



TABLE TALK

October 2005, Number 159

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MONDAY TO FRIDAY (J1 & J2)

CITY to Airport

City General St, Airport Domestic Terminal, T3, F

AM SERVICE	
4:50	5:10
5:20	5:40
5:50	6:10
Every 15 mins until 7:00am	
8:17	8:37
8:22	8:45
8:37	8:58
8:52	9:13
9:07	9:28
9:20	9:45
Every 15 mins until 10:00am	
PM SERVICE	
11:05	11:25
11:06	11:25

Airport to CITY

City General St, Airport Domestic Terminal, F, F2

AM SERVICE	
5:20	5:45
5:50	6:15
6:20	6:45
Every 15 mins until 7:00am	
7:45	8:15
8:00	8:30
8:15	8:45
8:30	9:00
8:42	9:07
8:50	9:15
Every 15 mins until 11:00am	
PM SERVICE	
11:55	11:55

JetBus timetable

- City to Airport • Greenwith to Airport
- Tea Tree Plaza to Airport
- Golden Grove Village to Airport
- Elizabeth Station to Airport

7 days a week 4.50am - 11.05pm

MONDAY TO FRIDAY (J1 & J2)

TEA TREE PLAZA to Airport

Tea Tree Plaza Interchange, City General St, Airport Domestic Terminal, T3, F

AM SERVICE			
5:00	5:06	5:20	5:40
5:30	5:36	5:50	6:10
Every 15 mins until 7:00am			
7:55	8:01	8:17	8:37
8:00	8:06	8:22	8:43
Every 15 mins until 10:15pm			
PM SERVICE			
10:45	10:51	11:06	11:25

Airport to TEA TREE PLAZA

City General St, Airport Domestic Terminal, Tea Tree Plaza Interchange, F, F2

AM SERVICE			
5:50	6:15	6:29	6:35
6:20	6:45	6:59	7:06
Every 15 mins until 7:00am			
7:45	8:15	8:29	8:35
8:00	8:30	8:44	8:50
8:15	8:45	8:59	9:06
8:30	9:00	9:14	9:20
8:50	9:15	9:29	9:35
Every 15 mins until 11:00am			
PM SERVICE			
11:35	11:55	12:09	12:15

MONDAY TO FRIDAY (J1 & J2)

GOLDEN GROVE VILLAGE to Airport

Golden Grove Village, City General St, Airport Domestic Terminal, T3, F

AM SERVICE			
5:33	5:51	6:05	6:25
5:48	6:06	6:20	6:40
Every 15 mins until 7:00am			
7:43	8:01	8:17	8:37
7:48	8:06	8:22	8:43
8:03	8:21	8:37	8:58
Every 15 mins until 10:00am			
PM SERVICE			
7:33	7:51	8:06	8:26
Every 30 mins until 10:30pm			

Airport to GOLDEN GROVE VILLAGE

City General St, Airport Domestic Terminal, Golden Grove Village, F, F2

AM SERVICE			
5:50	6:15	6:29	6:47
6:20	6:45	6:59	7:17
Every 15 mins until 7:00am			
8:50	9:15	9:29	9:47
Every 15 mins until 7:30pm			
PM SERVICE			
7:35	7:55	8:09	8:27
Every 30 mins until 11:30pm			

MONDAY TO FRIDAY (J2)

GREENWITH to Airport

Greenwith Community Ctr, Airport Domestic Terminal, T3, F

AM SERVICE	
5:50	5:55
6:25	7:25
7:38	8:42
8:23	9:28
Every 30 mins until 10:50am	
PM SERVICE	
3:25	4:30
Every 30 mins until 4:55pm	

Airport to GREENWITH

Greenwith Community Ctr, Airport Domestic Terminal, F, T3

AM SERVICE	
7:35	8:40
8:00	9:10
8:30	9:40
9:05	10:10
Every 30 mins until 10:50am	
PM SERVICE	
5:35	6:45
6:05	7:10

MONDAY TO FRIDAY (J1)

ELIZABETH STATION to Airport

Elizabeth Station, Airport Domestic Terminal, F, F

AM SERVICE	
5:30	6:40
6:00	7:10
6:30	7:40
6:45	7:55
7:00	8:10
7:13	8:25
7:23	8:37
7:45	8:58
8:00	9:13
Every 30 mins until 6:00pm	

Airport to ELIZABETH STATION

Elizabeth Station, Airport Domestic Terminal, F, F

AM SERVICE	
5:50	7:05
6:20	7:35
6:35	7:50
7:05	8:20
7:20	8:35
7:45	9:05
8:15	9:35
8:50	10:05
Every 30 mins until 6:30pm	
PM SERVICE	
4:05	5:25
Every 15 mins until 5:50pm	
5:50	7:05
6:35	7:45

Top Table Talk:

- **Ex-Harris Park services split between Sydney Buses and Hillsbus – page 5**
 - **Additional trains - page 3 - and buses – page 6 - to the new Marshall Station**
 - **Jet Bus service in Adelaide – Cover illustration and page 7**
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Table Talk is published monthly by the Australian Association of Timetable Collectors Inc. [Registration No: A0043673H] as a journal covering recent news items. The AATTC also publishes *The Times* covering historic and general items.

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For the Record

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Sydney

The new CityRail timetable started on Sunday 4 September 2005 but the next morning's peak hour was its first real test. The NSW Government warned commuters to expect delays. But trains ran to schedule and were not too slow or crowded. The sole complaints were from commuters whose trains were scheduled earlier than usual.

