



# TABLE TALK

“A journal of the Australian Association of Timetable Collectors”

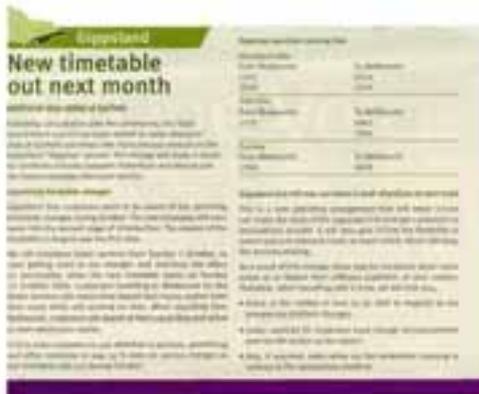
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## Some recent publicity from V/Line

Geoff Lambert visited Benalla recently and collected some current V/Line publicity extolling the virtues of their new Regional Fast Rail services and VLocity railcars. Ironically the Albury line was not included as part of the RFR line upgrades and service expansions.



## What future for ACTION?

Ian Cooper presents a comprehensive report in this issue on the service changes for Canberra's ACTION network that took effect from 5 December 2006 – described as the most significant in the history of the operator.



## In January 2007

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## About Table Talk

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*Table Talk* is published monthly by the Australian Association of Timetable Collectors Inc. (Registration No: A0043673H) as a journal of record covering recent news items. The AATTC also publishes *The Times* covering historic and general items. Items for publication in *Table Talk* can be submitted to the Editor, Steven Haby.

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## International

### New Zealand

#### Daily services for *The Overlander*

Further to the article in December's issue, Toll NZ announced that from 15 December 2006 *The Overlander* was to run 7 days a week following extensive refurbishment of the carriages. On 12 December 2006 a set of cars were displayed at Wellington station. (Tony Bailey)

## United Kingdom

### Demise of the National Rail timetable in the United Kingdom

The following is an edited extract from our sister publication in the UK *First Edition* from November 2006 written by Carl Louks. Note: For a copy of the Financial Times article, send a SSAE to Carl at PO Box 484, North Haven, CT 06473.

Mid-2006 saw the demise of that once great institution the National Rail Timetable. This book had 2800 pages and listed EVERY rail line in the UK. It was the book that collectors and armchair travellers would immerse themselves in for hours at a time. A lengthy article in the "*Financial Times*" of 12 August 2006 describes the history of this great book. One quote: "The books were full of footnotes you ignore at your peril: 'except Saturday' 'departs two minutes earlier on Tuesday' etc. The BR book took over from "Bradshaw Guide" in

1961. It came with a large rail map indicating the TT that covered that line. Now one must go on line and print the TT for any pair of stations, or ring the information office. The days of planning in depth rail trips are over.

The following is an edited update from Jim Fergusson on Carl Louke's article.

The UK National Rail Timetable has not yet ceased publication. The Winter 2006 issue has just appeared. My contacts in Network Rail inform me that the last issue will be Summer 2007. After then, it would be necessary to collect all the leaflet TTs issued by the Operating Companies, several 100 I should think. My local company, South Eastern Trains, covers their system with 13 separate leaflet TTs. I do NOT intend to start collecting these!

Geoff Lambert reports

When I was in London, I couldn't find it, but I did find and buy a thing called the OAG "Rail guide" OAG are "just these guys, you know"- don't know what the acronym originally stood for. Only major routes and trains appear- branches and urban services are omitted. Their guide is very closely modelled on the NTT- same typography and Table style. However, it is only about 350 pp. It costs 16 GBP (outrageous) and seems to appear monthly.

Victor Issac's response to Geoff Lambert's comments:

OAG stands for Official Airline Guide, which is a very ridiculous name for a railway timetable. The OAG timetable derives from the ABC timetable founded in the mid-nineteenth century in the style of very many British timetables of the time, that is, an ABC type timetable based on services to/from one city, but this was very much more important because it was based on services to/from London. This timetable was the only timetable of this type to survive. It also included conventional type timetables for suburban services in London, which gradually expanded to include all of SE England. Then they added summary conventional timetables of other mainlines (and oddly, remote lines with infrequent services and railfan lines) elsewhere in Britain. I haven't seen one for a few years. In the 1920s, in a small way this company branched out into also publishing an airline timetable. Over time this became much bigger and more important until it became much more important than the railway timetable. By the 1980s it was a massive publication in two huge volumes. Meanwhile in the US the Official Airline Guide was publishing exactly the same sort of information. In about 1990, I think, OAG took over ABC and merged the two massive world airline timetables. Then to suit the new corporate image, the ABC Railway Guide was renamed the OAG Railway Guide, which, as I say, is a ridiculous name. Thus, it and the 2 Thomas Cook timetables survive as the only privately published railway timetables in Britain – and apparently after next year, as the only printed nation-wide railway timetables in Britain.

The above article was provided with contributions from Geoff Lambert, Victor Isaacs, Jim Fergusson and Carl Louks.

