



TABLE TALK

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Adelaide's new Tramway – pages 8-9

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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TOP TABLE TALK

Metro Trains Melbourne patronage

Metro Trains Melbourne CEO, Andrew Lezala, told a Victorian Legislative Council inquiry on 2 March that Metro wants to double patronage on Melbourne's train network over the next eight years, the life of the company's franchise. This will require a major increase in the system's capacity. It will require both more services and higher capacity trains. He said that changes would be made to the timetable later this year. He said the recent investment by the government in new trains would satisfy growth until 2015. Metro would begin discussions with the government next year to ensure new rolling stock was in place beyond then. He said 18 of the 38 new trains on order would be delivered by the end of 2011, or possibly as early as April. He indicated that there will be further timetable upgrades each year and that express services from the outer suburbs could be dumped.

In his opening statement, Mr Lezala expanded, "There will be new timetables in 2010. We are aiming to simplify operations to increase reliability. The timetables are very complicated at the moment and hard to run at the best of times and when things are starting to run late even more difficult to recover. Simplification of the timetables is something that we will be doing at every opportunity going forward, and using extra trains, the new trains, to provide extra services in the peaks. There will be further timetables coming up in future years".

The **Operating Officer, Mr Bob Lindsell** said, "As far as 2008-2009 is concerned, it is largely due to additional trains, additional services being operated, primarily on the critical corridor known as the Caulfield group, which is the Frankston and Dandenong lines, where we know that there is a structural problem in the timetable which we will be endeavouring to correct in the 2010 timetables as they come along. There is a similar problem with the timetable on the Werribee line where if there is an incident during the off-peak we have difficulty getting back to time for the evening peak. That too will be tackled in the 2010 timetable changes."

Mr Lezala said Metro had performed better this summer than previous operator Connex did last year but conceded that they still did not perform well enough. Mr Lezala referred to the decision to conserve resources on extreme heat days by withdrawing trains from the Alamein and Williamstown branches. This "liberates" around 11 trains for services on the more densely used lines. Therefore a number of the cancellations that we sustained in January this year on the hottest day were planned and logistically provided for because they were planned. The impact that had was a significant reduction in the amount of delay that passengers felt as a result.....However in discussions with local representatives we now believe it is right to keep a shuttle service going on those lines, and so on future vulnerable days if we go to that tactic we will leave a shuttle running, as well as having the buses in place".

Committee members asked Mr Lezala about the preparation of new timetables:

Mr LEZALA—The implementation of a timetable is relatively complex, in terms of specifying it, designing it, testing it and then rostering all the staff for it. That process [currently takes eight months]. That is not acceptable to us, it takes too long, because that means you are not terribly responsive. Our new system is coming along called TCMS which should allow us anyway to produce a timetable a lot quicker.....We

work in partnership on this with the Department and the actual implementation dates are to be agreed with the director. We do the mechanics of it and it is work we do in partnership with the Department and the director.

Mr ATKINSON MLC—When do you expect the mechanics to be finished? In other words, when is the mechanical generation of those timetables completed?

Mr LEZALA—We are working on a timetable change that we will be in a position to implement towards the end of May and a further change for later in the year to be determined, but we are already working on the one after that.....We would be in a position in May to be able to implement and introduce new services.....We are testing the design of this timetable and we will do everything we can to make it available as soon as possible. We believe by the end of May we could be in that position. It may take a little longer but we are driven to change this. We have a line interest with our customers and we want to use the timetable changes to simplify the timetables to allow us to make the railway system more reliable and more recoverable when it is experiencing difficulty.

Questioning turned to the effect of current infrastructure projects:

Mr LINDSELL—If you take the Laverton short starters, there is a capacity problem on the Werribee line, the Westona loop is a severe constraint on the operation because it is single track with a passing loop at Westona which means you can only run the train every 16 minutes. The concept is to put the Werribee trains on the straight line through direct to Newport and add a number of trains which start and finish at Laverton which run around the loop at a manageable interval. Each of these projects have different characteristics. The Craigieburn signalling crossovers and stabling arrangement is necessary there for us to get a three-minute signalling design headway because otherwise we cannot introduce extra services which we would need to do as the X'Trapolis trains become available because Craigieburn is a major growth area. Westall maintenance depot, currently the system has very restricted maintenance capabilities. The facilities are few and far between, if you like, for some of the more heavy maintenance checks. The depot at Westall goes some way to improving the maintenance capabilities in the Caulfield group and as a result it is possible for us to introduce extra services which are starting from that depot. Each one of these has different characteristics.

Ms HUPPERT MLC—.....You talked about particular structural problems with Dandenong, Cranbourne, the Caulfield group.....How are you able to change those in the short term? What has led you to be able to change that timetabling in the short term?

Mr LEZALA—There are a number of things. One of them is the stopping pattern designs and the variability in the stopping patterns that are on those lines because.....there are about eight different stopping patterns, I believe, on the Frankston line. Simplifying that helps to keep the railway running in a metronomic way.

Mr LINDSELL—The Caulfield group is a particular problem because, as Andrew has said, the various stopping patterns of which there are indeed eight, mean that (a) it is complex for the passengers to use; (b) if there is a delay to one semi-fast train it will probably have a knock-on effect upon the others, and because they are constrained by their stopping patterns those delays then start getting to be cumulative. There is a particular problem on the Dandenong line of the V/Line problems where we are held to maintaining their paths as is without changing which is one of the reasons we get a structural problem in there. If we cannot vary the V/Line times then we are constrained with what we can do with the others. The Frankston line is constrained by the fact that there is only one available platform at Frankston during the middle of the day because the second platform is used by Stony Point which is something we are looking at to see if we can do a quick, relatively cheap fix to segregate Stony Point. We have two platforms which gives us a certain amount of recovery. The demand on the Frankston line has risen quite considerably and is causing what is known as wait capacity delay problems, dwell time problems. We are looking to see whether it is appropriate to add one or two minutes journey time down there, but the Frankston line is also constrained by the number of sidings. There are Mordialloc, Carrum and the complex workings that result. Unfortunately, we are not in a position to stay with everything at Frankston which would give us a nice one after the other. You have to add bits in from everywhere and as soon as you do that you start getting unreliability.

Mr BARBER MLC—The timetable is coming in later in the year and you said at the extra peak services, we have had some debates with the government in this committee about whether you can squeeze more extra peak services in. Could you give us an indication.....how many extra peak services you expect to fit in and on which line. By peak I mean trains arriving at the cordon within 8.30 to 9 o'clock.