NSW Transport Minister John Watkins said only two trains ran late on the first morning but 12 trains were overcrowded and there were about 20 complaints from passengers about the service. Although morning services had gone well, passengers would not be satisfied until they saw a long-term improvement. 99 per cent of trains ran on time during the morning peak and 87 per cent in the evening peak. The timetable faced a major

test during Monday's afternoon peak, which is traditionally busier than the morning.

Mr Watkins said the first day of the timetable was trouble free, with the exception of a delay because of a police operation, but he admitted commuters could experience delays if it rained. The new timetable was not the solution to fixing Sydney's troubled trains and he again ruled out any fare increases until the network improved and trains ran on time. "There are no plans currently to increase fares on the CityRail network and until we get on-time running correct, until we deliver a rail system that satisfies the needs of the travelling public, there will be no increase on fares."

The timetable should see as many as 12 services an hour at main stations during peak times and four an hour off peak, with fewer skipped stops and cancellations. But journey times will increase for many commuters, particularly those who live

on the fringes of the city, because trains will be slower and will stop longer at most stations.

The timetable involves 2000 new train-crew rosters, a new set of signalling schedules and reduced crew changeovers during peak times at Central from more than 900 to 450. The network was simplified, so train-crossings were reduced by about 30 per cent at key junctions and there will be fewer stops at some stations to simplify timetables for passengers and train crews.

Mr Watkins said 98 per cent of morning trains ran on time on Tuesday 6 September - the second morning peak-hour, but the new timetable was still experiencing hiccups, with the Eastern Suburbs and Illawarra line being only 60 per cent on time during Monday night's peak. The setback led to 18 delayed services and three cancellations on the Eastern Suburbs and Illawarra lines. "That was due to teething problems in relation to new crewing schedules that impacted on the reliability on that line". There were no changes to timetables on these lines.

Mr Watkins said of the 65 customer feedback calls made on 5 September to the 131 500 transport info line, 56 of them raised concerns about the network.

The morning peak has improved dramatically since the timetable was released, with almost all trains on the suburban network arriving within five minutes of their scheduled time. On Friday morning 9 September, every suburban train was on time. The night before only 2 per cent of trains were late and the troubled East Hills line, once the worst on the network, had 96 per cent of trains arriving on time. The notoriously late afternoon peak is also more reliable than at any point since the Olympics, with more than 90 per cent of trains running on time.

This report was paraphrased from Sydney Morning Herald articles.

Amendments:

- Westbound intercity trains were not listed as stopping at Westmead station between 0946 and 1746 on Weekends and the 1556 service from Richmond to Berowra departs Richmond, not East Richmond and stops at Granville, not Clyde.
- The 1315 Sydney - Newcastle Train shown as express from Gosford to Tuggerah in the new hard copy timetable should read as follows, stopping all stations Gosford to Newcastle. The times of this train in the paper timetable should read: Gosford 1437-1438, Narara 1442, Niagara Park 1444, Lisarow 1447, Ourimbah 1450, Tuggerah 1455, Wyong 1458-1500, then runs five minutes later than shown, stopping all stations to Newcastle arr 1611.

Train You'll fly faster (CityRail/Airport Link) - includes new timetable effective 04/9/05 and a DL slip detailing revised fares from 01/8/05. Cover date is incorrectly shown as 24/7/04, which was the date for the previous version.

ARTC NSW On about 9 September, ARTC NSW issued version 2 of its 4-September-2005 SWTT, to be effective 2-Oct-2005. There appear to be only minor changes from Version 1.

ARTC ("National") issued its 4-Sep-2005 WTT (also called an MTP or "Committed Schedule") on 5-Sep-2005. As with the April issue, this is now in PDF format, rather than Excel.

NSW RailCorp continued to issue variations on both the CityRail and Country Freight SWTTs almost up until the day of release.

Victoria

Additional services to Marshall Station commenced from Monday, 26 September 2005. New pocket timetables were produced to incorporate the new services.

Marshall to Melbourne:

0550 Extension of 0557 service from South Geelong (formerly the 0600 service)

0639 Extension of 0646 service from South Geelong (no change to timetable)

Melbourne to Marshall

1840 To South Geelong extended to Marshall - arriving at 1749

1828 To South Geelong extended to Marshall - arriving at 1945

Picked up at Spencer St was the previously unreported V/line Bright/Yarrawonga pocket timetable, effective 27 February 2005. It now includes the times for Mt Beauty services on Mondays & Fridays.

V/Line will provide a coach replacement service between **Melbourne and Ballarat** from Saturday 1 October until early December while the track and signals are being upgraded as part of the Regional Fast Rail Project. Works will involve track works, installation of a new state-of-the-art signalling system, signalling commissioning, and driver training.

Express coaches will operate between Melbourne and Ballarat during peak times and a mix of express, semi-express and stopping coaches will be used to meet customer needs. A yellow temporary timetable will apply and was available from 26 September 2005.

The replacement timetable has been designed to ensure Ballarat commuters arrive in Melbourne on time for work, which means that peak morning services will leave Ballarat earlier than normal.

All other Ballarat services leave at their normal times. Customers should allow an extra 30 minutes for their journey.

Trains from Ararat to Ballarat will continue to operate on the normal timetable. However, trains from Ballarat to Ararat will operate on the yellow temporary timetable.