### **Network Rail timetable web-site**

The national rail timetable is now available here (<http://www.networkrail.co.uk/aspx/3828.aspx>) on the Network Rail website. The timetable details rail services operated over the national rail network, together with rail and shipping connections with Ireland, the Isle of Man, the Isle of Wight, the Channel Islands and certain European destinations. The new online version offers a resource for those seeking train times. Passengers who would like to book tickets or check availability should continue to use the online interactive service from National Rail Enquiries – [www.nationalrail.co.uk](http://www.nationalrail.co.uk). The timetable is still currently available in printed form, but production will cease next year after the publication of the May to December 2007 timetable.

This is a rather unusual way to present an on-line printed timetable in PDF form. The main link on the above web-page (<http://www.networkrail.co.uk/browse%20documents/timetables/Station%20Index%20and%20Table%20Numbers.pdf>), which downloads just the Index pages to the NRTT as a PDF file. If one then opens the resultant PDF file, numbered links in the index can be used to further download the relevant Tables from the NRTT, which is then appended to the index file, in the order in which they have been downloaded. This way, it ought to be possible to build the complete 2800-page NRTT on one's computer, but it would be a mammoth job. A stand-alone download is apparently not available.

However users can download Tables more easily with AATTC's Excel table of hyperlinks to the PDF Tables, which will be available through the Distribution Service (Geoff Lambert)

## National operations

### ARTC

#### Working timetables update

ARTC NSW issued Version 2 of its 8 October 2006 SWTT on 6 November 2006, to become effective on 26 November 2006. ARTC National has not issued its normal "Spring" edition of its WTT, expected in September/October. In July, it reissued its April 2006 WTT, due to errors in this version, which appeared to breach a commercial in confidence condition, by publishing train times with train numbers and operators. (Geoff Lambert)

## New South Wales

### Railcorp

#### Working timetables update

The 8 October 2006 SWTT has now been issued in the following versions, effective on the dates shown

Version	Issued	Effective
1.0	2-Aug-2006	8-Oct-2006
1.1	14-Aug-2006	8-Oct-2006
2	4-Oct-2006	29-Oct-2006
2.1	31-Oct-2006	10-Dec-2006
2.2	21-Dec-2006	24-Dec-2006
2.3	21-Dec-2006	28-Jan-2007

All versions are available in the January 2007 AATTC Distribution List

In late December, NSWRC released a web version of its Train Operating Conditions (TOC) Manual for the first time. The TOC manual arose from the Instruction pages of the old NSWRA WTTs, becoming "Book 3" of the relevant WTT, then published as stand-alone books in the early 1990s and finally as a combined volume. It has been published on a "staff-only" CD for some years (the current version is Version 5), but this is the first time it has been publicly available. The current TOC Manual covers only the Greater Sydney system, but is still some 260 pp long. A complete set of track diagrams is included. The current NSWRC TOC manual has varying levels of security; the General Instruction pages are not even printable, though they can be viewed on screen. ARTC-NSW adopted the non-urban portions of the NSWRC TOC Manual 2 years ago and published it on its own web-site as a series of large PDF/image files. The TOC Manual is available in the January 2007 AATTC Distribution List (Geoff Lambert)

## Victoria

### Connex

#### Christmas – New Year holiday timetables

From 2 January 2007 until mid-February 2007 the following trains were cancelled due to the holiday period:

Broadmeadows line	0703 up Broadmeadows 0801 up Essendon 0820 up Broadmeadows 0739 down Essendon
Epping line	0558 up Epping
Werribee line	0809 up Werribee
Frankston line	0703 up Frankston
Hurstbridge line	0724 up Greensborough 0901 up Greensborough 0811 down Greensborough 1559 down Macleod

	1718 down Greensborough
Dandenong / Cranbourne line	0818 up Dandenong 1702 up Cranbourne 1758 up Dandenong 0735 down Dandenong 1552 down Cranbourne

Trains ran all night on New Year's Eve. (Steven Haby)

### Middleborough road level crossing elimination project

Work commenced on 1 January 2007 (although there was preliminary works prior to this date) on the elimination of the Middleborough Road level crossing between Box Hill and Laburnum stations on the Belgrave and Lilydale lines.

Rather than following traditional practices of slewing the existing line thereby minimising train disruptions and due to the topography of the area it was decided to close the line for up to six weeks and operate shuttle buses between Box Hill and Blackburn stations connecting with trains at either end. A special bus interchange was constructed at Box Hill station which enabled passengers to walk from the train across to the bus and vice versa rather than exiting the station which is part of the Box Hill Central shopping centre.

At the same time Laburnum station was closed and is being rebuilt.

