



TABLE TALK

AUSTRALIAN TIMETABLE NEWS

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BRISBANE CENTRAL	554	649	739	808	1510	1536
BRISBANE ROMA ST	557	652	742	811	1512	1539
South Brisbane	601	656	746	815	1516	1543
SOUTH BANK	603	658	748	817	1518	1545
Park Road	606	701	750	820	1520	1548
Dutton Park	608	703	752	822	1522	1550
Fairfield	610	705	753	824	1523	1552
Yeronga	612	707	755	826	1525	1554
Yeerongpilly	614	709	757	827	1527	1556
Tennyson	616	711	759	829	1529	1558
CORINDA	619	716	803	to	1532	1601
Oxley	621			Sherwood,		
DARRA	624			then		
				Bowen		
				Hills		

CORINDA	727	807	827	1552
Tennyson	731	810	830	1555
Yeerongpilly		814	833	1600
MOOROOKA	735			
Yeronga		816	835	1603
Fairfield		818	837	1605
Dutton Park		820	839	1607
Park Road		823	842	1609
SOUTH BANK		826	845	1612
South Brisbane		828	847	1614
BRISBANE ROMA ST		833	852	1619
BRISBANE CENTRAL		835	854	1612

Brisbane's new 2011 timetable, but Australia's strangest suburban service will disappear – page 3

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More hard copy timetables discontinued – page 5

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. **Editor, Rail and Tram, Air, Ferry:** Victor Isaacs, 43 Lowanna St Braddon ACT 2612, abvi@iinet.net.au
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Membership of the AATTC includes monthly copies of the *Times*, *Table Talk*, the Distribution List of timetables, and the twice-yearly Auction catalogue. The membership fee is \$55 (Adult) and \$33 (Junior) pa. Membership enquiries should be directed to the Membership Officer, P O Box 1253, North Lakes Qld 4509, (07) 3260 5329.

RAIL AND TRAM NEWS

High Speed Rail study

On 31 October the Federal government announced a \$20 million feasibility study to determine the economic benefits and financial viability of a high speed rail network connecting east coast cities. The study will include specialist tasks such as geotechnical investigations as well as financial and economic modelling. The study will build on previous work by determining the optimum alignment of a high speed rail network after taking into account the needs of potential users as well as possible engineering, planning and environmental challenges. As well as determining the route alignment, the feasibility study will provide information which will help guide future public and private investment decisions, including likely demand and an estimated construction cost. The views of organisations such as the Australasian Railways Association and the CRC for Rail Innovation as well as state and territory authorities are taken into account. The study will be conducted in two stages, with the first to be completed by July 2011 and second by the middle of 2012.

Terms of Reference: A strategic study will be undertaken on the implementation of a high speed rail network on the east coast of Australia. The study will focus on identifying possible routes, corridor preservation and station options, including city-centre, city-periphery and airport stations. This will provide a basis for route development, indicative transit times and high-level construction costs. As part of the core network element at the centre of the east coast corridor, the Newcastle-Sydney 'spine' will be a central aspect of this work. Options for links northwards to Brisbane and southwards to Canberra and Melbourne will also be considered.

Specifically the study will:

- Identify undeveloped land corridors and/or existing corridors that could be considered for a high speed railway, and preservation strategies;
- Identify the main design decisions and requirements to build and operate a viable high speed rail network on the east coast of Australia;
- Present route and station options, including indicative construction costs and interaction with other transport modes;
- Provide costs estimates of undertaking the next stages of work, such as detailed route alignment identification and corridor resumptions;
- Identify potential financing and business operating models for the construction and operation of a high speed railway;
- Provide advice and options on relevant construction, engineering, financial and environmental considerations.

The study will be managed by the Department of Infrastructure and Transport. It will draw on expertise from the public and private sectors, as well as international experience, growth forecasts and other contemporary data. Stakeholders will be consulted and contribute views through a formal reference group, which will include representatives from relevant Commonwealth, state and territory agencies and other key stakeholder groups.

The study will, by July 2011:

- Identify the requirements for implementation of a viable HSR network on the east coast;
- Identify strategic route and station options, including high-level costing.

This initial phase will provide a basis for consultation and inform the specific direction of a second phase, including consideration of the specific corridors, routes and associated issues to be targeted for more detailed examination.

Further work from July 2011 will include:

- Detailed corridor alignment identification;
- Identification of preliminary geotechnical issues;
- Development of comprehensive robust cost estimates for preferred options;
- Further investigation of investment and (public and private) financing options;
- Detailed patronage and revenue forecasts;
- Consideration of preferred options in relation to other modes (for example, airport capacity implications resulting from diversion of air traffic to train).

This final work and report will take approximately 12 months to complete and inform the Australian Government and state and territory governments' consideration of next steps for high speed rail in Australia.

QR Citytrain frequencies to be doubled: 2011 timetable

Services on the key Caboolture and Ipswich lines will be improved with a new timetable to be introduced in early 2011. It is the first major timetable review of those lines in 13 years. Peak hour trains will run every six minutes from both Petrie and Darra into the city. In the off-peak, including weekends, trains from Darra to the CBD will run every 15 minutes. This will follow completion of the \$218 million quadruplication between Corinda and Darra and the new line to Richlands. The Corinda to Darra rail upgrade will be completed by the end of this year, while Richlands has a completion date of early 2011. The changes will provide capacity for an extra 150,000 passengers (45,000 in the peak). The present combination of 16 stopping patterns will be simplified.

The key changes are:

- on the Ipswich and Caboolture lines, services will run every six or 12 minutes during peak periods;
- trains every 15 minutes between Darra and the Brisbane CBD during off-peak, including weekends; being a train every 30 minutes from Ipswich and a train every 30 minutes from Richlands
- Ipswich line trains will stop at all stations between Ipswich and Darra and then run express to the CBD, stopping only at Milton and Indooroopilly;
- trains from Richlands will run every 6 or 12 minutes in the peaks and every 30 minutes in the off-peaks,
- trains from Richlands station will stop at all stations from Darra to the CBD;
- Caboolture line trains will stop at all stations from Caboolture to Petrie, and then express from Petrie to Northgate during the busiest peak times;
- Petrie trains will stop all stations to the CBD;
- inbound Shorncliffe line weekday off-peak services will terminate at Roma St (previously Corinda) or continue to other destinations such as Varsity Lakes or Cleveland. Outbound services will generally start at Roma St. Weekend services will continue to start and finish at either Roma St, South Brisbane or South Bank,
- between Nambour and the CBD, there will be an extra morning and afternoon peak hour train,
- there will be a second weekday Brisbane-Gympie Citytrain, offering a day return from Brisbane (instead of the present train which terminates at Cooran),
- services will cease between Corinda and Yeerongpilly. This short line currently is Australia's weirdest suburban service. It has only six trains daily westbound and four eastbound – and moreover running to irregular routes to different destinations, and none in the afternoon peak. (See the cover illustration from *Train Times: Passenger Trains of Australia and New Zealand*).