In Melbourne, coaches will depart from and arrive at the Spencer Street Station coach terminal,



Tram/ Light Rail

Melbourne

Yarra Trams is seeking feedback from customers about a new style of passenger information on Route 19 (City-North Coburg). A two month trial of the combined frequency and timetable format started on Sunday, 7 August 2005 –see page 12. "We are trialling this new look passenger information because we are now running more trams, more often," said Yarra Trams Chief Executive Officer, Mr Hubert Guyot. "Instead of having to look for the time of the next tram, our passengers will be informed of the service frequency." An example of the timetable can be seen on page 12.

Yarra Trams Route 19 customers can see at a glance that trams are scheduled to run at least every six to eight minutes for most of the day, and as often as every four to five minutes in the peak. At times of the day when trams are scheduled at intervals greater than 10 minutes, then the traditional timetable format is used.

Alongside the passenger information trial, Yarra Trams is hoping Route 19 customers will notice a more reliable journey time because of traffic signal modifications as part of the Think Tram program. To further improve the service, the first tram on Route 19 will be earlier and the last tram will be later. There will also be some additional full length trips from the city, replacing those which terminated at the Brunswick Depot.

Yarra Trams also introduced some **other improvements** on Sunday, 7 August 2005:

- Route 55 (West Coburg-City/Domain Road) now operates seven days a week. This brings Sunday trams back to this route for the first time since 1971 with CBD services along William Street and to the Southbank entertainment and residential precinct via Queensbridge Street then to the Domain interchange on St Kilda Road. The Route 55 service replaces the Sunday-only Route 68 (via Elizabeth Street) which operated for the last time on Sunday, 31 July 2005. Route 55

opposite the Lonsdale and Spencer streets intersection.

To replace the access that V/Line customers normally have to the CBD through the City Loop, V/Line ticketed customers will be able to travel within Zone 1 for no additional cost. Metcards will be distributed to customers on presentation of their V/Line ticket at coach boarding points.

also gets an additional service every Saturday.

- Route 57 (West Maribyrnong-City) now has more trams during the day with an improved interpeak frequency of eight minutes instead of 12 minutes. This means an additional 83 services per week. The improved Route 57 replaces the Route 50 shuttle tram which operated only between the city and North Melbourne.
- Route 59 (Airport West-City) now operates to a slightly modified timetable which includes four extra services each weekday, one new Saturday service and 10 more on Sundays.

Adelaide

The Glenelg tram service was reinstated as planned on Monday 8 August using the previous timetable. There were still a large amount of minor works at the various stops to be completed but this was being attended to. The suspending of the tram service was reported to have had an effect on the various businesses along Jetty Road.

A new Tram timetable started on 12 September 2005. There are only a few minor alterations as a result of only having a single track terminal at Glenelg instead of two. The orange coloured timetable is in usual Adelaide Metro style and indicates that the service is a 'Go Zone 20 minutes' but doesn't mention what a Go Zone is.

On 18 August the Adelaide to Glenelg Fun Run was held with 19,000 runners. The tram service was to be augmented to every 10 minutes from 0620 until 0820 then every 20 minutes from Brighton Road. However the separate derailments of two coupled sets within metres of each other near Glengowrie Depot caused chaos and confusion with returning runners having to wait up to two hours for replacement buses. The first derailment precluded trams from operating between Glenelg and the depot whilst the second closed both tracks and effectively the line as the nearest crossover was Forestville.

Sydney

Commencing 24 September 2005, **ex-Harris Park routes** 620, 625, 626, 627, and 630 are no longer operated by Sydney Buses; instead Hillsbus will operate them.

Sydney Buses has committed to continue operating routes 623, 624, 628 and 629, but these services will operate to amended schedules. The main changes are slight alterations in departure times so as to comply with Sydney Buses requirement to have 5 min layover time between each trip. Journey times, frequencies and hours of operation and the odd and inconsistent gaps between trips are unchanged.

623: Still has over 1.5 hour gap between services departing Parramatta in the am peak. Still 2-hourly Sat frequency (altered times which connect better with trains at Beecroft) and only three short-working trips Parramatta - North Rocks (actual times altered).

624: The two am short-workings from Pennant Parade and Willoughby St to Epping no longer operate. The corresponding trips out of Epping that formed these Epping-bound trips still operate, but buses now run special back to Epping instead of carrying passengers. The Saturday service remains hourly though pm departures ex Parramatta are less 'clock face' than previously (were either .58 or .00, now either .00, .05, .10 with the last trip at .09). Sunday services reduced from 50min frequency to clock face hourly frequency.

628/629: Slight route changes around Carlingford Court to avoid the difficult right-hand turns onto Pennant Hills Rd at non-signalised intersections. There are 4 route maps - one for 628 and three for the different versions of 629 which still operates different ways at different times of the day. Instead of all times appearing in one table, route 628 timetable is now shown in a separate table to 629 (which has three different tables - one for each variation of the route). Passengers for Ray Rd need to remember to look up four different tables instead of one.

FARE CALCULATOR:ROUTE 628

628 Section Points	Epping Station	Kent Road	Arkena Ave	Dunrossil Ave
Epping Station		1-2	1-2	3-5
Kent Rd	1-2		1-2	1-2
Arkena Ave	1-2	1-2		1-2
Dunrossil Ave	3-5	1-2	1-2	

A 'fare calculator' table (a first for an STA timetable, they did appear in PTC and earlier timetables) shows the number of sections payable for each journey - passengers only pay for the fare according to the shortest journey between the

2 points and they are not penalised because the bus at that time travels the long way around the loop before getting to their stop. Sat and Sun frequencies altered from 47-50 min frequency to clock face hourly.