Mr LEZALA—We have not finalised the exact numbers for those, but I think you have a good point that eventually the timetable will need to be revamped fundamentally because this timetable stems back to 96 and has had services added to it and added to it. As we get more towards the metro inner service it will

have to start being timetabled more like a metro railway which means evenly spaced trains at metronomic headways and that may take a few timetable changes to get to, but eventually there will have to be a revamp of the basis of the timetable to be able to get the extra trains back but also the reliability that we need.

Ms HUPPERT MLC—I want to raise.....this concept of turning our system into a metro style system. I wonder if you could expand a bit on what that entails and the improvements that will bring for the system as a whole in terms of service and reliability.

Mr LEZALA—It is an interesting expression, 'a metro', because it is not properly defined anywhere specific, but what we mean when we talk about a metro is that passengers will not really need to understand the timetable. They can turn up and they know that within X minutes they will get a train and that those trains will run reliably to time, generally stop at most stations and have a high capacity. When you look at the continued growth of Melbourne with 1,200 people a week coming here to live, choosing to live here for the good reasons we know, the capacity of the railway needs to increase and, as I mentioned, our aim is to double the capacity over the life of the franchise, to do our share of keeping Melbourne moving, and for that to take place we would need to be running more services, particularly in the inner zones, in the peaks. Therefore we need to move towards a timetable design, a train design, signalling system design that can deal with that. That is where we will take advantage of each timetable change to move progressively towards it. In the end our customers will be able to turn up, knowing, 'I'll have a train in X minutes'.

Ms HUPPERT MLC—That means that people who now rely on an express may not get that express but the other side is that there will be a more reliable service generally?

Mr LEZALA—I think the railway is trying to serve two groups really—the long-distance commuters, so a suburban railway, and then the inner commuters. I think it has to be looked at in those terms. There will always be a place for express services because some of the distances are significant, but there has to be an accommodation in the inner, progressively, for more intense services as well. These are the discussions we are having on timetable design to try and move Melbourne to a true metro.

The full transcript is at www.parliament.vic.gov.au/council/trainservices/

January's *Table Talk* (page 2) noted that the Working Timetable had not yet appeared on Metro's website, rather a statement that the space was reserved for a new WTT "planned for May 2010". However, Metro have now placed the WTT prepared by their predecessor, Connex, and dated **19 July 2009**, on their website. From www.metrotrains.com.au go to "Contact Us", then "Access Arrangement".

RAIL & TRAM NEWS

Rains and Trains

The heavy rain across eastern Australia in early March caused:

- Truncation of QR's Spirit of the Outback to operate only to/from Emerald,
- Cancellation of QR's Westlander Brisbane-Charleville
- Significant damage to the railway line west of about Dalby and west of Warwick;
- Replacement of Countrylink's XPTs by buses between Melbourne and either Junee or Cootamundra,
- Replacement of V Line trains between Seymour and Shepparton by buses,
- Disruption at Melbourne Southern Cross station after severe damage to the wave roof resulted in platform closures.

ARTC NSW: North Star line

From 26 February 2010, services resumed on the Camurra to North Star branch in northern NSW.

ARTC Victoria: Kilmore East & Tallarook Passing Lanes

Kilmore East-Mount Piper and Tallarook Passing Lanes were commissioned on 4 March. Broadford Loop, which lay between these two lengthy Passing Lanes, has been de-commissioned 28 February.

ARTC: Loop extensions

In early March work extending and resignalling Coomandook loop on the Melbourne-Adelaide line at a cost of \$4.5 million. Other loops on this line will be extended to 1850 metres at Tintinara, Keith and Bordertown.

On the east-west line, loop extensions are under construction at Milvale, Quandialla, Yarrabandai and Hillgrange.

QR National: Freight services

From 8 March QR National withdrew services from Biloela, but increased Brisbane-Gladstone Seafreighter services from two to five and Brisbane-Bundaberg services from two to four weekly. The twice-weekly Seafreighter services between Biloela and Brisbane which had also served Gladstone and Bundaberg is withdrawn. QR states that because of the relatively low rail volume of freight from Biloela and the short haulage distances to major rail and road transport hubs, the rail service could not compete with low cost road transport. From 25 February, freight has been carried by road from Biloela to Rockhampton to link with the six services from Rockhampton to Brisbane each week.

QR Traveltrain: Timetable 1 April 2010

QR Traveltrain has issued a new Public Timetable and Fares booklet valid from 1 April 2010. There appears to be no alteration to the timetables.

QR Traveltrain: Tilt Train replacement

As part of Traveltrain's scheduled maintenance program, from 27 January until 28 March the 1100 Brisbane-Rockhampton Tilt Train on Sunday, Monday, Wednesday and Friday was replaced by a diesel hauled service. This departed Roma St 30 minutes later at 1130 and arrived Rockhampton at 2120, 115 minutes later. The Tuesday, Thursday and Saturday 0715 Tilt Train from Rockhampton to Brisbane was replaced by a diesel service, arriving Roma St at 1650, 130 minutes later than normal. The 0515 Bundaberg Brisbane service on Mondays was cancelled, and on Wednesdays and Fridays replaced by a bus. The 1700 Brisbane-Bundaberg on Tuesdays and Thursdays was replaced by a bus.

QR Citytrain: Future cross-City tunnel

The Queensland Premier, Anna Bligh, informed State Parliament on 24 March that a rail tunnel and new tracks from Woolloowin in Brisbane's north to Salisbury in the south is under consideration. The Cross River Rail Tunnel study proposes a line under the city and the Brisbane River, costing up to \$8bn. The length of the proposed new line would be 19km, with the tunnel possibly stretching from Bowen Hills in the north to Fairfield in the south.

The ambitious project may include upgrading the Exhibition and/or Bowen Hills stations, underground platforms at either Roma Street or Central in the city a City South station under George, Albert or Edward Streets, a new underground station at Woolloongabba, and an underground platform at Park Road. She said it was hoped the project would be a reality by 2016, when current modelling showed it would be "desperately needed".

