



TABLE TALK

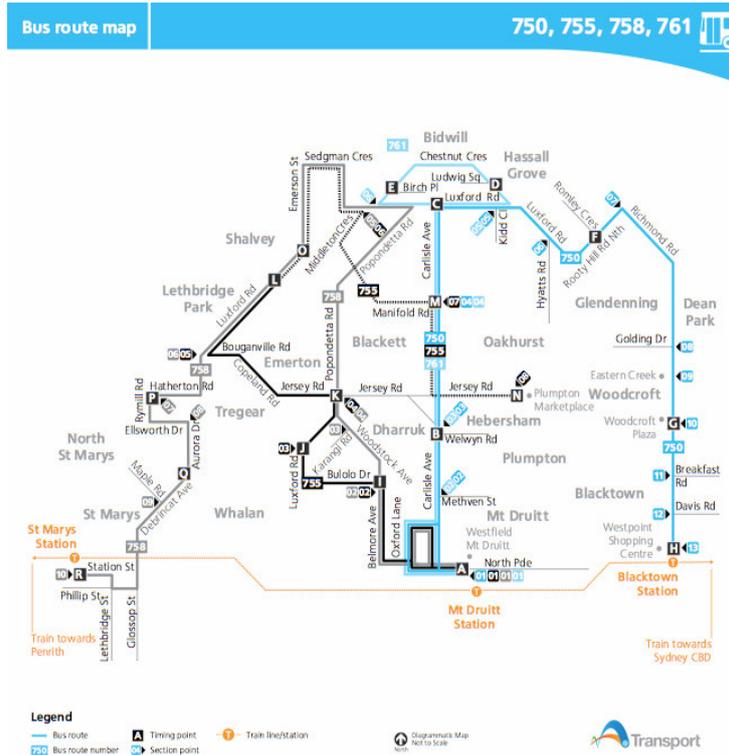
AUSTRALASIAN TIMETABLE NEWS

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Monday to Friday		Bondi Junction & New South Head Road to City												
Monday to Friday		324	324	324	324	323	325	326	324	323	325	327	326	324
Route Number														
A	Watsons Bay Military Road	04:38	05:08	05:38	06:05	...	06:18	...	06:33	...	06:48	...	...	07:03
B	Vaucluse Heights Old South Head Rd	04:43	05:13	05:43	06:10	...	...	...	06:39	...	...	...	...	07:09
C	Vaucluse Hopetoun Avenue	...	...	...	...	...	06:23	...	...	...	06:53	...	...	...
D	Dover Heights Military Road	...	...	...	06:13	...	...	...	06:46	...	...	...	...	...
E	Rose Bay Dover Road	04:48	05:18	05:48	06:15	06:22	06:32	...	06:45	06:55	07:02	...	...	07:15
F	Bondi Junction Interchange Stand G	...	...	...	...	...	...	06:32	...	...	...	06:48	p07:02	...
G	Bellevue Hill School, Victoria Road	...	...	...	...	...	...	06:37	...	...	...	06:53	07:07	...
H	Bellevue Hill Bundarra Road	...	...	...	...	...	...	06:40	...	...	...	...	07:10	...
I	Bellevue Hill Victoria & Drumalbyn Rds	...	...	...	...	...	...	06:46	...	...	...	...	07:16	...
J	Double Bay Manning Road	04:56	05:26	05:56	06:25	06:32	06:42	06:51	06:55	07:05	07:12	...	07:21	07:25
K	Edgecliff New South Head Road	04:58	05:28	05:58	06:28	06:35	06:45	e06:53	06:58	07:08	07:15	e07:07	07:23	07:28
L	Darling Point Thornton Street	...	...	...	...	...	...	...	...	...	...	...	07:13	...
M	Kings Cross Bayswater Road	05:02	05:32	06:02	06:33	06:40	06:50	...	07:03	07:13	07:20	07:22	07:28	07:34
N	City - Martin Place Elizabeth Street	05:10	05:40	06:10	06:43	06:50	p07:00	...	p07:13	07:23	p07:30	p07:33	07:40	p07:47
O	City Gresham Street	...	...	...	...	...	...	...	...	...	...	...	07:35	...
P	City - Circular Quay Phillip Street	05:13	05:43	06:13	06:46	...	07:03	...	07:16	...	07:33	...	...	07:50