In a very commendable move, draft timetables for Ipswich/Rosewood/ Richlands, Caboolture and Sunshine Coast lines were placed on the Translink site. www.translink.com.au, on 17 November and comments sought. Changes to the Beenleigh and Cleveland lines will follow in late 2011. The Transport Minister, Rachel Nolan, said the timetable changes would allow the network to cope with patronage growth until the as yet unfunded \$8.2 billion Cross River Rail project is built.

QR Citytrain weekend closedown program

In January Citytrain will introduce a trial maintenance program to close almost an entire Citytrain rail line every second weekend QR argues the new maintenance schedule will be less disruptive for commuters, with the same line closing for two days every three months rather than smaller closures more often. QR said commuters will be put on to buses during the closures and the Ipswich line, which includes Suncorp Stadium, would not be closed on big game nights. Up to 55,000 people use the Citytrain network on Saturdays and to up to 40,000 on Sundays.

SE Queensland website redesigned

The website for information about public transport, including timetables, in SE Queensland, www.translink.com.au has been substantially redesigned, presenting a more attractive appearance.

RailCorp NSW Freight WTTs: 13 November & 11 December 2010

RailCorp NSW re-issued Freight WTTs for the Greater Sydney area from 13 November 2010, in the usual two books, Book 4 for Mondays-Fridays (Books 1 and 2 being the Passenger equivalents and Book 3 the Instruction Pages) and Book 5 for Weekends. RailCorp WTTs now include "Section Maps". These are not operating "Sector Maps", nor do they depict "lines" as they appear in the Public TT booklets. These maps depict how the various sectors and lines have been grouped together in the WTTs (i.e. by page range). This WTT comes only a month after the 10 October SWTTs (Version 2.07). The cover date for Book 5 is a Saturday. Saturday cover days have been extremely rare on NSW railways - less than ten. These most commonly occurred in the late 1800s, when the date was routinely the 1st of each month. For the passenger SWTT, the issue days have been routinely Sunday and Monday, but sometimes Monday and the following Sunday.

Then, just a month later, RailCorp published another re-issue of Freight WTTs. Books 4 is effective from Saturday 11 December and Book 5 from Monday 13 December 2010.

Northern Sydney Freight line

On 15 November the NSW Transport Construction Authority called tenders for design of the North Strathfield rail underpass. This project is to provide an underpass for up (southbound) freight trains under the down (northbound) line and would be the first step in construction of the Northern Sydney Freight line.

CityRail: Lidcombe turnback

On 14 November the Lidcombe turnback and platform 5 were commissioned. These will be used by trains to/from the Bankstown direction. Special Train Notice 2175-2010 and Weekly Notice 46 of 8 November refer.

Countrylink: Speed-up

ARTC has approved the resumption of normal track speeds for Countrylink trains, 160 kph for XPTs and 145 kph for Xplorers, from 6 July, between Lithgow-Dubbo, Orange-Parkes, Werris Ck-Moree, Werris Ck-Tamworth and Joppa Jnc-Canberra. Speed limits on the Main South line had been restored a few months ago. Special Train Notice 2266-2010 advised minor changes to a few intermediate times as a result.

CityRail: Illawarra line changes 15 November 2010

Minor changes to CityRail's new Illawarra timetable of 10 October took effect from Monday 15 November:

- The 1351 Wollongong-Nowra now departs Kiama 11 minutes later at 1512, Gerringong 11 minutes later at 1521, Berry 8 minutes later at 1530, but arrives Nowra at the same time as formerly of 1540. This is a change to the crossing arrangement with the 1514 ex Nowra (see below). This train does not have any connection from Sydney. The change means that it is at Kiama station for 20 minutes.
- The 1549 Kiama-Nowra now departs 6 minutes later at 1555 and runs 6 minutes later to Nowra, arriving at 1623.
- The 2038 Thirroul-Port Kembla arrives Port Kembla 5 minutes later at 2107, but is otherwise unchanged. The reason for this change is unknown.
- The 2323 Wollongong-Port Kembla's stop at Lysaght is now an 'a' conditional stop. This merely corrects an error in the Public timetable. All stops at Lysaght are 'a'.
- The 1514 Nowra-Kiama departs Berry 3 minutes later at 1527, Gerringong 9 minutes later at 1542 and arrives Kiama 9 minutes later at 1551.
- The 1625 Nowra-Kiama now departs Nowra 2 minutes later at 1627 and runs 2 minutes later throughout arriving Kiama at 1655.
- The 1834 Kiama-Central departs Dapto 1 minute later at 1902.

CityRail: Rosehill Races

Special Train Notice 2123 of 8 November provides the summer program for races at Rosehill. A 6R set chartered by the Sydney Turf Club will operate a shuttle service between Clyde and Rosehill to supplement the normal Carlingford service at 20 minute intervals on race days. Clyde/Carlingford services will operate as a 3L set. Selected Campbelltown and Western services will make additional stops at Clyde.

Tamworth freight revives

Timber and grain traffic from Tamworth has revived. Since May, Tamworth Container Packing (TCP) has been loading about 800 to 1000 tonnes of radiata pine every Sunday for export through Port Botany, mainly to China. Phoenix Forests company plans to increase the timber exported from January to 1600 tonnes with trains every Wednesday and Sunday. Grain is now being containerised for export in Tamworth. From January, it will be up to 2000 tonnes weekly. For six months after Shell closed three regional depots last year there were no freight trains at the former freight centre, but TCP was biding its time, redeveloping the site. They spent about \$1 million, repaving and installing new grain handling equipment.

