




# TABLE TALK

## AUSTRALIAN TIMETABLE NEWS

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**491, 492, 493, 494**

**This timetable covers bus services linking:**

- Gawler Station
- Hewett Osprey Avenue
- Gawler East Calton Road
- Evanston Hiller Road
- STARplex Trinity Drive
- Tambelin Station

**Useful Information**

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- timetables on your mobile
- customer feedback
- ticket information

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- journey planning advice
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as we change our public transport information to be easier to read and access. Call the InfoLine or visit our website.

**Delays to services** can be caused by roadworks and accidents. We will endeavour to use alternate routes and provide information on the delay where possible.

**How to use this timetable**

1. Using the route map provided, find the two timing points you are located between.
2. Locate these two timing points on the timetables.
3. Your bus is scheduled to arrive between the times shown for these points. For example, if your bus stop is situated between timing points **A** and **B** on the map, then the bus is scheduled to arrive between the time listed for **A** and the time listed for **B**.

**Route descriptions**

**491** Hewett Circuit via Gawler Station, Willaston & Gawler Town Centre. **Clockwise loop.** Service operates Monday-Friday.


**492** Gawler East Circuit via Gawler Station & Gawler Town Centre. **Clockwise loop.** Service operates Monday-Friday. **492w** - travels via Gawler Sport & Community Centre. Limited service operates Monday-Friday.

**493** Gawler South Circuit via Gawler Station, STARplex, Tambelin Station & Gawler Town Centre. **Clockwise loop.** Service operates Monday-Friday. **493t** - terminates at Tambelin Station.



**494** Gawler South Circuit via Gawler Station, Tambelin Station, STARplex & Gawler Town Centre. **Anti-clockwise loop.** Service operates Monday-Friday. **494t** - terminates at Tambelin Station.

**Routes**

<b>491</b>	<b>Destination:</b> Hewett Circuit <b>Clockwise loop</b> service
<b>492</b>	Gawler East Circuit <b>Clockwise loop</b> service Also shows <b>492w</b>
<b>493</b>	Gawler South Circuit <b>Clockwise loop</b> service Also shows <b>493t</b>
<b>494</b>	Gawler South Circuit <b>Anti-clockwise loop</b> service Also shows <b>494t</b>

**Bus services:**  

See back cover for route descriptions  
Effective 24 July 2011

**PLEASE NOTE:** This timetable can be enlarged for easier reading using the "zoom" tool in your PDF viewer.

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## Adelaide Metro: - new timetable format and new services in Gawler – page 10

## Perth transport plans – page 2

# 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. ABN 74248483468.

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## TOP TABLE TALK

### **Perth: Transport Plan** from WA government website.

The WA government has released a Perth public transport plan looking forward to 2031. It finds that the current network will not be able to cope with the projected increase in public transport use and growth of the city. A significant change in the way public transport operates will be needed for it to play a crucial role in reducing congestion, improving accessibility and reducing consumption of fossil fuels. Over the next 21 years, much of the investment in public transport infrastructure and system improvements is needed within 15km of the Perth central area.

Over the past ten years public transport usage in Perth has increased by 67%, three times the rate of population growth - 330,000 trips are made every weekday. Two-thirds of public transport trips are for work and education. These are generally during the peak period to and from the central city area. The current network strongly supports the central city area. However, there are major differences in the quality of services, with limited quality mass transit services for the central northern sector of the Perth metropolitan area and between major centres outside of the central area.

For the level and quality of public transport services to continue to improve, there will need to be real improvements in reliability, speed of travel, service frequency, safety and security, and ease of use. There are limited options to further develop the rail system in a cost effective way. Right-of-way reserves do not exist between many of the strategic centres in the Central Sector where consolidation and higher intensity of activity is planned. The alternative of constructing tunnels is very expensive and not feasible for extending services to new areas. Most of the new growth corridors can be served by road-based services, but strategic decisions need to be made to ensure these services have substantial priority over general traffic. Without this priority, the quality and level of service cannot be achieved. To provide a quality level of service for more people, the future transit system will need to have three integrated types of service – train services, road based rapid transit services and buses. A road based rapid transit service can be either light rail or bus rapid transit.

The public transport system can be enhanced by increasing capacity on the existing network, expanding the network and developing transformational projects. The project proposals are grouped into Stage One or shorter term before 2020 and Stage Two or medium term before 2031.

By 2031 Perth residents will collectively more than double their use of public transport. The capacity and efficiency of the existing network will need to be increased by:

- Purchasing new trains and buses;
- Upgrading major bus interchanges and providing faster bus services to transfer passengers to rail services;
- Building new train stations; and
- Providing effective access to the system including adequate park and ride facilities.

The network will need to be expanded by:

- Providing priority bus lanes along routes that connect major centres and through congested intersections;
- Adding a rail line to the Airport and the Hills area;
- Extending the Armadale line to Byford and Mundijong in the longer term; and
- Extending the Northern Suburbs Railway to Yanchep and
- Other transformational projects (detailed below).

There is no mention of a line to Ellenbrook, promised by the former government.

These projects are integral to the creation of Perth's long-term public transport network. However, in themselves, they will not be enough to meet the expected demand for public transport.

A new rapid transit system, with the capacity to move large volumes of people during peak hours, is needed for the central northern suburbs. The current rail network cannot include another line to service these northern suburbs along Alexander Drive and through North Perth, without significant cost and disruption to existing commercial and residential areas. The projected volumes for this corridor suggest that this should be planned as a light rail route. The significant capacity and fleet needs could be fully harnessed by extending the route through the city to Curtin University and UWA/QEII hospital, creating a network that supports the spine with contra passenger flows. Fast

tracking the extension of the Northern Suburbs Railway to Yanchep will transform the style of outer urban development. However, this should have a significant involvement and contribution from the Federal Government and major land owners to support the funding of the project and to ensure a commitment to a 'smart growth' sustainable model for greenfields urban development. These transformational projects ought to be conditional on specific criteria, including:

- A contribution to the capital cost of the projects by the private sector, based on value transfer from increased property value;
- Alignment support from local authorities to achieve a practical network across local boundaries;
- Minimum development outcomes being secured.

For light rail, project proposals would need to demonstrate how they are consistent with, and can be effectively expanded into, a broader network, would need to ensure a consistent use of technology to maximize operational flexibility and synergies across the network and would need to be subject to detailed master planning and a business case.

By 2031, it is estimated the total annual cost to operate and maintain the public transport system will rise to \$1.2 billion (compared to \$691.2 million in 2009/10). Over the next 21 years the total cost for fleet expansion is estimated to be \$1.2 billion. The major components of the cost are:

- Additional railcars – \$624 million (156 additional railcars at \$4 million each) (2011 dollars);
- Additional buses – \$482 million (900 additional standard size buses at \$535,000 each);
- New light rail vehicles – \$131 million (29 light rail vehicles at \$4.5 million each).

Over the next 21 years the estimated cost to construct the infrastructure recommended in the public transport plan is \$2.9 billion. The major components of the proposed infrastructure expenditure are:

- Rail system expansion – \$1.2 billion;
- Light rail – \$1 billion;
- Bus rapid transit and bus priority infrastructure – \$343 million;
- Additional rail, bus and light rail depot and maintenance facilities – \$180 million;
- Transit interchanges, including park and ride – \$135 million.

A detailed funding plan and strategy needs to be prepared by the Department of Transport and the Public Transport Authority in consultation with Treasury and Finance for consideration by the Government. The Independent Panel recommends that a number of new funding sources be examined for inclusion in the funding plan and that these be the subject of consultation with key stakeholders. The opportunities to adopt alternative or additional funding sources will change over time. For that reason, a short term (5 year) funding plan and a longer term funding plan will need to be prepared.

