



TABLE TALK

AUSTRALIAN TIMETABLE NEWS

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The image shows two overlapping covers. The left cover is for the 'Christmas & New Year timetable 2010/11' and features a large, stylized map of Australia. The right cover is for the 'NYE10 transport guide' and features a dark background with a starburst of light and the text 'NYE MAKE YOUR MARK X'. Both covers include logos for NSW Transport and CityRail.

Christmas & New Year timetable 2010/11

Special timetables this Christmas and New Year
Friday 24 December 2010 to Monday 3 January 2011

www.cityrail.info
Transport Info 131 500
TTY (Teletypewriter service for hearing and speech impaired customers only) 1800 637 500

NSW Transport CityRail

NYE10 transport guide

NYE
MAKE YOUR MARK **X**

NSW Transport

Holiday timetables – pages 3 & 5

Major Victorian Rail projects junked – page 4

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.

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EDITORIAL

This month *Table Talk's* Bus editor, Geoff Mann, has been laid low with a health problem. We are pleased to report that he is well on the way to recovery. Meanwhile some of our regular Bus correspondents Hilaire Fraser, Robert Henderson, Duncan MacAuslan, Ian Cooper and Lourie Smit have provided us with this month's Bus news. Hilaire has co-ordinated this and edited the efforts. A hearty thank you to all! They have excelled themselves and produced a large issue packed with interest. Next month, due to the vagaries of the calendar, *Table Talk* will cover a short period of time, and so may be smaller than usual. We wish Geoff Mann a continued speedy recovery!

RAIL NEWS

Water everywhere

As the vast floods spread across Queensland at the end of 2010 and early 2011, most of Queensland rail network outside of the south east was affected. Few long-distance trains were able to operate. Queensland Rail's Sunlander, Cairns Tilt Train, Rockhampton Tilt Train, Spirit of the Outback and Westlander were all cancelled wholly or in part. Trains still operated between Brisbane and Bundaberg – extended to Gladstone about 7 January. In most cases, the widespread flooding meant that replacement buses were not possible. From 6 January a Sunlander passenger train service commenced between Cairns and Mackay only. Southbound departures were at 0815 on Thurs, Sat & Mon reaching Mackay at 2150. Northbound departures from Mackay at 0650 Fri, Sun & Tues arriving Cairns at 2030. The Westlander between Brisbane and Charleville resumed on the same day.

Most of QR National's coal network was also affected by the floods, including the busy railway from Dalrymple Point to Goonyella where the situation was further worsened by a major derailment. The Blackwater coal network was entirely shut down.

On the late afternoon of Wednesday 5 January a severe storm caused flooding between Brisbane Central and Albion which disrupted services across the entire Citytrain network.

On 28 December, due to adverse weather, Countrylink's 0745 Broken Hill-Sydney Explorer was replaced by buses for the entire journey. On 9 December due to a mudslide between Queanbeyan and Bungendore, most Canberra trains terminated/started at Goulburn.

Specialised Bulk Rail

Specialised Container Transport (SCT), operator of container trains on the east-west transcontinental route, established a subsidiary called Specialised Bulk Rail (SBR) in September. It has a long-term contract with IMX Resources to move iron ore from Coober Pedy, SA along the north-south transcontinental line to Port Adelaide, 900 km, for export to China. It uses two 8000 tonne trains.

ARTC: Working Timetable 2 January 2011

A new Master Train Plan, or Working Timetable, for all lines under the control of the Australian Rail Track Corporation came into effect from 2 January 2011. The tabular version is, as usual, available on their website, www.artc.com.au. Look under "Operations".

However, the veracity of the timetable is, to some extent, doubtful. In particular, this edition makes no allowance for the new double track between Seymour and Benalla (see item below about the Victorian NE line) and includes the V/Line passenger trains to Albury that still do not run. This timetable is actually very little altered from previous versions. No acknowledgement is made of the second track Seymour-Benalla or along the Wodonga-bypass. The putative V/Line services are shown, however, as though twin-track was already in place. The timetable otherwise still implicitly shows a single line and all the old loops between Seymour and Albury are still shown and trains are still shown as crossing one another at them. The only concession to the NESG project is the replacement of the short loops on the Albion-Seymour segment with the longer Passing Lanes. Trains are shown as crossing at these.

One feature is that some strange intermediate timing points are shown (in 3-point Myopia typeface). These include Barnawartha, Bowser, Balmattum, Euroa, Avenel, Mangalore, Wandong and Beveridge. Some of these would become timing points for the V/Line services, but all trains are shown as being tied into these timing points, even overnight freights. Why are these places shown as timing points? Is it a safeworking reason? Bowser, for instance, might be a "placeholder"

for the down-end Wangaratta crossover? These timing points are shown only in the Graphical timetable, not in the Tabular timetable. This is curious, and makes one wonder what the "market" is for both the tabular and graphical versions. Ostensibly it should be the train operators, but how can they make sense of the infrastructure changes and the consequent opportunities for the operation of better services if the paths they might want to buy are wrong?

The Graphical timetable is done by one section of ARTC and the Tabular version in another section by staff imported from NSW Rail Corp. They use different software (Railsys & Excel respectively) and the two sections do not seem to talk to one another very much.

Citytrain: Richlands line opens and new timetable 24 January 2011

The Darra-Richlands suburban line, 3.6 km, opens on Monday 24 January, and on the same day a new timetable comes into effect on the Ipswich/Richlands and Caboolture/Sunshine Coast lines. Full details were given in December *Table Talk* page 3. Richlands station will be officially opened on the preceding day, 23 January. But that weekend there is a scheduled closedown of the Ipswich line and hence no trains. Work includes Ipswich Motorway upgrade works Goodna to Dinmore, replacing sleepers and rails at Thagoona, overhead line works at Darra, track work at Darra, overhead line modification between Corinda and Oxley, Oxley station renewal works and other maintenance work. The line will be extended from Richlands to Springfield, 10 km by 2013.

RailCorp Freight Working Timetable 2 January 2011

Reprint pages, including new cover pages, have been issued for RailCorp's Standard Working Timetable for Freight Services. Twenty pages for each of books 4 and 5 were issued dated 2 January 2011 to co-incide with ARTC's new WTT. The changes adjusted the times of some trains and are designated version 2.27. Special Train Notice 0488-2011 refers.

ARTC: takeover of Sydney Freight line

On Sunday 9 January 2011, ARTC took ownership and management of the Enfield West to Sefton Park Junction Goods lines in western Sydney. This area is bounded from Enfield West, 18.206 kms (measured from Up Goods line track) to Sefton Park Junction, 21.370 kms. However, ARTC will contract the Network Control (Operational) functions to RailCorp and all operational communication will be direct to RailCorp until operational signal control is transferred to Junee as part of the Sydney South Freight Line Project. Train Planning will remain with RailCorp including all rail operator planning and pathing. RailCorp Train Planning personnel will provide the Standard Working Timetable on behalf of ARTC. RailCorp will conduct possession planning and provide Safe Notices on behalf of ARTC.

ARTC: Parkville Loop

The crossing loop at Parkville between Scone and Murrula in the Hunter Valley has been extended to 1375 metres at a cost of \$9.22 million.

ARTC & V/Line: Victorian NE line

Dual ("double" is wrong in safeworking terms because both tracks are bidirectionally signalled) standard gauge track came into operation between Seymour and Benalla from 1 December 2010. It is due to be commissioned from Benalla to Wodonga from 19 February. Then the east line will be closed until 4 March. All trains will use the west line with Train Authorities whilst commissioning the west line signals which is not a big job. Then ARTC will commission the east line signalling - a much bigger job, including removal of some loops. The west line is converted from broad gauge. Following completion of new signaling on the east line early next year, a report states that it will be closed each day for five hours for rail replacement. Generally, northbound trains use the west line (the converted former broad gauge line) and southbound trains use the east line. Countrylink's northbound XPTs now stop at platform 1 at Benalla, the former broad gauge platform.

Speculation as to when **V Line** passenger services to Albury will resume varies from April to November. Driver training on the new line may not commence until re-railing has finished.

Great Southern Railways timetables

GSR's detailed timetables for the Indian Pacific, Ghan and Overland are now published in its on-board magazine *Platform*. They also remain available on GSR's website (see May *Table Talk*, p.3) – go to Media Centre, then Fact Sheets.

QR Traveltrain: Kuranda closure dates

Following severe weather warnings, passenger trains between Cairns and Kuranda were cancelled on 24 and 26 December (not being scheduled to run on the 25th). Services will be closed for maintenance on Thu 14 & Fri 15 April, Thu 26 & Fri 27 May, Thu 3 & Fri 4 November, Thu 8, Fri 9, Mon 19 & Tue 20. December 2011.

Pacific National

Pacific National plans to compete for mineral traffic between Mt Isa and Townsville later this year.

CityRail & Countrylink: Holiday timetable

From Christmas Day, Saturday, 25 December 2010 until Sunday 2 January 2011 CityRail (Sydney) operated a Saturday timetable every day, with some additional peak hour trains on work days. Public Holiday Monday 3 January was operated on a Sunday timetable. Consequently, Countrylink's 0620 Monday-Friday Gulgong-Lithgow bus operated each day to the Saturday schedule, departing Gulgong at 0600 and running 20 minutes earlier, to make the connection at Lithgow.

A major closedown on CityRail occurred from Sunday 26 to Tuesday 28 December 2010 between Granville and Lidcombe. A brochure was published covering the bus replacement routes. Various upgrading activities took place including general upgrading work between Granville and Lidcombe and the modernisation of overhead wiring at Lidcombe Station. The steel bridge at Arthur St, Flemington was replaced with a new concrete structure, enhancing stability and reducing the need for maintenance. The cost of the work over the Christmas period was approximately \$8 million. A Christmas and New Year

2010/11 Cityrail timetable brochure was published covering what services operated on what days from 24 December 2010 to 3 January 2011.

CityRail: South line closedown 4-14 January

From 4 to 14 January buses replaced trains between Villawood/Fairfield and Glenfield. Trains operated to an amended timetable between Fairfield and the City via Granville and between Macarthur/Campbelltown and the City via the Airport & East Hills Line. The Cumberland line did not operate (as is very common).