Monday to Friday (continued...)		323	325	324	327	L26	326	323	325	324	327	325	L26	326
Route Number														
A	Watsons Bay Military Road	...	07:13	07:17	...	p07:23	...	...	07:29	07:34	...	07:39	p07:47	...
B	Vaucluse Heights Old South Head Rd	...	...	07:23	...	p07:29	...	...	07:40	...	...	...	p07:53	...
C	Vaucluse Hopetoun Avenue	...	07:18	...	...	...	...	07:34	...	...	...	07:44	...	...
D	Dover Heights Military Road	07:12	...	...	...	...	...	07:27	...	...	...	...	...	...
E	Rose Bay Dover Road	07:21	07:27	07:29	...	p07:35	...	07:37	07:45	07:47	...	07:55	p07:59	...
F	Bondi Junction Interchange Stand G	...	...	...	p07:19	p07:25	...	...	p07:38	...	...	...	p07:47	...
G	Bellevue Hill School, Victoria Road	...	...	07:24	...	07:30	...	...	07:44	...	...	...	07:53	...
H	Bellevue Hill Bundarra Road	...	...	...	...	07:33	...	...	...	...	...	...	07:56	...
I	Bellevue Hill Victoria & Drumalbyn Rds	...	...	...	...	07:41	...	...	...	...	...	...	08:04	...
J	Double Bay Manning Road	07:32	07:41	07:44	...	p07:48	07:49	07:52	08:00	08:02	...	08:10	p08:12	08:12
K	Edgecliff New South Head Road	07:36	07:45	07:48	e07:40	p07:52	07:53	07:56	08:04	08:06	e08:00	08:14	p08:16	08:16
L	Darling Point Thornton Street	...	...	07:47	...	...	...	...	...	08:07	...	...	p08:10	...
M	Kings Cross Bayswater Road	07:43	07:52	07:55	07:56	...	08:00	08:03	08:11	08:13	08:16	08:21	08:23	...
N	City - Martin Place Elizabeth Street	07:56	p08:05	08:08	p08:09	...	p08:13	08:16	p08:24	08:26	p08:29	p08:34	08:36	...
O	City Gresham Street	...	...	...	...	08:11	...	...	...	...	...	...	08:31	...
P	City - Circular Quay Phillip Street	...	08:08	...	...	p08:11	08:16	...	08:27	...	...	...	08:37	p08:35

New Sydney and NSW bus and rail timetables

RAIL AND TRAM NEWS

Brisbane Underground

The Queensland government is considering a plan to build a rail and bus tunnel from the south side of the Brisbane River to George St in the City as a cheaper alternative to the now defunct Cross River Rail project (underground from Bowen Hills to Salisbury). It is understood the project will be paid for by the State government and the private sector. Premier Campbell Newman said the Brisbane Underground proposal would cost "billions" of dollars less than Cross River Rail. He said construction would begin "within the next few years". Cross River Rail had an initial price tag of \$8 billion but the new tunnel is expected to cost less than half that amount. Mr Newman said the project would have to begin "within the next few years" with the Merivale rail bridge due to reach capacity in 2016. In the meantime the government is looking at timetabling and signalling changes to help the rail network cope and avoid the 2016 choke point on the bridge. Queensland Transport Minister Scott Emerson said the state was now able to fund the underground rail line because it did not need to spend as much on federal roads. There will be at least two underground stations in George St and one linked to Roma St station.