Special timetables came into operation from 1 January 2007 and the basic pattern of operation is as follows:

- An amended timetable came into effect from 1 January 2006 with all up trains until 0845 stopping all stations from Box Hill to Camberwell then running express to Richmond stopping at Glenferrie or stopping all stations
- A fleet of buses run a continuous shuttle between Box Hill and Blackburn with special services to service the former Laburnum station from Blackburn connecting with all trains
- Extra services from/to Ashburton running direct to Flinders Street. This is the first time for decades that services on the Alamein line have terminated/commenced at Ashburton.
- Minor timing changes on the Glen Waverley line
- Reports so far have indicated that the amended operations have run reasonably smoothly despite signalling problems on Tuesday 2 January 2007 in the morning peak. Certain elements of the Melbourne press described the amended services as 'utter chaos' however the Editor has seen no evidence in *The Age*, *Herald Sun* or ABC radio media about problems. The smooth operation probably is assisted by many commuters being on holidays and the generally quieter period during this time of year on the roads.
- The Metlink site has comprehensive information including PDFs of amended timetables at [http://www.metlinkmelbourne.com.au/news/service\\_updates/metropolitan\\_trains/middleborough\\_road\\_rail\\_separation\\_project\\_1\\_january\\_mid\\_february\\_2007](http://www.metlinkmelbourne.com.au/news/service_updates/metropolitan_trains/middleborough_road_rail_separation_project_1_january_mid_february_2007) and the excellent rail enthusiast's site VICSIG site has information at <http://www.vicsig.net/index.php?page=infrastructure&project=Middleborough%20Road%20Project> (Steven Haby)

### V/Line Passenger

*VLocity set no 25 powers up through the curves at Hearn's Oak on the 1450 Saturdays up Traralgon in glorious sunshine with an on time arrival at Moe scheduled. The train is using the main line with the line on the right being the crossing loop. Photograph taken on 30 December 2006 (Steven Haby)*



## Christmas and New Year Services

V/Line Passenger issued a special timetable for the period 24 December 2006 to 2 January 2007 as an glossy A4 sized brochure folding down to A5 size. On the cover a happy girl was depicted playing with a toy *VLocity* railcar in a lounge room with presents and a Christmas tree in the background.

The tables below summarises the services operating on Christmas Day. Of interest is the balance of workings on most services were late afternoon and evening.

### Geelong – Warrnambool line

Down services	Up Services
0900 Warrnambool	0805 ex Marshall
1000 South Geelong	0715 ex Warrnambool
1100 Marshall	1031 ex South Geelong
1600 South Geelong	1529 ex Marshall
1700 Marshall	1625 ex Marshall
1800 South Geelong	1731 ex South Geelong
1900 Warrnambool	1825 ex Marshall
2030 Marshall	1715 ex Warrnambool
2200 Marshall	2056 ex South Geelong
0001 to Marshall	2215 ex Marshall

### Ballarat – Ararat line

Down services	Up services
0928 Ararat	0805 ex Ballarat
1028 Ballarat	0825 ex Ararat
1608 Ballarat	1030 ex Ballarat
1708 Ballarat	1610 ex Ballarat
1808 Ararat	1610 ex Ararat
1908 Ballarat	1800 ex Ballarat
2038 Ballarat	1900 ex Ballarat
2145 Mildura (coach)	2105 ex Ballarat
2208 Ballarat	2145 ex Mildura (coach)

### Bendigo – Swan Hill line

Down services	Up services
0835 Swan Hill	0803 ex Bendigo
0935 Bendigo	0735 ex Swan Hill
1035 Bendigo	1043 ex Bendigo
1615 Bendigo	1540 ex Bendigo
1735 Swan Hill	1635 ex Bendigo
1815 Bendigo	1630 ex Swan Hill
2015 Bendigo	1735 ex Bendigo
2215 Bendigo	2040 ex Bendigo

### Seymour line

Down services	Up services
0915 Albury (connects at Seymour with Cobram coach)	0810 ex Seymour
1253 Seymour	0810 ex Albury (connects with coach ex Cobram at

	Seymour)
1653 Seymour	1447 ex Seymour
1753 Albury	1740 ex Shepparton (connects with coach ex Griffith at Seymour)
1830 Shepparton (connects with Griffith coach at Shepparton)	1640 ex Albury

### Bairnsdale and eastern Victoria

Down services	Up services
0830 Bairnsdale	0805 ex Traralgon
1030 Traralgon	0750 ex Bairnsdale
1635 Traralgon	1057 ex Traralgon
1725 Traralgon	1450 ex Traralgon
1825 Bairnsdale	1650 ex Traralgon
1930 Traralgon	1630 ex Bairnsdale
2130 Traralgon	1845 ex Traralgon
0910 Leongatha (coach)	1630 ex Leongatha (coach)

### Other service alterations during this period were as follows

Boxing Day	Saturday timetable with additional coaches and extra midday Albury train in each direction
New Year's Day	As above

Travel was free on Christmas Day and with services arriving at Southern Cross after 1600 on New Year's Eve and with the first down service on New Year's Day. (Steven Haby)



*Traralgon yard can get quite busy now with the new timetables requiring additional trains. Here we see a VLocity railcar set stabled along with three Sprinter railcars at the Traralgon locomotive depot at the down end of the station. In the carriage sidings at the up end of the yard on the day this photograph was taken, Saturday 30 December 2006, was another VLocity railcar and a N class locomotive with a set of carriages. (Steven Haby)*