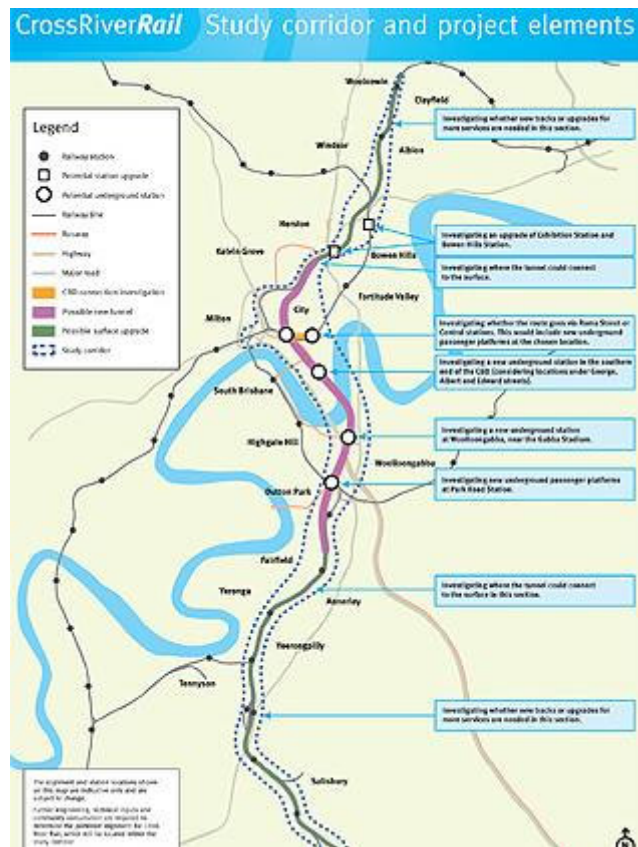
The announcement follows the release of three possible routes in 2008 that included a duplication of the existing corridor and a line through Newstead, both of which have been rejected. Ms Bligh said the chosen route was the most economical and would benefit commuters most. "Of the three, this study corridor has the least impact on existing property and has the most and best potential to really bust congestion in our city," she said. The corridor allows for the increased capacity needed in our rail network plus significant development opportunities in and around the growth areas of Woolloongabba and Bowen Hills." It also allowed for a shorter length of tunnel by using the existing Exhibition rail corridor, she said. "This project would be the single largest transport project ever undertaken in Queensland's history". Ms Bligh said the cross river rail line was a critical link with a predicted 140-plus extra services needed post 2016 to cope with population growth and demand. Ms Bligh said the project would be the largest transport infrastructure project undertaken in Queensland.

The study will investigate:

- Possible new tracks or services in the north Brisbane areas of Woolloowin, Clayfield, Windsor and Albion.
- An upgrade of Exhibition Station at the RNA showgrounds and Bowen Hills station.
- Underground platforms at either Central or Roma Street stations.
- A new underground station in the southern end of the CBD -possibly under George, Albert or Edward streets.
- New underground stations at Woolloongabba, near the Gabba, and at Park Road.
- Where the underground link could surface both at Annerley and Kelvin Grove.

Geotechnical studies are already under way, with drilling at Dutton Park expected in April.

Transport Minister Rachel Nolan said that there would be no future opportunities to add extra services on the already congested Beenleigh/Gold Coast line without adding another cross-river link to the network.



CityRail alterations 28 February & 17 April 2010

Due mainly to the construction of the Southern Sydney Freight Line and the Glenfield Transport Interchange, minor timetable changes were made to CityRail services from Sunday 28 February:

Bankstown line Weekday

- 1801 from Liverpool now departs Birrong and Yagoona 1 minute later.
- 1720 from Town Hall departs Birrong 1 minute earlier.

Inner West and South Weekday

- 0600 from Campbelltown now departs at 0558, running 2 to 4 minutes earlier to Casula and Liverpool and Cabramatta 1 minute later.
- 1547 from Liverpool departs Liverpool to Chester Hill 1 minute later.
- 1846 from Liverpool is extended to start from Glenfield at 1842 and departs Liverpool to Croydon 1 to 2 minutes later.
- 1900 from Campbelltown now departs at 1911, no longer stops at Leumeah, Minto and Macquarie Fields and runs Campbelltown to Auburn 1 to 11 minutes later.
- 2032 from Campbelltown departs at 2040, no longer stops at Leumeah, Minto, Ingleburn, Macquarie Fields and Casula and runs Glenfield to Merrylands 1 to 2 minutes later.
- 0516 from Lidcombe to Campbelltown departs Leumeah and arrives at Campbelltown 1 minute earlier.
- 0503 from Museum to Glenfield departs Liverpool and Casula 1 minute earlier and arrives Glenfield 2 minutes earlier.
- 0618 from Museum departs Ingleburn to Leumeah 1 minute earlier.
- 1448 from Museum departs Canley Vale to Warwick Farm 1 to 2 minutes later.
- The Cumberland Line service departing Blacktown at 1732 arrives at Campbelltown 1 minute earlier at 1838.
- 1718 from Museum departs Leumeah at 1851 and arrives Campbelltown at 1854.
- 1721 from Museum to Liverpool is extended departing Casula 1840 and arriving Glenfield 1845.
- 1733 from Museum departs Liverpool to Campbelltown 5 to 7 minutes later.
- 1848 from Museum arrives Campbelltown 1 minute later at 2024.

South Weekend/Public Holidays

- Trains departing Campbelltown at 0604, 1534 and 1904 now depart at 0558, 1528 and 1858 and run 6 minutes earlier to Casula.

- 2034 from Campbelltown now departs at 2028 on Sundays only and runs 6 minutes earlier to Casula.

Airport/East Hills line Weekday

- 0600 from Macarthur departs at 0557, runs 3 minutes earlier Macarthur to Riverwood and has an additional stop at Kingsgrove at 0642.
- 1803 and 1817 from Macarthur depart Holsworthy to Riverwood 1 minute later.
- 1900 from Macarthur departs at 1859, no longer stops at Macquarie Fields and runs 1 to 6 minutes earlier Macarthur to Green Square.
- 1741 from Town Hall departs Ingleburn to Leumeah 1 minute earlier, arriving Campbelltown 1850.
- 1747 from Town Hall departs Campbelltown 5 minutes earlier at 1857 arriving Macarthur 1902.
- 1917 from Town Hall departs Leumeah and Campbelltown 1 minute earlier, arriving Macarthur 2036.
- 2017 from Town Hall departs Revesby to Campbelltown 1 to 2 minutes later, arriving Macarthur 2137.

Western line Weekday

0608 from Blacktown departs Lidcombe 1 minute later.

Southern Highlands line Weekday

0755 from Campbelltown to Moss Vale runs 2 minutes later.

Olympic Park line

The weekday frequency between Olympic Park and Lidcombe was doubled in peak periods from Monday **1 March**. Services now operate every 10 minutes between 0610 and 1030 and 1500 and 2120. The weekday off-peak service remains every 20 minutes. (Weekends are 10 minute frequency).