Printed timetables:

- 251, 258, version 6, September 2005
- 502, L03, 504, X04 Drummoyne District - v6, effective September 2005
- 521 Parramatta – Eastwood timetable September 2005, Version 5. This may become a collector's item as it contains numerous errors, with many Monday to Friday and Saturday trips omitted.
- 623 Parramatta to Beecroft, v1, 25 September
- 624 Parramatta to Epping, v1, 25 September
- 628 629 North Rocks and Carlingford to Epping, v1, 25 September

Connex timetable dated 4/9/05 for routes 962/963.

A proposal titled *Show Us the Way* is now available on the Connex website to reorganise the region 10 routes in early 2006. This can be found at <http://www.connexnsw.com.au/Survey/>. The plan provides for the operating of a route direct between Engadine and Sutherland via the Woronora fire trail which is currently closed and another interesting change is to reroute route 948 between Hurstville and Bankstown via Revesby allowing route 972 from Miranda to continue to Bankstown via Stacey Street.

Hopkinsons services.

- Routes 802 – 809 dated 12/9/05
- Route 808 – double sided DL dated 12/9/05

Hillsbus New timetable for 642-650-652-654 City services, effective July 2005 (although says 08/2005 inside). PDF and HTML versions available on the GBC website.

At the time of printing no new timetables had been sighted for ex-Harris Park routes 620, 625, 626, 627, and 630. The Hillsbus web site refers enquires to the 131 500 service.

Shorelink. A revised "Version 2" timetable for the Route 587 was released during week of 15 September, still effective as of September 5, 2005. This corrected a minor printing error in version 1, which showed all 587 Pennant Hills services as running in the PM, whereas in fact the service from Westleigh to Pennant Hills runs in the AM

New South Wales

Berrima Buslines has commenced a six month trial, under a Department of Transport rural bus grant, of two services. Branded *Town Rider* they will pick up and set down wherever safe. The first from Tallong Railway Station to Bowral via Yerrinbool, the second from Hilltop General Store to Bowral via Exeter. Both depart for Bowral at 1230 and 1830, take an hour, with returns at 1630 and 2230. The unusual part is that they only operate on the second Saturday of every month from 10 September 2005.

Busways has issued four documents setting out timetable changes to take effect in conjunction with new train timetables.

Peninsula Bus Book – Setting out changes in the Gosford area – document is in similar format to the existing Peninsula Bus Book but only lists changed trips for the various Gosford routes effective 4th September 2005. Also includes some changes to the Kincumber Bus Book.

The other three documents look like excel documents with the Wyong district document dated 5th September and the Blacktown and Campbelltown documents dated 4th September 2005. Each covers all routes in the area concerned.

Wyong area new timetables dated 11th September 2005 as follows:-

- Routes 78, 79, 79N, 80, 81 and 82. (there is still a route 83– it is not mentioned on the cover –only in the footnote on page 13; and route 76 was replaced by route 78.
- Routes 97, 98 and 99
- Routes 90, 91 and 92.

Busways NSW New timetables for routes 150, 151 and 152 from Sydney to Taree –dated 4th September 2005 – Transit Graphics version 1 – as was the previous one.

Red Bus Services new timetables.

- 20, 40, 41, 42, 43, 44 - 10/9/05 V2
- 21, 22, 23 - 10/9/05 V3
- 23, 29, 45, 46 – 10/9/05 V2
- 24, 25, 26, 27, 30, 47 – 10/9/05 V3

Newcastle Buses Route 349 - 351, v10, 4.9.05. One inward trip change, the 2.26pm route 349 from Swansea Heads now runs 5 mins earlier, putting it onto the normal daytime pattern. However, because of changes in V9 21.2.05, this now creates a full hour gap in services from Swansea to Newcastle from 2.29 to 3.29pm on what is at all other times a half-hour frequency. The next trip on route 350 is held back for 23 minutes to suit school finish time at Swansea High School. The new timetable also has more trips designated as wheelchair accessible on Weekdays, Saturdays and Sundays.

An updated PDF timetable on the Newcastle Buses website: 100-101-103-108 Glendale/Wallsend to Newcastle via Mayfield, effective August 2005, version 7.

Wallsend to Newcastle 222, 230, 231, 235 August 2005 version 5

Sugar Valley Coachlines has introduced a new timetable dated 19.9.05. Although the trip patterns are similar to the previous timetable dated 12.2.01, there are extensive changes to the trip times and running times, and a slight reduction in the number of trips. There is still no route map with the timetable.

Toronto Buses have also issued a new set of timetables dated 4.9.05. There are 3 timetables in the set: Northern Services, Southern Services and Fassifern TrainBus (in 2 print versions). The changes are generally minor to trip times and running times. One round trip on Route 272 to Charlestown now goes to Charlestown via Warners Bay instead of Glendale.

Melbourne

Croydon Nightrider timetable dated 13/12/03 with some minor formatting changes.

Hope St Bus Line operators of 509 (Sydney Rd - West Brunswick) are still giving out the one-sided A4 photocopy of their timetable. But it now includes some small typed text in the top left-hand corner "Hope St Bus Line, Route 509 & an effective date: 1st April 2001". Previously the timetable had lacked all 3 of these key details!! 1/4/01 is possibly the date that Hope St Bus Line was formed, taking over 509 from Chris's Coaches. This photocopy is made up of parts cut from one issued back on 5/8/1991. The updated reprint continues to omit a legend for the 2 "F" trips (Friday night only).

Ivanhoe Bus Co issued a timetable dated 18th April 2005 for route 527 (Gowrie - Northland) . Same light green cover and still shows low floor services in red text. Some Saturday services now run 5 mins earlier than previously, creating an uneven 15-25 min frequency.