ARTC: Train Orders introduced in Northern NSW

On 18 November Train Order working replaced Train Staff and Ticket working from Werris Creek to Armidale, Turravan (south of Narrabri) to North Star (north of Moree) and Camurra to Weemalah (north of Moree).

ARTC: Victorian NE SG

Work on the Victorian North East Standard Gauge line continues. Following repair of the significant freight train derailment on the new Wodonga bypass (see November *Table Talk*, page 5), Countrylink XPTs resumed running south of Albury for a week from 4 November. Then most of the East line (the original SG line) from Seymour to Benalla was closed from 12 to 30 November, for commissioning of signalling of the West line, followed by resignalling of the East line. Upon restoration both tracks will feature the final version of signalling, offering around 20 minute headways in normal left hand up and down running and one hour headways in reverse. During the West Line only arrangement there were no crossing facilities between Tallarook and Benalla. During the partial closedown, freight train schedules were altered to swap back and forth between the East and West lines (set out in ARTC Train Alteration Advice 0811-2010) and Countrylink's XPTs again ceased running south of Albury, being replaced by buses. The principal alterations were:

- The former East Line CTC single line sections between Seymour Loop, Longwood Loop, Violet Town Loop and Benalla Loop were abolished and replaced with a new CTC single line section Seymour Loop – Benalla.
- All former infrastructure at Longwood Loop, Violet Town Loop and Benalla Loop was decommissioned for removal at a later date.
- A new West Line CTC single line section was commissioned between Seymour Loop and Benalla.
- All new signaling and point work is controlled by the Phoenix control system from Junee Network Control.
- A new intermediate siding was commissioned on the East Line at Violet Town.
- Crossovers were provided between the East and West Lines at the Up and Down ends of the Benalla platforms, forming a loop via the West Line platform road.
- A new signalled connection was provided to the Oaklands branch at Benalla.
- Intermediate Automatic Signals applicable to the West Line maintain the signal number prefix 'EES' and East Line maintain the prefix 'ES'. Controlled Signals at Benalla maintain the signal prefix 'BNL'.

- The continuation of the West Line between Benalla and Wodonga West Junction remains closed under Absolute Occupation until the remainder of the signaling is commissioned at a later date.

The question of signalling standards has been resolved, with the more stringent Victorian signalling practices installed (and indeed extended to Albury) rather than NSW type signalling.

There will be another closure between Albury to Melbourne from 28 to 30 December 2010 for more work. V Line passenger services will not be restored until next year.

ARTC: Additional crossing loops

A new 1850 metre crossing loop at Quandialla, between Cootamundra and Forbes, was brought in to use from 3 November. Extended loops on the Melbourne-Adelaide line at Keith, Tintinara and Coomandook are complete. The new 1800 metre loop at Monteith, between Taillem Bend and Murray Bridge, is expected to be finished in December and new loops at Bordertown and Callington in March 2011. The proposed new loop at Ambleside, in the Adelaide Hills, is still making a tortuous way through the planning approval process, in the light of emotional objections from locals.

Transport promises in Victoria

As in the recent Federal election, transport issues played a prominent part in the Victorian State election of 27 November. The **Labor** Party promised a boost to **Geelong line** off-peak weekday services. Services would run every twenty minutes between 0900 and 1500, the same as suburban trains. There would be 25 additional trains each day, for a total of 83 each day, at a cost of \$39.8 per annum. It also promised 20 additional Vlocity carriages.

The **Coalition** promised a \$1.4 billion transport plan including:

- Planning for passenger trains between **Geelong, Ballarat and Bendigo** on the cross-country route via Meredith, Maryborough and Castlemaine.
- Developing a railway to **Melbourne Airport**. Planning will require \$6.5 million. Trains would run from Flinders St via Southern Cross, possibly stopping at North Melbourne and Broadmeadows.
- A railway to Avalon Airport
- Studies of railways to Rowville, and to Doncaster,
- **New stations** at Southland shopping centre near Cheltenham and at Grovedale near Geelong,
- 40 new suburban **trains**,
- Establishing a \$100 million **Maintaining** our Rail Network Fund, and
- A new **Public Transport Development Authority**. This would oversee extension of the state's rail lines, better co-ordinate timetables, and improve maintenance. It would:
 - Oversee extension of the public transport network, especially rail.
 - Co-ordinate timetables for trains, trams and buses.
 - Allocate funding for maintenance and renewals.
 - Promote public transport.

Victorian grain harvest

Pacific National and El Zorro have indicated they have the capability to move between 1.5 and 2m tonnes of grain in the next 12 months on the Victorian network. However, this year's record harvest is projected to be about 8m tonnes, including 3m tonnes of wheat and rice from southern NSW.

Adelaide Metro: Gawler line

Weekend train services between Salisbury Interchange and Adelaide resumed from Sunday 7 November, following completion of upgrading works.

Adelaide Metro: Christmas Pageant

During the annual Adelaide Christmas Pageant on Saturday 13 November, trams between the Entertainment Centre at Hindmarsh and Adelaide Station were replaced by buses operating every 15 minutes from 0715 until 1215. From the first tram ex Glenelg at 0620 until 1051 trams terminated at South Terrace, then ran to Victoria Square until the 1140 departure, when service through to the Entertainment Centre resumed.

Disappearing timetable books

- The high quality **NS, Netherlands Railway**, timetable book will not be published from 2011. This was a splendid production, of nearly 1000 pages, with intelligent use of colour printing to clearly show trains and connections. However, its usefulness was muted by the extreme frequency of trains throughout the entire NS network in this very highly populated country.
- The **VR, Finnish Railways**, timetable book was discontinued in 2010. Small booklets for long-distance and Helsinki suburban services are still published.
- A financial dispute between **RZD, Russian Railways**, and the publisher of the long-distance timetable book meant it was not published in 2010.
- **Newman's Indian Bradshaw** no longer contains times of local and branch lines, only of mainlines.

British national rail timetable book

Gordon Dudman writes: As a follow up to the article in the September *Table Talk*, the cause of the problem of pagination is as TSO report the lack of page reduction by the use of "and at the same minutes past each hour until" so on the metro style services running around London, Cardiff, Birmingham, Manchester and Glasgow where standard timetables apply Mondays to Saturdays with only a different service during business peak hours (07:00 to 09:59 and 16:00 to 18:59) you get pages and pages of the same stuff.

