speed passenger train developments and prospects in the United States, China and elsewhere.

Thanks to Tony Bailey, Scott Ferris, Victor Isaacs, Geoff Lambert, Roger Wheaton, *Railway Digest* and www.vicsig.net for Railway news.

BUS NEWS

New South Wales – Sydney Buses

As expected there was very little timetable activity in March due to the State elections on 26 March. Sydney Buses commenced the free Kogarah Shuttle, allocated route number 430, on 14 March 2011. The Kogarah Shuttle runs every 15 minutes on a figure 8 loop starting from Kogarah Interchange (Railway Station) running north along Railway Parade, Gladstone Street, Regent St, Railway Parade, Gray St for Saint George Hospital, Gray St, Princes Highway, and Montgomery St back to the Interchange. Hours of operation are from 09:00 until 14:45 on weekdays and, surprisingly, later at 17:47 on weekends. The service is operated by Sydney Buses on behalf of the NSW Government. A DL sized green flier is available.

There has been some discussion in the press (*Sydney Morning Herald* 15 March 2011) about integrating the Metrobus services with existing services. In the article public transport consultant Jarrett Walker said it was welcome that the government was putting on more frequent services, including, for the first time, routes that flowed across the CBD without terminating there. But he said the government should start redesigning other bus routes so they connected with Metrobus and rail lines. "Sydney has one of the most complicated bus networks in the developed world, and right now Metrobus is adding to that complexity. The next step has to be in the other direction." Oxford St to Bondi Junction, where there are four standard bus lines and one Metrobus route, was one example where the two could be better integrated. "Eventually, the routes on Oxford St will need to be reorganised so that most of the service is a simple Metrobus line running every couple of minutes - so frequently that it's not much of a hassle to transfer to it," Mr Walker said. But that would require a fare structure that did not make commuters pay more to change buses. The government has not detailed the fare structure for its smart-card system, scheduled to start next year.

Routes 311, 461, 480 and 483 have had route alterations in Woolloomooloo with the 311 returning to Bourke St.

New South Wales – Sydney Private

Metrobus routes As anticipated in last month's *Table Talk*, Route M60, Parramatta-Castle Hill-Pennant Hills-Hornsby, run by Hillsbus, started on 7 March and M92, Sutherland-Padstow-Bankstown-Lidcombe-Parramatta, run by Veolia Transport, on 14 March. There ARE printed timetables for each privately run Metrobus route, as distinct from those run by the STA.

Route M60 replaces Route 600 (Parramatta-Castle Hill) after about 06:00 and before about 20:00 daily. Route 600 continues to run a limited service before and after these times. The peak hour extensions of Route 600 from West Pennant Hills in the morning peak and return in the evening, continue to run. Route 632 continues to run between Castle Hill and Hornsby during the day on weekdays, duplicating the M60 between Pennant Hills and Hornsby. On weekends, Route 632 only runs between Castle Hill and Pennant Hills. M60 off-peak running time is 1 hour 13 minutes.

In reading public timetables, Route M92 appears to have replaced Route 915 between Lidcombe and the Cumberland campus of the University of Sydney. But it is thought that Route 915 may also still operate during at least times of high demand for students travelling between these points. Otherwise, Route M92 is completely additional to other nearby or parallel routes. In particular, it closely duplicates Veolia Transport's Route 962 (Bankstown-Sutherland-Miranda, extended to Cronulla at weekends) between Bankstown and Sutherland. M92 off-peak running time is 1 hour 46 minutes. Services on this route start earlier and run later than some of the other Metrobus routes, being as early as 05:40 and as late as 22:01 on weekdays.

As with other Metrobus routes, these two routes are run by red-liveried buses. They operate every 10 minutes in peak hours, every 15 minutes during the day on weekdays and every 20 minutes at weekends. Unlike STA Metrobus routes, they are not pre-pay.

Veolia Transport There are new timetables for Routes 925 and 927 dated 14 March. There is also a new timetable for Route 991 dated 21 September 2009 – Revised 14 March 2011. The only differences noted relate to the two school services from Heathcote, which both operate a few earlier or later.