Cronulla line

Special Train Notice 0474-2010 details interim amendments for the Cronulla line valid from Saturday **17 April**, following inauguration of duplication (and pending the full new service described in last month's *Table Talk*). In STN 0474, down trains between Sutherland and Cronulla have revised running times reflecting the new infrastructure. Standing time at Caringbah previously allowed for crossing has been absorbed, allowing earlier arrival of trains at Cronulla in most cases. Up services between Cronulla and Sutherland also have revised running times allowing for later departure of most trains from Cronulla. Standing time at Gymea, previously allowed for crossing, has been absorbed. The STN has a complete reprint of the timetable for the branch only. The new bi-directional signaling between Oatley and Sutherland will not be implemented yet.

A 5 sheet, 10 page DL brochure was published setting out travel arrangements on weekdays during the four week period 19 March – 16 April while the double line cutover was finalised. A separate brochure was issued covering the three weekends starting 27 March and including the Easter weekend from 2 April.

For the first two weeks during weekdays of this period trains did not operate between Cronulla and Caringbah and a replacement bus route operated. For the last two weeks trains did not operate between Cronulla and Sutherland and replacement buses substituted. In addition peak hour buses operated from Kirrawee and Cronulla to the City and reverse.

Cityrail Manuals

The current status of Citytrain manuals is:

Network Rules

General, no. 7, November 2008

Work on Track, no. 8, November 2008

Train Working, no. 6, May 2007

Systems of Safeworking and Special Working, no. 3, May 2007

Signals and Signs, no. 5, May 2007

Glossary, no. 5, November 2008

Network Procedures

Procedures, no. 8, November 2008

Forms, no. 5, May 2007

Network Local Appendices, no. 6, October 2009.

ARTC: Benalla-Oaklands line re-opens

The first grain train on the re-opened Benalla to Oaklands line ran on Sunday 7 March, followed by three more in the first week, conveying in total 2,200 tonnes of grain. During 2010 it is expected that more than 120,000 tonnes of grain will be transported along the line. The 126 km line has been standardised and nearly 50,000 timber sleepers replaced at a cost of \$16.5 million.

V Line: NE SG & Maryborough resumption: June 2010?

An unconfirmed report indicates that V Line Standard Gauge passenger trains on the North East line will commence in June 2010. The re-opening of the Ballarat-Maryborough line for passenger trains (one a day) may also occur in June.

V Line: Closures

The following lines have been booked out of service:

- Toolamba-Echuca from 12 October 2010 due to track condition,
- Murtoa-Hopetoun from 16 December due to vandalism at Warracknabeal station (but see the next item),
- Manangatang to Robinvale from 5 February due to track condition,
- Nyarrin to Mittyack from 11 February due to track condition.

V Line: New mineral traffic in Western Victoria

A rail loading facility at Hopetoun, and a rail siding and unloading facility at the Iluka Mineral Separation Plant in Hamilton will be built allowing the company to use rail transport as an option to transport heavy mineral concentrate extracted from the Iluka mine site at Ouyen, saving more than 20,000 heavy vehicle trips a year between Hopetoun and Hamilton. A \$3.97 million Victorian government grant will be provided for the project. Using rail to transport Iluka's mineral sands will increase freight volume on the regional freight network by about 25%, reversing the trend of reducing rail volumes in Victoria. Iluka may also transport mineral concentrate from its Euston and Balranald sites within the next few years. This grant is in addition to a \$30,000 Victorian government grant to V Line in March 2009 to upgrade the Hopetoun line as part of the Silver Line network

V Line: Regional rail Link

The Victorian government has sought expressions of interest from construction, civil engineering and rail signalling contractors interested in working on the \$4.3 billion Regional Rail Link project.

V Line: Parcels service ends

V Line's Green Star Parcel service was discontinued from 14 March 2010.

Yarra Trams: Route Maps

Yarra Trams published a DL size, 56 page pamphlet entitled "Route Maps: Melbourne tram network" dated December 2009. It contains a sketch map for each route, plus a summary table of frequencies for weekdays, Saturdays and Sundays. It also contains the familiar overall diagrammatic maps of the Melbourne tram and suburban rail systems.

Tasmanian Railway upgrades

The Federal government has committed to:

- Capacity improvements along Main North-South line (\$31.6 million)
- Capacity improvements at Rhyndaston (\$24 million)
- Upgrade of the Burnie-Melba Flats line (\$15.7 million)
- Upgrade of the Burnie-Western Junction line (\$30.3 million)
- Upgrade of the Hobart-Western Junction line (\$20.3 million)
- Upgrade of the Fingal Line (\$5.7 million)
- Upgrade of the Boyer Line (\$1.07 million)
- Improvement of the Bell Bay intermodal terminal (\$5.2 million).

The Federal government has also brought forward \$14 million originally earmarked to be spent in 2011 on maintenance. Projects include bridge work, re-railing, resleepering, level crossing upgrades and better drainage.

TransAdelaide: Tramway extension 22 March 2010

TransAdelaide's tram extension from City West to the Exhibition Centre, 2.8 km, was officially opened on Sunday morning 7 March. Services commenced on Monday 22 March, following completion of work.

A map of the extension is on our front cover.

The first tram to the new Entertainment Centre in regular service as flexity car 106, leaving Morphett Road tram stop at 0459. In the morning peak, personnel issued timetables to passengers at new stops.

The new timetable of 22 March is similar to the previous one except that the majority of trips are extended to the Entertainment Centre and West Terrace has replaced City West as the City Terminus. West Terrace has a stub terminal road between the two tracks. The express tram no longer operates. (In the 2008 timetable, this left City West at 1705 Monday to Friday and ran non stop between South Terrace and Marion Road saving 3 minutes on the official running time. The last express service operated on Friday 19 February).

A main change has been the longer spread of hours on operation. On Monday to Friday, the first tram to the City now leaves Morphett Road at 0459 instead of 0517 with the first trams from Moseley Square now at 0510, 0530 and 0545 (in lieu of 0533 and 0553). On Saturday, Sunday and Public Holidays there is an additional run at the beginning of the day. At the end of the day the last tram will leave the Entertainment Centre at 0030 and West Terrace at 0037 arriving at Moseley Square at 0118. (The 2008 timetable had the last tram leaving City West at 0000 arriving at Moseley Square at 0035). There has, however been a deterioration in the time required to travel through the CBD. In the initial 2007 timetable and the 2008 timetable, ten minutes was allowed for the section between Adelaide Station and South Terrace. In the new timetable, between 11 and 14 minutes is provided. Victoria Square is no longer shown as a timing point. The new tram stops have been designated as West Terrace, Thebarton, Bonython Park and Adelaide Entertainment Centre but do not have stop numbers allocated. The journey time between Adelaide Station is between 10 and 14 minutes with 9 minutes from West Terrace to the Entertainment Centre.