The cause of this change is the use of a new computer system by Network Rail known as ITPS (Integrated Train Planning System). Previously, going back to the 1970s BR had a large main-frame computer system known as TSDB (Train Service Database) which acted as a gate-way system, its sole purpose was to populate all the systems which needed timetable data. This was done via the use of a daily update file every night. The processing time for this daily update was about 3 hours. To honour contractual arrangements the process had to be completed by 22:00. To feed TSDB Network Rail (and before it Railtrack and British Railways) used a micro-based timetable planning system (Trainplan) which updated TSDB at regular intervals during the working day.

One of the 'down stream' systems in TSDB was a system known as GBTT edit. Once the new timetable had been uploaded into TSDB (about 3 months before it comes into effect) the GBTT edit system would take all the train schedules and automatically build the timetables to be published in the timetable. It was then possible to manually edit each table to either edit out unwanted trains (the system didn't cope very well with circular trains. It couldn't determine quite where to put them) and edit it any that had been missed. The creation of "and at the same minutes past each hour until" was done manually.

The I of ITPS was to indicate that all these separate systems would come under the umbrella of ITPS allowing TSDB to be switched off. Which they did at the beginning of the year. However some of the edit systems (such as that which replaced GBTT edit couldn't produce the "and at the same minutes past each hour until" and they still haven't corrected it for the December GBTT either! The Grand Central services were omitted from Table 26 in the May version because someone forgot to edit in those stations into the reference data for Table 26. So all that the system could do with them was to show them as running to Doncaster; they've been put right for the December version.

Hope this helps explain where it all went wrong.

Belgium timetable

For an online timetable of NMBS/SNCB, Belgian Railways, see <http://hari.b-holding.be/Hafas/folders/20101212/G/1st.htm>

DB ICE to operate to UK?

A Deutsches Bahn ICE3 high-speed train made a test run through the Channel Tunnel to London St Pancras on 16 October. DB hopes to run three trains a day to/from London by 2012. These will comprise two coupled sets, dividing in Brussels, one set going to Amsterdam and the other to Frankfurt. However there are many regulatory hurdles to be overcome, mainly involving technical approvals by an unsympathetic SNCF French Railways and the Intergovernmental Commission supervising Channel Tunnel safety. DB will also be required to modify trainsets, and stations will need alterations to meet stringent British customs and immigration requirements.

Moskva to Nice

A weekly through passenger train has been restored from Moskva to Nice on the French Riviera, after a break since 1914. A number of notable international political events prevented return of the service for 96 years. The train is operated by RZD, Russian Railways, with special carriages. As an indication of the expected clientele, it has only one second class carriage, but six first class and three deluxe class. Routing is Moskva-Brest-Warszawa-Katowice-Wien-Innsbruck-Verona-Milano-Genoa-Nice, taking 53 hours westbound and 50 hours eastbound for 3,300 km. RZD hopes to reduce the timing to 36 hours within a year.

Thanks to Tony Bailey, Scott Ferris, Victor Isaacs, Geoff Lambert, David Langley, Samuel Rachdi (www.fahrplancenter.com), Roger Wheaton, *Courier-Mail*, *Geelong Advertiser*, *Northern Daily Leader* (Tamworth), *Railway Digest*, www.artc.com.au, www.brisbanetoday.com.au, www.cityrail.info and www.vicsig.net for Railway news.

BUS NEWS

Corrections to *Bus News* in the November 2010 issue from *Lourie Smit*:

Shorelink: The last sentence should read "There is NO new Shorelink route 592 timetable dated 11 October".

Newcastle Buses: The Hassle Free Night brochure was seen in paper form a couple of days after it was reported on the website.

Greens Northern Coaches: The new route 15 timetable did not proceed.

ACT – Canberra

New ACTION Network 10 timetables were introduced from 15 November as part of the Belconnen Town Centre improvements and the opening of new bus stations at Westfield and the Belconnen Community Centre. A number of new bus services and additional trips on existing routes have now started. Some buses also depart from different platforms in the City Station as part of the new Parliamentary Zone bus network.

Highlights of the new and amended routes include:

Parliamentary Zone bus routes: A new Metro style bus network has been designed for the Parliamentary Zone. Timetables have been updated to provide more frequent services.

- Route 2 and Route 3 combine to form the **Gold Line** – a high frequency service between the City, Barton and Parliament House.
- Route 4 and Route 5 combine to form the **Green Line** – a high frequency service between the City, Russell, Barton, Kingston and Manuka.

To coincide with the Parliamentary Zone bus network, some departure platforms in the City Bus Station have changed.

Introducing Blue and Red Rapid bus routes: The *Blue Rapid* (300 series bus routes) replaces the Intertown – new name, same service. Buses depart every 5-8 minutes between 0700 and 1900 on weekdays. Weekend Route 900 operates between Belconnen and Tuggeranong every 15 minutes.

Redex is now a permanent part of the bus network and is called the **Red Rapid** (route 200). The **Red Rapid** extends to the Direct Factory Outlet in Fyshwick and operates every 15 minutes between 0700 and 1900 on weekdays.

School Timetables: The start time of many school route services have changed.

Change in direction for Route 2: Route 2 will use the east side of London Circuit in both directions. The route no longer travels via Akuna St on the way to Dickson. Instead, the route 2 travels through the City Station and Cooyong St on the way to the Canberra Centre and Dickson.

New Belconnen Bus Stations: Westfield Bus Station is a new concept for Canberra, with one long platform in each direction. Designed as a “quick stop” station, the waiting time is kept to a minimum as buses pass through like a conventional stop.

Belconnen Community Station: Located close to the library, medical centre and Canberra Connect shopfront, the Belconnen Community Bus Station is the ideal station for people to access community services. The Belconnen Community Bus Station features wide open platforms, bike parking facilities and individual bus bays.

Gungahlin:

- A new route 57 travels between the City and Gungahlin Marketplace via Mitchell and Franklin
- Red Rapid 200 (formerly Redex 727) continues to operate and is extended to DFO in Fyshwick
- New Route 50 is an all-stop evening service between the City and Gungahlin Marketplace
- Route 5 terminates at the City Bus Station and travels between Woden and the City only
- An additional trip has been added to route 757 in the morning. The service departs the marketplace at 0730
- Route 59 has been extended to include Jessie St and Mulligans Flat Road in Forde.