Martyrs Bus. The proper reprinted route 683 Chirside Park - Warburton via Lilydale bus timetable have been printed dated August, 2005. It is an orange metlink bus timetable with Martyrs logo top left hand corner.

Ventura two more timetables have been reissued in the new Metlink pocket style:
703 - 26 April 2004 Timetable 27
733 - 14 February 2005 Timetable 28

Victoria

Benders Busways have made minor timetable changes to cater for the servicing of Marshall

Station, and the relocation of City bus stops, effective from 5th September 2005 are:

- 10 - City to Rosewall Estate via Melbourne Road
- 12 - City to Lara via Corio
- 14 & 15 - City to Grovedale/Belmont/Waurn Ponds & Marshall Station
- 16 - City to Highton/Deakin University
- 16 Extension- Highton/Deakin University to Waurn Ponds & Marshall Station
- 17 - City to Belmont, Grovedale & Deakin University (combined Sunday service only)
- 18 - City to Deakin University (direct)
- 19 - City to Grovedale/Belmont/Waurn Ponds & Marshall Station (evening Mon to Fri & all day Saturday service only)
- 21 - City to North Shore
- 30 - City to Corio via Thompson Road
- 35 - City to Newtown via Pakington Street
- 36 - City to Newtown via Aberdeen Street
- 50 & 51 - City to Herne Hill/Hamlyn Heights
- 55 - City to Newcomb

New local Greater Geelong and Lara 76 pages blue booklet timetables includes extensions to Marshall Station (Both Benders Busway & McHarry's Buslines {Bellarine Peninsula}). Cost is 50c.

Routes 70, 71, 72, 73 & 74 (Geelong to Grovedale/Marshall Station) are also included in the Greater Geelong/Lara booklet.

Route 19 also runs early am Mon to Fri, departs from High St & Roslyn Rd Belmont 0535 and 0607 to Marshall Station to connect with the Spencer St trains from Marshall Station. (Note: trains didn't commence until V/line new train timetable effective 26 September – see page 3).

There is a mistake on the Greater Geelong/Lara booklet page 24 & 25. The 0614 from High St & Roslyn Rd Belmont is incorrect. It should read departs route 19 from High St & Roslyn Rd Belmont to Marshall departs at 0607.

Timetable dated September, 2005.

All **McHarry's Buslines** bus routes (40, 41, 42, 43, 49, 45 & 60 to 69) are included in Greater Geelong/Lara booklet timetables.

New McHarry's Buslines Bellarine Transit 'Network the Coast' booklet timetables. Cost 50c, dated 5th September, 2005.

The latest **Sunbus** Avalon Airport timetable is valid 1/9/05 - 1/10/05 in DL format. It includes two timetables, one valid 1/9 - 16/9 and the second which applies from 17/9 until 1/10. The variations between the timetables occur with the 7th trip, which runs 50 mins later from 17/9 onwards. There are also some one-off variations to the early September timetable on 13/9.

Brisbane

Some Brisbane Transport timetables (in the TransLink format - i.e. coloured blue, etc) have been printed in languages other than English. The timetables seen are:

- 100/110/115
- 111/133/160/162
- 174/175
- 179/180/181/186/189

Each timetable is printed in Vietnamese, Chinese, Arabic, Greek and Italian. This brings us to wonder whether other operators have ever translated their timetables into other languages or whether this is a first for BT?

Brisbane will introduce all-night trains and buses and innovative cab services at the busiest times, Premier Peter Beattie and Transport Minister Paul Lucas announced on 5 September 2005. They unveiled a \$4.7 million action plan to deliver new levels of safety and convenience for inner-Brisbane clubbers and late-night hospitality staff. The plan starts rolling out in September and will be fully up and running by Christmas. It features:

- Hourly all-stops train services between 2.30am and 5am to Caboolture, Ferny Grove, Ipswich, Beenleigh, Cleveland and Shorncliffe, on weekends and public holidays;
- Hourly late night and early morning bus services will run to Eight Mile Plains, Carindale, Chermside, The Gap, University of Queensland (St Lucia), and between New Farm and West End, on weekends and public holidays;
- At least hourly passenger services on all of these lines from midnight Saturday to 5am Sunday. TransLink normal fares will apply.
- Personalised flat-fare maxi-cabs, so passengers heading in the same general direction can share a cab for a flat fee, which will be less than a metered fare;
- More taxi rank marshals and security guards, expanding from six locations to up to 10;
- Closed circuit TV cameras at priority CBD, Valley and special event taxi ranks
- 57 extra taxis;
- Extra taxis in peak periods - this will also apply in regions, especially the Gold Coast and Sunshine Coast;
- Up to 10 computerised signs and other initiatives to advise people where to find staffed taxi ranks at a particular time;
- A Fortitude Valley Traffic Management Plan to improve traffic flow, especially around the main party zone at the New Farm end of the Mall.

From Monday, September 5, alternative parking has been secured for commuters at **Grand Plaza**. Commuters will now be able to park n' ride at Greenbank RSL, Hillcrest (just off the Mt Lindesay

Highway) from Monday to Friday. New bus stops will be located in front of the RSL and QFord on Anzac Avenue from where Browns Plains routes 140, 141 and 142 will operate.

Route 142 will pick up and drop off passengers outside QFord, while routes 140 and 141 will pick up and drop off passengers outside the RSL.