RailCorp is spending over \$100 million upgrading between Lidcombe/Granville and Macarthur. On 74 km, timber sleepers are being replaced with concrete sleepers and new rail and ballast installed. The traction supply is being upgraded including two new substations at Warwick Farm and Campbelltown. This is to increase power supply to accommodate the new Waratah trains when they come into service. The South Line track reconstruction program commenced in 2001. The first stage of work involved upgrading between Macarthur and Campbelltown. Since then, work has taken place in various stages and so far the entire section of track between Glenfield and Lidcombe via Regents Park has been completely replaced. During the latest closedown work took place between Fairfield and Canley Vale and Warwick Farm and Liverpool. Over five km of track were upgraded. Work also took place on the Glenfield interchange and work commenced on the Liverpool turnback project.

The next weekday closedown is scheduled in January 2012, with further stages to the program planned during 2011. This will take place mostly on weekends to finish replacing the remaining track between Macarthur and Glenfield and continue electrical upgrading works. The South Line track reconstruction program and traction supply upgrade is expected to be fully completed by 2012.

CityRail: January alterations

Additional trains at weekends were introduced from 8 January:

- From Dapto at 0903 stopping at Unanderra, Coniston, Wollongong, North Wollongong, Thirroul, Helensburgh, Waterfall, Sutherland, Hurstville, Wolli Creek, Redfern then all stations to Bondi Junction arriving at 1101; and
- From Bondi Junction at 1543 stopping all stations to Redfern, then Wolli Creek, Hurstville, Sutherland, Waterfall, Helensburgh, Thirroul, North Wollongong, arriving at Wollongong at 1730. (Special Train Notice 392-2011 refers).

Other recent STNs are no. 371-2011 from 17 January re Liverpool stabling arrangements and no. 372-2011 from 31 January re further introduction of OSCARS and displacement of Intercity Cars on Northern line.

CityRail & Countrylink: Western line

The *Sydney Morning Herald* reported on 8 December that the proposed Western suburbs express line could crowd out Countrylink services. Tender documents for the Western Express Infrastructure Program suggest the main western line would be dedicated to the Western Express so CityRail could run up to 24 services an hour. However, senior industry sources have questioned the need for a train every 2½ minutes, saying RailCorp could achieve far more capacity for western Sydney commuters by bringing forward the building of the north-west rail link. This would give commuters from the north-west, who travel to Quakers Hill, Blacktown and Seven Hills stations to catch city-bound trains, direct access to closer rail services.

The NSW Auditor-General, Peter Achterstraat, found CountryLink is struggling to meet its timetable. "CountryLink aims to have 78% of trains running on time, but it has not met this target for seven years," he said. "In the 2009-10 financial year less than 75% of CountryLink trains ran on time, defined as arriving within 10 minutes of schedule."

RailCorp: Tamworth passenger train

Public transport advocates in Tamworth, supported by the local State MP, are seeking an additional passenger train service. They propose an extension of a current Newcastle – Scone – Newcastle Cityrail service to provide an 'interurban' Newcastle – Tamworth – Newcastle service. Envisaged to depart Tamworth between 0600 and 0700 it would arrive in Newcastle between 1000 and 1100. The return journey would be provided by extending either the 1610 or 1755 Newcastle to Scone train to Tamworth arriving about 2000 or 2200 respectively. The services would connect with electric trains to and from Sydney.

Victoria: Rail projects kyboshed

The new Victorian Coalition government has abandoned the former Labor government's new transport projects worth \$38 billion. All of the major projects in the plan, including the \$5 billion metro rail tunnel from Footscray to Caulfield and the \$4.3 billion railway from the CBD to Werribee, are being re-evaluated. The projects will be reviewed by the yet-to-be-established Victorian Public Transport Development Authority.

V/Line: Myki stalled

Melbourne newspapers report that the new State government has stopped plans to extend the troubled new myki ticketing system to V/Line services, has stopped plans to turn off the Metcard system in April, and is considering scrapping myki altogether.

V/Line: Seymour line new station

Urban development on the outskirts of Melbourne is likely to result in a new station called Lockerbie on V/Line's NE line north of Craigieburn.

V/Line: October & December changes

From Monday 25 October, the 1825 from Melbourne to Bairnsdale has departed one or two minutes earlier from Traralgon, Rosedale, Sale and Stratford and arrives Bairnsdale three minutes earlier at 2158.

From Monday 13 December an extra 1230 seats were added to 22 Ballarat, Bendigo, Geelong and Seymour line trains by a redeployment of the V/Line fleet. Since June 2008, 22 new VLocity carriages have entered service. A further 24 are due this year. Lengthier trains include the 1655 Melbourne-Marshall, 0838 Ballarat-Melbourne, 1408 and 1453 Melbourne-Ballarat, 1653 Melbourne-Bendigo flagship express and 1710 Melbourne-Seymour.

From 13 December the V/Line website was revamped, including an interactive map to show station locations. Timetables – both Public and Working – are still easily accessible.

V/Line & Metro Trains Melbourne: Holiday timetable

V/Line travel was again free on Christmas Day, on services arriving after 1800 on New Year's Eve, and on the first service leaving Melbourne on 1 January 2011. Services were:

- Friday 24 December : Christmas Eve: Normal services.
- Saturday 25 December: Christmas Day: Sunday train timetable and special Christmas bus timetable.
- Sunday 26 December: Boxing Day: Sunday timetable, but no Canberra via Bairnsdale bus.
- Monday 27 December: Public Holiday: Saturday timetable. The Mildura overnight bus did not run.
- Tuesday 28 December: Public Holiday: Special timetable.
- Friday 31 December: New Year's Eve: Normal services, except no Nightlink to/from Adelaide.
- Saturday 1 January: New Year's Day: Saturday services.
- Monday 3 January : Public Holiday: Special timetable.

Metro Trains Melbourne services were:

- Saturday 25 December: Sunday timetable
- Sunday 26 December: Sunday timetable with extra services for the cricket at the MCG.
- Monday 27 December: Saturday timetable without late-night services. Extra services for the cricket at the MCG.
- Tuesday 28 December: Saturday timetable without late-night services. Extra services for the cricket at the MCG.
- Wednesday 29 December: Weekday timetable.
- Thursday 30 December: Weekday timetable
- Friday 31 December: Weekday timetable, with services operating all night for New Year's Eve. There was free travel after 1800 until first service on 1 January.
- Saturday 1 January: Saturday timetable with late-night services
- Sunday 2 January: Sunday timetable
- Monday 3 January: Saturday timetable without late-night services.

Adelaide Metro: Holiday timetable

- Friday 24 December: Christmas Eve: Normal timetable.
- Saturday 25 December: Christmas Day: Sunday timetable.
- Sunday 26 December: Boxing Day: Sunday timetable.
- Monday 27 December: Public Holiday: Sunday timetable.
- Tuesday 28 December: Public Holiday: Sunday timetable.
- Friday 31 December: New Year's Eve: Weekday timetable then special New Year's Eve services.
- Saturday 1 January: New Year's Day: Sunday timetable.
- Monday 3 January:: Public Holiday: Sunday timetable.

WA wheat trains contract: Welcome Watco

The Australian Railroad Group which has hubs in Merredin and Northam WA, has failed to secure the next 10-year contract of grain carting for CBH. The contract was awarded to US short line operator, Watco. The tender process drew interest from rail companies around the world. ARG's contract will end and Watco's will start in May, 2012. CBH has announced plans to make an investment of up to \$175 million in rolling stock which will be operated and maintained by Watco. It will include a number of locomotives and a fleet of wagons to be delivered over the next 18 months.

The Federal Government announced on 7 January that it will provide \$135 million to rebuild and modernise WA's grain rail network in partnership with \$179 million from the WA government and \$175 million from the industry. This will:

- Re-sleeper the line between Avon and Albany;
- Re-sleeper and upgrade the State's Tier 1 and Tier 2 rail lines;
- Improve and maintain wheat-belt roads; and
- Provide a transition assistance package designed to make sure rail remains competitive with road.

KiwiRail: Line closures and openings

The railway from Napier to Gisborne, 212 km, on the North Island east coast, is likely to close due to lack of traffic, and failure of a plan to build a timber processing plant at Gisborne. KiwiRail is reviewing the Northland line, north of Auckland, due to its sparse traffic. Four km of the line from Wanganui to Castlecliff is likely to re-open to serve a new milk powder factory.

Auckland items

Patronage on the Auckland suburban train system increased 14% in the past year – an increase of 20,000 per week. Since 2003 patronage has increased from 2.5 million to 9 million per annum. However a survey carried out by IBM confirmed that Aucklanders and Christchurch residents are among the lowest public transport users in the world.

Construction has commenced of an inner city heritage tram line in Auckland. The 1.5km loop will run clockwise along Jellicoe St, Halsey St, Gaunt St and Daldy St. It will open in 2011, operated by two SW6 trams imported from Melbourne.

For details see www.aucklandwaterfront.org/getattachment/News/Waterfront-News/Heritage-Tramway-Construction-about-to-begin/AWT_Summary_report.pdf.aspx

Wellington items

Suburban train service on the Kapiti Coast line will be extended from Parapararaumu to Waikanae, 7.2 km, from 20 February, following completion of electrification and duplication. All trains will be extended. New timetables for trains and connecting buses apply.

Thomas Cook Timetable

Following the demise of the *Thomas Cook Overseas Timetable* (see November *Table Talk* page 2), the *Thomas Cook European Rail Timetable* will from summer 2011 include some information previously shown in the OTT. As well as expanding the existing Turkish and Russian sections, various non-European areas will be covered. Each area will have around 12 pages of timetables included twice a year on a rolling basis. The timetables will, in the main, show only train schedules but will include contact information for bus or ferry operators where these are major transport providers. Readers, users and enthusiasts are therefore invited to provide advice. The best way is to email information to timetables@thomascook.com

Greek drama

Due to the current dire Greek financial situation, the OSE Greek railway network may be reduced from the existing 2500 km to only 750 km. All metre and narrow-gauge lines may be closed. The number of employees may be reduced from 9350 to 6000 with reduced salaries and privileges. The many resulting protest strikes in 2010 (over 120 days in all) brought the passenger numbers down more than 10%, increasing losses.