Belconnen / West Macgregor

- Route 44 has been extended to travel via the new suburb of West Macgregor
- Routes 16 and 17 have been timed to depart more evenly from Kippax to Belconnen.

Tuggeranong

An additional trip has been added to route 785 departing Lanyon Marketplace at 0745

Weekend Changes: Weekend bus timetables have changed with the opening of the new Belconnen bus stations.

New timetables: Weekdays routes 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 21, 22, 23, 24, 25, 26, 27, 28, 30, 31, 39, 43, 44, 45, 50, 51, 52, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 71, 73, 74, 75, 76, 77, 80, 81, 82, 88, 111, 160, 161, 162, 170, 200, 225, 226, 227, 265, 267, 312, 313, 314, 315, 318, 319, 701, 702, 703, 704, 705, 710, 720, 729, 732, 737, 749, 757, 768, 769, 780, 785, 786, 787, 788.

Weekend Routes 900, 902, 903, 904, 905, 906, 907, 912, 913, 914, 915, 921, 922, 923, 924, 925, 927, 930, 931, 932, 934, 935, 936, 937, 938, 939, 942, 951, 952, 956, 958, 960, 961, 962, 964, 966, 967, 968, 980, 981, 982, 988.

New South Wales – Sydney

Sydney Buses: New timetables for Sydney Buses routes 400 and 410 were implemented from 28 November 2010. These increased running times to improve the on-time reliability. Route 400 is a limited-stops service, running between Burwood and Bondi Junction via Campsie, Bexley North, Rockdale, Sydney Airport, Mascot, Pagewood, Maroubra Junction, Kingsford and Randwick. The 410 is a short working by-passing the airport.

Metrobus Route M10 was extended from Leichhardt Town Hall to William St from 10 November; two extra stops each way which the buses had been running past on their way to turn at the depot.

Changes to Wynyard bus stands from 5 December; this is about the third attempt to resolve the am peak crush.

Rockdale became prepay from 29 November.

Sydney and Bondi Explorers are strongly rumoured to cease after 27 November. The Sydney Explorer started on 23 November 1980 so lasted just over 30 years whilst the Bondi one was a bit younger starting on 29 Aug 1993. The success of City Sightseeing's world-wide franchise is probably the main cause.

Sydney Private Buses: The **Veolia** timetable for **Metrobus route M90** dated 6 December is now available on their website. M90 replaces route 900 and will provide a service between Liverpool and Burwood seven days a week while currently route 900 on Sundays only operates between Bankstown and Burwood. Like the route 900 timetable, the timetables for routes 913 and 914 are still in the same timetable.

A new timetable for route 908 Bankstown – Merrylands includes a new trial Sunday service for six months between Auburn and Merrylands.

Hopkinson's & Westbus from 15 November 2010. The local bus timetables are being adjusted to improve running times and access to popular locations. The Parramatta Route 810 is being extended to provide a direct service to areas previously served by Bus Route 809, Pemulwuy to Merrylands, via Merrylands Road. The minor timetable changes will apply to routes: 802, 803, 804, 806, 808, 809, 810, 811, 812, 813, 814, 817, 818, 820, 821 and 822. Routes 809 and 818 are now in the one timetable called Merrylands to Pemulwuy and Westmead.

New South Wales - Regional

The **Lower Hunter** will receive 33 new buses and more than a thousand extra services a week following a review of bus networks across the region. New services commenced on 28 November and provide increased services in and around Cessnock, Maitland, Singleton, Raymond Terrace, Nelson Bay, Newcastle, Glendale, Toronto and Morisset. There are more late night and weekend services and more buses in the peaks.

There is a new cross-regional link between Newcastle Airport, Raymond Terrace and Stockland Greenhills via Woodberry running seven days a week.

There are extra weekday services between Toronto, Glendale and the University of Newcastle and double the number of services between Maryland and Wallsend, extending to Stockland, Jesmond and the University of Newcastle.

The community has been heavily involved in the development of the new services for the Lower Hunter. More than 850 submissions were received and many requests incorporated. For example, there is an evening and weekend service for the Maitland area replacing the current "on-call" service."

Summary of changes:

- Improved bus services for Cessnock, with an expansion of the route 165 "Cessnock Hoppa" to operate five days a week on a revised route,
- New weekend services between Cessnock, Kurri Kurri and Morisset on route 163,
- Improved services to growing residential areas in Aberglasslyn and Rutherford on routes 181 and 182,
- Improved services for East Maitland, with new evening and weekend services on routes 181, 182 and 183,
- Improved services to growing residential areas in Raworth and Tenambit on routes 183 and 184,
- New evening and weekend services for the Maitland area on routes 181, 182 and 183 to replace the current "on-call" bus service,
- New services and improved coverage for Bolwarra, Bolwarra Heights and Largs on route 185, with limited services on Saturdays,
- A new cross-regional link between Newcastle Airport, Raymond Terrace and Stockland Greenhills via Woodberry on route 145 seven days a week,
- Improved services between Raymond Terrace and Newcastle on route 140, with better access to the growing employment area in Tomago,
- Improved local town service for Raymond Terrace on route 141,
- Improved services in the Medowie area, with better access to Medowie Shops on routes 136 and 137,
- Modifications to services in the Stockton and Fern Bay areas on route 136, including improved access to new residential development in Fern Bay,
- A new direct service between Shoal Bay, Nelson Bay, Salamander Bay and Newcastle during weekday peak periods on route 131,
- Improved local service for the Nelson Bay area on routes 132 and 133, with new access to the Tomaree Community Hospital,
- Improved services for the Maryland and Fletcher on routes 260 and 261, with a new direct link to Stockland Jesmond and the University of Newcastle,
- A new direct link from Maryland to Newcastle by extending Newcastle Buses' route 235 from Wallsend to Maryland,
- Improved services to growing residential areas in Cameron Park and Edgeworth on routes 262, 263 and 268, with improved evening and weekend services and more regular services to Cardiff and Charlestown,
- New regular services along Myall Road in Garden Suburb on routes 262 and 263 between Charlestown, Cardiff, Glendale and Edgeworth, seven days a week (in addition to Newcastle Buses services already operating in Garden Suburb),
- Additional services in the Elmore Vale area on route 267,
- New route 269 between Toronto, Fennell Bay, Woodrising, Booragul, Boolaroo, Speers Point and Charlestown six days a week,
- Improved services on route 270 between Toronto West, Toronto, Fennell Bay, Woodrising, Booragul, Boolaroo and Stockland Glendale, seven days a week, with additional services on weekdays and Saturdays, and new evening services Monday to Saturday until 2130,
- Additional weekday services between Toronto, Glendale and the University of Newcastle on route 270,
- Improved services between Toronto, Blackalls Park, Fassifern, Bolton Point and Marmong Point on route 271 seven days a week,