For the first six months, motorists who park at the Entertainment Centre will have free tram travel.

TransAdelaide: Other Tram developments

The tram stop at South Road reopened on Monday 8 March. The new stop is on the bridge over South Road which replaces the former level crossing. The island platform stop is accessed by a lift and stairs

Work is progressing on extensions to the rear of the Glengowrie tram depot.

On Adelaide Cup Day a special timetable with a 10 minute frequency to serve the Morphettville racecourse.

TransAdelaide: Woodville-Outer Harbor re-opening

The Woodville – Outer Harbor line is expected to reopen around the end of April. Additional time has been required for work on the Port Adelaide Viaduct because of asbestos as well as extra steelwork repairs identified following the removal of the old track and ballast.

WA Grain Freight Review

On 20 January WA Transport Minister, Simon O'Brien, announced a package of measures relating to the State's grain freight network, following the release of a report of the Strategic Grain Network Committee into the narrow gauge rail network's future viability. The State government has committed to fund a 50% share of the \$43.5million required to complete the re-sleepering of the Avon to Albany rail line. Discussions will be sought with the Federal Government to seek similar funding. State Cabinet also approved a \$6.9million transition package for the current harvest to keep grain running on what, at present, are uneconomic lines.

The Review was chaired by Professor Fred Affleck of the Freight and Logistics Council, and included representatives from Co-operative Bulk Handling (CBH), Australian Railroad Group, WestNet Rail, peak grower groups, and personnel from Federal, State and local governments. Mr O'Brien said the State Government recognised that some non-economic rail lines would ultimately need to be put into care and maintenance if the industry opted not to use rail as the preferred mode of grain transport. The Minister said, "While the Government is committed to keeping grain on rail, the real onus is on farmers and bulk handlers, who currently opt to use road transport, to put their money where their mouth is and put their grain back on rail."

The Review found, in summary, re rail:

- The grain sector produces an average 11 million tonnes per annum, with 90% of production exported. Rail transports around 60% by volume and 80% by net-tonne-kilometres, but its share is falling, as road transport is being increasingly used in some areas.
- Deregulation of export grain marketing arrangements has allowed CBH to manage the entire export supply chain using road or rail services to move grain to port at lowest possible cost. New entrants into logistics markets will be similarly motivated. Network based pricing has been abolished in favour of bin-pricing which will accelerate change.

- Resleeping needs to be done every 10-15 years on all lines. Much of the rail network serving the grain industry is due for re-sleeping over the next three years and the WA government will need to fund the capital works, at a potential cost of \$258 million for current lines.
- However, in some areas, notably the Kwinana South zone, rail services are unsustainable as they are uncompetitive with road transport, and under all plausible scenarios this will continue. Therefore the low quality track on which they operate does not warrant resleeping investment. This would save \$94 million. Cessation of rail services is likely to occur on several lines in this area (Quairading, Kulin, Kondinin, Corrigin and Yealering). This will also create a need for targeted investments for road upgrading to handle new truck movement.
- To keep the Kwinana South zone grain on rail via loading at Brookton and other key sites, some public investment will be needed to improve rail efficiency - estimated cost \$15m.
- Some short term operating support (estimated \$16m over 7 years) will be needed to ensure rail services are commercially competitive with road. The most appropriate way is to enable reduction in WestNet Rail access charges. Without this, there will be no incentive for exporters to choose rail over trucking to Kwinana for up to 1 million tonnes per year. This operating support is offset by up to \$4million per annum savings in real externality costs.
- Rail transport operations are commercially viable in the Albany and Kwinana North zones, but a \$164m contribution will be needed for resleeping. In the Geraldton zone, grain freight shares network costs with other freight (e.g. iron ore), and no public contribution will be needed.
- No other line closures are recommended at this stage.
- Rail can be viable if Government meets resleeping costs, and its competitiveness will increase as diesel fuel and carbon costs increase in future.

TransPerth: Good service for AC/DC fans, pity about other people

TransPerth provided services to AC/DC concerts at Subiaco Oval on Saturday 6 and Monday 8 March evenings, including additional shuttle trains from 1530. Concert tickets included free travel on TransPerth. Patrons were required to use West Leederville station. After the concerts, Subiaco station was closed from 2230 until 2330. There was no mention of alternative arrangements for locals.

An AC/DC was held on Tuesday 2 March at the Adelaide Oval. Adelaide Metro provided additional capacity and extra services after 2230. Two extra trams were provided.

Rio Tinto

Rio Tinto's first train from the new Mesa Warramboe iron ore mine in the Pilbara ran on 19 February. The train, of 163 wagons, travelled the new 49 km railway to the Deepdale line running from Pannawonica to Cape Lambert port. The mine, 50 km, west of Pannawonica, will have an initial production of 20m tonnes per annum, increasing to 25m tonnes by 2011.

NZ TranzScenic: Overlander

Since 23 October 2009, a stop at Taihape 1121-1123, has been re-instated for TranzScenic's "Overlander" from Wellington to Auckland. It now stops at Ohakune for lunch 1225-1300 instead of at National Park 1255-1340. The Southbound still stops at National Park for lunch 1250-1320, and also now stops at Taihape, 1503-1505.

Netherlands NS Timetable book no more?

Unconfirmed reports suggest that the current (December 2009) NS Netherlands Railway timetable book may be the last hard copy issue.

Irish Rail: West Rail opens

IE Irish Rail's West Rail line from Ennis to Athenry re-opened to passenger trains on 30 March 2010. It had closed for passenger services in 1976. There are now five through DMUs each way from Limerick to Galway Mon-Sat, and four on Sundays.

Sudan extension re-opens

On 11 March Sudan inaugurated a railway linking the north and south for the first time since decades of civil war ripped it apart, providing a crucial economic link and lowering transport costs. The 446 km railway was originally built in the 1960s. The feasibility of extending it further south and to northern Uganda is being examined.

Thanks to Tony Bailey, Ian Cooper, Scott Ferris, Ian Hammond, Victor Isaacs, Dennis McLean, Lourie Smit, Roger Wheaton, David Whiteford, *Courier-Mail*, *Herald-Sun*, *Age*, www.artc.com.au, www.adelaidemetro.com.au, www.cityrail.info, www.parliament.vic.gov.au, and www.vicsig.net for Rail news.

BUS NEWS

New South Wales - Sydney

Guides: The new Southern Region Guide dated 21 March 2010 is now available.