## Walhalla Goldfields Railway

### Bushfire damage

The devastating Gippsland fires leading up to Christmas destroyed No.7 bridge on the tourist railway on Friday 22 December 2006 and damaged some sections of track and there was real concern for the safety of the town. Reduced services were set to resume from Walhalla to Happy Creek from 31 December 2006 to 28 January 2007. The WGR website published an amended timetable on their website at <http://www.walhallarail.com/TimeTable/BF-timetable.pdf>. (Steven Haby)



# Bus and Coach Services

## Australian Capital Territory

### ACTION

#### Feature article - A dark day for Canberra's public transport (Ian Cooper)

December 4, 2006 can be recorded as a dark day in the history of public transport in Canberra. ACTION has responded to the ACT Government's requirement to reduce its operational budget by \$8 million per annum, by implementing the most punitive reduction in service levels in the history of the Canberra Bus Service.

Despite a 12.4% increase in adult patronage in 2005-6 and an acknowledged increase in passenger numbers in the financial year to October well above the target patronage, ACTION has slashed service levels across the network.

As previously reported ACTION received several significant setbacks in the 2006-7 ACT budget. The abolition of the ACTION Authority on 30 June, and its associated Board, destroyed the autonomy of ACTION which is now part of the Office of Transport, a division of the Department of Territory and Municipal Services.

All capital expenditure on bus purchases, bus stations, bus stops, bus lanes, bus priority is on hold indefinitely, Mike Zissler, Chief Executive of the Department (and effectively CEO of ACTION) reported to a meeting of the Chartered Institute of Logistics and Transport on 30 November 2006. The only exception to the freezing of capital expenditure is the proposed fitment of CCTV to buses at a cost of \$1.4m.

Most ACTION observers agree that small parts of Canberra have been over serviced by public transport for many years, reflecting changing demographics and travel patterns and a reluctance of Government agencies to accept that changes to the standards of service prepared in 1967 and updated in 1977, were required. However, when implementing the wholesale reductions across the board on 4 December, it appears that existing patronage levels in many cases have been overlooked.

Frequencies between 8.30am and approximately 3.30pm on almost all routes across the City and Suburbs have been reduced from 20, 30 and 40 minutes to hourly. Some areas have been particularly hard hit, not only by the reduced frequency but by ineffective scheduling. For example the busy Manuka – City sector, common to three routes, 35, 36 and 39 from South Canberra, previously received, on average four to six buses per hour, all operating to 40 minute frequencies. Buses now depart Manuka for Civic at 45, 47 and 49 minutes past the hour. Passengers must now wait 56 minutes for another trio of buses.

Some routes, such as the well patronised 313 from West Belconnen to Tuggeranong, switch to a 60 minute frequency as early as 8.33am. A return to a 30 minute headway does not occur until 4.20pm.

A long established tradition of lunch time shopping in Civic by employees in outlying defence establishments, such as Campbell Park, is now impossible to undertake due to the new hourly frequencies.

#### Summary of changes to ACTION routes

Route number	Changes
12/312	now day time weekday reduced service only
13/313	now day time weekday reduced service only
14/314	now day time weekday reduced service only
15/315	now day time weekday reduced service only
16/116/216	now day time weekday reduced service only
17/117/217	now day time weekday reduced service only
18	discontinued and not replaced
20/23/24	Route 20 renumbered 720 and extended from Southlands to Farrer shops. Routes 23 and 24 unchanged but frequency reduced from 40 to 60 minutes
21/22/91/92	Routes 21 and 22 unchanged. Weekend Routes 91 and 92 replaced by routes 921 and 922
25/225/28/29	Route 25 is now a day time weekday reduced service route only. Route 28 has been reduced to a peak period only route; there is now no off-peak service; Route 29 renumbered 729
26/126/27/227/75	Routes 26 and 27 are now day time weekday reduced service routes