As from 1 January 2011 the following lines will be closed to all traffic (a few are already not operating): Patras – Kalamata, Pirgos – Olympia, Pirgos – Katákolo, Isthmos – Lutráki (currently not operating), Diakoftó – Kalávrita (operating irregularly only), Kalonero – Kiparissia, Kórinthos – Kalamata (currently not operating between Tripoli and Zevgolatio), Árgos – Náfplio, Patras – Rioni suburban service, Kalamata – Zevgolatio suburban service, Thessaloníki – Édessa – Aminteo – Florina, Aminteo – Kozáni, Sérres – Alexandroupoli – Pithio – Dikea – Ormenio, (for trains to Turkey no decision yet; Train from Ormenio to Bulgaria currently not operating), Thessaloníki – Idoméni (international services may remain), Strimon – Kulata (international services may remain, currently not operating due to flood damage in Bulgaria), Lárisa – Volos (local trains), Paleofársalos – Kalambaka (local trains)

All remaining train operation will be transferred from OSE to the infrastructure company TRAINOSE.

The following services will continue to operate:

Pireás - Athína – Kórinthos – Kiáto - Patras (Kiáto – Patras after completion of regauging to 1435 mm only), Athína – Lianokládi – Paleofársalos – Lárisa – Plati – Thessaloníki, Thessaloníki – Serres, Athína – Lianokládi – Stylida, Athína – Lianokládi – Paleofársalos – Kalambaka, Kalambaka – Paleofársalos – Thessaloníki, Athína – Lianokládi – Paleofársalos – Lárisa – Volos, Volos – Lárisa – Plati – Thessaloníki, Suburban services in Athína and Thessaloníki.

There is no decision yet about the local service Athína – Inói – Halkída.

Freight services will also be maintained on the same lines as passenger services (if existing prior to 1 January).

To make train services profitable most fares and supplements will increase by 90 to 100%, and on the Athína – Stylida service by 210% to reach the level of intercity bus fares. Ticket prices to Patras may increase by 175%. Discounts and free travel tickets will be abolished except for children. International passes and tickets will still be offered at normal prices. TRAINOSE will have the freedom to increase ticket prices even further at any time to reach profitability.

After a year the Greek Government will review the results. It may then decide to reactivate a few lines for tourist operation such as Diakoftó – Kalávrita and Patras – Pirgos – Olympia. Possibly the Thessaloníki – Édessa, Lárisa – Volos and Lárisa – Kalambaka local services may be reinstated after 2012, if local authorities are willing to pay the deficit. On the lines closed from January 2011 no maintenance will be carried out and buildings may be sold or rented. Lines not mentioned above, such as Paleofársalos – Volos, Volos – Milies, the Kilini branch line or the Agrinió network will be liquidated as soon as possible.

Thanks to Tony Bailey, Barry Blair, Scott Ferris, Victor Isaacs, Geoff Lambert, David Langley, Les Pascoe, Samuel Rachdi, Brendan Whyte, *Age* (Melbourne), *Herald Sun*, *NZ Railway Observer*, *Railway Digest*, *Sydney Morning Herald*, www.artc.com.au, www.aucklandtrains.co.nz, www.aucklandwaterfront.org, www.cityrail.info and www.vicsig.net for Railway news.

BUS NEWS

ACT – Canberra by Ian Cooper

Revised Network introduced 15 November 2010

As planned, and recorded in December *Table Talk* (page 7), the new Belconnen Town Centre Bus Stations and the associated changes to bus routes and timetables were introduced on 15 November. This report covers observations of the operations in the second week, thus giving the new service some time to “bed down”. As is often the case with the introduction of new infrastructure and services, there are pluses and minuses.

With one exception the new Belconnen Bus Stations appear to be working satisfactorily with many shoppers at Westfield Belconnen very pleased with the proximity of the main bus stop and the entrance to the shopping centre. A new ACTION office is to be located at the Westfield Platform 1 selling tickets and providing information. However, as of 13 December the office remains incomplete. This new centre and the new ACTION centre in a shop at Platform 4 in the City (replacing the old

information kiosk in Baileys Arcade) both trade as MyWay centres, taking the name from the new Smartcards to be introduced in 2011. As predicted, not all seniors and mothers with young children were happy with two long bus zones at Westfield with no route specific stops.

Obviously the introduction of extensions to the network are classified as pluses. As previously reported route 44 has been extended a short distance along MacFarlane Burnet Avenue to service part of the new suburb of West Macgregor with two stops. New route 57 has been introduced to service a large part of the new suburb of Franklin, operating along Oodgeroo Avenue and Manning Clark Crescent and the south west sector of Gungahlin and also operates the full length of Hoskins Street in Mitchell.

Route 59 has been extended to form a very large two-way loop in Forde and the edge of another new suburb, Bonner, replacing a relatively short diversion into Forde only. Buses now operate along Amy Ackman St as far as Jessie St in Forde and then cross to Mulligans Flat Road separating Forde and Bonner in order to return to Horse Park Drive. Unfortunately there is no weekend service along any of the extensions to Bonner, Forde, Franklin or West Macgregor.

Colour coding has been introduced to a number of routes although the colours are used only on the timetables and some bus stops and some buses. The Route 727 Redex has now been re-numbered 200, extended along Mildura St and Canberra Avenue to the DFO in Fyshwick, and renamed "Red Rapid". The route has now lost its exclusive allocation of new MAN buses, supported by a few Scania's. Any type of bus, including very early Renault/Macks, have been seen on the route with the result that passengers no longer receive the benefit of audio and visual displays of bus stop information. Ironically, despite the new name, Route 200 is now less rapid than before, following the introduction of three extra pairs of stops on Flemington Road. There is already an indication that some Queanbeyan car commuters have switched to parking at the DFO and boarding Route 200 buses. Curiously, there is no printed timetable for the entire new Route 200, following an equally curious decision not to produce a timetable for the old Route 727. A timetable for the City to Fyshwick section of Route 200 is only included in the Parliamentary Zone timetable booklet.

Following the success of the Route 727 and its conversion into a Route 200, the old Route 5 from Woden to Gungahlin has, not surprisingly, been cut with the sector from City to Gungahlin being discontinued. At night time, when Route 200 does not operate, a new Route 50 has been introduced between City and Gungahlin, operating every 30 minutes. Surely, this is an unnecessary complication with yet another route number for a route already operating. Why not operate a Route 200 between City and Gungahlin, after 7.30pm? These ad hoc changes highlight the fact that Gungahlin residents have, yet again, been denied a true intertown (or Blue Rapid) service – seven days and six nights a week – as was originally planned.

Routes 2 and 3 on the City to Parliament House sector are now marketed together as the Gold Line and Routes 4 and 5 between City and Kingston Shops are marketed as the Green Line. While the idea of the combined routes is commendable the execution has failed dismally. Some consolidated timetables are contained in an attractive brochure entitled "Parliamentary Zone Bus Services". However, this brochure is not available from ACTION at Belconnen, presumably because the brochure omits to refer to the many services from Belconnen to the Parliamentary Zone. Also, the brochure was, initially, not available at ACTION in the City.

It is interesting to note that this very attractive brochure focuses on services from the City and some services from the Woden Bus Station to the Parliamentary Zone, even though a large number of commuters working in the zone would be travelling from possibly every suburb in the ACT and beyond. Only a brief reference is made to some other services. If there is to be a Parliamentary Zone Bus Service timetable it must be comprehensive and include all services from all suburbs."

As part of the grouping of routes 2 and 3, buses on route 2 no longer divert via City West and no longer exit the City to Ainslie via Akuna St. Route 2 buses now travel via London Circuit East and exit the City via East Row and Mort St.

Possibly the strangest move yet is the renaming of all the Interchanges as Bus Stations and the Intertown routes as Blue Rapid services. Although Tuggeranong Interchange started out in life as a bus station, the other interchanges have always been interchanges. Intertown remains an accurate name for the routes as it describes precisely their main purpose – that of linking the towns. The term "Blue Rapid" is thought by this correspondent to be meaningless as the service is not rapid, mainly because of increasing traffic congestion and an increase in the number of traffic signals along the route, without any bus priority. [It would appear that no bus priority has been included at any of the four new sets of traffic signals installed at the new bus stations in Belconnen].

Among the other pluses are improvements to the bus destination displays. Most destination displays on the newer buses are now two-level. The final destination is fixed on the top level and the "via suburbs" scroll on the lower level. These signs replace the previously inadequate "single word" final destination signs occupying the entire screen.

Timekeeping on the Intertown services appears to be improving, but as a result of the introduction of new, more powerful buses, rather than by the adjustment of the timetables. An increasing number of new MAN diesels are replacing Irisbuses and CNG Scania's on routes 300 and 312 through to 315. Also, the single door Irisbuses slowed passenger loading and unloading and, when purchased, were not intended to be placed on the busy Intertown routes.

Preliminary observations of the operations at Belconnen suggest that a much higher proportion of the services advertised as being accessible under the new timetables are, in fact, being operated by low floor buses, than was the case earlier.

In Bonython, a suburb of Tuggeranong, bus routes 19/319 and 66 have been swapped over in Coombe St, Kingscote Crescent and Barr-Smith Avenue. Routes 19 and 319, formerly using Coombe St and Kingscote Crescent have now been placed on Barr-Smith Avenue. Route 66, formerly on Barr-Smith Avenue is now operating on Coombe St and Kingscote Crescent. It is believed that this change has been made to better accommodate the turning requirements of 14.5m rigid, now used on some Route 319 journeys.

Nine extra trips have been added to a number of routes in peak periods, notably on routes 2, 17, 300, 757 and 785.

Other News

Platform 3 in East Row at the City Bus Station was being extended towards London Circuit at the time of the introduction of the revised services on 15 November, creating considerable short term problems in allocating bays to the revised service structure. Both sides of East Row had been used by buses for many years until the Interchange was reduced in size by a former Government which was not supportive of public transport. The new East Row bus bay is being constructed in mass concrete in an attempt by Roads ACT to reduce the high maintenance cost of hot mix at Interchanges and bus stations. It was opened for buses in 13 December 2010.

Installation and operation of new ticket machines commenced in November. A trial of the new My-Way ticketing commenced on 6 December using 350 residents representing children, students and pensioners

In November a start was made to fit bike racks to the 35 step-entrance Renault PR100.3s. Most of these buses are at Belconnen depot. Six of the seven ramp-entrance Renaults, all fitted with racks in August 2008, were recently transferred from Belconnen to Tuggeranong depot.

An increasing number of the nine Scania steer tag buses are appearing on Intertown routes, plus the occasional feeder route in the northern and southern suburbs. Although originally purchased to replace articulated buses on school services, this correspondent has yet to see a steer tag Scania on a school service.