The development of the Public Transport Network Plan has identified a number of important policy issues that are related to either the development and operation of public transport or to the broader urban transport system. These policy issues need to be addressed to ensure that urban transport can continue to support a fast growing city with an expanding system.

WA has policies to integrate public transport with land use planning. The implementation of *Directions 2031 and Beyond*, through growth management strategies, provides more opportunities to reinforce this approach. The Activities Centres State Planning Policy also supports this approach, as does Transit Oriented Development. This should ensure that there is a focus on, and investment in, areas that have genuine development potential and that can have a positive influence on public transport use. The transformational projects are a further opportunity to achieve strong alignment and integration with land use. Existing planning policies may need to be enhanced to secure minimum development outcomes and contributions to projects from the private sector.

# RAIL NEWS

## Infrastructure Australia recommendations to COAG

Infrastructure Australia recommended to the Council of Australian Governments in July the following projects based on an assessment of their value and their readiness to proceed:

- Priority 1 National Managed Motorways Program, NSW, Vic, Qld, WA, SA, \$4 billion, Benefit Cost Ratio 3.0 to 10.0 depending on specific project.  
Integrated Transit Development – Melbourne Tram route 86, Vic, \$30 million, BCR 4.0
- Priority 2 Melbourne Metro rail stage 1, Vic, \$4.9 billion BCR 1.3
- Priority 3 Pacific Highway upgrade, NSW, \$7.6 billion, BCR 1.5  
Adelaide Rail freight upgrade – Goodwood and Torrens Junctions, SA, \$418 million, BCR 1.3  
Majura Parkway, Federal Highway to Monaro Highway, ACT, \$288 million, BCR 3.3.

The full report to COAG is at [www.infrastructure.gov.au/2011\\_coag/files/2011\\_Report\\_to\\_COAG.pdf](http://www.infrastructure.gov.au/2011_coag/files/2011_Report_to_COAG.pdf)

## QR National: Coal contract

QR National has signed a long-term coal haulage contract with Stanwell Co. to transport up to 3.7 million tonnes per annum from Wesfarmers' Curragh mine to Stanwell Power Station, west of Rockhampton from 1 July 2011 to December 2020.

## QR Traveltrain: demise of the public timetable booklet

QR Traveltrain has discontinued publication of their handy Public timetable booklet. They now provide individual sheets for each train in the same format. These are not even dated!

## QR Citytrain: Extra Sunshine Coast service

An extra rail service was added to the Sunshine Coast line from 11 July:

- The 17:04 Central-Caboolture was extended to Nambour.
- The 17:22 Central-Nambour service runs only to Caboolture.
- A new 17:28 Central-Nambour service was introduced commencing from Roma St.

An additional three-car train set was added to the 06:13 Caboolture-Central.

## QR Citytrain: Timetable review

Following the implementation of new timetables for the Ipswich/Richlands and Caboolture lines from 6 June, timetable reviews for the Cleveland, Beenleigh, Gold Coast, Doomben, Ferny Grove and Shorncliffe lines will start later this year. Queensland Rail and TransLink are seeking public input

## Pacific National: Mt Isa line

Pacific National has commenced a ten year contract with Xstrata for the transport of magnetite concentrate from Cloncurry to Townsville from 28 April 2011. PN will operate 1 km long trains on Queensland Rail's line.

## ARTC: NSW NW line, Leightonfield long-term lease, South Sydney Freight Line

On 4 July the **NSW NW line** from Gap to Gunnedah, Narrabri, Moree and Boggabilla, 370 km, was transferred from the NSW Country Rail Infrastructure Authority to long-term lease by the ARTC. This line carries heavy coal traffic on the Gap-Gunnedah section. If the Melbourne to Brisbane Inland Railway goes ahead, sections of the NSW NW line will be incorporated into it.

From 10 July ARTC took over ownership and management of **Leightonfield Yard**, adjacent to the South Sydney Freight Line, currently under construction by the ARTC. Connection of the first section of the **South Sydney Freight Line** from Enfield West to Leightonfield and Villawood was deferred from 9 July to 8 August. Initially it will be used by down trains only.

On 27 July the line from **Charbon to Kandos**, in central west NSW, was booked out of service.

## ARTC & RailCorp NSW: An abundance of WTTs

**RailCorp NSW** introduced a new Freight WTT from 9 July. The changes are also detailed in Special Train Notice 1345-2011. Then it issued another Freight WTT from 30 July. Details also in STN 1555-2011.

The next editions of **ARTC** and **RailCorp** Working Timetables (passenger) will be in October 2011.

The graphical versions of the **ARTC** Working timetable of 10 July (see July *Table Talk* page 2) are now available at <http://www.artc.com.au/Content.aspx?p=180> (or look at the ARTC website, then go to Access Seeker, then to Interstate, then to Committed Capacity). These show that there are still trains pausing for hours at non-existent crossing loops. There appears to be one train that gives birth to a second train at Benalla on Thursday afternoons - but this might be a ballast train that leaves at the same time, but on the other track (it spends a long time stopped at Glenrowan, the current works site). The 15:00 to 17:00 time slot on Saturdays on the Victorian NE SG in the Benalla region is worth looking at. There are 16 "crosses" in these two hours- though, of course most are not on single line. Whether it represents truth or not is not the point- such a thing would never have been possible on single track. With 500% magnification, otherwise-hidden stuff appears. This may be because ARTC's own printed copies are done on a huge plotter.

## **ARTC: Train Alteration Advices**

ARTC Train Alteration Advice 0969-2011 advised the deletion of freight trains 1813N, 8114N, 2XG1, 3GX1, D802N for Mondays and D801N for Tuesdays,. So what? Well, as far as is known, this is the first time amendments to ARTC's Working Timetable (Master Train Plan) have appeared on their website.

ARTC TAA 0915-2011 has one of the more unusual headings seen: "LVR: Nic and Kaylyn's Wedding Train". 3 CPH RailMotors are to run from Cootamundra to Junee and return on 17 September. Nothing can match a spring wedding blessed by the official imprimatur of the ARTC.

## **ARTC: New loops**

Ministerial approval has been given for construction of a new crossing loop at **Ambleside** on the ARTC mainline in the Adelaide Hills. Work is scheduled to commence in August and run until October 2012. The loop has been strongly opposed by elements in the local community who claim it will increase train noise and congestion.

**Elders** loop, 2 km on the up side of Corio on the Adelaide-Melbourne line, was brought into service on 10 July.

**Bengalla** loop, 2 km on the down side of Muswellbrook on the Sandy Hollow line, is scheduled to be brought into service on 12 August.

**Koolbury** loop, 3 km on the down side of Muswellbrook on the Werris Creek line, is scheduled to be brought into service on August.

## **Recommended website**

A new blog about NSW Railway operations and infrastructure is <http://gshsignal.blogspot.com>. It includes interesting insights into train operations.

## **NSW storms and delays**

The strong wind storms across SE Australia in early July affected railways in NSW. On the evening of 5 July the eastbound up Dubbo XPT was hit by a tree near Medlow Bath in the Blue Mountains. More seriously, a westbound Interurban EMU was also hit by a tree, which destroyed a carriage and injured a passenger. The resulting shortage of Countrylink sets resulted in the Northwest train being shorter than usual and the weekend Griffith train being replaced by buses. The Dubbo XPT and Broken Hill Xplorer were buses throughout until 11 July. The Western line remained closed until late on 11 July. On the main South line, some signals in the Southern Highlands were rendered inoperative, inter alia, seriously delaying one of the *Table Talk* proofreaders on her journey to Canberra. Just as the Blue Mountains was getting back to normal on 11 July, trains were suspended on the Bankstown, Inner West, Airport & East Hills and South Lines between Sefton and Carramar in both directions due to emergency signal equipment repairs at Carramar.