30/31/32/37/47	Routes 30, 31 and 47 have become peak period only routes route 32 expanded to operate at off-peak periods on weekdays, at nighttime and at weekends. However the frequency has been cut from two buses on 40 minutes to one bus on a 60 minute headway. There is no service across Kings Avenue Bridge to Russell and Constitution Avenue during the day.
33	Route unchanged but becomes a weekday only route with a reduced frequency
34	Route unchanged and the base 30 minute headway is almost unchanged – now one of the few such services
35, 36	now day time weekday reduced service only. Route 35 is shown on the bus map as terminating at the Railway Station. This is an error.
39	now day time weekday reduced service only; Bus Map shows no diversion via Causeway; timetable map includes a service.
38	The previous 20 minute off-peak headway has been lengthened in mid morning to 30 minutes and reduced in mid afternoon to 15 minutes. Overall there are four less trips in each direction in the course of a weekday. At weekends Route 38 operates between City and Woden only with Routes 936 and 937 operating between City and Dickson.
40/41/42	Routes 40 and 41 are now peak period routes only. Route 42 has been developed to provide the off-peak weekday, night time and weekend operation but only between City and Belconnen. The 10 return trips between City and Campbell Park during the day have been discontinued.
43/243/45/46	Dunlop, one of Canberra's newer suburbs in West Belconnen remains poorly serviced by ACTION. Routes 43 and 45 become peak period only routes and Route 46, with five departures only, provides the off-peak service. The number of trips to Dunlop has decreased from 39 to 29.
44/244	now day time weekday reduced service only
48	route unchanged
49	renumbered 749
50	discontinued and not replaced
51/251	51 is now predominantly a Belconnen – Gungahlin service only seven days a week with peak period extensions to and from City. Route 251 discontinued
52/252	52 is now predominantly a Belconnen – Gungahlin service only seven days a week with peak period extensions to and from City. Route 252 discontinued
53/153	53 is now a peak period only service. Route 153 discontinued; off-peak, night time & weekend service provided by route 58
54	54 continues as a peak period only service; the 54 Daytime Loop is discontinued. Off-peak, night time and weekend service provided by Route 58.
55	55 is now a peak period only service. Off-peak, night time and weekend service provided by Route 58
56/156/256	Routes 56 and 256 unchanged. Route 156 discontinued.
58	new off-peak, night time and weekend service between City and Belconnen via Harrison, Amaroo and Ngunnawal
60/160/62/162	Routes 60 and 62 become full time, 7 days a week services; off-peak frequency reduced from 40 to 60 minutes
61/161/64	Routes unchanged; weekday timetables on same frequency but both 61 and 64 are now weekday only services
63	Gaunson Cres Wanniasa diversion deleted and minor variation in Parramatta St Phillip introduced. Frequency reduced from 40 to 60 minutes. Service becomes a weekday, day time only
65/265	Service along Clive Steele Ave and Charleston St in Monash deleted and bus now approaches Tuggeranong Interchange via Anketell St. Service now weekdays, day time only on reduced headways
66	route and headways unchanged. Service now weekdays, day time only
67/267	Service along Ellerston Avenue and Isabella Drive deleted; headways reduced from 40 to

	60 minutes and Service is now a weekdays, day time only operation
80	Route unchanged. Special services to and from the Station are now provided on Monday, Wednesday and Friday nights, at midday, late afternoon on Saturday and on Sunday afternoon.
170	unchanged
72/73/74	unchanged
83	Route 83 has been modified in Hughes and Yarralumla to incorporate portions of the former route 84 which has been discontinued.
84	discontinued. (refer to route 83)
86	Route 86 has been reformed into a clockwise loop around Fyshwick and extended to the new Canberra Eye Hospital. Two extra trips are now provided in the afternoon peak.
755	discontinued and not replaced

### Weeknights and weekends

At weekends and night time the cuts are also quite severe. The Flexibus service has been scrapped after 18 months and most of Canberra is once again serviced by another network at night time.

Many streets in Canberra have lost their bus service at night time and weekends. Although there has been no announcement from the ACT Government about a variation to ACTION's published Standards of Service, it is obvious that the long established standards have been extensively revised with walk distances to bus stops increased from 400/500m to 600/700m.

Most services now start one hour later on both Saturday and Sunday mornings and some services finish up to 45 minutes earlier than before.

### Summary of 27 new weekend and weeknight services

- 902 Belconnen to Spence via McKellar
- 903 Belconnen to Fraser West via Latham
- 904 Belconnen to Kippax via Hawker
- 905 Belconnen to Fraser West via Higgins and Macgregor
- 906 Belconnen to Spence via Florey
- 907 Belconnen to Fraser East via Flynn and Charnwood
- 912 Tuggeranong to Theodore clockwise loop
- 913 Anti-clockwise loop: Tuggeranong to Gordon via Bonython
- 914 Clockwise loop: Tuggeranong to Condor and Banks via Bonython
- 915 Tuggeranong to Theodore anti-clockwise loop
- 921 Anti-clockwise loop: Woden to Mawson via Lyons (former route 91 and almost the same route as the weekday route 21)
- 922 Clockwise loop: Woden to Mawson (former route 92 and almost the same as the weekday route 22)
- 923 Clockwise South East Woden loop: (former route 23 with frequency halved)
- 924 Anti-clockwise South East Woden loop: (former route 24 with frequency halved)
- 925 Woden to Cooleman Court via Waramanga and Chapman
- 927 Woden to Cooleman Court via Weston and Duffy
- 930 Anti-clockwise loop: City to Duntroon via Russell
- 931 Clockwise loop: City to Duntroon via ADFA
- 935 City to Narrabundah via Red Hill

- 936 Clockwise North Canberra loop: City to Dickson via O'Connor
- 937 Anti-clockwise North Canberra loop: City to Dickson via Ainslie
- 939 City to Watson via Braddon and Cowper Street. The 939 has been extended along the new section of Aspinall Street into a new subdivision Majura Heights and forms a very large loop around Watson. Inexplicably the weekday routes 36 and 39 have not been extended.
- 961 Woden to Tuggeranong via Oxley
- 964 Woden to Tuggeranong via Monash
- 966 Tuggeranong to Chisholm via Monash and Gowrie
- 967 Clockwise loop: Tuggeranong to Richardson via Erindale
- 968 Anti-clockwise loop: Tuggeranong to Richardson via Isabella Plains

### **Changes to the Intertown service**

The reduction in frequency of the 312, 313, 314 and 315 services has been only partly offset on the common trunk section of the Intertown route between Belconnen Interchange and Tuggeranong Interchange by an increase in the number of Route 300 buses – a revival of the former 333 service.