Queensland Rail Traveltrain: Outback slowdown

Not hitherto recorded in these columns is the slowdown, on an unknown date, of Queensland Rail Traveltrain's Spirit of the Outback west of Comet (the end of the coal network). It is an hour slower in each direction on its journey to/from Longreach.

NSW: Cowra rail lines

On 2 September NSW Minister for Roads and Ports Duncan Gay called for registrations of interest from the private sector to restore, operate and maintain 200 kms of railways in the Cowra area. He said there has been widespread support from local councils and Mayors to reopen these lines after they were closed in 2007 because of poor coordination between asset managers, high operating costs and low freight volumes. Transport for NSW is calling for Registrations of Interest from suitably qualified parties to restore, maintain and operate the railway lanes from Blayney to Demondrille and between Koorawatha to Greenthorpe on a commercially sustainable basis under a fixed term licence. This follows a Memorandum of Understanding between the NSW Government and the Blayney, Cowra, Harden, Weddin and Young Shire Councils signed in July 2013 to investigate how a regulatory and operating model for the lines could be improved.

Sydney: Gen Y turns to public transport by Jacob Saulwick and Conrad Walters, *Sydney Morning Herald*, 14 September 2013

Sydney's 20-somethings are fast ditching their cars for public transport, previously unpublished figures show, revealing the trend is widespread in the city. An analysis of new travel figures from the [NSW] Bureau of Transport Statistics shows the generational shift to public transport is not confined to well-serviced inner areas but also in outer Sydney, where public transport is more patchy. The whole value proposition of a car is not what it used to be for young people. The transformation in travel patterns, experts and surveys say, is likely caused by the cost and inconvenience of maintaining a car but also the widespread use of mobile devices, which are more attractive on public transport.

Ten years ago, people aged 21 to 30 in Sydney drove themselves on about 53% of all trips on an average weekday. That share fell almost eight percentage points to 45.5% in 2011-12. Among people aged 31 to 40, the 'mode

share' of driving trips fell from 64.2% to 60.2% in the decade. Sydney residents in their 40s and 50s are also driving less but the trend is not as pronounced and residents in their 60s and 70s are, on average, driving slightly more.

"The whole value proposition of a car is not what it used to be for young people," said Garry Glazebrook, of the University of Technology, Sydney. "It's not the ticket to freedom it once was. And, in the inner suburbs, it is almost a menace because you can't find somewhere to park."

Fairfax Media asked the bureau to break down the most recent transport mode share figures by age and geography. The breakdown shows that in the inner west, the share of weekday driving trips fell from 41.8% to 33.3% in a decade. By contrast, the share of train trips almost doubled, from 13.1% to 24.8%. In St George and Sutherland, the share of driving trips for people in their 20s dropped from 60.2% to 52.3% in the decade. Train trips more than doubled from 8.5% to 18.3%, while bus trips also increased. In Fairfield and Liverpool, the share of driving trips for those aged 21 to 30 dropped from 71.6% to 56.6%. The share of train trips rose from 4.3% to 13.6%, while bus trips rose from 0.4% to 7.6%. The Blacktown area is an exception to the trend. In the past decade, car use among people in their 20s has increased, while public transport use has risen only marginally.

The bureau urges some caution with the statistics, particularly in areas with low overall numbers. But the trend is there.

Official surveys show avoiding the hassle of parking is the main reason people choose to travel by public transport during the week. Other common reasons include that public transport is cheaper than driving a car, it can be faster than commuting by car, it can be less stressful and it offers time to read or work.

For people who drive during the week, the biggest reason in the bureau's surveys is that it is more convenient than public transport. Other reasons focus on the inadequacy of public transport in Sydney: it can be indirect; too slow; does not go where people want to go; or the timetable is unsuitable.

Driving remains the most common form of transport in Sydney, responsible for 68% of total trips. But the mode share has declined steadily in the past decade, while many young people have also stopped getting driver's licences. Earlier analysis by the bureau show the share of 25-year-olds without a licence has dropped by 10% in a decade.