Sydney Buses:

Metrobus Route 30 commenced on 28 March 2010. It operates between Mosman (Spit Junction) and Marrickville and Sydenham via the City and Enmore. Vehicles used will be a mixture of articulated three door and standard two door buses. Frequencies are 10 minutes in peak, 15 minutes off peak and 20 minutes at weekends.

Metrobus 30 is the third of the series. Yet to be introduced are Route 40 between Chatswood and Bondi Junction and Route 50 between Drummoyne and Randwick.

An additional timetable has appeared on the Sydney Buses website for the changes from 21 March 2010 for route 495 Kingsgrove to Bexley North which is shopper service. There are two weekday trips in each direction with return trips starting at 1000 and 1400.

Route 526: An additional trip has been provided departing at 0641 from Strathfield Station to Sydney Olympic park Wharf for ferry connection.

Sydney Private Bus Timetables:

New **Region 3** timetables have been produced and dated 22 March 2010. Routes involved are:

- 801 Badgerys Creek - Liverpool (Metrolink)
- 802/803 Parramatta to Liverpool (Westbus and Hopkinsons)
- 804 Parramatta - Liverpool (Westbus)
- 805 Cabramatta - Liverpool (Metrolink and Busabout)
- 806 Parramatta - Liverpool (Westbus)
- 807 Cabramatta - Liverpool (Metrolink and Busabout)
- 808 Fairfield - Liverpool Westbus
- 809 Merrylands - Merrylands via Greystanes Westbus
- 810/810X/811/811X Parramatta - Pemulwuy (Westbus)
- 812/813/814 Fairfield to Blacktown and Bonnyrigg (Westbus)
- 815/816 Greenfield Park & Mount Pritchard - Cabramatta (Metrolink)
- 817 Fairfield - Cabramatta (Westbus)
- 818 Merrylands - Westmead (Westbus)
- 819 Orange Grove - Liverpool (Metrolink)
- 820/821/822 Merrylands & Smithfield - Guildford (Hopkinsons)
- 823 Warwick Farm - Liverpool (Metrolink)
- S10 Heckenberg - Miller Shopper (Metrolink)

Region 5 (Punchbowl Bus Co) review was implemented on Monday 22 March 2010, involving Routes:

- 446 Roselands to Kogarah via Earlwood and Bexley North
- 450 Burwood to Hurstville via Strathfield, Lakemba and Roselands
- 939 Bankstown to Greenacre Shops via Noble Av and Waterloo Rd
- 941 Bankstown to Hurstville via Chullora, Greenacre, Punchbowl, Roselands, Narwee and Penshurst
- 940 Bankstown to Hurstville via Punchbowl, Riverwood, Narwee and Penshurst
- 942 Lugarno to Campsie via Riverwood, Roselands, Wiley Park, Lakemba and Belmore
- 943 Lugarno to Hurstville via Peakhurst and Penshurst
- 944 Bankstown to Hurstville via Punchbowl, Roselands, Riverwood, Peakhurst Heights and Mortdale
- 945 Bankstown to Hurstville via Riverwood, Bonds Rd, Mortdale and Penshurst
- 946 Bankstown to Hurstville via Greenacre, Lakemba, South Belmore, Roselands and Beverly Hills
- 953 Hurstville to Kyle Bay and Connells Point
- 954 Hurstville to Hurstville Grove (Waitara Parade)
- 955 Hurstville to Mortdale via Oatley
- S14 Lakemba to Mt Lewis via Roselands and Punchbowl

Forest Coach Lines introduced new timetables as part of the Growth Buses program as from 28 March 2010. Routes involved are:

- 194 St Ives - St. Ives Chase - City Service
- 195 Gordon Station - St. Ives - St Ives Chase
- 196 Gordon Station - St. Ives - Terrey Hills - Mona Vale
- 197 Macquarie University - Gordon - St Ives - Terrey Hills - Mona Vale
- 270 Frenchs Forest - Belrose - Davidson - Terrey Hills - City Service

277 Chatswood - Castle Cove - Chatswood
278 Chatswood - Killarney Heights - Chatswood
279 - 284 Chatswood Duffys Forest - Terrey Hills - Belrose - Davidson
280 Warringah Mall - Frenchs Forest - Chatswood

Veolia has produced later version numbers (refer January Table Talk for 14 December changes) of the following timetables: Region 11 Route 969 (v2) and Region 13 Routes 900, 907, 913, 914 (v2) and 910 (v3). All are in Transit Graphics format.

New South Wales – Regional

Illawarra Region: A new bus network was introduced on 29 March 2010. The operators are Premier Illawarra, Dion's Bus service and Greens Northern Coaches. The intention of the new network is to:

- Improve services in the Woonona area;
- Increase service frequencies between Warrawong, Berkeley and Wollongong, especially on weekends;
- Increase service frequencies between Wollongong, Warrawong and the Shellharbour district seven days a week;
- Increase service frequencies between Port Kembla and Wollongong on Saturdays;
- Introduce new, direct services between Flinders, Shell Cove and Shellharbour to Wollongong Hospital and Wollongong University on Mondays to Saturdays;
- Provide easier to understand route numbering for some areas.

New Premier Illawarra Timetables as from 29 March 2010 as prepared by Michael Marshall and Hilaire Fraser:

Albion Park & Kiama District (Magenta)

71 Shellharbour to Kiama
76/77 Shellharbour to Albion Park

Dapto District (Red)

31 Wollongong to Horsley
33 Wollongong to Dapto
43 Port Kembla to Dapto

Figtree District (Orange)

10 Wollongong to West Wollongong Loop
11 Wollongong to University
24/39 Wollongong to Figtree

LakeLink (Yellow)

37 Wollongong Loop (anti-clockwise)
57 Wollongong Loop (clockwise)

Northern District (Brown)

3/8 Wollongong to Northern Suburbs Loop
6 Wollongong to Mount Pleasant Loop
7 Wollongong to Bellambi Point

Berkeley, Warrawong & Port Kembla District (Blue)

34 Wollongong to Warrawong
65 North Wollongong to Port Kembla

Shellharbour District (Aqua)

51/53 Wollongong Station to Shellharbour
72 Shellharbour Loop

Unanderra District (Green)

35 Wollongong to Unanderra
36 Wollongong to Kembla Heights

The Greens website now shows the new timetables for their route 2 and 15 implemented on 29 March as part of the Illawarra region review. There is still no Sunday service on Route 2 to Wollongong and unlike the Premier Illawarra timetables they are not in the standard MOT format but in the same format as their previous timetables.

Dion's new timetable for their new Routes 1, 1U, 4 and 4U is now available on their website. Routes 1U and 4U operate during University terms only.