Tenders were called on 27 November for the supply and installation of a bus wash at Tuggeranong Depot. ACTION's MAN CNG buses, all based at Tuggeranong, are higher than the Scania CNG vehicles and cannot fit in the bus wash, thus requiring a hand wash. Such a wash is undertaken at infrequent intervals giving rise to a fleet of rather grubby buses.

Deane's Transit Group closed its Transborder Express Mitchell Depot in early November and transferred all vehicles and staff to Queanbeyan.

Bus Lanes in Mitchell and Gungahlin On 23 November 2010 the Department of Territory and Municipal Services announced that the new bus lane in Flemington Road Mitchell had been completed. A pre-intersection bus lane of 100m has been constructed in Flemington Road southbound, prior to the intersection with Sandford St. The existing bus lane in Flemington Road from Northbourne Avenue has been extended northwards to the Sandford St intersection. The total length of the combined bus lanes on Flemington Road is now 1.6kms. The start of each section of bus lane in Flemington Road has not been delineated in red, as have other bus lane extensions in 2010.

Studies into the feasibility of a bus station in Hibbersen St – the main street in the Gungahlin Town Centre – and a bus lane on Flemington Road between Sandford St and Wells Station Road commenced in November 2010. Residents and commuters are being invited to comment on the proposals. Funding has been committed to build the Gungahlin bus station and to complete the detailed design of Flemington Road in 2011-12.

No extra weekend services until at least 2012. In response to complaints about the lack of weekend services to the new suburb of West Macgregor, ACTION advised the media on 6 December 2010 that "weekend services to West Macgregor and other areas were being considered as part of Network 2012". Although bus services have recently been extended to newly settled parts of Forde and Franklin, and the new suburbs of Bonner and West Macgregor, there is no weekend service.

New articulated buses. The CEO of TAMS, Tom Elliott, advised listeners on ABC Radio 666 on 7 December 2010, in response to questions about difficulties being encountered by drivers of the new 14.5m buses in negotiating some streets in Canberra, that ACT Roads were modifying the alignment of some intersection kerbing. However, steer tag buses would not be able to operate in Gungahlin suburbs because of the road geometry.

Although ACTION would continue to accept all 26 steer tag buses on order, ACTION plans to purchase 20 articulated buses for delivery in 2012. Official announcements in 2008 and 2009 indicated that the 26 steer tag buses would replace 26 articulated units on school routes. The correspondent for this journal understands that no school services are currently being operated by steer tag buses because of difficulties experienced in accessing many schools and the inability to operate in most of the new suburbs.

A late night bus service is operating in Canberra for three months over summer, commencing on Friday 3 December. The ACT government agreed to the operation, as a trial at a cost of \$250,000, as part of its agreement with the Greens (who support the ALP in the ACT Parliament.). Two routes will operate to each of Gungahlin, Belconnen, South Canberra and Tuggeranong for a flat fare of \$10. A loop service operates between Civic, Kingston and Manuka for \$5.

Surprisingly, the service is not to be operated by the major local ACT government operator, ACTION (Australian Capital Territory Internal Omnibus Network), but by nearby operator, Deanes Transit Group of Queanbeyan, Deanes won the tender against ACTION and an undisclosed third bidder. (As well as cross border routes from Canberra Civic, Woden and Canberra Airport to Queanbeyan, Deanes already has one full-time route entirely within the ACT, from Canberra Civic to Canberra Airport).

It would appear that **Rixon's Coast to Capital Coaches** has resumed operation after a break of about two years. The only publicity is on the Euroballa Coast Tourism website www.euroballa.com.au/busescoaches.html. This indicates the following timetable: Mon, Wed & Fri: Bateman's Bay dp 0835, Canberra arr 1045, Canberra dp 1640, Bateman's Bay arr 1845; Sundays & PH: Bateman's Bay dp 1400, Canberra arr 1615, Canberra dp 1630, Bateman's Bay arr 1845. (This website also has links to other timetables).

New South Wales - Sydney-Buses by Duncan MacAuslan

Explorers cease

As intimated in last month's Sydney news the red Sydney and blue Bondi Explorers (routes 111 and 222 respectively) ceased operating after the last trips on Saturday 28 November 2010. State Transit sold the right to the service and logo to the world wide specialist in the field CitySightseeing. The latter's buses now carry the Explorer logo and the SydneyPass tourist ticket became valid on them. The last Sydney Explorer departed Circular Quay at 17:20 returning there at 19:13.

Wynyard Changes

Ongoing bus congestion from the Harbour Bridge to Wynyard Square has been addressed several times over the years. From 5 December further bus stop changes were to the pickup locations in Carrington, York and Clarence Streets for 31 Sydney Buses routes.

The changes included:

- AM routes that started in York St now depart from Carrington St
- PM Express Routes E86-E89 no longer loop from Clarence St into Carrington St
- An new stand in Clarence St, south of Erskine Street for northbound routes E86-E89 and Metrobus M30

Consequently many departure times from Wynyard were adjusted from Monday 6 December:

- E66 17:39 to Skyline Shops operates 3 minutes later
- E68 trips to Warringah Mall: 17:17 and 17:32 operate 3 minutes later; 18:35 operates 7 minutes later; the 19:15 168 trip now operates as an E68
- E70 trips to Manly: 15:45 operates 5 minutes earlier; 16:38 operates 7 minutes later and 17:12 3 minutes earlier.
- E71: 18:40 trip to Balgowlah Heights operates 5 minutes earlier
- E77: Trips to Dee Why at 16:44, 17:14, 18:14 operate 4 minutes earlier
- E78 18:45 trip to Cromer Heights operates 4 minutes later
- L80 18:00 trip to Collaroy Plateau operates 3 minutes later
- E83: 17:30 trip to Elanora Heights departs 5 minutes later
- E84: 16:10 to Mona Vale operates 8 minutes earlier; 16:40trip to Mona Vale operates 8 minutes earlier
- 185: trips to Mona Vale at 20:25 and 21:25 depart 5 minutes later
- L85: trip to Mona Vale 15:25 departs 8 minutes earlier, 19:25 trip departs 5 minutes later
- L88 17:22 trip to Avalon depart 3 minutes earlier
- 201 17:30 to Benelong Road departs 3 minutes earlier
- 204 18:19 to Northbridge departs 2 minutes earlier
- 207 15:49 to East Willoughby operates 2 minutes earlier
- 210 17:16 to East Lindfield will operate 4 minutes later

Other changes were:

- E87 15:50 and 16:17 trip from Wynyard to Newport extended to depart Railway Square at 15:35 and 16:05
- L88 the 17:55 trip to Avalon now operates as an E87 to Newport, extended to depart Railway Square at 17:39; the 17:30 now operates as a E88 trip the 17:37 trip now operates as an E88 extended to depart Railway Square at 17:09

New timetable booklets, dated 5 December 2010 have been published for:

- Freshwater 138, E65
- Collaroy Plateau and Cromer to City 153, 178, E78, 179, E79, 180, L80
- Mona Vale and McCarrs Creek 155, 156, 158, E86
- North Balgowlah and Narraweena 168, E68, 169, E69, 173
- Palm Beach and Pittwater 151, 183/4, E84, L84, E87, L87, 188, E88, E89, 190, L90

These no longer have operators pictures on the cover instead each has a locality related beach scene.

Metrobus SMS trial

A six month trial enabling intending Metrobus passengers to get next bus times for their stop started on 29 November 2010. Users SMS their bus stop number to 0488 898 287, eg 203914. The response is:

203914 Victoria Road nr Evans St
M50 8min*
M50 25min*
Transport Info 131500
*Timetable

The message seems to indicate that in some cases actual times will become available. The service is available on Metrobus routes M10, M20, M30, M40, M41, M50, M52, and M54. During the trial, the service will be free of charge to users – they only pay for the cost of text message requesting the arrival times.

Military Road PrePay from 13 December

From Monday 13 December, bus stops along the Spit Road/Military Road corridor between Spit Bridge and Neutral Bay became PrePay-only between 7am and 7pm, weekdays, affecting 45 bus routes servicing 29 bus stops.

Routes affected by the PrePay conversion include the 257, 169, E69, 173, 227, 228, 229, 230, 244, 245, 246, 247, 248, 249, 140, 143, 144, E50, 183, 184, L84, E84, 185, L85, 187, L87, L88, 190, L90, E66, 168, E68, 171, E71, 175, 176, E76, E77, 178, E78, L78, 179, E79, 180 and L80.

There are 23 ticket outlets along the Spit Road/Military Road corridor

Improvements to the 311 bus service

Transport NSW and the City of Sydney published a discussion paper on route 311 which operates from Gresham St, City to Railway Square by a circuitous route through Woolloomooloo, Elizabeth Bay, and Darlinghurst.

In recent years this has had some changes which have impacted its patronage.

In April 2009 the loop around the narrow Elizabeth Bay streets of Ithaca Road, Billyard and Onslow Avenues was deleted. This was to allow larger low floor buses to operate the service.

From 4 August 2010, due to safety concerns regarding the altered width of traffic lanes on Bourke S, 311 no longer operates along Bourke Street, Cathedral Street, Crown Street and William Street, using College Street, St Marys Road and Sir John Young Crescent; thus removing several bus stops.

The proposals include:

- Return 311 buses to Bourke, Cathedral and Crown Streets ensuring Woolloomooloo residents continue to have easy walking access to bus services, making use of the new bus stops recently installed on Bourke Street.
- Improve reliability: New bus priority signals and better designed bus stops would improve on-time running and improve local traffic flows.
- Provide stops in Woolloomooloo for the 480, 483 and 461 buses giving locals direct services from Riley St to destinations such as the City, Sydney University, Annandale, Burwood and Strathfield
- Introduce low-floor, air-conditioned buses to Route 311 Working with the Kings Cross Community and Information Service to provide additional community transport services for people who are frail, aged or have mobility difficulties who were affected by 2009 Elizabeth Bay service changes.

New Walsh Bay services from 19 December

From Sunday 19 December, the route 433 bus service from Balmain, which currently terminates at Millers Point, will extend down Hickson Road to Walsh Bay between 6pm and 11.30pm, seven days a week. This is a six month trial that will provide a link to the Walsh Bay arts precinct.

This route 433 extension will terminate adjacent to Pier 4.

A new timetable booklet, Balmain & Glebe Point, dated 19 December 2010, was issued. The bus operators picture has been replaced by a photo of pedestrians on Glebe Point Road.