## **Sydney: timetable co-ordination**

On 15 July the NSW government announced that four transport agencies in NSW will be abolished. The Country Rail Infrastructure Authority, the Transport Construction Authority, the Roads and Traffic Authority and Maritime NSW will be merged into Transport for NSW. Among the benefits promised is that timetables of trains, buses and ferries will be co-ordinated.

## **CityRail: Crush loads**

**From the *Sydney Morning Herald* 27 June:**

A rise in patronage in the past year has worsened the peak-hour crush on CityRail trains. The latest CityRail survey of passenger numbers shows crowding has increased across a number of lines in the peak morning and afternoon periods, reversing an earlier trend. RailCorp, the agency that runs the CityRail network, has consistently exceeded its government-mandated target number of overcrowded trains. But in the past two years RailCorp has boasted that overcrowding figures were coming down. This was in part due to RailCorp putting on extra services and carriages, but also because of a fall in employment in the central business district following the financial crisis. This trend is over. CityRail's most recent capacity survey, in March, nominated five train lines where a maximum morning peak hour capacity above 135% was counted. On CityRail's measure, a train is at 100% capacity when all the seats are taken. Once capacity exceeds 135% the train is so crowded it adds to the time passengers need to get on and off, and the train can start to run late.

The worst performance was on the Illawarra Line through Hurstville and Sydenham where CityRail measured a maximum load of 170%. At 160% capacity all seats are taken, the vestibules are full, and so is all the standing space on the upper and lower levels of the carriages. The lines with the highest average crowding were the Illawarra, Northern, Western and South lines. And the average morning capacity across all lines increased from 116% to 119% between September and March. It was up from 118% in March last year. There is a similar story in the afternoon peak hour. CityRail measured a maximum load of 160% on the South Line and 150% on the Illawarra Line. The average afternoon capacity on all lines increased from 102% to 107% between September and March, and was up from 106% a year earlier.

One of the reasons CityRail has been unable to reduce crowding is that its new train order - the Waratah - has been so delayed. The latest cause for delay to its introduction has been a failure of the public/private partnership that is delivering the train sets to get two United States insurance firms to agree to a contract variation.

## **CityRail: Richmond branch**

Trains between Quakers Hill and Richmond were replaced by buses from 23 to 31 July as part of the duplication project from Quakers Hill to Schofields and for insertion of concrete sleepers at Riverstone. The duplication project will take place in stages and, together with track upgrading, is expected to be completed late this year. The next weekday closedown is scheduled for October 2011.

## **Countrylink: Bathurst special**

On Sunday 9 October a special Countrylink train will depart Sydney at 05:14, arriving Bathurst at 09:15 for the Bathurst 1000 Car Races. The return will depart Bathurst at 18:25, arriving Sydney at 22:37.

## **V/Line: 2-17 July closedown timetables**

V/Line issued temporary timetables – in print and on the web - for the period 2 to 17 July when the Ballarat and Bendigo lines were closed for work on the Regional Rail Link. The Ballarat timetable was 4 pages and the Bendigo line 8 pages. Basically each train was covered by a number of replacement buses – one running express and others serving intermediate stations. Often one or more of these buses ran on a portion of the route only. To take a random example: the 1315 all stations train Melbourne-Eaglehawk was covered by one express bus to Sunbury, one to Gisborne/Woodend/Kyneton, one express to Bendigo (due 1525, cf stopping train at 1512), one express to Castlemaine then all to Eaglehawk and one all stations to Eaglehawk (due 1711, cf train due 1530). Generally even express buses were significantly slower than trains, especially on the Bendigo line. An odd feature was down buses starting from intermediate points, such as Sydenham or Sunbury or Castlemaine to Bendigo but not vice versa; and Melton or Bacchus Marsh to Ballarat but not v.v. In the evening peak, some buses started from North Melbourne.

## **V/Line: NE SG WTTs and operations**

Following restoration of V/Line services to Albury from 26 June, V/Line Working timetables for the NE SG line and the NE broad gauge lines are now posted on their website under "Track Access". The long passing lanes south of Seymour are now identified at both ends. Thus we now have the very peculiar names appearing of "Kilmore East North" and "Kilmore East South". Beveridge has also been added as a timing point, although the operational reason for this is unclear. Other V/Line WTTs on their site have not yet been updated. Alternative WTTs for the NE SG are on the ARTC website under "Operations".

On Monday 25 July the down 12:00 V/Line passenger train was mistakenly routed on to the eastern line which had been closed for track welding. Just north of Seymour the driver had to make an emergency brake application when it came upon an ARTC crew working on the line. The train sat there for 45 to 50 minutes before reversing to Seymour where passengers were put on buses. The service was cancelled, and the crew announced to the passengers that "safety has been seriously compromised by ARTC". Other services have been delayed by speed restrictions.

## **V/Line: Geelong line**

From 4 July until further notice the 1816 Melbourne SX-Geelong M-F train has been slowed down by seven minutes, "due to operational requirements".

## **Metro Trains Melbourne: punctuality improves**

Metro Train's punctuality in June was 88.2%, an improvement of 6% compared to June and 98% of scheduled trains ran. Metro's CEO attributes the change to the new timetable introduced on 8 May and removal of speed restrictions.

## **Yarra Trams: Airport West tramline**

The Victorian government is spending \$8.7 million on the tram route along Mt Alexander Road at Travancore to improve safety and travel times. It currently takes trams about six minutes to travel this short distance in the morning peak. Work will start in October 2011 and is expected to be completed by April 2012 and will include:

- widening Mt Alexander Road at Debney Park to provide a reserved track for trams for about 500 metres;
- improved signal priority for trams;
- new platform tram stops at the Flemington Community Centre;
- improved bicycle and pedestrian facilities; and
- strengthening the Moonee Ponds Creek bridge.

## **Adelaide Metro**

The railway from Norlunga to Oakland re-opened on Sunday 24 July after being reconstructed. Trains ran on the full length of the Noarlunga line in the week leading up to the re-opening to validate and prepare the track for operation. Stage three of the Noarlunga line upgrade (remainder of the line) will be undertaken in 2012. New tram and bus timetables were also introduced from 24 July. The next line to close for reconstruction will be Mawson Interchange to Gawler Central. This is expected to occur from Sunday 11 September, immediately after the Adelaide Royal Show. This will affect not only suburban passenger trains, but the hitherto daily train from the Penrice quarry near Angaston – one of the very few surviving intrastate freight movements in SA.

Industrial action resulted in no trains in Adelaide on Friday 8 July from 09:00 to 15:00. Replacement services were not provided, except ironically on the closed Noarlunga line. As replacement buses were operating from Noarlunga to Oaklands, these were extended express to the City.

## **Great Southern Rail: Southern Spirit**

From November 2011, The Southern Spirit will operate six departures in each direction departing Adelaide and Brisbane on Saturdays and Melbourne on Sunday.

## TransPerth: Early morning trial

A free 04:00 weekend train service will be trialled for six months from November to April. The current latest train service at 02:15 will be altered to run at 02:00. During the trial both of these services will be free.

## TranzScenic: Regular trains - Capital Connection to stay

Operation of the daily Monday-Friday Palmerston North- Wellington and v.v. Capital Connection commuter train will continue. Its future was in doubt after the Wellington area suburban electric trains were extended to Waikanae in January, as Waikanae provided a significant source of the train's patronage. There was an initial drop, but since then patronage has remained steady. Continuance of the train attracted significant local support including from the Palmerston North daily newspaper. TranzScenic has reviewed current numbers, and decided that the train will continue operation. (Also see next item).