The University of Wollongong website lists a 2010 timetable for the "North Gong Shuttle" - Weekdays (plus Saturdays during exams). In addition there is another timetable on the University website for a trial route Gwynneville-Keiraville Shuttle - Trial Service dated 2010 effective 22 February 2010.

Wollongong Shuttle: NSW Transport and Roads Minister David Campbell announced, on the first anniversary of the free service, increased daytime frequencies as from 29 March 2010. Buses now

operate on a 10 minute frequency from 0700 to 1800, the 20 minute frequency remaining in the evenings and weekends. Patronage has increased from 3,000 trips per weekday a year ago to an average of 10,000 on weekdays recently.

PBC Goulburn has issued a revised Town Service timetable commencing 20 March 2010. Changes are on Saturdays with additional services added.

Edwards Armidale has issued new timetables for Routes 480, 481, 482, 483, 484, 485: Armidale timetable February 2010 and Routes 481, 482, 485: Bus timetable for University (UNE) Until Easter break (2010).

Queensland - Brisbane

New service via the CLEM7 tunnel - effective 22 March 2010: Route 77 (Chermside to Eight Mile Plains) will be the first bus route to use the CLEM7 tunnel, providing a journey across town in less than 40 minutes. Route 77 will operate Monday to Friday, 0700 to 1900. Services will run every 15 minutes in the peak and 30 minutes in off-peak times, following the South East Busway and the Lutwyche/Gympie Road corridor.

Spring Hill Loop: New timetable from 22 March 2010.

Queensland - Regional

Sunbus Townsville has re-numbered routes into the 200 series as from 28 March 2010.

South Australia - Adelaide

Bus Services Tender: Rumours of a State Government takeover of Adelaide's metropolitan bus services have been quashed by the announcement by the Transport Minister's office that, if the Government is re-elected, the services would be placed out to tender again later this year. The current tenders are due to expire in April but have been extended until the end of June 2011. The rumours were fuelled by the intent of the Government to merge TransAdelaide, the provider of the Rail and Tram services, with the Public Transport Division which oversees bus scheduling.

O-Bahn Extension: According to report in the *Sunday Mail* there has been a delay to the State government commitment to extend the O-Bahn service into the City centre and replace its aging fleet has been delayed. In addition, the planned \$61m extension into the City has been delayed six months until mid 2012 because the project still does not have federal funding. The Transport Department is still developing concept plans for the busway and preparing traffic modelling with a view for a presentation to be made to the incoming government early in its term after the 20 March election.

Victoria – Melbourne

SmartBus Route 902 (Grenda's) commenced on Monday 5 April 2010 and operates free for the first two weeks. The route runs 76 kilometres from **Chelsea to Airport West** via Springvale, Glen Waverley, Nunawading, Doncaster, Eltham, Greensborough, Thomastown and Broadmeadows. The expanded service replaces the existing Route 888/889 SmartBus (Chelsea to Nunawading) as well as local routes 281 (Templestowe to Eltham portion only) and 560 (Greensborough to Broadmeadows). Frequencies are generally 15 minutes weekdays and 30 minutes weekends and holidays. End to end journey times are up to 3 hours 15minutes.

Route 902 is more direct than existing routes. Local coverage will be retained through new and extended routes, including new Route 858 (Aspendale Gardens to Edithvale via Chelsea) and an extended Route 735 (from Burwood K Mart) to Forest Hill Chase Shopping Centre and Nunawading. Route 281 will continue from Templestowe Village to Doncaster Shoppingtown and extend via Elgar Road to Box Hill and Deakin University, East Burwood.

Although being referred to as the Green Orbital Smartbus, the route is considerably truncated from early plans which showed the route extending to Sydenham and Werribee.

Smartbus Route 903: A revised timetable is to commence on 26 April. Running times are considerably reduced.

Wyndham bus upgrades (Westrans): Five new routes and improvements to eight existing bus routes will be introduced in the Wyndham and Hobsons Bay areas from Monday 19 April.

New routes:

New Route 417 (Laverton – Laverton North): Will service the Laverton North industrial areas, from Laverton Station. Timetable will be tailored to suit workers in the Laverton North area, running every 45 minutes from 0530 – 1815.

New Route 446 (Hoppers Crossing – Laverton via Truganina): Will travel in an arc around much of Wyndham, connecting Hoppers Crossing, Werribee and Laverton Stations via Sayers Road, and also travelling to Werribee Plaza. It will operate until 2100, seven days a week.

Existing Route 438 (Werribee – Manor Lakes) and Route 440 (Werribee – Hoppers Crossing) will be replaced by the following three routes:

New Route 447 (Werribee – Manor Lakes Shopping Centre): Will travel through Manor Lakes and Wyndham Vale along Ballan Road. It will operate until 2100, seven days a week.

New Route 448 (Werribee Plaza Shopping Centre – Manor Lakes Shopping Centre): Will travel through Manor Lakes along Greaves Street North. It will operate until 21:00, seven days a week.

New Route 449 (Werribee – Manor Lakes Shopping Centre): Will travel through Manor Lakes and west Wyndham Vale along Bulban Road. It will operate until 21:00, seven days a week.

Improvements to eight existing routes:

Route 413 (Laverton – Werribee Plaza via Boardwalk Boulevard): Timetable will operate seven days a week, introducing Sunday and public holiday services for the first time.

Route 414 (Footscray – Aircraft): Revised timetable will commence on 19 April.

Route 416 (Aircraft Railway Station – Hoppers Crossing via The Strand): Will be extended further into areas of Point Cook not currently serviced by public transport. The extended section of Route 416 will travel along Boardwalk Boulevard and Sneydes Road. It will operate until 21:00, seven days a week, providing Sunday and public holiday services for the first time.

Route 436 (Werribee – Hoppers Crossing via Riverdene, Werribee Plaza, Morris Road): Sunday frequencies will be increased to operate every 40 minutes instead of every 60 minutes.

Route 437 (Werribee – Hoppers Crossing via Willmott Drive, Werribee Plaza, Bellbridge Drive): Sunday and public holiday services will operate every 40 min. instead of every 80 min.

Route 439 (Werribee – Werribee South via K Road): This route, which runs to Werribee Mansion and Werribee Zoo will have its timetable improved to operate for longer hours on weekdays and Saturdays, and will now have Sunday services for the first time.

Route 442 (Hoppers Crossing – The Grange via Heaths Road, Werribee Plaza): Will be extended further into areas of Tarneit. The extended section will travel along Bethany Road and Tarneit Road and operate until 2100, seven days a week.

Route 443 (Werribee – South Ring Road via Duncans Road): Provide a simplified two-way service to the South Ring Road area, operating until c2100, seven days a week.