M41 – Hurstville - Macquarie Park

The ninth Metrobus service, M41, commenced on 19 December connecting Hurstville, Bexley North, Campsie, Burwood, Concord (where it diverts to Concord Hospital), Ryde, North Ryde, Macquarie Park and Marsfield.

Operated by Sydney Buses Burwood Depot M41 provides 840 services a week running, on average, at 10-minute intervals during peak hours, every 15 minutes during the off-peak and every 20 minutes on weeknights and weekends. Journey times are between 1hr 16mins and 1hr 32 mins. Last through trips weekdays are 18:53 from Hurstville and 18:48 from Marsfield.

Unlike the original Metrobus concept M41 is not pre-pay, and operates limited stops between Kingsgrove and Burwood.

T-80 Diversion and Timetable Changes from Wednesday 15 December

The construction of a new road linking Wetherill Park industrial area and the M4 Motorway at Prospect by Boral will affect T-80 services. Services are diverted via Gipps Road, Hassall St and Widemere Road. A new T-80 timetable with slightly amended run times was published.

The Liverpool-bound Gipps bus stop will be temporarily closed and relocated on the eastern side of Gipps Road between the T-way and Tarlington Place. The Parramatta-bound Gipps bus stop remains open.

Holiday Services

The Christmas – New Year period always sees service adjustments for Sydney Buses.

- The operating hours of the free CBD Shuttle Bus were extended to 2100 for the three weeks leading to Christmas Eve. The shuttle normally operates every 10 minutes in both directions between 09:30 and 15:30 on weekdays (until 2100 on Thursday nights) and between 9.30am and 6pm on weekends.
- Over 100 additional services between 22:30 and 03:30 on Fridays and Saturdays in the period leading up to Christmas on routes 178, 207, 246, 273,292, 373, 380, 394, 423, 428, 431, 433, 436, 438, 500, 501, 510 and 520.
- Sunday timetables from 25 – 28 December with additional services on 26 December to the eastern suburbs for the start of the Sydney to Hobart race.
- Reduced peak hour services from 29 – 31 December including cancelling many limited stop and express trips.

Victoria Road, Drummoyne

From 26 December for about three weeks several bus stops on Victoria Road between Iron Cove Bridge and Lyons Road will be closed to enable road works as part of the Inner West Bus Way project. Not usually noteworthy but in this case a free loop bus service will operate around the road works along side streets whilst the main 500 series buses continue non-stop along Victoria Road. The loop service operates clockwise from Rosebery St by Renwick St, Lyons Road, Formosa St, Henley Marine Drive, and Cary St.

New South Wales – Sydney Private Buses by Robert Henderson

Veolia Transport – Bankstown area

The latest timetable for routes 922/S5 is dated "922 effective 8 December 2008, S5 effective 6 December 2010." The timetables for 923/924 and 926 are both effective 8 December 2008, but have been each reprinted November 2010. Both show version 1.

There are two versions of the timetable for route 927 on Veolia's website. One is the current timetable and the second one shown with the name "mini" associated with it, instead of showing the route as Bankstown – One Tree Point it is shown as Padstow – One Tree Point. The current timetable shows times from Padstow to Bankstown except in the peak hour, using connection route 962 services. The newer version does not contain the connecting times as there will be many more once Metrobus routes M91 and M92 come into being early this year and it would be impossible to list all connecting services.

The timetable for routes M90/913/914 previously reported is version 3. There is a brochure similar in format to those for the Sydney Buses Metrobus routes, for route M90 dated 6 December 2010. It is believed this is also available in paper form.

The new timetable for routes 908 and S2 with the new Sunday timetable on trial appears to be website only at this stage.

Veolia Transport – Hurstville area

The latest timetable for Route 452 timetable is (still) dated August 2004, reprinted March 2009, is in paper form and in stock.

Hillsbus has issued a new timetable in conjunction with the start of Metrobus route M61 between Castle Hill and the City on 20 December 2010 covering this new route as well as existing routes 610 and 610X. It replaces the existing timetable for the latter two routes. The M61/610/610X timetable is entitled "Rouse Hill Town Centre & Castle Hill to City" (note change to title, with "Castle Hill" added) and is version 8. A separate Metrobus brochure similar to those for other Metrobus routes is also on issue for route M61 dated 20 December 2010. In conjunction with the introduction of M61, Route 619 has been curtailed to run only Castle Hill- Macquarie Park as from 20 December 2010 and has its own standalone timetable. From the same date there will also be a new Routes 611/630 timetable. Route 611 now does not run via Epping Station, in anticipation of the demolition of the bus-only bridge linking the M2 with Epping station at Beecroft Road. The 14 year old, under-utilised bridge is to be demolished as part of an upgrade to the M2 motorway.

Punchbowl Bus Co in a first operated services on Christmas Day and Boxing Day. This was covered by a special timetable booklet covering routes 446, 450, 941, 943, 944, 945, 953 and 954. Other routes did not operate on these days.

Interline Bus Service

Advice has been received that the timetables for Routes 873, 874, 875, 876 and S9 dated 10 October 2010 have not been printed yet.

Busways Blacktown

Similarly to Hillsbus's route 611, Busways route 740 will no longer operate via Epping Station over the bus-only bridge linking the M2 with Epping station at Beecroft Road. This change is effective Monday 17 January 2011. Instead route 740 will continue along the M2 to Christie Road, where morning trips will leave the motorway and run via Talavera Road and Herring Road to a new bus stop in Waterloo Road, adjacent to Macquarie University railway station, Macquarie Centre and Macquarie University. They will then continue along the existing route via Waterloo Road, Lane Cove Road, Talavera Road and Khartoum Road. In the afternoon buses will complete the Macquarie Park loop, then Herring Road picking up at a new stop (opposite Macquarie Centre and adjacent to Macquarie University railway station) and then proceed onto the Herring Road onramp. There will be an insert to the paper timetable to advise of the changes. The timetable is not being reprinted at this stage.

Westbus

Further to new Westbus and Hopkinsons timetables starting on 15 November 2010, mentioned in last month's *Table Talk*.

The routes 820/1/2 timetable dated 15 November 2010 (Hopkinsons) shows extra trips running between Guildford station and Fairfield Rd/Albert St (some trips Fairfield/McCredie Rds) during weekday peaks and Sundays. They appear to supplement Route 820 (Guildford-Fairfield via Fairfield Rd). Route 821 was previously a peak-hour only industrial route, Guildford-Smithfield industrial area.

Routes 809/10/11 have been rearranged such that 809 now runs Merrylands-Hilltop-Pemulwuy (loop through Greystanes and Pemulwuy). The section of old 809 along Bruce St, Jonathon St and Tulip St has been transferred to 810, which now runs Merrylands-Pemulwuy-Parramatta.

New South Wales - Newcastle by Robert Henderson

Timetable booklets from 28 November for the Lower Hunter region are:

Rovers

160/3/4, 162/5/7/8/71

Port Stephens

130/1/2/3/4/5 (some revision of route numbers here)

Hunter Valley Buses

140/1, 145, 179/80/401/2/3, 181/2/7, 183/4, 185/192, 260/1, 262/3, 267/8, 269/70/1, 273 The Train (previously unnumbered route, Fassifern-Toronto train connection service), 274/5/6, 278/9/80.

New South Wales - Central Coast by Robert Henderson

Red Bus

Further to the item in the December *Table Talk*, the two Red Bus timetable booklets dated 8 November 2010 are significant for the fact that they are among the first urban private bus timetables to feature combined Saturday/Sunday/public holiday timetables. The weekend timetables apply to routes which previously had weekend services.

Route 48, Bay Village-Tumbi Umbi loop, however, is the only one to have a Saturday-only timetable. The other Bay Village locals, routes 45 & 47, and some other limited services run only on weekdays.

Christmas Day timetables are shown for the routes between Gosford and The Entrance, between Wyong and the Entrance and for Route 40, North Gosford loop.

Many of the new Red Bus timetables have much better memory headways than previously. The route structure and the plethora of route numbers for small variations, however, appear complex to this correspondent.

Busways Gosford

Further to the item in December *Table Talk*, improvements on the Central Coast as from 8 November 2010 are mainly a result of the State government's Growth Buses program. In this program, 35 new air conditioned, accessible buses have been provided by the government, enabling new bus routes, better frequencies and improved links between suburbs.

Significant specific improvements and changes to timetables in the Gosford area include:

- Route 34, Gosford-Kariong, more trips seven days a week.
- Routes 36/37, Gosford-Tuggerah, more weekend trips.
- Route 38, Gosford-Wyoming, more weekend trips.
- Routes 63-66, Gosford-Kincumber corridor, more trips seven days a week.
- Service to Saratoga-Davistown (Route 63), standardised to incorporate previous 70 Gosford-Woodport, and some improved services, including more trips between Kincumber and Saratoga-Davistown.
- Previous route 60, Gosford-Kincumber-Ettalong-Woy Woy, renumbered 64 and improved services Mondays to Saturdays.
- Previous routes 65 and 66, Gosford-Avoca-Copacabana, renumbered 66A (anticlockwise loop in Avoca-Copacabana, mornings) and 66C (clockwise, afternoons). Some extra trips.
- Routes between Gosford and Woy Woy via Pt Clare standardised as route 55 (Gosford-Ettalong via Brisbane Water Dr) and 70 (Gosford Hospital-Ettalong via West Tascott). Extension to Gosford Hospital new.
- Route 53 to Woy Woy-Booker Bay rearranged, and service to some areas now provided by routes 59 and 64 on a more regular basis.
- All trips to Pearl Beach and Patonga given route number 54, some of which are extensions of Woy Woy-Umina via Trafalgar Avenue trips.

Busways Wyong

Further to the item in December *Table Talk*, new routes 95 (Morisset-Lake Haven), 95X (Wyee-Lake Haven) and 96 (Wyee-Budgewoi) were started on 8 November 2010 in direct response to community feedback during the consultation period last year. They are on trial for 12 months. They are primarily designed to provide connections between Wyee and Morisset railway stations and Gwandalan, Summerland Point, Chain Valley Bay and Budgewoi. A previous similar peak hour route (94) between Wyee and San Remo, operated during 2002-3, was not successful.