As a result of a cut in the number of off-peak intertown bus departures from 12 per hour to 8 per hour – a massive 33% reduction – the number of one-way departures on the intertown between 5.47am and 7.25pm has decreased from 152 to 129.

At night time and at weekends Route 300 is the only service on the Intertown Route between Belconnen and Tuggeranong. All Route 300 services at night time and at weekends now travel via Erindale Centre in Tuggeranong. Routes 967 and 968 are the only routes which terminate at Erindale although Routes 961, 964, 966 pass through the centre.

The frequency of the intertown route has been improved from every 20 minutes to every 15 minutes after 7.40pm – a return to earlier years when the 333 operated every 15 minutes at night time. On Saturdays there has been a marginal increase in the number of trips, from 75 to 79, from Woden to Belconnen, essentially a 7/8 minute frequency. The service beyond Woden – to Erindale and Tuggeranong – remains on a 15 minute headway. On Sundays there are now 7 more trips on the Intertown (from 40 to 47).

### **Changes to some Xpresso services**

- 701 Route unchanged; extra pm trip from the City
- 702 Route unchanged
- 703 Route unchanged; extra am and pm trip
- 705 Route unchanged; four less trips
- 720 Route extended from Southlands to Farrer Shops; renumbered from 20
- 729 Route unchanged; renumbered from 29
- 749 Route unchanged; renumbered from 49
- 768 Route unchanged; renumbered from 268
- 769 Route unchanged; renumbered from 269
- 785 Route unchanged; renumbered from 85
- 787 Route unchanged; renumbered from 87
- 788 Route unchanged; one extra pm trip
- 170 Route unchanged

## **New sightseeing service**

New Route 81 has been introduced to operate from City to the National Zoo and Aquarium, Telstra Tower, the Botanic Gardens and the CSIRO Discovery Centre.

It operates every Saturday, Sunday and on Public Holidays. During school holidays the 81 operates on weekdays as well. This is the first occasion for many years that ACTION has operated a sightseeing service.

## **Reductions in the level of accessible transport and the provision of the Bikes on Buses service**

Prior to 4 December all services on Routes 34, 84, 300, 312, 313, 314 and 315 were advertised as being accessible with the 300 series routes able to accommodate push bikes.

Although ACTION has been unable to meet the commitment to have accessible buses, fitted with bike racks, on all advertised services, the new timetables result in a decimation of the advertised level of accessible services and trips which carry bikes. At night time and at weekends, there is no 312, 313, 314 and 315 service and Route 84 has been discontinued. Accessible buses will operate the Route 300 between Belconnen Interchange and Tuggeranong Interchange but there is no service to the Belconnen or Tuggeranong suburbs beyond the interchanges. Obviously the low floor Scania's and Irisbuses fitted with bike racks will continue to operate at night time and at weekends but their whereabouts is now not publicised.

## **Conclusion**

ACTION's service structure has now reached a level of complexity which is creating some confusion among customers. There are 115 route numbers and, of that number, 27 or 23.5% are used for weekend only services. Another 13 are for Xpresso services.

Canberra commuters must now determine the merits of services in the following broad categories when making decisions on the use of public transport:

1. Services operating under the same route number, 7 days a week and 6 nights a week: there are now very few such services in contrast to earlier years;
2. Services operating 5 days a week, peak and off peak;
3. Services operating 5 days a week, peak only: there are many such services
4. Services operating off-peak weekdays, at night time and at weekends: there are many such services
5. Services which operate off-peak day time weekdays only
6. Services which operate at weekends only

The *Canberra Times* has been reporting regularly, in some cases two or three times a week, on the resident's concerns. The *Canberra Times* has a very experienced transport writer, Graham Downie, who is blind and has been a daily user of the Canberra Bus Service for 35 years or more. A very astute and accurate journalist. There has also been many letters to the editor.

## **Deane's Buslines**

### **Canberra – Airport upgrade**

In an earlier development Deane's has further extended its Airport – Canberra City service with an extension to the Brand Depot, a very large factory outlet shopping centre built on Airport land.

For the first time for many years there is now a scheduled weekend service to the Airport between 10.00am and 6.30pm on Saturdays and 10.00am and 5.30pm on Sundays. The new hourly weekend service commenced on 23 September 2006.

For the very first time there is now a limited weekday only service from Queanbeyan to Canberra Airport. Commencing on 11 September, Deane's Route 834 operates two peak period trips and three off-peak trips to the Airport.