Dr Glazebrook said the trends showed governments should concentrate funding on public transport services. He criticised incoming Prime Minister Tony Abbott's position of not spending money on public transport, only motorways such as the proposed \$13 billion WestConnex in Sydney. "Most of the growth in future travel demand will not be for driving," he said.

ARTC & JHR CRN NSW Working Timetables 20 October 2013

The 20 October Working Timetables of ARTC were placed on their website on 24 September. See www.artc.com.au and look under "Operations".

The 20 October Working Timetables of John Holland Rail Country Regional Network NSW were placed on their website on 19 September. See www.jhrcrn.com.au and look under "Network Operations & Access".

SydneyTrains: 20 October Public timetables presentation

The new Public timetables of both SydneyTrains and NSW TrainLink were placed on the web, www.sydneytrain.info and www.nswtrainlink.info on 17 September and print copies available from stations from 23 September. The SydneyTrain Public timetables have been converted from 12 to 24 hour clock.

For details of the altered SydneyTrains services see June *Table Talk* pages 1 and 2, and August *Table Talk*, pages 1 to 3. Current publicity material summarises changes:

Western Line

- 43 extra trains between Parramatta and the city every day.
- Improved off-peak frequency to stations like Parramatta and Blacktown; at least six off-peak
- Direct late-night service from Central to Richmond

Northern Line

- 10 extra direct services between Hornsby and the city in the middle of the day
- Consistent services every 15 minutes during the day
- Five extra weekday morning services from the city to Macquarie Park
- Nine extra weekday afternoon services from Macquarie Park to the city

North Shore Line

- More services running on skipped-stop patterns
- Fewer services at smaller stations like Turramurra, Killara, Lindfield
- One extra daily afternoon peak service
- Extra services for lower north shore stations

Illawarra Line

- Kogarah and Rockdale lose direct connections to Cronulla, Sutherland and Waterfall
- Three extra services from the city to Cronulla between 1700 and 1900
- Trains at 10-minute frequencies between Hurstville and the city
- Faster trains from Cronulla and Heathcote to the city

Bankstown Line

- Four extra express trains every morning from Bankstown
- Six extra morning services at Marrickville and St Peters between 0700 and 0900

Airport Line

- Services every 15 minutes between Revesby and Wollie Creek between 0600 and 2200
- Four minutes shaved off journey time between Macarthur and Central

Inner West Line

- Services every 15 minutes from 0600 to 2200
- More seats on most services as Inner West trains will begin at Homebush

Eastern Suburbs Line

- At least six services an hour in each direction from 0500 to 2400
- 85 extra weekly peak services

Cumberland Line

- Two services an hour between 0700 and 1900 on weekdays

South Line

- Three extra daily services in the morning and afternoon peak between Campbelltown and the city

South Coast Line

- Travel time savings of five to six minutes a day from Central to Wollongong, but only one-minute in opposite direction
- Express trains to skip some smaller stops
- Every train now stops at Wollie Creek
- 125 new express services a week

Blue Mountains Line

- 25 new weekly express services
- Just two stopping patterns in peak periods: express and all stops
- Blue Mountains-to-Westmead passengers will have to change at Blacktown or Parramatta
- About 15 minutes a day journey time saving for peak trips between Katoomba and Central

Central Coast and Newcastle Line

- 10 extra weekly peak services
- 105 extra services a week
- More services at larger stations like Woy Woy, Wyong and Tuggerah
- Peak travel time savings of two to three minutes a trip between Gosford and Central

Southern Highlands Line

- One extra peak service.