Route 444 (Hoppers Crossing – Tarneit via Werribee Plaza): Timetable will be improved with Sunday and public holiday services for the first time, operating at a 40 minute frequency.

It is understood that routes 438 and 440 will be replaced by the above new network.

More new Outer Melbourne bus routes:

786 Rye – St Andrews Beach (Portsea Pass. Service): A trial service commencing 29 March 2010 with 6 through trips Mon-Fri and 3 trips Saturdays.

858 Aspendale to Edithvale via Chelsea (Grenda): Commenced 5 April 2010 to cover local areas bypassed by Smartbus 902 (see above)

860 Pakenham – Gembrook (Cardinia): Commenced 29 March 2010 with 4 southbound and 5 northbound Mon-Fri and 3 trips Saturdays.

886 Rosebud to Rosebud TAFE (Portsea): Commenced on 29 January with 3 trips Mon-Fri.

Route 409 (Yarraville – Highpoint West) has been reduced in frequency since 29 March. Short workings between Yarraville and Footscray have been deleted resulting in a 40 minute frequency. The 22:00 service from Yarraville has also been annulled.

Skybus Melbourne (Spencer St) to Airport: A new timetable from 1 March 2010 provides additional trips. From the Airport, the 15 minute frequency commences at 0400 (previously 0500) and the 10 minute frequency now extends from 0530 (previously 0730) until 2000, then drops to 15 minutes until midnight. Similar frequencies operate from the City 30 minutes later.

Metlink local guides: New issues are City of Maribyrnong and City of Moonee Valley both dated December 2009.

Western Australia - Perth

Transperth timetable alterations from 4 April 2010:

Northern 73 (service no's 352, 467, 468, 469) & Northern 78 (481, 482, 483, 484, 490)

Southern 124 (540, 541, 542, 543); Southern 129 (554, 556); Southern 130 (557, 562, 564); Southern

131 (558, 559, 561); Southern 133 (591, 592, 594).

Thanks to Tony Bailey, Victor Isaacs, Lourie Smit, Roger Wheaton and the contributors to the ATDB website. Much news is also gathered from Government and various operator websites.

AIR NEWS

International

Pacific Blue commenced twice weekly direct services from Cairns to Auckland on 23 March. The second flight will be on Saturday. It will increase direct flights Brisbane-Queenstown, NZ from two to four weekly for the ski season from 25 June until 12 September.

AirAsia X is awaiting approval from the Malaysian government to commence flights to Sydney. **Qantas** has altered the number and capacity of flights to New York, dropping the daily B747-400 flight for a five times weekly A330-200 flight. It has moved its Los Angeles to Brisbane flight from Monday to Wednesday, while its Auckland to Los Angeles service will return to daily. The changes are a result of Qantas optimising its codeshare deal with American Airlines. Qantas has received approval from the International Air Services Commission to operate additional services to Papua New Guinea, but may transfer this to Jetstar. Currently Qantas code-shares on the route with Air Niugini, while Pacific Blue codeshares with Airlines of PNG.

QantasLink has applied for rights to operate 12 weekly direct services to Papua New Guinea from Cairns.

Jetstar commenced Sydney-Nadi flights on 29 March.

Strategic Airlines will become Australia's newest international airline when it begins flights between Perth and Bali from 12 June. The Brisbane-based airline has been predominantly a charter operation since it was established in 2001, but has recently expanded its domestic commercial route network with flights between Perth and Derby.

Hawaiian Airlines expects to implement a full codeshare with **Virgin Blue** by the end of 2010. Virgin will abandon rumoured plans to add Honolulu to its network.

V Australia inaugural Johannesburg-Melbourne flight touched down on 17 March. A third weekly flight will be added from 16 December.

United Airlines will provide a second daily non-stop flight from Sydney to Los Angeles from 1 December to 9 January.

Philippines Airways inaugurated a twice weekly Manila-Brisbane service on 23 March. Flights operate on Thursday and Saturday. Brisbane is its third Australian port after Sydney and Melbourne.

Malaysia Airlines will increase capacity from Australia & NZ, providing 57 services per week from both countries. The new additions will be from Brisbane, which will now operate daily direct flights into Kuala Lumpur, as well as an additional service from Perth.

Air New Zealand will commence direct flights from Sydney to Rarotonga in July.

Domestic

In May **Qantas** will begin weekly services from Sydney (Thursdays) and Melbourne (Mondays) to Karratha, supplementing the existing weekly service from Brisbane (Tuesdays).

Jetstar is discontinuing Brisbane-Rockhampton flights from 9 May, citing high airport fees. Moreover, it is warning other "greedy" airports that it will withdraw services. It says that airport fees are 25% of costs on short-haul routes. It is increasing service to Mackay.

Tiger is discontinuing Adelaide-Alice Springs flights from 1 May, citing low patronage. It will provide three new services from Brisbane to Melbourne, Adelaide and Rockhampton from 28 March.

Newcastle-based **Aeropelican** will introduce a year around service from Sydney to Cooma commencing on 11 June. There will be a daily service – twice daily on Saturdays during the snow season.

Virgin Blue will launch daily direct flights from Sydney to Ayers Rock (Uluru) from 2 August.

Thanks to Tony Bailey, *Australian*, and *Canberra Times* for Air news.

FERRY NEWS

BCC 22 Feb 2010

New timetables for Brisbane City Council's CityCat and cross-river ferries are effective 22 February 2010 – see www.translink.com.au/servicechange.php?id=436. The new timetable has 130 additional stops during peak morning periods on week days, and four new services from New Farm Park, Mowbray Park and Sydney St. Three new express services (a first for CityCats) operate from Hawthorne in the morning peak. CityCats operate from 0525 to 0055 every day. BCC's 15th CityCat is named Kuluwin, the indigenous name for Wooloowin.

Sydney Ferries March 2010

Sydney Ferries has introduced additional weekend evening services to Darling Harbour at 2015, 2115 and 2215, stopping at Milsons Point / Luna Park, McMahons Point, Balmain East, Darling Harbour (Aquarium) and Pyrmont Bay and extra return trips from Darling Harbour (Aquarium) Wharf to Circular Quay at 2040, 2140 and 2240.

Sydney Fast Ferries 1 April 2010

The timetable for new operator, Sydney Fast Ferries, from Manly to Circular Quay is at www.sydneyfastferries.com.au/index.php/timetable. There are 36 services in peak hours only, from 0620 until 0930 and from 1620 to 1955. Trips are scheduled to take 18 minutes.

Thanks to John Hoyle, Tony Bailey and www.translink.com.au for Ferry news.