New South Wales – Regional/Country

Rover Motors New timetables have been printed:

- Routes 160 and 163 dated 1 February 2011 v1 Pocket sized
- Route 164 only dated 1 February 2011 v1 Pocket sized
- Routes 160, 163 and 164 dated 1 March 2011 v1 DL.

The timetables in the February and March versions appear identical except for an error in the Saturday route 164 timetable in the February version where the first Sunday route 163 trip, which are also shown in this timetable, at 0835, is printed at the end of the Saturday timetable instead of the beginning of the Sunday timetable.

Queensland - Cairns Network Review *by Hilaire Fraser*

Marlin Coast Sunbus have released a network review which was available for public comment until 9 March 2011. Twenty-three routes numbered 1, 1A, 1C, 1D, 1E, 1F, 1G, 1H, 1N, 1X, 2, 2A, 3, 4, 5, 5A, 6, 6A, 7, 8, 11, 12, 13 will be replaced by fifteen routes numbered in the 100 series.

110 Cairns City-Palm Cove to replace northern section of 1X Coconut Village-Palm Cove via City

111 Cairns City-Kewarra Beach via Trinity Park to replace 2 City-Kewarra Beach & 2A City-Palm Cove via Trinity Park

112 Smithfield-Yorkeys Knob to replace 1C City-Smithfield via Holloways Beach & Yorkeys Knob & 1D City-Yorkeys Knob Direct

120 Cairns City-Smithfield via Machans Beach & Holloways Beach to replace 7 City-Smithfield via Machans Beach

121 Cairns City-Redlynch & 122 Redlynch-University to replace northern section of 1E White Rock-University via City & Redlynch

123 Cairns City-University via Brinsmead to replace 4 City-University via Earlville & Brinsmead, 5 City-Brinsmead

130 Cairns City-Raintrees Shopping Centre via Edge Hill East & 131 Cairns City-Raintrees Shopping Centre via Edge Hill West to replace 6, 6A City-Edge Hill Loop (6 clockwise, 6A anti-clockwise)

133 Cairns City-Earlville via Mooroolbool previously 8

140 Cairns City-Edmondton previously 1A

141 Cairns City-Coconut Village to replace southern section of 1X Coconut Village-Palm Cove via City

142 Cairns City-Edmondton via Bentley Park previously 3

143 Cairns City-Mt Sheridan Shopping Centre via White Rock to replace southern section of 1E White Rock-University via City & Redlynch & 1F White Rock-City

150 City-Gordonvale previously 1.

The Friday night IN late service from Edmondton to Palm Cove via City has been renumbered 110N City-Palm Cove & 140N City-Edmondton.

As direct services now operate for longer hours the following combined services have been discontinued:

1G White Rock-Smithfield via Coconut Village, City & Redlynch

1H White Rock-Smithfield via Coconut Village, City, Holloways Beach & Yorkeys Knob

5 City-Brinsmead via Edge Hill

The following peak hour express services have been discontinued:

11 City-Edmondton North

12 City-Edmondton South

13 City-Gordonville.

Victoria - Melbourne timetables

New Melbourne bus timetables:

609 (Dysons) – 4 October 2010 v1 (Sep 10),

490 (Tullamarine) – 31 January 2011 v1 (Jan 11).

A new Metlink brochure: **Metcard and myki Fares Guide** is dated March 2011 (replacing the Fares & Travel Guide 2010).

Tasmania - Hobart changes to address overcrowding *from www.metrotas.com.au*

Metro has been experiencing overcrowding on some services particularly during peak travel periods. Services have been reviewed and changes made to address this issue. These took place from Tuesday 15 March and will result in more services being available in areas where overcrowding is of greatest concern. To enable this to happen, Metro has suspended some services where patronage is continuously low and alternative services are available. Metro will be updating all of its timetable information. Details are at the timetables section of the website or call 132 201.

ADDITIONAL MORNING SERVICES AND ALTERATIONS

Route 4 Mt Stuart and West Hobart to Hobart City

Morning peak services that were previously operated by 30-seat buses will instead, where possible, be operated by full-sized buses.