Coastal Liner

There were new timetables dated 8 November 2010 for all Coastal Liner routes. No major changes occurred to routes 10, 12 and 13 (infrequent services to the west of Wyong and Wyee). However, services on route 11 (Lake Haven-Warnervale-Jilliby-Tuggerah) have been significantly decreased, with only a peak hour shuttle to/from Warnervale Station being provided on weekdays. During the day and on weekends, alternative travel is provided by Busways' routes 78 and 79 which cover most of the same streets.

Under the agreement between Busways and Coastal Liner there is flexibility as to which company operates the trips on routes 78, 80, 91 and 98. This has no effect on service provision, with the same fares being charged and transfers to other routes still available at Lake Haven.

New South Wales – Country by Robert Henderson

Orange Buslines

The latest timetable is dated 30 April 2010. It includes route 530, Orange to Bathurst, which was previously run by Selwoods. The times of the trips suggest that this route is mainly for the benefit of students at Orange TAFE and Charles Sturt University at Bathurst.

Nowra Coaches

The website has finally been updated with a new Transit Graphics version. Besides the existing timetables for routes 724, 732 and 733, it shows proposed new timetables to be implemented in the future (as at September 2010) and requests passengers' comments.

Queensland - Brisbane

Further to the report in the December Issue of *Table Talk* concerning the **Western Region restructure** the following timetables were issued effective 13 December 2010:-

- 463 Goodna-Forest Lake
- 500 Riverlink-Goodna
- 502, 503, 509 Riverlink-Bundamba, Yamanto
- 506, 512 Riverlink-Leichhardt, One Mile
- 508, 515 Yamanto-Willowbank & Yamanto-Brassall
- 512, 513 Riverlink-Brassall (Heritage Dr), Woodend
- 522, 530 Goodna-Springfield
- 524, 525, 526 Goodna-Redbank Plains & Redbank-Collingwood Park, Springfield

Riverlink Shopping Centre is in Nth Ipswich across the Bremer River from Ipswich CBD. The new timetables bear the "Bus Queensland Ipswich" brand rather than Westside Bus Co.

Also on 13 December Brisbane Transport:

- Introduced **P88 Eight Mile Plains-Indooroopilly via City** ("P" means pre-paid). This is limited stop service travelling via the Captain Cook Bridge instead of Southbank. It operates every 15 minutes seven days a week and 10 minutes in the peak.
- Extended **385 City-The Gap** and **444 City-Mogill** from the Cultural Centre to Gallery of Modern Art (GoMA)

Queensland - Regional

From 13 December 2010 a number of changes were implemented to **Sunbus Sunshine Coast** services. 600 Caloundra - Maroochydore now has 17 extra trips on Saturdays and 32 extra trips on Sundays, making a 15 minute frequency during the weekend. 602 Caloundra-Nambour has been split into 602 Caloundra-Maroochydore and 612 Maroochydore-Nambour. 602 now serves the Sunshine Coast Private Hospital. 613 Twin Waters - Maroochydore has been increased from three trips to six trips in each direction Monday to Friday. The bi-directional 619 Maroochydore-Kawana loop service has been split into 614 Maroochydore-Kawana via Buderim & 619 Maroochydore-Kawana via Alexandra Headland. Both 614 and 619 operate during the weekend, whereas the former 619 Loop only operated on weekdays. 620 Noosa Heads-Maroochydore now has 16 extra trips on both Saturdays and Sundays, making a 30 minute frequency during the weekend. 622 Peregian Springs-Kawana has been altered to operate as Noosa Junction -Maroochydore via Sunshine Coast Airport. This replaces a temporary shuttle bus to the airport. Improved frequencies has been funded by the Sunshine Coast Council Public Transport Levy. The following timetables were issued effective 13 December 2010:-

- 600, 601 Caloundra -Maroochydore
- 602 Caloundra-Maroochydore
- 612 Maroochydore-Nambour
- 613 Twin Waters - Maroochydore
- 614, 619 Maroochydore-Kawana
- 620 Noosa Heads-Maroochydore
- 622 Noosa-Maroochydore

South Australia – Adelaide by Hilaire Fraser/Roger Wheaton

Overview of Adelaide Metro Service Changes

Adelaide Metro bus service alterations from January 2011 affect 86 routes in the northern, southern, eastern and western suburbs, and the Adelaide Hills. A new suburban connector route 300 provides new or improved links between Arndale Shopping Centre, Klemzig Station (O-Bahn), Marden Shopping Centre, Burnside Village, Glen Osmond, Mitcham Shopping Centre, Repatriation General Hospital, Pasadena Shopping Centre, Flinders University, Flinders Medical Centre, Marion Shopping Centre, Glenelg, Harbour Town, Henley Square and Queen Elizabeth Hospital.

Cross suburban:: New Suburban Connector between Arndale, Glenelg, Marion Shopping Centre, Flinders precinct, Glen Osmond, Klemzig and Arndale; streamlined route numbers; new services to Dulwich, Burnside Village, Beaumont and Glen Osmond; timetable changes.

Outer north-eastern suburbs: Extended services; replacement services; streamlined route numbers, timetable changes.

Outer northern suburbs: New route to Northgate; new, extended and improved frequency to Davoren Park, Smithfield Plains, Andrews Farm, Mark Oliphant College and Munno Para West; timetable changes.

Outer southern suburbs: Additional and extended weekday services; new extension to Seaford Meadows; timetable changes.

Adelaide Hills: New and extended services to Stirling East, Summertown, Uraidla and Carey Gully; extended and improved frequency to local Mt Barker routes; additional Saturday services to spread capacity and boost services on Glen Osmond Road; additional services to Oakbank, Balhannah, Woodside, Lobethal and Nairne; timetable changes.

Details of Adelaide Service Changes 16tJanuary 2011 - Hilaire Fraser

Numbers in brackets are weekday off-peak frequencies. PH=Peak Hour, LS=Limited Service

100 Circle Line (30) replaced by:

100 Arndale-Glen Osmond via Marion & Cross Rd (30)

101 Arndale-Flinders Uni via Marion Rd(PH)

300 Suburban Connector via Portrush and Regency Roads (30)

102 City-Rostrevor via Reid Av (30)

138 City-Henley Beach via Cheadle St (30) replaced by H31 Rostrevor-Henley Beach (30)

104 City-Paradise via Arthur St (30)

105 City-Stradbroke Rd, Newton via Arthur St (PH)

137 City-West Lakes via Sportsman Dr (60)

139 City-West Lakes via Henley Beach Rd & Tennyson (60) replaced by:
H30 Paradise-West Lakes via Sportsman Drive (15)
Some eastbound H30 trips operate as H30S terminating at Stradbroke Rd
312 West Lakes-Tennyson Loop (60)
B12 City-West Lakes via Grange Road & Tennyson (PH)

504 City-Rostrevor via O-Bahn replaced by 530 City-Firle via O-Bahn

106 City-Magill (15)

110 City-Glenelg via Grange Rd (60)

110H City-Henley Beach via Grange Rd (60)

111 City-Grange South (PH)

113 City-West Lakes via Seaton (30) replaced by B10 Magill-West Lakes (15). Grange Rd to Glenelg now served by 300 Suburban Connector

107X City-UniSA Magill Campus (PH) renumbered B11

122 City-Rossllyn Park via The Parade (PH)

123 City-Wattle Park via The Parade (30)

130 City-Henley Beach South via Garden Terrace (30)

131 City-Lockleys via Garden Terrace (PH)

132 City-Henley Beach South replaced by:
H22 Wattle Park-Henley Beach South via Garden Terrace (30). Some westbound H22 trips operate as H22L terminating at Lockleys.
H32 City-Henley Beach South (PH)

121 City-Auldana via Kensington Rd (LS) renumbered H23

124 City-Auldana via The Parade (LS) renumbered H24

125 City-Paradise via St Bernards Rd (30)

135 City-Glenelg via Marion Rd (30) replaced by H20 Glenelg-Paradise (30)

126 City-Paradise via Glynburn Rd (30) renumbered H21

140 City-Portrush Rd, Glen Osmond via The Parade (PH) new

143 City-Beaumont (30) now via Greenhill Rd & renumbered 147

145 City-Gilles Rd, Glen Osmond (60) & **146 City-Urrbrae** (60) now via Grant Avenue and terminate at Portrush Road, Glen Osmond as 144 (30)

148 City-Gilles Rd, Glen Osmond via Unley & Cross Rds (PH) new

156 City-Port Adelaide via Port & Military Rds (PH) discontinued

170 City-Mitcham Shops via Duthy St (30), now operates to Urrbrae, replacing 146

178N City-Stradbroke Rd, Newton via Montacute Rd (30) renumbered 178S

191 City-Mitcham Shops via Unley Rd renumbered 190B, Service levels boosted to 30 mins Mon-Fri off peak to replace 197 along Unley Rd

194 City-Blackwood via Kalyra & Sheoak Roads replaced by 195 City-Blackwood via Belair & Sheoak Roads

197 City-Marion via Springbank Rd & Panorama (30)

198 City-Oaklands Park via Springbank Rd (PH)

199 City-Marion via Springbank Rd (PH)

200 City-Clapham (30)

202 City-Marion via Clapham & Daws Rd (30)replaced by:
200 City-Marion via Clapham, Panorama & Seacombe Gardens (30)
200C City-Clapham (30). Daws Roanow served by W90