When the Christchurch-Picton and v.v. train resumes from 15 August, it will no longer be called the Tranz Coastal, but instead called Coastal Pacific. This is a reversion to the name used from the 1980s until 1997.

## TranzScenic: Special trains - innovation

TranzScenic are using the currently under-utilised Silver Fern railcars for monthly excursions from Wellington to Palmerston North, then via the freight only and scenic line through the Manawatu Gorge to Mangatainoka where there is a visit to Tui brewery.

During the Rugby World Cup, TranzScenic is giving the Capital Connection (see preceding item) rare weekend outings from Palmerston North to Wellington and return. It will operate on 30 July, 11 September, 2, 8 and 9 October to varying timetables according to match times. Similarly, special trains will operate from Auckland to Hamilton on 16 and 18 September and 2 October. In Auckland these trains start from Ellerslie and operate via the old Auckland station, now known as The Strand and specially refurbished for Rugby traffic, then via Glen Innes.

Veolia will provide Auckland suburban train services through to 01:30-02:30 on Rugby World Cup match nights. The normal Friday timetable will operate on each weekday. More frequent and later services will also operate on Saturdays and Sundays.

## Auckland Tramway opens

The Auckland 1.5 km, \$NZ8 million, inner suburban tourist tramway loop will commence operation on Saturday 6 August. It will use ex-Melbourne W2 and X1 trams, leased from the Bendigo museum.

## Auckland rail patronage increases

Patronage on the revamped Auckland suburban train has increased by a huge percentage – admittedly from a low base. The increase occurred despite there being a large number of weekend closedowns for upgrading works. Rail patronage in June 2011 was 883,780 – an increase of 24.6% on the figure for June 2010. In August 2003 Rail patronage was a mere 260,000. It has increased every month since then. Rail patronage for the full twelve months since June 2010 was 9,864,604. The figures for these 12 months are:

Southern and Eastern line	5,842,185	5.3% increase
Western line (following completion of duplication)	3,513,492	19.8% increase
Onehunga line (opened 19 Sept 2010)	508,951	
RAIL TOTAL	9,864,604	16.3% increase
Northern Busway	2,056,890	14.8% increase
Other Bus	46,106,444	7.2% increase
Ferry	4,735,717	4.6% increase
GRAND TOTAL	65,763,655	8.5% increase

*(Yes, these figures are very slightly out when added up. But, they are the official statistics from Auckland Transport)).*

**Thanks** to Tony Bailey, Scott Ferris, Peter Hobbs, Victor Isaacs, Geoff Lambert, Roger Wheaton, *Sydney Morning Herald*, *Railway Digest*, *Albury-Wodonga Border-Mail*, [www.vicsig.net](http://www.vicsig.net) and [www.aktnz.co.nz](http://www.aktnz.co.nz) for Railway news.

# BUS NEWS

## ACT - Canberra

When announcing on 4 July the hoped for resolution of a long running industrial dispute with the TWU, the ACT Minister for Transport, Simon Corbell, told the *Canberra Times* that "Money had been allocated in this year's budget for incremental changes to routes and timetables during this financial year. A major revamp of routes and timetables was not due until 2013."

Unfortunately there was no reference to any plan to extend bus services to the centre of the new Gungahlin suburbs of Bonner, Crace and Casey, the western sector of West Macgregor and the north east part of Bruce, opposite the Institute of Sport.

The ACT Government's procurement website lists the names of five manufacturers bidding for the supply of 20 articulated buses for ACTION. Iveco, MAN, Mercedes-Benz and Scania are bidding for the supply of chassis with Custom and Volgren bidding for the supply of bodies.

A difference of opinion as to the best method of issuing real time bus information to bus commuters has now been aired publicly between the Minister for Transport, Simon Corbell, and a group of university students. The students claim that they can offer ACTION a suitable real time system at a negligible cost compared with the ACT Government quoted budget of \$12m. The Minister has now agreed to discuss the matter with the students.

**Airliner Airport Service:** From 18 July the "Airliner" bus service from Canberra City to Canberra Airport, operated by Deane's Buslines of Queanbeyan, was drastically reduced in frequency. Formerly, on weekdays, the service generally operated every 30 minutes with 28 departures. On weekends an hourly service provided eight departures. The service has now been reduced to just eight services – three in the morning and two in the afternoon. There is just one bus shuttling back and forth. Departures from the City Interchange are at 08:40, 09:40, 10:40, 16:10 and 17:10 on every day of the week. Departures from the Airport are at 08:08, 09:08, 10:08, 15:38 and 16:38. The service is now of very limited usefulness. This is the latest in a series of operators who have failed in providing a service to Canberra Airport. The Queanbeyan to Canberra Airport with five services a day has not been altered.

## New South Wales – Sydney Private

**Veolia Transport – Route 947:** A new timetable for Route 947, Kogarah-Dolls Point-Hurstville, has been issued dated 11 April 2011 in conjunction with the new Hurstville Interchange. It contains only minor changes from the October 2010 timetable. It is not known whether it is available in paper form yet.

**Veolia – Route S1:** The bus stop at Cabramatta Station for Route S1 buses to Lansvale changed from 20 June 2011. The new bus stop is on the opposite side of Railway Parade. Instead of picking up from the stop near the shops, Route S1 buses now depart from Stand 1 near the CityRail ticket office.

**Punchbowl Bus Co - Route 944:** As from Tuesday 14 June 2011 the Route 944 journey departing Hurstville at 3:07pm (Monday to Friday, School Days only) now operates via Belmore Road and Salt Pan Road to Riverwood Station and not via Forest Road, Jacques Avenue, Trafalgar St and Bonds Road. A website only version of the new timetable has been noted so far.

**Busways Campbelltown - Route 878:** From Wednesday 15 June 2011 Route 878 buses from Campbelltown to Eschol Park and Kearns followed an amended route through St Andrews for traffic reasons. Two bus stops on Campbelltown Road have been closed.

**Hillsbus - Epping-Macquarie University school shuttle:** The school shuttle services travelling to Epping from Macquarie University Station at 08:00, 08:15 and 08:30 and services travelling to Macquarie University Station from Epping Station at 15:20 and 15:30 ceased operating on 30 May. These services started when Route 611 ceased running past Epping station early in 2011.

**Hillsbus – Route 610:** Due to the increasing popularity of Hillsbus services from the City to Castle Hill and Rouse Hill on weekday evenings, service levels were increased to provide passengers additional seating capacity effective Monday 23 May 2011. From that date, Hillsbus started operating three extra Route 610X services to/from the City. These services will increase the frequency of weekday Route 610 services to every fifteen (15) minutes between 9pm and 10pm. An additional Route 610X will also operate to the City departing Castle Hill at 8:51pm. Passengers had been reported as being left behind in the City prior to these additional trips. The timetable dated 1 August 2011 (see below) reflects these changes.

**Hillsbus – Routes 610 and 617X:** There are a number of changes due to take place on 1 August 2011. Some afternoon services operating to the City from Rouse Hill have been re-allocated to provide some additional weekday evening services from the City. Specific weekday afternoon Route 610 services from Rouse Hill have been converted to shortened Route 617X services, that will commence at the intersection of Abbott and Foundry Roads, Seven Hills. These services provide a nearby connection to the North West T-way and will serve all Hillsbus stops on the M2 to the City. The specific services that are being reallocated have been surveyed and alternative buses on these routes have sufficient capacity for the current passengers at similar travel times. New timetables dated 1 August are being issued for:

- Routes 613, 614, 615, 616, 616X, 617X and 618 - Hills District to City
- Routes M61, 610 and 610X - Rouse Hill Town Centre & Castle Hill to City

**Hillsbus – North West T-way timetable adjustments:** Surveys of operating times of North West T-way services have identified a small number of trips that require timetable adjustments to align with the traffic conditions and average travel times. These adjustments are due to commence Monday 1 August 2011.