There are additional services on many routes as part of the new network, for example:

- Nelson Bay to Newcastle (130) two additional trips in each direction on weekdays, one additional trip in each direction on Saturdays and Sundays
- Lemon Tree Passage to Raymond Terrace (137) up to four additional services in each direction on weekdays and Saturdays, and new Sunday services introduced
- Raymond Terrace to Newcastle (140) nine additional trips in each direction on weekdays, with late night services on Fridays, seven additional trips in each direction on Saturdays.
- Thornton to Stockland Greenhills and East Maitland (182) six additional trips in each direction on weekdays, new Saturday and Sunday services introduced.
- Fletcher and Maryland to Stockland Jesmond (260, 261) an approximate doubling in the number of trips between Maryland and Wallsend, extending to Stockland Jesmond (seven days) and the University of Newcastle (weekdays)
- Cameron Park and Edgeworth to Charlestown (262, 263) up to 18 additional trips in each direction on weekdays up to 19 additional trips in each direction on Saturdays
- Toronto District to Charlestown (269) eight additional trips per weekday in each direction (up from three trips), seven additional trips in each direction on Saturdays (from two trips)
- Toronto District to University of Newcastle (270) up to 12 additional trips in each direction on weekdays.

There are new Network Guides for the Cessnock, Maitland & Raymond Terrace, Maryland, Edgeworth & Toronto and Port Stephens areas and timetables have been issued by Port Stephens Buses and Rover. Newcastle Buses has extended Route 235 to Maryland.

Central Coast Region review. New timetables from 8 November 2010. There are changes to routes and some re-numbering. Further details may be included in a future issue of *Table Talk*.

Red Bus Service: The Entrance to Wyong 15, 16, 19, 24, 25, 26, 27, 29, 30, 45, 47 and 48

The Entrance to Gosford 17, 18, 19, 20, 21, 22, 23, 28, 40, 41, 42, 43 and 44

Bay Village to Wyong Hosp 29

Busways Gosford Area:

32, 33, 34 Kariong-Somersby

36, 37, 38 Narara, Wyoming, Ourimbah & Tuggerah

50, 53, 54, 55, 57, 58, 59, 70 Peninsula

63, 64, 65, 66A, Kincumber

67, 68 Terrigal, Wamberal & North Avoca

Busways Wyong Area:

78, 79, 80, 81, 82 Lake Haven, Wyong & Tuggerah – this timetable also contains Coastal Liner route 11.

90, 91, 92, 93, 94 Toukley, Budgewoi & San Remo

95, 96 Wyee

97, 98, 99 Blue Haven, Mannering Park, Gwandalan & Swansea.

Busways North Coast (Port Macquarie – Kempsey area). New timetables dated 13 September 2010 for routes 322, 323, 324, 325, 328, 332, 334, 335, 340, 341, 342, 343, 346 & 349.

Queensland – Brisbane

Western Region (Westside Bus Co) restructure: From Monday 13 December, there are changes to the Westside bus network to improve service reliability, making travel easier for customers in Ipswich and surrounding suburbs. As part of these changes, passengers wishing to board or leave a bus service will only be able to do so at a dedicated TransLink bus stop, meaning more accurate timetables, more reliable services and improved connections. As part of the improvements, 82 new bus stops and 91 relocated stops will be introduced as part of improvements to the network - most passengers will be within walking distance from a dedicated bus stop. Other big changes include services running every 15-30 minutes during peaks and the introduction of Sunday services on most routes.

A new FlexiLink service will be introduced for customers in areas with limited public transport services. FlexiLink will be a \$2 pre-booked service operating throughout the day to connect customers with major hubs including shopping centres and medical facilities, as well as train stations and bus routes.

FlexiLink services will operate in four distinct service areas known as 'roam zones'.

- Tivoli, Moore's Pocket, Riverlink and Ipswich
- Ipswich, Basin Pocket, North Booval and Booval Fair
- Goodna, Bellbird Park, Goodna train station and Redbank Shopping Centre
- Karalee, Barellan Point and Ipswich train station.

Route and timetable changes:

- 463 Goodna Station to Forest Lake Village: Sunday and public holidays services introduced. More peak services and improved timetable. Terminates at Forest Lake Village.
- 500 Riverlink Shopping Centre to Goodna station: More peak services and improved timetable. Combined with route 501. No longer services Nile and Duncan Streets
- 502 Riverlink Shopping Centre to Bundamba TAFE via Blackstone: Sunday and public holiday services introduced. More peak services and improved timetable. Extended to Bundamba TAFE. No longer services Braeside Road and Harold St
- 503 Riverlink Shopping Centre to Bundamba TAFE via Raceview: Sunday and public holiday services introduced. More peak services and improved timetable. Extended to Bundamba TAFE and new areas of Raceview.
- 506 Riverlink Shopping Centre to Leichhardt; Sunday and public holiday services introduced. More peak services and improved timetable.
- 508 Yamanto to Willowbank: Sunday and public holiday services introduced. More peak services and improved timetable. New route services new areas of Willowbank. Provides direct journey to Riverlink Shopping Centre as route changes to route 515 at Yamanto. No longer services Amberley Air Force Base.
- 509 Riverlink Shopping Centre to Yamanto: Sunday and public holiday services introduced. More peak services and improved timetable. No longer services sections of Ash Street and Equestrian Drive, and Deebling Heights Road.
- 512 Riverlink Shopping Centre to Brassall via Ipswich: Sunday and public holiday services introduced. More peak services and improved timetable. Combination of routes 507 and 517. Will service Brassall and Coalfalls. Woodend and Sadliers Crossing now serviced by route 513 (Woodend Loop).
- 513 Woodend Loop: More peak services and improved timetable. Combined with previous route 527.
- 515 Brassall to Yamanto: Peak services every 15 minutes to Ipswich Hospital. Connects with route 508 (Yamanto Loop). Sections of Thorn and Pine Streets no longer serviced.
- 516 Riverlink Shopping Centre to One Mile: Sunday and public holiday services introduced. Improved timetable.