204 City-Northgate (PH) new
207 City-Paradise via Greenacres (PH) discontinued
240 Keswick-Flinders University (PH) discontinued
264 City-Glenelg via Anzac Highway (PH) renumbered 265G
283 City-Vale Park via Walkerville Tce (weekends) renumbered 281V
450 Elizabeth-Andrews Farm (LS)
451 Elizabeth-Andrews Farm via Smithfield (30)
E1 Elizabeth Roam Zone (evenings) replaced by:
 451 Elizabeth-Munno Parra (30)
 452 Elizabeth-Munno Parra via Mark Oliphant College (30)
 461 Munno Para West Loop (60)
558 Paradise-St Agnes via Hancock Rd (PH) discontinued
600 Glenelg-Aberfoyle Hub via Murrays Hill Rd now Marion-Aberfoyle Hub
601 Glenelg-Aberfoyle Hub via Main Rd now Marion-Aberfoyle Hub
 Glenelg to Marion now served by 300 Suburban Connector
620 Marion-Aberfoyle Hub via Manning Rd (LS) renumbered 320
838H Mt Barker East Loop via Hurling Dr (60) new
839R Mt Barker West Loop on Request (evenings) new
862 City-Carey Gully via Freeway (Sat) new
867 Crafers-Stirling via Piccadilly & Spring Gully Rd (PH) (new)
C1 Tea Tree Plaza-City via O-Bahn (PH) renumbered JIC
C1X Golden Grove-City via O-Bahn Express (PH) renumbered J1X
C2X Greenwith-City via O-Bahn Express (Ph) renumbered J2X
G3 Golden Grove-Greenwith/Petworth Lakes (60) now RZ3 Roam Zone
G11 Panorama-Blair Athol (PH) discontinued
G30 Golden Grove-Blackwood (PH) now City-Blackwood
N122 City-Rosslyn Park (Night) renumbered N22 & extended to Watte Park
N137 City-West Lakes (Night) renumbered N30
RZ8 Athelstone Roam Zone (evenings) replaced by 178, 179 & H30
T722H City-Huntfield Heights (PH) discontinued
X44 Golden Grove-City via Ladywood Dr Express (PH) renumbered M44X
Adelaide Metro Timetables Effective 16 January 2011:
 100, 101 Arndale-Glen Osmond & Flinders Uni
 115, 117,118 City-West Lakes/Pt Adelaide via Crittenden Road
 140, 144, 147, 148 City-Glen Osmond/Beaumont
 141,142 City-Stonyfell/Burnside
 150, 350, 352, 353 City-Pt Adelaide/Osborne via Port Road
 155/7, 376 City-West Lakes/Pt Adelaide/Largs Bay & West Lakes-Delfin Is
 167, 168 City-Glenelg via Richmond Road
 170, 172 City-Urrbrae/Kingswood via Duthy St
 171 City-Mitcham Shops via Fullarton Road
 173, 195, 196, 694 City-Blackwood Station
 174, 177 City-Paradise/Newton via Payneham Rd
 178,179, 578, 579 City-Athelstone/Paradise via Payneham Road
 190 City-Glenelg via Raglan Avenue
 200, 200B City-Marion via Clapham
 204, 208, 528 City-Oakden/Paradise
 205/206/560/565 City-Elizabeth via Bridge Road & Salisbury-Tea Tree Plaza
 209, 209F City-Tea Tree Plaza
 221/2 City-Gepps Cross, 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 Rd
 229 City-Para Hills via Pooraka
 230, 231, 232 City-Pt Adelaide via Harrison Road

235, 237, 238, 239 City-Kilburn/Valley View/Mawson Lakes/Arndale
 241, 245, 248 City-Warradale/Marion
 250, 252, 252 City-Mansfield Pk/Pt Adelaide via Liberty Grove
 253, 254 City-Mansfield Pk/Pt Adelaide via Hanson Road
 262, 263, 264, 265, N262 City-Marion via Glenelg
 271, 273 City-Tea Tree Plaza via North East Road
 281, 521, 522 City-Klemzig/Paradise
 287, 288 City-Henley Beach/West Lakes via Ashley St
 300 Suburban Connector
 333 Outer Harbor-Pt Adelaide
 361 Tea Tree Plaza-Pt Adelaide
 400, 421 Elizabeth-Salisbury North & Salisbury-DSTO
 401, 403, 900 Salisbury-Paralowie/Virginia
 404, 405 Salisbury-Paralowie
 411 Salisbury-Mawson Interchange via Parafield Gardens
 415, 415H, 415V, 430 Salisbury-Greenwith/Hillbank
 440, 441, 442, 443 Elizabeth-Munno Para/Smithfield
 451, 452, 461 Elizabeth-Munno Para
 503, 507, RZ5 Paradise-Tea Tree Plaza via Holden Hill
 506, 546 Paradise-Tea Tree Plaza via Para Hills
 541, 541G, 541X, N541 City-Fairview Pk/Golden Grove
 542, 542X, N541 City-Fairview Park
 543 City-Surrey Downs
 545 City-Golden Grove via McIntyre Road
 556, 557, 559 City-Tea Tree Plaza via St Agnes
 Adelaide O-Bahn Mega GoZone
 600, 601, 605, G30 Aberfoyle Hub-Marion & Darlington-Blackwood Station
 640, 719, 720, 720H City-Flinders Uni/Old Reynella Interchange
 645, 646 Marion-Seaview Downs/Seacombe Heights
 681, 682, 683, 684, 685 Hallett Cove Beach Stn-Hallett Cove/Sheidow Park
 712, 712F Old Reynella Interchange-O'Halloran Hill TAFE
 721, T721, N721 City-Noarlunga Centre Interchange
 722, T722, 716, 743, 744 City-Noarlunga Centre via States Road & Hackham
 723, 732, 733 City/Marion-Colonnades Shopping Centre via Woodcroft
 724/734 Colonnades Shopping Centre-Marion
 715/725 City-Noarlunga Centre Interchange
 727/737 Chandlers Hill-O'Halloran Hill TAFE
 740/741 Colonnades Shopping Centre-Seaford/Maslin Beach
 745/747/748 Seaford Circuit
 749-756 Colonnades Shopping Centre-Aldinga Beach/Sellicks Beach
 820, 821, 862 City-Carey Gully & Stirling-Loreto College
 823, 840, 863, 860, 864, N864, City-Aldgate and Mt Barker
 830F, 834, 835 Lobethal-City/Verdun/Mt Barker
 837/841F, 842F, T842 City-Nairne
 838, 838H, 839 Mt Barker East & West
 850, 852, 856, 857 Macclesfield/Strathalbyn/Echunga
 861, N864 City-Glen Osmond
 865, 866, 867, 868 City-Aldgate and Crafers-Stirling
 892, 893, 894 Aldgate-Blackwood Station
 B10, B11, B12, 312 Magill-West Lakes, Tennyson via Grange Road
 G1, G2, G4, RZ3, RZ4 Golden Grove-Petworth Lakes/Greenwith
 G10, N10, N21, Blair Athol-Marion
 G20, G21, G22X, 320, RZ22, N10, N21 City-Aberfoyle Hub
 G40, G4, 548 Golden Grove-Flinders Uni
 H20, H21, 580 Paradise-Glenelg via Marion Road
 H22, H23, H24, H32, N22 Wattle Park-Henley Beach South
 H30, 530, N30 Paradise-West Lakes via Henley Beach Road
 H31 Rostrevor-Henley Beach via Cheadle St
 J1, J2, C1X, C2X 162, N1 Jetbus
 J7, 374 West Lakes-Flinders Uni
 M44 Marion-Golden Grove
 T500, 500X, T501 City-Elizabeth/Mawson Lakes
 W90, W91, Marion/St Marys-Marden
 Glenelg Tram

Timetables not re-issued for 16/1/11 are:

701/702, Belair Train, Gawler Central Train, Noarlunga Train, Outer Harbor & Grange Train

SMARTCARD ticketing at bus stops on the upgraded O-Bahn route should cut boarding times and reduce queues.

So-called gated bus transit zones will be installed at sites on Grenfell and Currie streets, allowing commuters to swipe smartcards before getting on to the vehicle to speed up loading times. Transport Minister Pat Conlon said the State

Government would present plans for the overhaul to Parliament's Public Works Committee for approval. Buses account for 12 per cent of traffic on Grenfell and Currie streets but serve 75 per cent of the people using the precinct, he said. "Grenfell and Currie streets will be reinforced as Adelaide's major bus precinct focused on people and bus movements in balance with the needs of taxis, cars, cyclists, parking and access," Mr Conlon said. Government figures show O-Bahn services are the most highly used in Adelaide's public transport network, used by more than 8 million commuters a year. Mr Conlon said the smartcard system was expected to be introduced 2013.

Tasmania – Regional by Ian Cooper

State Government funding additional regional bus services

In good news for residents of regional Tasmania, the State Government is funding a 12 month trial of additional services on many regional bus routes operating into Hobart and Launceston. Most of the extra services will be off-peak, early evening and on Saturdays and Sundays. In some cases the new timetables are more extensive than those which were advertised in 1960 while in other instances one has to revert to the late 1940s to come up with a schedule which equates with what is now operating.

O'Driscoll's Derwent Valley Link introduced, on 3 October 2010, extra weekday services including three evening trips which will be of value to tertiary students and workers. Additional Saturday trips are operated and Sunday services have been re-introduced.

TassieLink's strong network features prominently in the provision of extra trips as from 1 November 2010. Route numbers have been allocated to the regional Tassielink services.. Extra weekday services are provided to the Huon Valley and to Richmond and Campania, new weekend services to Cygnet and Richmond and Campania, extra weekend trips to Geeveston and extra services to Port Arthur and the East Coast.

Out of Launceston, a new Saturday service operates to Strahan on the West Coast, while extra weekday departures are scheduled on the Perth, Longford and Cressy routes and Saturday and Sunday services are again operated.

An illustration of the impact of the extra trips can be taken from the following table:

District	From 1 November 2010			Prior to 1 November 2010		
	Mon-Fri	Sat	Sun	Mon-Fri	Sat	Sun
Huon Valley	22	6 #	6 #	16	2 @	1 @
	# 3 to Geeveston and 3 to Cygnet			@ Geeveston only		
Campania via Richmond	24	6 *	6*	18	---	---
	* all services to Campania via Richmond					

In the Launceston area, Manion's commenced a new timetable from Greens Beach and Rowella on 3 November with RD and FH Sainty operating a Saturday service on their Bridport and Scottsdale to Launceston service from 6 November.

Designed to coincide with the commencement of the new school year in 2011, Callow's Coaches will be starting extra weekend services from St Helens to Launceston.

Extensive seven days a week services operated in June 1960 on all the above routes operating into Launceston, but massive cut backs in the level of service were made throughout the 1960s in response to the increased use of cars and the advent of television and, in some cases, a decline in the number of persons residing in some communities...

As an integral part of the new bus service contracts, route numbers have been allocated to Tassielink. It could be debated that the numbers represent a service along a route because "short workings" have received a number separate from that allocated to the trunk route..

However, even then there are inconsistencies in the allocation of numbers. Numbers observed to date are as follows:

700 Hobart – Devonport
 711 Hobart – Geeveston
 712 Hobart – Dover
 713 Hobart – Cygnet via Huonville
 714 Hobart – Geeveston via Calvin School
 715 Hobart – Huonville
 720 Hobart – Campania
 721 Hobart – Richmond
 722 Hobart – Cambridge
 723 Hobart – Colebrook
 724 Hobart – Swansea via Richmond
 725 Hobart – Swansea via Sorell
 726 Hobart – Bicheno via Swansea
 730 Hobart – Lake St Clair
 740 Launceston – Cressy
 741 Launceston – Longford via Launceston General Hospital
 742 Launceston – Cressy via Riverside and Sacred Heart Schools
 745 Launceston – Cradle Mountain
 750 Hobart – Port Arthur via Koonya, Premaydena and Nubeena
 751 Hobart – Port Arthur direct

O'Driscoll's inherited the block of route numbers used previously by Metro.