The revised timetables are:

- T60 Parramatta-Castle Hill
- T61 Parramatta-Kings Langley - Blacktown
- T62 Parramatta-Bella Vista-Castle Hill
- T63 Parramatta-Glenwood-Rouse Hill
- T64 Parramatta -Bella Vista-Rouse Hill
- T65-T66 Parramatta-Rouse Hill.

This is the first time that timetables for Routes T65 and T66 have been combined into the one brochure, even though they follow the same route between Rouse Hill Town Centre and Parramatta via the T-way.

## **NSW – Regional and Country**

**Hunter Valley Buses:** The timetable for Routes 136, 137 and 138 (Stockton-Medowie-Lemon Tree Passage-Raymond Terrace) has been reprinted effective 28 November 2010 - updated June 2011.

**Kennedy Nowra:** A new version of the timetable for Routes 728 and 729 (Nowra-Greenwell Point-Culburra etc) and 809 and 810 (Nowra-Moss Vale) has been issued dated September 2010.

**Busways Coffs Harbour - Bus Network Review - Coffs Harbour Town and Regional Services:** Busways commenced a review of all route and school services in the area bounded by Coffs Harbour, Urunga, Nambucca, Scotts Head, Macksville, Bowraville and Bellingen in May 2011. Community feedback on the proposals is being sought. The review is being conducted because residential development has continued to expand in the western and southern areas of Coffs Harbour. Changes proposed are:

*Coffs Harbour Town Services:*

- New Route 368 linking Park Avenue with Park Beach Plaza via Roselands Drive and Pearce Drive, West Coffs Harbour.
- Route 368 to operate approximately every 2 hours, Monday to Friday
- Occasional diversions along Taloumbi Drive, Perry Drive, Kurrajong Street or Meadow Street to be provided by Route 368
- Current Route 368 (shopper hopper between Park Avenue and Park Beach Plaza) to be discontinued and replaced by diversions on new Route 368 to Kurrajong Street and Meadow Street
- Faster and more direct weekday trips on Route 367 due to operating via Shepherds Lane instead of Loaders Lane and removing occasional diversions via Perry Drive or Taloumbi Drive
- Saturday trips on Route 367 to still operate via Loaders Lane in order to reduce the walking distance for residents in Roselands Drive and William Sharpe Drive
- Divert some trips on Route 360 to The Lakes Estate (Menindee Circuit)
- Route 360 trips that operate to or from Macksville to be renumbered as 360M

*Regional Services:*

- New Route 358 linking Bellingen and Macksville via Nambucca, Valla Beach and Urunga. Selected trips on Route 358 to operate to North Bellingen
- New Route 359 linking Urunga with Bonville via Raleigh and Mylestom
- Route 359 to operate every weekday and will connect with Route 360M for links to/from Coffs Harbour
- Saturday trips on Route 359 extended to/from Bellingen
- Route 360 linking Macksville and Coffs Harbour to be renumbered as 360M and extra weekday trips to be provided
- Trips between Macksville and Bowraville to be renumbered as Route 357
- Reduced trips on Route 361 but connections available between Route 358 and 360M to maintain Bellingen/Urunga and Coffs Harbour link
- Route 353 to be renumbered as Route 356 and will follow a simplified Route through Scotts Head
- Reduced number of Saturday trips through Mylestom, but a new link to Nambucca will be available.

**Busways Wyong:** Additional low floor bus services on Routes 79, 80, 81 and 82 (Tuggerah-Wyong-Lake Haven) and 90, 91 and 92 (Lake Haven-Toukley-Budgewoi-Lake Haven) on weekdays commenced on Monday 4 July 2011.

**Berrima Buslines - Bowral & District Hospital:** A Transport Access Guide for Bowral & District Hospital has been produced dated May 2011. This is the first such guide known to have been issued for a location outside metropolitan areas.

**ByBus:** The Tamworth/Armidale - Coffs Harbour service operated by ByBus ceased to operate from Friday 13 May 2011, due to low passenger numbers and increased operating costs. This service had been commenced last year by ByBus, apparently shadowing a similar service run by Keans Travel.

## **Queensland – Brisbane**

**Eastern Busway services:** When work on the Eastern Busway finishes later this year, additional routes and services will be implemented. Transport Minister Annastacia Palaszczuk said the bus service package would coincide with the opening of the \$466 million Eastern Busway extension which links Buranda to Coorparoo via two tunnels and two new Busway stations at Stones Corner and Langlands Park. She said the package included 31 new buses, 12 new bus stops and five new bus routes, including two new high frequency bus routes - route 222

(Carindale-Roma St) and 590 (Garden City-Number One Airport Drive). "These services will also target crowded buses around Carindale and UQ St Lucia."

The main service on the Eastern Busway extension is the 222, which will run every 10 minutes in peak and every 15 minutes off peak between 06:00 and 23:00. Other eastern bus improvements include:

- New peak P217 route servicing Carindale, Camp Hill, Carina, Benetts Road, Coorparoo, Langland's Park, Stones Corner, Buranda via Captain Cook Bridge and terminating in the city at Queen and Wharf Streets (Riverside);
- New peak hour route P205 (Scrub Road-city via Winstanley and Samuel Streets);
- New high frequency, cross-town route 590 (Garden City-Number One Airport Drive) via Carindale, Cannon Hill, Metroplex, Trade Coast Central and the Gateway Motorway; and
- New inner city bus route 29 (Woolloongabba Busway-UQ Lakes Bus Station) every 15 minutes during university semester.

## South Australia – Adelaide

**Robert Field, Hilaire Fraser, Peter Hobbis and Roger Wheaton** have provided extensive notes on the 24 July bus changes. **Adelaide Metro** has issued the following timetables effective 24th July 2011:

200, 200B City-Marion via Clapham  
202, 203, 209F, N202 City-Tea Tree Plaza via Hampstead Road  
204, 208, 528 City-Northgate/Paradise  
222 City- Mawson Interchange  
224, 226F, N224 City-Elizabeth via Salisbury Highway  
225 Gepps Cross or Mawson Lakes-Salisbury via Northbri Avenue  
228 City-Smithfield via Main North Road  
229 City-Para Hills via Pooraka  
250, 251, 252 City-Mansfield Park/Port Adelaide via Liberty Grove  
253, 254 City-Mansfield Pk/Pt Adelaide via Hanson Road  
262, 263, 265, N262 City-Marion via Glenelg  
491, 492, 493, 494 Gawler Local Services  
500, 501, 502, N502 City-Elizabeth/Mawson Lakes  
506, 546 Paradise-Tea Tree Plaza via Para Hills  
560, 565 Elizabeth-Tea Tree Plaza & Mawson Interchange-Ingle Farm  
Adelaide O-Bahn Mega GoZone  
640, 719, 720, City-Flinders Uni/Old Reynella Interchange  
681, 682, 683, 684, 685 Hallett Cove Beach Station-Hallett Cove/Sheidow Park  
701, 702 Woodcroft Local Services  
712 Old Reynella Interchange-O'Halloran Hill TAFE  
721, T721, N721 City-Noarlunga Centre Interchange via Main South Road  
722, T722 City-Noarlunga Centre via States Road  
723, 733 City/Marion-Colonnades Shopping Centre via Woodcroft  
724, 734 Colonnades Shopping Centre-Marion  
725 City-Noarlunga Centre Interchange via Acre Avenue  
727, 737 Chandlers Hill-O'Halloran Hill TAFE  
740, 741 Colonnades Shopping Centre-Seaford/Maslin Beach  
743, 744 Hackham West Circuit  
745, 747, T748 Seaford Circuit  
749, 750, 751 Colonnades Shopping Centre-Aldinga Beach/Sellicks Beach  
752, 753, 754, 755, 756 Willunga Local Services  
G10, N10, N21, Blair Athol-Marion  
G20, G21, G22, 320, RZ22, N10, N21 City-Aberfoyle Hub  
J1, J2, 162, N1 Jetbus  
Glenelg Tram

These timetables have been produced by Transit Graphics and are in a new format with a narrower fold than previously. Journeys are read across the page. The operator's name is not shown. They are colour coded green for bus timetables and red for the tram timetable. Train timetables will be coloured blue.