Route 37 N Claremont Village to Glenorchy Mall via Chigwell

This is a new school days only service that will commence from Claremont Village at 07:45. It then travels via the normal Route 37 but not via Cadbury Estate, departs Chigwell at approximately 07:53 and arrives at Glenorchy Mall at approximately 08:10.

Route 59 Hobart College via Regent St

This new service operates on school days only. It will commence from the St Anne's stop in Davey St at 08:26 and travel via Regent St, Nelson Road and Olinda Grove to terminate at Hobart College at approximately 08:41.

Route 82 Kingston (Dennison St) to Hobart City via Browns Road

The 0724 Route 82 O service that formerly travelled direct via the Southern Outlet will now travel via Browns Road as a standard Route 82 service, departing at approximately 07:27. The arrival time in Hobart City of 07:54 remains unchanged.

Route 84 Z Maranoa Heights to Hobart City via Browns Road

This is an additional Monday to Friday all stops service. It will commence from the intersection of Redwood Road and Wattle St at 07:04 and travel via the normal Route 84 from this point to depart Maranoa Heights at approximately 07:06, Denison St 07:11, Kingston Central North 07:14, Browns Road 07:17 and arrive in Hobart City at 07:35.

Route 610 Shoreline Central to Hobart City via Rosny Park

A new Monday to Friday service will commence from Shoreline Central at 08:15 then travel all stops via Clarence St, Cambridge Road, Gordons Hill Road and Ross Avenue to depart Rosny Park Mall Stop E at approximately 08:26, then via Rosny Hill Road and Tasman Highway to arrive in Hobart City at 08:43.

Route 614 Camelot Park to Hobart City Express

This new Monday to Friday Express service will commence from the Camelot Park terminus at 07:28 then travels all stops via Tranmere Road to Shoreline Central, departing Shoreline at approximately 07:38, then express via South Arm Highway and Tasman Highway to arrive in Hobart City at 07:58. It will not stop at the Rose Bay High overpass stop adjacent to the Clarence Pool.

Route 664 Mornington Crescent to Hobart City via Rosny Park

A new school days only all stops service will commence from the Joshua St / Currajong St intersection at Mornington at 08:10 and travel via Currajong St, Cambridge Road, Gordons Hill Road and Ross Avenue to depart Rosny Park Mall stop E at 08:22, then via Rosny Hill Road and Tasman Highway to arrive in Hobart City at 08:40.

Route 389 Moonah to Claremont College via Main Road

A new school days only service, this service will commence from stop 18, Main Road Moonah at 08:09 and travel all stops via Main Road to depart Glenorchy Mall stop D at 08:15, then via Main Road and Claremont Link Road to arrive at Claremont College at approximately 08:27.

ADDITIONAL AFTERNOON SERVICE

Route 474 Taroona High School to Cavell Street West Hobart

This new school days only service will depart Taroona High School at 14:50 and travel via Churchill Avenue, Regent Street, Antill St, Macquarie St, Molle St, Goulburn St, Forest Road, William St and terminate at Cavell St West Hobart at approximately 15:25. The route 472 Taroona High School to West Hobart service will continue to operate.

SUSPENDED SERVICES

Route 57 08:36 Dynnyrne to Hobart City

Due to low patronage, this service will be suspended pending further review.

Route 82 Kingston (Dennison St) to Hobart City

Due to poor loadings, the following services will be suspended pending further review:

Route	Dep Kingston	Arr Hobart
82 O	07:05	07:25
82	07:34	07:59
82	07:48	08:18
82 O	08:13	08:45

An additional Route 84 service has been added, departing Kingston Central at 07:14 and arriving in Hobart City at 07:37.

The 07:24 Route 82 O service from Denison St that departed Kingston Central North at 07:27 and travelled express via the Southern Outlet to arrive in Hobart City at 07:54 will instead operate as a standard Route 82 service via Browns Road. The departure times from Denison St and Kingston Central and the Hobart City arrival time remain unchanged.

School bus route 387: 07:58 Chigwell to Montrose Bay High School

Due to low patronage, this service has been altered. The bus previously assigned to this service will instead operate an additional Route 37N service (described above) departing Claremont Village at 07:45 and Chigwell at approximately 07:53 terminating at Glenorchy Mall at 08:10. The extra capacity provided by this service will enable more students from the Claremont area to get to Montrose Bay High School, as well as allowing more people to access Claremont College and link into other school bus services at Glenorchy Mall.