- 522 Orion Springfield Town Centre to Goodna: Sunday and public holiday services introduced. More peak services and improved timetable. More direct service to Goodna station. No longer loops around Sinnathamby Boulevard. No longer services Czarnecki St, Pat St, Blue Gum Drive, Addison Road and Wilson Drive.
- 524 Goodna station to Redbank Plains: Sunday and public holiday services introduced. More peak services and improved timetable. More direct service to Goodna station.
- 525 Collingwood Park Loop: New seven day service for Collingwood Park. Passengers from Augustine Heights, Springfield and Redbank wanting to travel to Redbank station will need to catch route 524 or 526.
- 526 Orion Springfield Town Centre to Redbank: Sunday and public holiday services introduced. Replaces previous 520 service. More direct service to Redbank station. More peak services and improved timetable.
- 530 Orion Springfield Town Centre to Goodna: More direct service to Goodna station. New route services additional areas of Springfield/Springfield Lakes.

Brisbane Transport 412 (St Lucia and University of Queensland to City and Toowong). Passenger numbers on the improved TransLink bus route 412 show exceptional growth. Since the upgrade it has a 52% increase on weekends and 16% on weekdays. The weekend service averages 33 passengers on each bus between 0800 and 2100. It now runs every 15 minutes on both Saturday and Sunday.

Queensland – Regional

New NightLink service for Coolangatta: On Saturday 13 November a NightLink bus, N798 Coolangatta to Kingscliff, began. The N798 operates hourly from 0015 until 0315 on Saturday, Sunday and public holiday mornings.

Victoria - Melbourne

South East changes: Six new routes are introduced from 20 December 2010 and ten existing routes extended, some with improved frequencies and operating hours.

New Route 846 (Eden Rise – Berwick Station via Bryn Mawr Boulevard) servicing the currently un-serviced residential developments in Berwick South and Berwick, along Marsh Drive, Bemersyde Drive (south), Bryn Mawr Boulevard and Fairholme Boulevard. Service will operate until 2100, seven days per week.

New Route 847 (Casey Central – Berwick Station via Glasscocks Road and Berwick Springs) replacing existing Route 839 between Berwick Station and South Berwick (Berwick Springs). Existing large one-way loop (via Centre Road) will be replaced with an improved bi-directional operation. Weekday service frequency will be improved from every 40 mins. to every 30 mins., and weekend frequencies will be improved from every 80 mins. to every 60 mins. The new route will extend into the currently un-serviced residential developments in Narre Warren South along Glasscocks Road, servicing the new Alkira Secondary College enroute to Casey Central shopping centre.

New Route 891 (Lynbrook – Fountain Gate via Hampton Park, Hallam Station and Hallam Gardens) servicing the currently un-serviced residential development along Paterson Drive in Lynbrook South. Will connect Hallam Gardens residents with Hallam Station for the first time. Service will operate until 2100, seven days per week.

New Route 898 (Cranbourne Station – Archersfield Drive) servicing the currently un-serviced residential development along Broadoak Drive and Bradford Drive in Cranbourne East. Off-peak and weekend services will extend to Cranbourne shopping precinct. Service will operate until 2100, seven days per week.

New Route 924 (Sandalwood – Pakenham Station) servicing the currently un-serviced residential development along Webster Way, Pakenham South. Service will operate until 2100, seven days per week.

New Route 925 (Botanic Drive [Lakeside] Pakenham Station via Pakenham North [Balmoral Way] and John St) – servicing the currently un-serviced residential development along Botanic Way, Lakeside, and John St. Will operate until 2100, seven days per week.

Improvements to ten existing routes

Route 836 (Bridgewater – Casey Hospital via Beaconsfield and Berwick Stations) restructured to improve coverage for The Chase estate and Bridgewater, and extended to Wurundjeri Boulevard and Eden Rise Shopping Centre. Section of the route between Berwick Station and Casey Hospital will be replaced by modified route 839.

Route 837 (South Berwick – North Berwick via Berwick Station) restructured and extended to the Panorama Estate via Beaconsfield-Emerald Road, Fieldstone Boulevard, Timberside Drive and O'Neil Road.

Route 839 (South Berwick – North Berwick via Berwick Station) restructured and extended to Casey Hospital, Kingsmere in South Berwick, and to the currently un-serviced residential development north of Ernst Wanke Road along Whistler Drive.

Route 894 (Narre Warren South – Hallam Station – Fountain Gate) restructured and weekday off-peak frequency improved from every 75 minutes to every 45 minutes, and Saturday frequencies will be improved from every 75 minutes to every 60 minutes. Will operate on Sundays and public holidays for the first time, and services will operate until 2100, seven days per week.

Route 895 (Narre Warren South – Hallam Station – Fountain Gate) restructured and extended to Fountain Gate via Narre Warren Station. The Pound Road/Harold Keys Drive area will receive a peak hour service for the first time. Weekday off-peak frequency will be improved from every 75 minutes to every 45 minutes, and Saturday frequencies will be improved from every 75 minutes to every 60 minutes. Will operate on Sundays and public holidays for the first time, and services will operate until 2100 pm, seven days per week.

Route 897 (Cranbourne Station – Central Parkway) extended into the currently un-serviced residential development east of Central Parkway. Weekday peak and off-peak frequencies will be improved, with 25 additional trips daily. Will operate on weekends and public holidays for the first time, and services will operate until 2100, seven days per week.

Route 926 (Pakenham Station – Fountain Gate via Lakeside and Beaconsfield) extended to Beaconsfield Station, and from Blackwood Drive in Lakeside via the currently un-serviced residential development along Shearwater Drive, with provision to extend into the new Cardinia Road Railway Station; provision will also be made for the route to operate through the Arena Estate.