205 City-Elizabeth via Bridge Road & 206 City-Salisbury via Bridge Road have been replaced by new 202 & 203 between City & Ingle Farm, 500 (formerly T500) & new 502 between Montague Road & Salisbury and 500 & extended 560 between Salisbury & Elizabeth.

209 City-Tea Tree Plaza via Hampstead Road has been replaced by 202 City-Ingle Farm & 203 City-Tea Tree Plaza.

221 City-Gepps Cross services have been extended to Mawson Interchange as 222 services.

250, 251, 252 now operate through to the city on weekdays and on weekends avoiding a change to 253 & 254 at Arndale. Weekday 253 & 254 services now operate express between the City & Arndale..

502 is a new service operating between City & Salisbury via Ingle Farm

715 which had combined parts of 725 & 734 is now replaced by extended hours of operation of 725 & 734.

716 which had combined parts of 722 & 743 is now replaced by extended hours of operation of 722 & 743.

732 which had combined parts of 722 & 733 is now replaced by extended hours of operation of 722 & 733.

The Adelaide Metro public transport boundary now extends to Gawler and surrounding suburbs. New Gawler local services have been introduced as follows:

491 Hewett Circuit, 492 Gawler East Circuit, 493 Gawler South Circuit clockwise, 494 Gawler South Circuit anti-clockwise. The web timetables show train connections.

**Some observations:** Sunday /PHol. services in the far south are now same routes as Weekdays, but most still at hourly intervals. This though covers suburbs that the Sunday service previously missed. There are extra services to Aldinga.

There are some extra peak services in selected areas and minor time changes on several routes.

Of interest to interstate readers will be the gaps in times at Victoria Square on 222 to 229 incl.. These gaps indicate through services from the south. A similar gap is NOT shown on the south timetables, viz. 710 to 727 incl. It may not be realised that some services are scheduled to run from Noarlunga to Smithfield - some 30 kms. each side of the city. Some drivers are rostered to go Sellicks Beach/Aldinga to Smithfield which is a further 25 kms.! (Including city traffic). After meal break they do a similar run back.

The 253X, 2254X Port Adelaide express to Arndale now runs all day weekdays.

During interpeak 506 Paradise - Oakden - Tea Tree Plaza now run every second service from City via the O-Bahn.

The 640 Marino to Marion is increased from two to five per day!! Runs via Marion Rd. instead of Miller St.

721 City - Noarlunga now runs every 30 mins. all evening (in lieu of 60 mins) Mon to Fri..

Along with this the 737, O'Halloran Hill (city connection) to Chandlers Hill now runs also Sundays and Public Hol's.

Maslin Beach now only has peak services, and one early and late Saturdays. (Aspiring nudists have to walk a long long way!)

749 to Aldinga is now 30 minutes interpeak, and like all other Far South services runs until almost 1a.m. to meet last train from city.

For the 15 minute interpeak and 30 minute/hourly Saturday/evenings service to Seaford you must read and collate THREE different timetables. From the timetables it is also confusing which buses now detour through Seaford Meadows - actually every second one, but you need at least two of the three timetables to realise this!

The interpeak 753 to McLaren Vale and Willunga is now hourly - previously two hours.

Copies of all the new timetables are available to the public at the Currie Street information centre as well as Adelaide Railway Station. According to reports, there will be more than 750 extra and expanded bus services using 40 vehicles from the Adelaide Metro's new fleet. O-Bahn commuters will receive 113 new services daily while there the Mount Barker service will only have 2 extra services. The 40 new buses are in addition to the 60 already issued in the last 3 years.

Commuters are to benefit from 700 new bus shelters to be erected across the state over the next 4 years as part of the State Government's major upgrade to public transport. The Minister for Transport (Pat Conlon) announced that \$5.2m would be put towards the provision and upgrading of approx. 700 bus shelters in regional and metropolitan areas., Councils can submit nominations for new shelters or for the upgrading of existing shelters and will have until June 2012 to complete the work.

**O-Bahn services:** Public transport spending will include \$17m for upgrading stations on the O-Bahn. O-Bahn station improvements include increasing the number of carparks at Klemzig from 215 to c435 from 400 to c720 at Tea Tree Plaza. Covered shelters and seating, additional security cameras and lighting, and improvements to walking and cycling paths along the route are also planned. It was reported that 28,000 people boarded an O-Bahn bus each day.

## Victoria – Melbourne

- Route 577 - Epping Plaza - Mill Park Lakes via Epping Station, Findon Road: Minor timetable change. Due to customer feedback, the timetable for bus Route 577 has changed slightly to better meet train services from Monday 18 July.
- Routes 681 - Lysterfield - Knox City via Wantirna, Scoresby, Rowville (clockwise) and 682 - Lysterfield - Knox City via Wantirna, Scoresby, Rowville (anti-clockwise): To improve the efficiency of the service, the timetables for bus routes 681 and 682 will change from 15 August 2011.
- Route 238 - City - Port Melbourne via Lorimer St, Salmon St: Due to customer feedback, bus Route 238 will be permanently altered and will service the South Wharf shopping precinct between 10:00 and 15:00 on weekdays commencing Monday 8 August. The service will operate between the city, South Wharf shopping centre and Port Melbourne.
- New timetables for the following routes from 8 August 2011 due to improvements on the bus network:

- 235 - City - Fishermans Bend via Williamstown Road
- 237 - City - Fishermans Bend via Lorimer St
- 246 - Elsternwick - La Trobe University via Clifton Hill, St Kilda Junction
- Route 626 - Middle Brighton - Chadstone via McKinnon, Carnegie: From 31 July, buses will no longer service residential streets in East Brighton. Buses now travel along North and Hawthorn Roads and the Nepean Highway instead.

## Victoria – Regional

**Snow Coaches:** Following a general enquiry from Tony Bailey re timetabled snow services, readers may be interested in the extensive services provided by Mansfield Mt Buller Bus Lines. These operate usually from early June (Queens Birthday weekend) to early September (some trips commence on 1 July. From Mansfield, there are 8 trips Mon-Thurs, 10 trips Fridays, 9 trips Saturdays and 8 trips Sundays with similar frequencies returning from the Mt Buller terminal. A slightly higher number of trips operate between Mirimbah (33km east of Mansfield) and Mt Buller. MMBL also operate the Mansfield to Mt Buller portion of the V/Line service from Melbourne and also a “Ski Express” coach service from Melbourne on certain days. Oversnow transport is also provided to the various lodges.