Services from the Greenbank RSL will initially only operate during peak periods: departing RSL between 6.05am - 8.30am; and departing Brisbane City (Queen St Bus Station) between 3.38pm - 6.30pm.

In off-peak times (9.32am-11.30pm), Brisbane Transport will operate a free shuttle service between Grand Plaza and the Greenbank RSL. The shuttle will connect with route 140 from Brisbane City at Grand Plaza (from the Browns Plains Plaza stop) and then travel to the RSL.

The first three services of route 142 will depart 2 minutes earlier than they currently depart from Grand Plaza. All other services will depart from the RSL at the same time they currently depart from Grand Plaza. From the RSL, these routes will travel via existing bus stops at Grand Plaza and from the shopping centre continue along their current routes.

The route 141 service at 4.54pm will now depart from Queen St Bus Station 5 minutes earlier at 4.49pm.

More changes are planned for Brisbane services from 10 October 2005. Most are timing variations due to traffic variations but some are frequency improvements resulting from increased patronage. Included in the latter are BUZ services 130, 150 and 200 where the peak 10 minute frequencies have been extended to 1130 inbound and from 1400 outbound. A full list of changed timetables will be included in November's issue.

Queensland

Surfside

- 737 (formerly 17) Southport Community Bus. Dated 5 Sept 2005
- 752 (formerly 12) Pacific Fair - Robina via Yarraville St. Dated 11 Sept 2005
- 756 (formerly 25) Pacific Fair - Burleigh Heads via Merrimac. Dated 11 Sept 2005
- 757 (formerly 7) & 768 (formerly 8) Pacific Fair - West Tweed via Bond Uni, Stephens, Burleigh Heads, Tweed Head. Dated 11 Sept 2005
- 764 (formerly 6A) & 766 (formerly 6) Burleigh Heads - Currumbin Park. Dated 11 Sept 2005.

Adelaide

A large number of service changes were made on 21 August 2005. These included the introduction of *JetBus*, six new Go zones and many other service changes as outlined below in the extract from the 8 page A4 brochure produced Adelaide Metro.

The new direct 7 days a week **JetBus** service links the Airport (Domestic Terminal only until October 2005) and City through to the North Eastern suburbs and Elizabeth with a limited stop route that allow connections to most services in the City. Services depart the City as early as 0450 and run through to past midnight at 0005. *JetBus* One and *JetBus* Two services operate approximately every 15 minutes for most parts of the day, 7 days a week.

- *JetBus* One – J1 Linking Golden Grove to the O-Bahn, City, Inner Western suburbs and Airport.
- *JetBus* Two – J2 Direct service from Greenwith Community Centre to Golden Grove, then via the O-Bahn, City, Inner Western suburbs and Airport.
- *JetBus* to Elizabeth Some J1 services will also link Elizabeth to the Airport via Golden Grove, the O-Bahn, City and Inner Western suburbs.

Six new **Go Zones** (i.e. high frequency service zones, making a total of 23):

- Go Zone for Para Hills – linking Paradise, Para Hills and Tea Tree Plaza to the O-Bahn
- The new Para Hills Go Zone will offer the convenience of a 15 minute frequency from 7.30 am to 6.30 pm and 30 minute frequency at night and on weekends. This new Go Zone will offer residents in Valley View a superior, easy to use Go Zone.
- Go Zone for Fairview Park and Surrey Downs This new Go Zone will link these areas to the O-Bahn offering Go Zone convenience to Fairview Park and Surrey Downs residents with a maximum wait of 15 minutes.
- Go Zone for Golden Grove This new Go Zone will offer Wynn Vale and Modbury Heights residents a 15 minute frequency between Golden Grove Village and Tea Tree Plaza from 7.30 am to 6.30 pm and 30 minute frequency until 10 pm at nights and on weekends.
- Go Zone for Hope Valley This new Go Zone on Grand Junction Road will link to the O-Bahn at Paradise Interchange from Valley Road and Lower North East Road offering a convenient 15 minute frequency link to the O-Bahn.
- Go Zone for Tea Tree Gully This new Go Zone will link to Tea Tree Plaza Interchange via North East Road.

- Go Zone for Kensington Road Now with 15 minute frequency on Kensington Road and services doubled on Sundays linking to Stonyfell, Burnside and Wattle Park. 140, 141 and 142 routes will service Royal Adelaide Hospital on North Terrace then travel via Frome Street to Grenfell and Currie Streets through-linking to Henley Beach, West Beach, Glenelg, West Lakes and Port Adelaide.

The new **Mega Go Zone** offers a maximum wait of 15 minutes 7 days a week from Tea Tree Plaza. Linking the North Eastern suburbs, City, Inner Western suburbs and the Airport, the Mega Go Zone offers a maximum wait of 15 minutes from Tea Tree Plaza to the Airport between 0530 and 2215 weekdays and between 0830 and 2215 on weekends. The Mega Go Zone also includes the *JetBus* services (J1, J2) providing a direct link to the Airport, 7 days a week.