Changes to Australia's most southerly bus service

Tassielink of Hobart and Evans Coaches of Geeveston are partners in a new arrangement to operate the most southerly bus service in Australia, between Hobart and Cockle Creek. This summer only service caters mainly for hikers on the Port Davey and South Coast tracks.

Tassielink no longer operate right through to Cockle Creek but transfer passengers to and from Evans Coaches at Geeveston. The new timetable, dated 1 November 2010, operates daily Monday to Friday between December and the end of February and Monday, Wednesday and Friday only in the months of November 2010 and March 2011.

Metro results for 2009-2010

Passenger numbers on Metro buses increased marginally by 0.9% to 10.9 million. Hobart recorded a 1.3% increase, Launceston a 1.0% increase, but Burnie and District saw a decrease of 5%. Fare revenue decreased by \$400,000 from \$10.6 million to \$10.2 million.

Park and Ride being pushed by Local Government

Following a media focused debate on the increasing level of traffic congestion in Hobart, the Southern Tasmanian Councils Authority is again advocating its \$32 million proposal to implement a park and ride operation based on car parks at locations such as Kingston, Sorell, Brighton and New Norfolk. The Greater Hobart Mayors believe that the subsidisation of public transport with buses using reserved lanes would be a more effective way of reducing traffic congestion than building additional roads and extra lanes on existing highways.

Victoria - Melbourne

Cardinia Transit have issued the following new timetables effective 20 December 2010:

- Route 838 Emerald to Fountain Gate SC, 841 Narre Warren North to Cranbourne & 842 Fountain Gate SC to Endeavour Hills
- Route 831, 834, 835, 836, 837, 839, 846 & 847 Berwick bus services
831 Berwick Station to Kingsmere Estate via Casey Hospital (new route).
834 Berwick to Narre Warren Circle (anti clockwise).
835 Berwick to Narre Warren Circle (clockwise).
836 Berwick Station to Eden Rise SC via Beaconsfield Station.
837 Berwick Station to Beaconsfield East.
839 Berwick Station to Berwick North (Parkhill Plaza SC).
846 Berwick Station to Eden Hill SC (new route).
847 Berwick Station to Casey Central SC (new route).
- Route 840, 924, 925, 926, 927, 928 & 929 Pakenham bus service
840 Pakenham to Gembrook.
924 Pakenham Station to Clifford Drive (new route).
925 Pakenham Station to Lakeside (new route).
926 Pakenham Station to Fountain Gate via Beaconsfield Station & Berwick SC.
927 Pakenham Station to Army Rd via Pakenham North.
928 Pakenham Station to Pakenham South.
929 Pakenham Station to Army Rd via Barrington Drive.

Both Berwick & Pakenham bus services booklet timetables now have fold out route maps (behind front page).

Grendas have issued a new timetable effective 20 December 2010 for Route 828 Hampton - Berwick (827 trips now operate as 828. Cranbourne Transit's 891 replaces Hallam Gardens section of 827)

Cranbourne Transit have issued a new timetables effective 20 December 2010 for:

- **Route 891** Lynbrook to Fountain Gate SC, **Route 894** Amberly Park SC to Hallam Station & **Route 895** Narre Warren South to Fountain Gate SC
- **Route 896** Cranbourne Station to Cranbourne East (Trainlink), **Route 897** Cranbourne Station to Central Parkway & **Route 898** Cranbourne Station to Archers Field Dr.

Grendas have also issued the following timetables all dated 27 September 2010 v1 (Sep 10):
800, 802/804/862, 813/815, 814/848, 843/845/849/861,844, 850, 857.

Thanks to Australian Transport Discussion Board, Tony Bailey, Ian Cooper, Hilaire Fraser, Victor Isaacs, Duncan MacAuslan, Lourie Smit, Roger Wheaton, the *Advertiser* (Adelaide), the *Canberra Times* and various operator and Authority websites for Bus news.

AIR NEWS

International

Jetstar launched three additional flights to NZ in early December. These are daily flights Melbourne-Auckland, twice weekly Gold Coast-Queenstown and twice weekly Melbourne-Queenstown. Early next year Jetstar will add ten extra routes including flights between Auckland and Cairns, a new daily Singapore to Auckland flight and a three times weekly Darwin to Manila service. While it is not in the carrier's current plans it would consider extending operations into North American and Europe.

The Australian Competition and Consumer Commission has authorized an alliance between **Air New Zealand** and **Virgin Blue**. They will increase services on key routes once their alliance is approved by NZ regulators. Additional capacity will include daily flights from Auckland to Adelaide; daily year-round flights from Auckland to Perth; double daily flights from Wellington to Sydney and daily flights from Wellington to Melbourne.

Malaysia Airlines will add six weekly flights from Adelaide to Kuala Lumpur from 27 March 2011 in addition to the current four weekly flights. Three weekly flights will depart from Adelaide at 1500 and three at 0900.

Strategic Airlines launched twice-weekly flights from Townsville to Denpasar, Bali, on 2 December. It will fly Brisbane-Denpasar from 19 March 2011. These will depart Brisbane on Wednesday and Saturday at 0830 and arrive in Denpasar at 1300. The return flights will depart Denpasar at 1445 on the same days arriving Brisbane at 2210.

Hainan Airlines will begin flying thrice-weekly from southern China to Sydney on 19 January.

Air India has shelved plans to fly to Melbourne as doubts remain over the profitability of the route. It was to commence direct daily flights from Delhi on 1 November, but a string of delays – and doubts over the route's profitability – have caused postponement. It believes the numbers do not stack up in the current climate, but flights remain under consideration. Flights could commence midway next year at the very earliest, as the airline needs at least three months' lead time to sell fares. While the visiting friends and relatives (VFR) market is a key lure for the airline, these are not always enough to sustain the route. Air India's previous foray into Australia a decade ago was not very profitable.

Turkish Airlines plans to launch flights to Sydney in the fourth quarter of 2011 with four weekly flights between Istanbul and Sydney, via Jakarta.

In November **AirAsia X** introduced a four times weekly flight from Kuala Lumpur to Christchurch, a four times weekly flight from KL to Paris, its second European destination after London, and expanded into North Asia with flights from KL to Tokyo and Seoul. It hopes to launch flights to North America.

Garuda Indonesia will increase flights on the Sydney to Jakarta route from three to seven per week.

Qantas was expected to resume Airbus A380 flights between Australia and LA from 17 January,

Domestic

Qantas will move into the Western Australian fly-in-fly-out (FIFO) resources air charter market, with the purchase of local operator **Network Aviation** and its fleet of two 100-seat Fokker 100s and six 30-seat Embraer Brasilia EMB-120ERs.

QantasLink will resume services between Cairns and Horn Island, and add capacity from Cairns to Weipa from 1 February.

Vincent Aviation commenced twice-weekly flights from Alice Springs to Tennant Creek on 6 December 2010. It is the first time the sector has seen scheduled operations for a number of years. Flights on Mondays and Thursdays offer connections to Sydney, Melbourne, Adelaide and Darwin.

Thanks to Tony Bailey for Air news.

FERRY NEWS

Sydney Ferries: 18 December alterations

From Saturday, 18 December 2010, minor timetable amendments were made mainly to address on-time running on the Parramatta River, Woolwich and Mosman routes. There are also some additional late-night services to McMahons Point Wharf, and an additional outbound early morning service on the Parramatta River.

- Cockatoo Island: The 2330 on Saturdays from Circular Quay to Woolwich now makes an additional stop at Cockatoo Island.
- Darling Harbour / Balmain East: The last three late night weekday and last two late night weekend services now make additional stops at McMahons Point, with slight changes to times for subsequent stops.
- Manly Ferry: The Manly summer timetable, operated from 18 December 2010 until Sunday, 30 January 2011. (There was also a special timetable on New Years Eve and New Years Day)
- Mosman: The 0800 from Circular Quay to Mosman on weekdays now departs at 0755 arriving Mosman at 0811. This service has a nine minute layover before departing at the unchanged time of 0820.
- Neutral Bay: No change
- Parramatta River: There is a new 0648 departure from Circular Quay to Olympic Park on weekdays with stops at Abbotsford, Cabarita, Kissing Point and Meadowbank. The 0700 from Parramatta to Circular Quay on weekdays now departs Rydalmere at 0715 with slight changes to times for subsequent stops. The 0757 from Bayview Park to Circular Quay departs Bayview Park at the same time but now stops at Cabarita at 0806 with slight changes to times for subsequent stops.
- Taronga Zoo: No change
- Rose Bay / Watsons Bay: No change.
- Woolwich / Balmain: The 0705 from Circular Quay to Balmain West on weekdays now starts at 0700 with slight changes to times for subsequent stops. The 0800 from Circular Quay to Balmain West on weekdays now starts at 0757 with slight changes to times for subsequent stops. The 0852 from Circular Quay to Balmain West on weekdays departs Circular Quay at the same time but with small changes to some subsequent stops.

Sydney Ferries: Summer timetable

Sydney Ferries introduced their usual three ferries per hour summer service timetable from 18 December 2010, effective until 30 January 2011. The three-vessel service operates between 1000 and 1700, with departures from either end at 00, 20

and 40 past the hour. On Boxing Day, service was suspended between 1200 and 1430 for the start of the Sydney-Hobart yacht race. The summer timetable was suspended on New Year's Eve and New Year's Day and reverted to the "ordinary" timetable, with a boat every half an hour. Services were suspended between 1900 on New Year's Eve and 0030 on New Year's Day for the fireworks. Services were replaced during this time with bendy buses. On resumption, ferry services then ran at 20/30 minute intervals until 0550, after which the usual service resumed immediately.

On New Year's Eve, Quay-bound boats were loaded to capacity, as were the replacement buses, which ran on an "as-required" basis- i.e. continuously. Some 20,000 people gathered around the wharf for the Manly fireworks at 2100 and it took over two hours to clear the crowd via buses.

Thanks to Geoff Lambert and Lourie Smit for Ferry news.