## Western Australia – Perth

**Fremantle Cat Changes:** As from 26 June 2011 the Fremantle CAT (Central Area Transit) service was split into the Red Cat serving the northern part of Fremantle and the Blue Cat serving the southern part of Fremantle. The new Fremantle CAT timetable is numbered 204.

**3 July Changes:** As part of Transperth’s ongoing commitment to providing quality, integrated public transport, from Sunday 3 July, there have been changes to bus services across the north metropolitan region. Transperth is pleased to announce the introduction of Route 450, a new daily full time service operating between Landsdale and Warwick Station via Kingsway City Shopping Centre. Transperth appreciates that some members of the community support a bus service to Greenwood Station. Route 450 will operate to Warwick Station based on the fact that Greenwood Station was never designed or constructed with a suitable bus interchange. For Transperth to divert buses into Greenwood, significant amounts of commuter parking would be lost to ensure a facility of similar size to Warwick and Whitfords.

- Residents along Wanneroo Rd between Kingsway and Beach Road will have improved access to the Joondalup Line and bus connections at Warwick.
- All trains stop at Warwick Station and connections are available to at least 17 other bus routes for passengers whose journey does not involve the train.

The following timetables were issued effective 3 July 2011:-

### Northern 69

390 Joondalup-Banksia Grove via Tapping

391 Joondalup-Banksia Grove via Carramar

Peak period frequencies on both routes improved from 30 minutes to 20 minutes.

Weekend period frequencies on both routes improved from 120 minutes to 60 minutes.

### Northern 70

64 Morley-Mirraboooka-Warwick, renumbered 371 consistent with other Mirraboooka Bus Station services.

Monday-Friday daytime services improved from 20 minutes to 15 minutes between Warwick and Mirraboooka, improved from 40 minutes to 30 minutes between Mirraboooka and Morley.

Sunday services improved from over 90 minutes to 60 minutes.

### Northern 73

467 Whitfords-Hocking (peak service only), now Whitfords-Joondalup via Hocking & Ashby providing an hourly service seven days a week.

- The 467 is upgraded to a full time daily service with off peak services replacing the former 469 service through Wanneroo, Hocking and Pearsall.
- Peak period frequency improves from every 20 - 30 minutes to every 10 - 15 minutes. Peak services will start earlier and run later.
- The service is extended north to serve Ashby & Tapping en route to Joondalup Station.
- Residents in these areas are served by regular public transport for the first time connecting to rail at Joondalup and Whitfords and shopping / community facilities in the Wanneroo Town Centre and Joondalup City Centre.
- The route is modified to operate a more easterly path through Wanneroo to ensure service is retained for Belgrade Village. Services have been withdrawn from Civic Drive and Celestine St, however residents in this area are a short distance from the higher frequency 468 service also operating between Whitfords Station and Joondalup Station.
- The route is also modified to operate a more direct path through Woodvale operating along Woodvale Drive in lieu of Duffy Terrace. This route change will reduce delays incurred turning right onto Whitfords Avenue and speed up the journey to Whitfords Station.

468 Whitfords-Joondalup via Wanneroo Rd unchanged

469 Whitfords-Wanneroo now a peak service operating Whitfords-Wangara. The 469 is truncated to only operate between Whitfords Station and Wangara. The route no longer serves Pearsall, Hocking or Wanneroo as these areas are now served by the upgraded and more direct 467 service.

The service operates Monday to Friday with a 30 minute service in peak (previously operated every 20 minutes to every 45 minutes in peak) and every 60 minutes during the day (similar to current level of service). Weekend services have been withdrawn due to extremely poor patronage, however weekend services are retained on Wanneroo Road with the 346 & 468 services.

#### **Northern 80 (new)**

352 Whitfords-Landsdale via Madeley unchanged, previously appeared in Northern 73 timetable

450 Warwick-Landsdale via Kingsway City Shopping Centre, new, operates every 30 minutes Monday to Friday, 60 minutes weekend.

#### **Proposed Ellenbrook and Aveley Changes**

334 Ellenbrook Town Centre-Ellenbrook East, Saturday service to be reduced from 30 minutes to 60 minutes.

336 Ellenbrook Transfer Station-Ellenbrook West, Saturday service to be reduced from 30 minutes to 60 minutes

337 Ellenbrook Transfer Station-Ellenbrook Town Centre via Aveley, new, to operate every 30 minutes Monday to Saturday.

955 Morley-Ellenbrook North, Saturday service to be increased from 60 minutes to 30 minutes.

These changes will appear in a new Eastern 101 timetable, due to commence late July or early August.

#### **Proposed City Beach Changes**

80 Perth-Floreat will be discontinued to be replaced by additional 81 Perth-City Beach via Oceanic Drive services.

85 Perth-City Beach (combined 81/84 evening & weekend service) discontinued to be replaced by 84 Perth-City Beach via The Boulevard extended to operate evenings & weekends

95 Perth-City Beach (combined 91/92 evening & weekend service) discontinued to be replaced by 92 Perth-City Beach via Hale Road extended to operate evenings & weekends.

Due to upgrades of the Perth CAT routes 84 and 92 will only extend to east Perth when the Cat network is not operating.

These changes will appear in a new Western 43 timetable.

#### **Proposed Inner North Changes**

15 Perth-Glendalough, Monday to Friday inward am and outward pm services increased from 30 minutes to 15 minutes.

22 Perth-Morley via Beaufort St, Sunday services increased so that routes 21, 22 & 67 provide a 15 minute service along Beaufort St between Perth & Grand Promenade.

267 Karrinyup-Scarborough renumbered 422 consistent with Northern Area services and frequency reduced from 90 minutes to 120 minutes.

276 Perth-Osborne Pk via Joondanna West & 277 Perth-Osborne via Joondanna East renumbered 403 and 404 respectively consistent with Northern Area services.

278 Perth-Osborne Pk (combined 277/278 evening & weekend service) replaced by extended operation of 403 and 404.

400 Perth-Scarborough outward Monday to Friday evening services improved from 30 to 15 minutes until 21:10.

401 Perth-Stirling via Wembley, Saturday services to operate Perth-Wembley

402 Perth-Stirling via Tuart Hill, time changes

411 Stirling-Scarborough (combined 410/412 evening & weekend service) replaced by extended operation of 410 and 412.

421 Stirling-Scarborough via Doubleview, Monday to Friday services improved from 60 minutes to 30 minutes.

424 Stirling-Karrinyup via North Beach Road, time changes.

426 Stirling-Karrinyup via Huntriss Road, time changes.

Timetables affected by these changes will be Northern 56 (routes 15, 401) Northern 58 (routes 402, 403, 404)

Northern 60 (routes 410, 412) Northern 61 (routes 421, 422, 424, 426), Northern 77 (route 400), Eastern 106 (route 22).

**Thanks to** Tony Bailey, Ian Cooper, Robert Field, Hilaire Fraser, Robert Henderson, Peter Hobbis, Victor Isaacs, Duncan MacAuslan, Roger Wheaton, David Whiteford and various operator and Departmental websites.

# AIR NEWS

## Domestic

Although well covered in the mainstream media, let it be recorded in this journal of record for the benefit of posterity, that **Tiger Airways** ceased operation from 2 July on the orders of Civil Aviation Safety Authority due to a number of safety concerns.

## International

**Thai Airways** reduced its Bangkok-Sydney flights from 18 to 14 weekly from 1 August.

**Jetstar** will operate daily A330 flights from Melbourne to Beijing via its hub in Singapore from 24 November. Jetstar daily services to Dunedin commenced on 13 July.

Fiji's **Air Pacific** will increase its weekly Sydney-Nadi flights from seven to 13.