School bus route 388: 08:09 Moonah to Montrose Bay High School

Due to low patronage, this service has been suspended and replaced by school bus Route 389 departing Moonah at 08:09. Passengers from the prior Route 20 service that forms Route 389 may remain aboard.

Route 389 will depart Glenorchy Mall stop D at 08:15 and travel via Main Road and Claremont Link Road to terminate at Claremont College at 08:27. This alteration will increase capacity to an area of high demand – Claremont College – and help to ease loads on existing services from Hobart City and Glenorchy.

School bus route 417: 15:05 Clarence High School to Hobart City

Due to low patronage, this service will be suspended pending further review.

South Australia - Adelaide

Torrens Transit, the operator of the O-Bahn, has backed calls for a multi-storey carpark at the Modbury Interchange, in a bid to ease the chronic parking shortages facing northeast commuters. This would help meet the "huge demand" for drivers parking at the interchange before heading into the city by bus. Figures released by Torrens Transit show passengers took 8.3 million trips on the O-Bahn last year, up from 7.6 million in 2006. The O-Bahn has become the busiest transport corridor in Adelaide, with more buses set to feed into the service from Salisbury to Paradise later this year.

Football Specials (AFL games): Details of the special bus services to Football Park (AAMI Stadium) West Lakes have been released. There is a printed timetable and details on the Adelaidemetro website. The format is the same as in previous years with variations in the services on the direct routes depending on which local team is playing – Adelaide Crows or Port Power. Travel on the Adelaidemetro services is included in the admission tickets as in previous years. In addition, there are special services from outside the metropolitan area direct to the ground at appropriate fares.

King St Bridge: Due to the closure of King St Bridge in Glenelg North, some bus stops were closed from 1 March for approximately 10 months. J1 services will not be able to travel along the Patawalonga Frontage. J1 and J2 services will detour. Route 162 is unchanged.

Victoria – Melbourne

Skybus has produced a new timetable brochure dated 1 December 2010. It is expanded to depict the city and airport terminals plus a city map with various tourist features shown. The frequencies remain unaltered. It was noted that many additional trips supplementing the ten minute frequency were run in the busy period prior to Christmas.

Western Australia - Perth

Proposed changes to the Fremantle CAT: Transperth is proposing changes to the Fremantle CAT to improve the reliability of services. These proposed changes involve splitting the current Fremantle CAT route into two loops; one servicing the area north of Fremantle Station (including the Maritime Museum) and the other servicing the area south of Fremantle Station. Both loops will stop at Fremantle Station to allow passengers to transfer. It is proposed that the Southern Loop will operate every 10 minutes and the Northern Loop every 15 minutes.

Thanks to Hilaire Fraser, Geoff Hassall, Duncan MacAuslan, Michael Marshall, Lourie Smit and Roger Wheaton for Bus news.

AIR NEWS

International

After gaining traffic rights on the sector, **Air Austral** has introduced a second weekly service between Reunion and Sydney: Reunion depart Sunday 23:55, Sydney arrive Monday 15:35, Sydney depart Tuesday 13:15, Reunion arrive 20:40.

V Australia has dropped services to South Africa, Phuket and Fiji and introduced services from Sydney to Abu Dhabi: Sydney depart Tue, Thur, Sat 16:05, Abu Dhabi arrive 23:40, Abu Dhabi depart Mon, Wed, Fri 10:45, Sydney arrive 07:15 next day.

Domestic

Virgin Blue is attempting to disprove the belief that once gone, it is impossible to restore Virginity. Over the next few months, it will change its name to **Virgin**.

QantasLink will operate its Sydney- Mt Hotham ski season between 24 June and 11 September.

Thanks to Tony Bailey and Tris Tottenham for Air news.

FERRY NEWS

Reef Star Cruises

From 15 September 2010 Reef Star Cruises took over transfers from Mackay to Brampton Island, replacing Cruise Whitsundays.