Frequency on Deane's Canberra City – Airport service was increased from hourly to every 30 minutes on 29 May 2006 (Ian Cooper)

## **New South Wales—Sydney**

### **Sydney Buses**

#### **Timetable updates**

The following timetables have been reported by various contributors:

- 169 E69 172 E72 173 E73, Narraweena District, effective November 2006, version 7 (Norbert Genci)

- 200, Chatswood to Bondi Junction, effective November 2006, version 6 (Norbert Genci)
- 422, Tempe to City, effective November 2006, version 10 (Norbert Genci)
- 458 459, Burwood to Macquarie University, effective 8 October 2006, version 9 (Norbert Genci)
- 515 X15, Eastwood to City, effective November 2006, version 8 (Norbert Genci)

### **School bus timetables**

The Sydney Buses website now has a facility that enables you to download and print timetables and maps for all STA school services. The page is at <http://www.sydneybuses.info/schools/ssts/searchpage.php>. (Adrian Dessanti)

## **Queensland—Brisbane**

### **Brisbane City Council**

#### **Updated timetables**

- Route 104 Corinda – PA Hospital (link) effective 23 October 2006 (David Hutton)
- Route 109 City – University of Queensland via Eleanor Schonell Bridge effective 18 December 2006 (David Hutton)
- Routes 111/N111/130/160/162 effective 23 October 2006 (David Hutton)
- Routes 129/130/N130/131-133/136 effective 23 October 2006 (David Hutton)
- Routes 193/195/196/197/199/N199 dated 23 October 2006. Note that 199 and N199 now show New Farm (Teneriffe Ferry) instead of the Bulimba Ferry on the cover (David Hutton)
- Routes 310/N310/315 effective 18 September 2006 (David Hutton)
- Routes 325/335/339 dated 24 July 2006 (David Hutton)
- Route 393 Teneriffe Ferry – Bowen Hills – QUT – Roma Street (link) effective 23 October 2006 (David Hutton)

### **Logan City Bus Service**

#### **Updated timetables**

Timetables now issued do not reference Logan Hyperdome but rather Loganholme Bus Station.

- Routes 556/565/566 dated 14 August 2006 (David Hutton)
- Routes 570/571 dated 14 August 2006 (David Hutton)
- Routes 555/N555 dated 14 August 2006 (David Hutton)
- Routes 572-575/N555 dated 14 August 2006 (David Hutton)

### **Veolia Transport**

#### **Updated timetables**

- Routes 250/N250 effective 26 August 2006 (David Hutton)
- Routes 251/252/255/257 effective 18 September 2006 (David Hutton)

## **Victoria—Melbourne**

### **Summer timetables**

The following operators provided special summer timetables during the January period. (Steven Haby)

<b>Company</b>	<b>First day of summer timetable</b>	<b>Last day of summer timetable</b>
Broadmeadows (routes 530, 532)	Wednesday 27 December	Friday 19 January
Eastrans (routes 605, 630)	Wednesday 27 December	Friday 19 January
Dysons (route 513)	Wednesday 27 December	Thursday 25 January
Ivanhoe (routes 527, 548, 549, 550, 551)	Tuesday 2 January	Thursday 25 January
Kastoria (routes 501, 475, 476)	Wednesday 27 December	Friday 19 January
Melbourne Bus Link (all routes)	Wednesday 27 December	Saturday 20 January
Moonee Valley (routes 503, 506)	Wednesday 27 December	Friday 19 January
Moreland (routes 510, 512)	Wednesday 27 December	Saturday 20 January
National Bus (all routes)	Wednesday 27 December	Friday 12 January
Northern (route 542)	Wednesday 27 December	Friday 19 January
Reservoir (routes 552, 553, 554, 557, 558, 559, 577)	Wednesday 27 December	Friday 19 January
Ryan Bros (route 465)	Thursday 21 December	Wednesday 17 January
Hope Street (route 509)	Wednesday 27 December	Friday 12 January
Tullamarine (routes 477, 478, 479)	Sunday 24 December	Saturday 20 January

## **Grenda's Bus Service**

### **Timetable update**

- Route 843/845/849/861 Dandenong – Mossgiel Park/Endeavour Hills dated 27 November 2006 (Bradley Matthews)

## Moorabbin Transit

### Timetable update

- Route 822 Chadstone – Sandringham dated 23 October 2006 (Bradley Matthews)

## Northern Bus Lines

### Timetable update

- Route 504 Moonee Ponds – Clifton Hill dated 26 October 2006 (Bradley Matthews)

## Sunbury Bus Service

### Timetable update

This operator has issued an updated booklet, effective November 20 2006. On Saturdays, two new combined set-down only services have been introduced, running on Route 481/485 and another on Route 486/487. Both leave Sunbury Station at 2125, connecting with the 2120 train arrival. On Sundays, the final 485 and 487 trips that left Sunbury Station at 2055 now run as combined 481/485 & 486/487 set-down only trips, and no longer return to Sunbury Station. These connect with the 2050 train arrival from Melbourne. (Craig Halsall)

## Victoria—Country and Regional

### Bass Coast bus services



Gippsland Bus Service no. 3 which operates the Wonthaggi town service seen at Wonthaggi on 2 January 2007 (Hayden Ramsdale)

A number of bus services operate along the Bass Coast in South Gippsland stretching from Phillip Island to Inverloch. Gippsland Bus Services (GBS) operate the town bus services in and around Wonthaggi. There are 4 basic services each running 5 times per day at 2 hourly intervals – the services are:- North Wonthaggi town service, Dudley Town Service, South Wonthaggi Town Service and Cape Paterson service.