Other Service Improvements

- Paradise to Mawson Lakes – Double the choice and less travelling time. The new T501 service offers double the services and less travelling time from Paradise Interchange on the O-Bahn to Mawson Lakes. From Paradise Interchange there is also a multitude of services to the City, Tea Tree Plaza and the Eastern Suburbs including Magill Campus, Norwood Parade and Burnside Shopping Centre.
- Better Links to Tea Tree Plaza for Greenwith, Petworth Lakes and Golden Grove. Greenwith and Petworth Lakes will now have double the direct links to Tea Tree Plaza with a link every 15 minutes during peak and every 30 minutes in interpeak. Plus a new Go Zone connecting Golden Grove Village to Tea Tree Plaza.
- O-Bahn – 15% more buses and earlier first service. More buses and services will be introduced from Golden Grove and include all O-Bahn stops offering more choices in the morning peak. Plus O-Bahn services will now start at 0500 weekdays and 0600 weekends.
- New Direct Link from Dernancourt to Tea Tree Plaza. The new 510 services will offer a convenient direct link to Tea Tree Plaza via Awoonga Road and Reservoir Road.
- New Direct services for Rostrevor. More direct services between Rostrevor and the City via the O-Bahn. The new 504 route will link Rostrevor direct to the O-Bahn offering a more direct and quicker trip to the City.
- New Direct Link from Athelstone to Paradise. The new 579 links Athelstone to Paradise Interchange connecting to the O-Bahn.

Many services doubled on Sundays.

- Port Adelaide to West Lakes with better connections. Better connections and services doubled in Largs Bay, Semaphore and Port

Adelaide to West Lakes Shopping Centre on routes 333 and 336 on Sunday.

- West Lakes Shopping Centre, Harbour Town, Glenelg and Marion Shopping Centre. Linking the City via Henley Beach Rd and Grange Rd on new routes 110, 277, 136 and 139
- Sunday services doubled in the Outer North Eastern suburbs on all these services:
 - new 541- Fairview Park
 - new 544 and 545 - Golden Grove
 - new 542 and 557 - Holden Hill, North East Rd
 - new 556 and 557 - Hope Valley, Lower North East Rd
 - new 506 - Para Hills and Valley View
- Sunday services are doubled in the Eastern suburbs on all these services:
 - new 104 - On Graves Rd
 - 141 and 142 - Stonyfell, Burnside, Kensington Rd
 - new J1 - Elizabeth to Tea Tree Plaza
- Sunday services are doubled in the Western suburbs on all these services:
 - 167 and 168 - Glenelg, Camden Park, Plympton, Marleston
 - new J1 - Sir Donald Bradman Drive
 - new 135-138 - Henley Beach Rd, Glenelg

Outer Northern Suburbs

- New Direct Link from Tea Tree Plaza to Mawson Lakes with easy connections to Lyell McEwin Hospital and Elizabeth. The new 565 route will provide a convenient and direct link between Tea Tree Plaza and Mawson Lakes. It will also connect with the new 205 route on Bridge Road providing easy access to Lyell McEwin Hospital.
- New Direct connections to Lyell McEwin Hospital. Routes 224 and 560 will now travel via Lyell McEwin Hospital providing a direct link for residents of Salisbury and Elizabeth.
- New 7 days a week services to Mawson Lakes Town Centre. Now for the first time Mawson Lakes will have a convenient 7 days a week service with the 225 re-routed to the Mawson Lakes Town Centre. This will also serve the University campus at Mawson Lakes doubling the services for the campus between Salisbury and the City.
- Improved travel time for route 229 from Para Hills. Minor re-routing will vastly improve travelling time for Para Hills residents using this service.
- Extended services to Paralowie and Burton plus better connections to rail services. Minor re-routing and route extensions of the 401/402 and 411/412 services will ensure better access for residents in this area to the Settlers Farm Shopping Centre and better connections at Salisbury Station.
- Direct Links for East West travel across Northern Suburbs. Many trips on routes

404/405, 415 and 430 will travel direct through Salisbury Interchange, providing direct access for residents travelling between Greenwith, Salisbury Heights, Hillbank, Elizabeth and the Western suburbs of Salisbury including Hollywood Plaza Shopping Centre and Parafield Gardens.

- Better coverage for Craigmore and Munno Para. The 440, 441, 442 and 443 will be re-routed to provide better coverage to the new areas of Craigmore and Blakeview plus improved connections to rail services at Smithfield Station.
- New Improved services from Smithfield Station to Andrews Farm. Route 451 will be re-routed to provide a more direct service between Smithfield Station and Andrews Farm offering improved travel time and better connections with rail services.

Outer Southern Suburbs

- Better links to Lonsdale, Southgate Plaza and Old Reynella with improved 724, 730 and 734 services. Improved access will allow easier East-West travel in the Southern suburbs plus residents of Trott Park and Sheidow Park will have direct access to O'Halloran Hill TAFE and Marion Shopping Centre.
- New Evening Links between Hallett Cove/Sheidow Park to Flinders University. Extra services on routes 680, 681 and 684 allowing students better access to the University, Marion Shopping Centre and connections to rail services at Brighton Railway Station.
- New Improved connections between Noarlunga Centre and Old Reynella Interchange. Extra services on the 721 and 725 routes will provide better early morning connections.
- Improved Sunday Connections to rail services from Noarlunga with new times for the 711, 713 and 716 services

An additional new Adelaide timetable from 21/8/05 not previously reported. Tea Tree Plaza to Airport via O-Bahn & City (Torrens Transit) – Routes J1, J1G, J1T, J2, C1, C2, 504, 506, 507, 540, 540N, 541, 542, 542X, 543, 544, 545, 545X, 546, 556, 557, T500, T501

As from Monday 19th September, the Adelaide Metro O-Bahn bus services listed below will enter the City via North Terrace to service the Royal



Air Paradise will provide three additional services from Melbourne and Sydney to Denpasar in October to cope with high demand.