Route 927 (Pakenham Station – Pakenham North) restructured and extended further north into the currently un-serviced areas of Ahern Road North and Kennedy Road.

Route 928 (Pakenham Station – Pakenham South via Henry Road) restructured and extended further west along Henry Road into the currently un-serviced areas of Mackellar St and Livingstone Boulevard.

Route 929 (Pakenham Station – Army Road) restructured and extended into the currently un-serviced areas of Leigh Drive and Windermere Boulevard.

Sita: New timetables dated 10 October 2010 for routes 453, 455, 456, 457, 458 & 459.

Invicta: New timetables dated 10 October 2010 for routes 663/691/693 & 664/670/679.

Victoria – Regional

Bellarine Peninsula: Route 83 (Geelong to Ocean Grove via Wallington) has an additional service from 8 November 2010 departing Geelong Station at 1725.

Maryborough: The trial bus service is to become permanent. There will be an extra 120 weekly trips operating between 0600 and 1900 weekdays and 0900 and 1500 Saturdays.

Warrnambool: Timetables for two rural routes will commence on 20 December 2010. Warrnambool – Macarthur via Woolsthorpe and Hawkesdale (70 minutes each way).

Warrnambool – Mortlake via Bushfield, Purnim and Ellerslie (40 minutes each way).

Each has a Mon – Fri day return trip to Warrnambool.

Thanks to Australian Transport Discussion Board, Tony Bailey, Hilaire Fraser, Victor Isaacs, Duncan MacAuslan, Lourie Smit, Roger Wheaton and various operator and Authority websites.

FERRY NEWS

Manly Fast Ferry and Captain Cook Cruises co-operate

Manly Fast Ferry and Captain Cook Cruises will “code share” services. This will provide an hourly high speed service to and from Manly seven days a week, with connections to Darling Harbour. Manly Fast Ferry has been operating Manly services since February 2009 and had been applying to extend the service to Darling Harbour. The agreement with Captain Cook Cruises provides this.

Thanks to Tony Bailey for Ferry news.

AIR NEWS

International

Hainan Airlines will commence flights from Hangzhou and Shenzhen to Sydney on 10 December - from China on Mon, Wed and Fri and from Sydney on Tues, Thurs and Sat. There will then be four Chinese carriers operating to Australia. **China Southern Airlines** plans to fly to Cairns, Perth and Adelaide by 2013. It commenced non-stop flights between Guangzhou and Brisbane in early November and has more than doubled capacity from Australia to 24 flights per week. It hopes to have 50 services per week by 2013. **China Airlines** will fly between Brisbane and Auckland from 2 January.

Aerolineas Argentinas will increase flights from Sydney-Auckland-Buenos Aires to four times weekly from December, and to five times weekly in 2011. It hopes to launch direct services from Australia to BA although no timeframe is set.

Strategic Airlines will commence flights from Brisbane and Melbourne to Phuket, Thailand on 22 February 2011. This follows [V](#) Australia’s withdrawal from the route. Flights ex Melbourne will be on Tuesdays and Fridays.

Jetstar will launch flights from Darwin to Manila on 9 February, subject to regulatory approval, departing Darwin at 1900 on Wednesday, Friday and Sunday, arriving Manila at 0940. Return flights from Manila at 2255 arriving in Darwin early next morning.

Qantas began a phased return of its A380 aircraft from 27 November but some destinations will remain off limits until it is “100% sure” the engine problems have been resolved. Initially a single A380 operated to the UK.

Indonesia AirAsia will commence daily flights from Darwin to Denpasar on 23 December .

Hawaiian Airlines will increase its Sydney to Honolulu frequencies from four per week to a daily service between 6 April and 1 August , then, Hawaiian operate five-times weekly.

Domestic

Jetstar will launch a daily Hobart-Gold Coast service from 22 December.

Skywest and **Virgin Blue** have extended their codeshare agreement to include Skywest routes from Perth to Albany, Esperance, Geraldton, Exmouth, Monkey Mia and Carnarvon. Skywest ports already covered include Broome, Kununurra, Karratha and Kalgoorlie.

Thanks to Tony Bailey for Air news.

AND FINALLY

In the August Table Talk, we noted that The Hindu, one of India's most important newspapers, took an interest in reporting the publication of new Railway Working timetables. It seems that The Hindu has an interest (obsession?) with Railway timetables generally. Soon after, it published this review of a new Public timetable book:

Despite the advent of technology, the railway commuters look forward to the release of the railway timetable in July as it is user-friendly, comprehensive, easy-to-read and has valuable information on the trains and the railway network. The timetable for the Southern Zone valid from July this year to June next has just hit the stands.

The Rameswaram bridge in the Southern Railway and Rajahmundry bridge in South Central Railway have occupied the cover page of the timetable. The Dudh Sagar in Goa that comes under the South Western Railway has been featured in the back cover with the message 'Indian Railways Serving Customers with a Smile.' The zonal railways – South Central Railway, Southern Railway, South Western Railway and Konkan Railway – in the South have been clubbed together for making the timetable comprehensive.

A notable feature of the timetable is that key persons of the zonal railways right from General Manager to those in the Operation, Commercial and Transportation wings have been included in the beginning. Blue coloured fonts have been given in the book to facilitate easy reading. A separate section on select tourist attractions in the southern States titled 'The Marvellous South India' is featured towards the end.

Four simple methods have been listed out and tips provided, along with illustrations, on how to locate the tables in the 360-page book. A pairing table has also been included along with this. It is followed by an illustration on how to read a table and how to locate the trains and railway stations. It is priced Rs.30.

The Indian Railway Map in colour has been included in the beginning along with the map with table numbers. Timetables of express and passenger trains of all the zones as well as all-India trains have been provided. Route maps have been given above all the timetables to enable the commuter to know the route of the train.

In the passenger information section, telephone numbers of zones and divisions, list of computerised reservation centres, advance reservation procedures, rail travel concessions, refund rules, booking of luggage, claims, amenities at stations, retiring rooms and dormitories at stations are included. Fares of passenger trains, Rajdhani, Shatabdi, Jan Shatabdi and Garib Rath are also there.

Public grievance and redressal machinery, public information officers under the Right to Information Act, list of zonal railways and websites along with details of rail travel service agents in all divisions have been provided in the passenger information section.

Thanks to Tony Bailey for this item.