As well as this GBS also operate the 'Summer Bus' a Bass Coast Council funded service running from Inverloch to Cowes and return twice daily on Monday to Saturday which commenced 26 December 2006 until 3 February 2007. GBS also operate two return services from Wonthaggi to Corinella departing Wonthaggi at 0855 and 1200 noon and the 'cross country' service to Traralgon.

Cleeland's from Cowes operate a service from San Remo to Cowes on Friday mornings only departing San Remo at 0915.

Phillip Island Bus Lines operate a Monday to Friday service from Cowes to Wonthaggi departing Cowes at 1030 and the return departs Wonthaggi at 1330. This operator also provide a service departing Cowes at 1055 connecting with the V/Line coach to Inverloch at Anderson, it returns from Anderson at 1140, then departs Cowes at 1228 to connect with the return V/Line service from Inverloch at Anderson at 1310, then returning to Cowes. All these services are operated by Toyota Coasters and are weekdays only.

Wilson of Wonthaggi operate a service from Wonthaggi to Inverloch departing 0855 Fridays with a return from Inverloch at 0920 and a Wonthaggi to Leongatha service departing at 0940 with a return from Leongatha departing at 1400. (Hayden Ramsdale)

## V/Line

### **New bus service Mildura to Robinvale**

To cater for people wish to make a day return trip between Robinvale and Mildura a new service running twice weekly commenced on 19 December 2006. On Tuesdays the service will depart Robinvale Information Centre at 1000 and run via Wemen, Hattah and Carwarp arriving at Mildura at 1130. The return service departs at 1545 arriving back at Robinvale at 1715. On Thursdays the bus departs at 1000 running via Euston arriving Mildura at 1100. The return service departs at 1545 arriving Robinvale at 1645. The bus will run on an 18 month trial. (Geoff Mann)

## Tasmania

### **Metro Tasmania**

#### **Operation of Metro Coaches (Tas) Pty Ltd absorbed by parent Metro Tasmania Pty Ltd**

Previously unreported is that on 30 June 2005 Metro Tasmania Pty Ltd took over the services operated by Metro Coaches (Tas) Pty Ltd and trading as Hobart Coaches. Metro Tasmania now has a Regional Services Division trading as Hobart Coaches.

The change was implemented to effect some corporate efficiencies and no changes were made to services or vehicles. (Ian Cooper)

#### **Changes to services in Hobart**

As the first stage in a much larger review of all Hobart services, revised timetables were introduced on many routes in Hobart on 12 November 2006. The main aim of the exercise is to simplify the network and reduce the very large number of minor route variations.

West Hobart and Mt Stuart are now serviced by a new combined timetable on altered routes 4 and 5. Most weekday services now terminate at Salier Crescent, Mt Stuart and there are additional buses in peak periods. Services after 6pm on weekdays and all weekend services are combined with a new Route 6 "Western Connector". Route 6 replaced routes 6, 6/8, 6/10 and 6/27. (Route 6/27 operated between Hobart and Glenorchy via West Hobart, Lenah Valley and Tolosa Street; additional Route 28 services now operate between Glenorchy and Tolosa Street to compensate for the discontinuance of Route 6/27).

The Monday to Friday Busy Bee service to the front door of the Wrest Point Casino has been reduced. New Route 155 now provides an hourly Busy Bee service to the Casino and new routes 154 and 155 cover diversions of the Busy Bee through Battery Point. At weekends and evenings two new Busy Bee routes, 52 and 53 operate between Hobart and the University via Sandy Bay shops.

All weekend route 60 services to Proctors Road have been extended to Kingston Central on route 61.

Improvements have been made to the weekday service frequencies between Hobart and Glenorchy via the Main Road: ex Glenorchy between 7.00am and 9.00am and between 2.30pm and 7.15pm and ex Hobart between 2.30pm and 6.00pm. There have been minor timetable variations to most Northern Suburbs schedules.

A number of variations have been made to the Springfield Shopper Shuttle, New Town Doorstopper and Glenorchy Hail and Ride services to simplify the routes and reduce travel times. Poorly used diversions on routes 18, 19, 22, 180, 182 and 190 have been deleted. The extension to Northgate from Glenorchy has been discontinued (Northgate was only a few hundred metres from the bus station). The diversions to Purdie Street and Woolworths in Campbell Street have also been deleted and a few trips on routes 18, 19 and 22 after 3.00pm have been discontinued. There are additional route 26 services from Glenorchy to Springfield on Monday to Thursday evenings. (Ian Cooper)



## **Air Services**

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### **International**

#### **Air New Zealand**

Air New Zealand will launch three regional services next year, between Invercargill and Wellington, New Plymouth and Christchurch and Tauranga and Christchurch. The flights will be operated by the airline's new Bombardier Q300 aircraft. (Tony Bailey)