- From MEL/SYD to DPS Tuesday 4, 11, 18 Flight AD631

Adelaide Hospital before continuing to Frome Street, Grenfell Street and Currie Street:

- 541 services departing Fairview Park at 5.49 am and 6.19 am (via Klemzig Station at 6.14 am and 6.44 am)
- 542 service departing Fairview Park at 5.58 am (via Klemzig Station at 6.29 am)
- 544 service departing Greenwith at 5.52 am (via Klemzig Station at 6.34 am)
- 545 services departing Golden Grove Village at 5.52 am and 6.22 am (via Klemzig Station at 6.19 am and 6.49 am).

Perth

Due to increased demand for peak services in Thornlie, additional trips and service extensions will be applied to routes 214, 223, 228, 232 and 883 effective 25 September 2005.

- Route 214 Additional evening trip departing from Thornlie Station at 6:17pm to Balfour St. Services will connect with 5:50pm train service departing from Perth Train Station, see the new South Eastern 4 timetable.
- Route 223 Additional morning trip will depart from Bluegum Rd/Warton Rd at 6:29am to arrive at Thornlie Station at 6:41am. Services will connect with the 6:49am train to Perth Train Station. See the new South Eastern 18 timetable.
- Route 228 The 3:15pm trip departing from Gosnells Station will be extended to continue from Maddington Station to arrive at Thornlie Station at 3:48pm. See the new South Eastern 5 timetable.
- Route 232 The 7:52am trip from Verna St near Corefield St to Gosnells Station will be extended. The service will now depart Gosnells Station at 7:47am and continue its normal route. See the new South Eastern 11 timetable.
- Route 883 The 7:08am trip from Thornlie Station to the Esplanade Busport will be extended. Services will now depart from Cannington Station at 6:53am to Thornlie Station and will continue via its normal route. See the new South Eastern 18 timetable.

- From DPS to MEL/SYD Tuesday 4, 11, 18 Flight AD621

Air Tahiti Nui, the international airline of Tahiti and her Islands, has announced a later departure for its two weekly Sydney-Tahiti flights when daylight saving takes effect in NSW. From 31

October, the airline will shift its Monday and Saturday morning Airbus A340 departures from the current 0915 to 1030, arriving in Tahiti at 2045 the previous day. Although Air Tahiti Nui flights will leave Sydney later during the summer schedule period, they will still connect smoothly with onward non-stop flights from Papeete to both New York and Los Angeles. The daylight saving schedule will remain in effect until 26 March, 2006.

With the introduction of **Jetstar's** latest network schedule commencing 30 October 2005, the carrier has announced it will revert its daily Sydney-Ballina return flight from an evening to a mid-afternoon service. The new flight departure times (between 30 October 2005 – 30 January 2006) for the carrier's daily Airbus A320 return service will be:

- Sydney-Ballina JQ168 14.45 arr 1605
- Ballina-Sydney JQ169 1635 arr 1800

Virgin Blue's international airline **Pacific Blue** will launch direct flights to Tonga from both Australia and New Zealand from 31 October 2005. The airline will initially offer two direct flights a week

from Sydney to Tonga, as well as three direct flights between Auckland and Tonga.

Subject to Government approval, the new services to Tonga will be the fourth South Pacific destination serviced by Pacific Blue following the launch of services from Australia to Vanuatu and Fiji last year.

AUCKLAND-TONGA

DJ 179	0700	0950	Mo
DJ 179	0730	1020	Th
DJ 179	1630	1920	Sa

TONGA-AUCKLAND

DJ 178	2205	0110+1	Mo
DJ 178	2235	0140+1	Th
DJ 178	2005	2310	Sa

SYDNEY-TONGA

DJ 183	1450	2120	Mo
DJ 183	1520	2150	Th

TONGA-SYDNEY

DJ 182	1035	1350	Mo
DJ 182	1105	1420	Th



Ferry

Sydney

Sydney Ferries - Guide to Sydney July 2005 (SF0242/0705).

Another accident involving a wharf and a Manly ferry, *Collaroy*, occurred on afternoon of Monday 19 September. As a result Circular Quay Wharf 2 has been closed indefinitely. Manly Jetcat services were suspended indefinitely to allow Jetcats and buses replace some ferry services on the Tuesday morning. They were announcing at Manly on the evening of the 19th that the 0800 Manly-CQ tomorrow was totally cancelled- no replacement services. It is not certain why the 0800- the *Collaroy* was rostered for the 0700 and 0815 this week.

With the *Collaroy* out of service on 20 September its early morning services:- 0600 Balmain-Quay-

Manly, 0700 Manly-Quay, 0735 Quay-Manly are not running. The *Freshwater* is running 0600 Quay-Manly, 0640 Manly-Quay, 0715 Quay-Manly, then holding back at Manly to run the 0815 instead of its 0800 service- i.e. filling in the Collaroy's 0815 slot.

After that, the *Narrabeen* ran its normal roster and the *Freshwater* ran the Collaroy's- until the afternoon. The Jet Cats filled in the now empty *Freshwater* slots. The *Queenscliff* was returned to the run to replace the damaged *Collaroy* on the Tuesday afternoon and both the normal ferry and the normal Jetcat services were operating from 3 West and 3 East respectively. Ferry passengers are loading via the upper deck and unloading via the lower deck, so that a Ferry-Jetcat passenger segregation can be maintained on wharf 3. Due to continuing difficulties several services were also cancelled on the Wednesday and Thursday.

A Short Note...

Thanks to Victor Isaacs for editing last month's *Table Talk* during my holidays in Scotland. Hopefully soon there will be the announcement of a new editor for 2006.

This issue has been produced in a bit of a rush but I think the proof readers have found all my typing errors.