Floods and Cyclone Yasi

With the Bruce Highway closed south of Rockhampton cutting all access between Rockhampton and Brisbane, Freedom Fast Cats from Yeppoon commenced operating daily services between Yeppoon and Gladstone. The last service operated on Saturday 15 January 2011, departing Pier One at Yeppoon at 12:00 and Gladstone at 15:30.

Sometime between 10 and 31 January 2011, Koala Adventure Island Resort on South Molle Island closed for the wet season. As a result, Cruise Whitsundays services no longer serve the island. In a further blow to Cruise Whitsundays ferry services, and Whitsunday tourism in general, Long Island Resort closed from 10 February 2011 following Cyclone Yasi. Cruise Whitsundays is left with services Abel Point Marina- Daydream Island - Hamilton Island Airport. Both Adventure Island and Long Island are due to reopen from 1 April.

Cyclone Yasi had a major impact further north with the eye of the cyclone passing through Mission Beach and Tully. Port Hinchinbrook at Cardwell was heavily impacted by the associated storm surge with many yachts damaged. This is the base for the ferry service to Hinchinbrook Island Resort. While the resort avoided major damage and is listed as being open it is unknown what happened to the ferry or how transfers are being operated to the island.

Dunk Island was very heavily impacted by the cyclone and remains closed. QuickCat Cruises appears to have ceased operation (unknown whether this is temporary or permanent but their website is no longer active and the Dunk Island website no longer refers to them). Dunk Island Express water taxi's website has not been updated since the cyclone but it appears they may now be the only access to the island.

French Island

French Island has scored an extra 18 ferry services a week. The new Victorian state government-funded services dovetail with the changed Stony Point train timetable. Interisland Ferries now runs 134 weekly services to French and Phillip islands from Stony Point and between the islands. Interisland Ferries operates two ferries, with plans to build a third. The ferries carry 92 people

Thanks to Simon Aalbers and Tony Bailey for Ferry news.



Members' News

- April 2011

Australian Association of Timetable Collectors

aattc.org.au

VICTORIAN RAILWAYS TIMETABLES

More old Working Timetables have been placed on Victorian Railways website
www.victorianrailways.net

AATTC AUCTIONS

We urge your support for the current AATTC Auction. This is a chance to enhance your timetable collection while also financially supporting the AATTC.

The AATTC Auctioneer, Stephen Ward, always welcomes items for forthcoming Auctions.

Members interested in selling or donating lots please contact him by phone, e-mail or post:

Mail: PO Box 220, LIDCOMBE NSW 1825, or

E-mail: swar3841@bigpond.net.au or Stephen.ward@lnnf.com, phone 0429892263.

DIVISION MEETINGS

Adelaide: Meeting are held at 2c Bakewell St Tusmore 5065 .Inquiries to convenor Roger Wheaton at rogertw@adam.com.au or 08-8331 9043.

Brisbane: Meetings are held at 8 Coachwood Street Keperra. Inquiries to Brian Webber bwebber5@bigpond.com, 07-3354 2140 or 8 Coachwood St, Kepperra.

Canberra: Meetings are at 1830 on the second Thursday of **every** month at the Ainslie Club, Wakefield Avenue, Ainslie. Good conversation and a meal are features. Enquiries to Ian Cooper, GPO Box 1533, Canberra ACT 2601, iancooper@goldweb.com.au or 02-6254 2431.

Melbourne: Meetings are held on the first Wednesday of odd months from March to November.. All meetings commence at 2000 at the home of David Hennell, 3/29 Croydon Road, Surrey Hills, which is a short walk from Chatham Railway Station on the Lilydale/Belgrave line.

Sydney: Meetings are held at 1400 on the first Saturday of February, May, August and November at the church hall, Roseville Uniting Church, 2 Lord St, Roseville. This is a very short walk from Roseville Railway Station on the North Shore line. All members and non-members are welcome. Large grab tables for the exchange of timetables, and cake, are always features. Inquiries to the Sydney convenor, Geoffrey Clifton, G.Clifton@itls.usyd.edu.au or GPO Box 1963, Sydney NSW 2001.

AATTC Members' News is compiled by Victor Isaacs, President. Contributions to abvi@iinet.net.au please. The deadline is the last weekend of each month.