**Air India's** daily direct service between Delhi and Melbourne will commence in October.

**Hawaiian Airlines** will operate year-round daily flights from Sydney to Honolulu from 14 December. It currently operates daily flights only during the peak winter period.

**Korean Air** will increase its flights from Seoul Incheon to Sydney and Auckland from daily to 10 weekly between 12 December and 30 January.

**Emirates** will increase its Sydney service to three flights a day from 1 October, increasing its weekly flights from 63 to 70. The early morning flight will be marketed as a same-day service to a number of major European cities.

**China Southern Airlines** will add a second daily service on the Guangzhou-Melbourne route from 30 October.

Thanks to Tony Bailey for Air news.

# FERRY NEWS

## Sydney ferries

New timetables are: Watsons Bay/Rose Bay – reprinted June 2011 and Taronga Zoo – reprinted July 2011. This has a flash in the top right hand corner 'Zoo Pass Prices effective 18 July 2011'.

Thanks to Michael Marshall for Ferry news.

# LETTERS TO THE EDITOR

**Geoff Mann** writes about the July *Table Talk* page 4 item about an additional **V/Line bus route Lancefield-Newham-Kyneton** introduced with the timetable of 8 May

The comment "Not previously reported" perhaps could be clarified as "Not previously included as a V/Line service". I had reported this service in *Table Talk* November 2010 page 11 although the funding body was not clearly stated. In May 2011 *Table Talk* page 12, this service was included in the item headed Community Buses and shown as introduced by Macedon Ranges Shire. So at some point (when?), the service became V/Line (possibly because the Sunbury/Riddells Creek to Lancefield is V/Line). Another route for your "when is or isn't V/Line" list! – [June 2008 *Table Talk*, page 14] but at least now sorted.

**Ian Manning** writes about Melbourne route **504 Moonee Ponds - Clifton Hill**:

The update on the timetable in June *Table Talk* doesn't mention the main change, which is that owing to the plague of motorists a 2-bus route has become 3-bus. Timetabled trip duration has increased from 30 to 45 minutes for the 8km, with average speed falling from 16 kph to a little under 11 kph (40 mins and 12 kph at weekends). Both the old timetable and the new offered a 30-min frequency from first to last bus on weekdays; the difference is that under the old timetable buses frequently ran late while under the new time-keeping is much improved but a lot of time is spent off-peak waiting for the timetable to catch up. The contrast with route 506 Moonee Ponds - Westgarth remains - on that route both trip duration and service frequency vary by time of day. Two different operating philosophies.

# AND FINALLY

## An airline you may wish to avoid

South Africa may soon have a new airline. The South African National Taxi Council (Santaco) plans to launch a budget airline, Santaco Express. It will initially operate one to two daily flights between Lanseria in Gauteng to Bhisho in the Eastern Cape, and Cape Town. The Santaco Development Manager said that he is confident the aviation model will work as commuters would be taken from the taxi rank to the airport, then transported to a taxi rank at their destination. He added, "I can assure you we won't allow our taxi drivers to drive [the planes]".

Thanks to Tony Bailey for this item.



# **Members' News**

## **- August 2011**

### **Australian Association of Timetable Collectors**

**aattc.org.au**

#### **AATTC AGM: 15 OCTOBER 2011, 1400, QUEANBEYAN**

The Canberra Division is hosting this year's AATTC AGM (as agreed at the last AGM). The AGM will be on Saturday 15 October at 1400 (2 pm) at the Queanbeyan Railway Station. The AGM will be preceded by our usual social lunch.

#### **DIVISION MEETINGS**

**Adelaide:** Meetings are held twice a year at 2c Bakewell St Tusmore 5065. Inquiries to Adelaide Convenor Roger Wheaton at [rogertw@adam.com.au](mailto:rogertw@adam.com.au) or 08-8331 9043.

**Brisbane:** The next meeting will be on Sunday 20 November at 1400 (2 pm) at 8 Coachwood Street Keperra. Attendees are invited to bring a favourite timetable for discussion. Inquiries to Brian Webber [bwebber5@bigpond.com](mailto:bwebber5@bigpond.com), 07-3354 2140 or 8 Coachwood St, Keperra.

**Canberra:** The Canberra Division meets 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](mailto: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:** 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](mailto:G.Clifton@itls.usyd.edu.au) or GPO Box 1963, Sydney NSW 2001.

#### **VALE EDDIE HAYMAN, 1933-2011**



*Robert Henderson writes:* AATTC member and long-time bus proprietor and enthusiast, Eddie Hayman, passed away on 30 June 2011, aged 78.

Eddie was first and foremost a "people person". He made friends wherever he went, whether it was in the bus industry, the enthusiast scene or as a bus driver. When Sydney AATTC meetings

were held at our house in Brookvale in the mid-1990s, Eddie always made a point of thanking my wife, Katrina, for her hospitality.

Eddie had been around buses since his early days. He started his working life in 1949 with George Sinclair, who then operated a considerable empire of bus services in the Parramatta area. Over the years, he was also associated with other well-known operators such as Eric Wenban, Carl Tattam, Jack Spellacy, Jimmy Hill and Colin Crossley. It was while he was still an employee of Sinclair at age 23 that Eddie bought his first bus run, which he named the Blue and Cream Bus Service at Guildford, with a single bus. In the story of his life told by Peter Hodgson in several issues of *Fleet Line* magazine in 1991, Eddie subsequently owned, either by himself or in partnership with others, nine bus operations, ranging from a one-bus fleet to many dozens. Most were in the Sydney metropolitan area, but he also had a sojourn in country Quirindi. He always welcomed enthusiasts and photographers to his depots.

Eddie was also one of the foremost compilers of bus timetables in Sydney and its surrounds. Timetables penned by Eddie included those for operators as wide spread geographically as the Blue Mountains, the Bosnjaks' Parramatta Bus Company, and the various services which he ran himself. He also collected timetables, both those he had written himself and of others. Another of his passions was the Melbourne tram system. He continued to be involved with bus operations as a marshal for rail replacement services and those to Olympic Park events until quite recently. Eddie loved to talk about the bus industry and the many notable people in it. He had a wide circle of friends he had got to know during the course of his career spanning over six decades.

Eddie leaves behind his wife, Linda, whom he met when she was a passenger on his bus in Meadowbank, as well as their two daughters, Kylie and Tracy, and a granddaughter Ashley May. His funeral at All Saints Anglican Church, Parramatta on 8 July was attended by several hundred people, a recognition of the high esteem with which he was regarded by so many people in the community.

### **PROMINENT PEOPLE AND TIMETABLE COLLECTING**

The *Canberra Times* of 23 July had an article entitled "Dream ride: Tim Fischer's vision for a fast train" which both previewed his book, *Trains Unlimited in the 21<sup>st</sup> Century*, soon to be published, and discussed his advocacy of an East Coast Fast Train. The following sentence appeared: "In keeping with the lack of model trains in his home, and his surprisingly tame collection of train paraphernalia - he mostly collects timetables - he says his interest in trains did not come from childhood toys....."

### **AATTC AUCTIONS**

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](mailto:swar3841@bigpond.net.au) or [Stephen.ward@lnnf.com](mailto:Stephen.ward@lnnf.com), phone 0429892263.

### **NAOTC SHOW**

The annual show and sale of our US kindred society, the National Association of Timetable Collectors, will be on 13 August 2011 in Little Rock, Arkansas. Details at [www.naotc.org](http://www.naotc.org)

*AATTC Members' News* is compiled by Victor Isaacs, President. Contributions to [abvi@inet.net.au](mailto:abvi@inet.net.au) please. The deadline is the last weekend of each month.