The following public timetables have been issued in hard copy and on the web:

- Airport Line
- Bankstown Line
- Blue Mountains Line
- Carlingford Line
- Central Coast & Newcastle Line
- Cumberland Line (not yet sighted in paper form)
- Eastern Suburbs & Illawarra Line
- Hunter Line
- Inner West & South Line
- Northern Line
- North Shore & Northern Line
- Olympic Park Line
- South Coast Line
- Southern Highlands Line
- Western Line

NSW TrainLink: 20 October Timetable services - Brisbane loses, Canberra wins

One of the changes in the NSW TrainLink timetable of 20 October will remove a problem in **Brisbane**. Hitherto the overnight TrainLink XPT from Sydney arrived in Brisbane at 0630. The return journey departed Brisbane at 0730. The return journey, in particular, was a problem. It meant a southbound train was occupying the dual gauge express track between South Brisbane and Salisbury at the very height of the morning peak – just when it would be of most benefit to incoming northbound express trains from the Gold Coast to Brisbane. The train is now altered to arrive in Brisbane at 0453 (0353 during Daylight Saving time). The return journey will now depart Brisbane at 0555 (0455 in Daylight Saving time).

The new departure time of the Brisbane train from Sydney is 1441, rather than the former 1612, and means two North Coast departures within three hours. The arrival time of the Brisbane train in Sydney is now 2012, rather than the former 2106. The up Grafton train now leaves at 0515 (was 0630) arriving Sydney at 1539 (was 1638).

The northbound overnight Sydney-Brisbane train no longer stops at Nambucca Heads. Consequently, a new bus service runs Nambucca Heads-Macksville and v.v. to maintain service to this stop.

The down **North West** service now runs significantly earlier. It now departs Sydney at 0939 (formerly 1005) and arrives Armidale at 1735 (was 1820) and Moree at 1800 (was 1848). The up North West train runs two to twenty minutes earlier.

As anticipated, Sydney-**Canberra** trains will revert to three trains a day every day, with the return of the evening trains in each direction on every day, rather than only on four evenings a week.

All **Southern** trains (to/from Canberra and Melbourne), will now operate via the East Hills line and not stop at Strathfield. They will be about ten minutes faster.

Notwithstanding that trains to Goulburn, the Blue Mountains, Newcastle and the Hunter Valley now fall under the same responsibility as long-distance trains, that is of TrainLink,

there are still completely separate Public timetables for the Intercity and the long-distance trains. Each one does not mention the existence of the other type of train.

The Bathurst-Sydney day train is now included in the Blue Mountains timetable.

The following Public timetables have been issued in hard copy as DL booklets and on the web:

- North Coast 28 pages
- North West 20 pages
- West 36 pages
- South 36 pages.

Copies of these are available as hard copy booklets or as electronic files from the AATTC October Distribution List.

**Eden – Bombala – Canberra (Kingston) –
Canberra Civic – Sydney (Central)**

	T	C	C	T	T	T	T
Destination	Sydney	Canberra	Canberra	Sydney	Sydney	Sydney	Sydney
Days of operation	Daily	Mon/Wed/Fri	Daily	Mon-Fri	Sat/Sun	Mon-Fri	Sat / Sun
Service No.	632	774	772	634	634	636	636
Eden			07:00				
Pambula			u07:19				
Merimbula			u07:32				
Wolumla			u07:43				
Bega			u08:06				
Bemboka			08:36				
Bombala		08:05	...				
Bibbenluke		08:15	...				
Nimmitabel <i>arr</i>		08:45	09:09				
Nimmitabel <i>dep</i>		...	09:39				
Cooma		09:20	10:05				
Bredbo		09:45	10:32				
Michelago		10:03	a10:51				
Canberra (Kingston) <i>arr</i>		d10:37	d11:25				
Connection							
Canberra Hospital		d10:55	d11:43				
Canberra John James Hospital		d11:05	d11:53				
Canberra Civic		11:15	12:03				
Canberra (Kingston) <i>dep</i>	06:50			11:53	11:40	17:25	17:20
Queanbeyan	06:59			12:02	11:49	17:34	17:29
Bungendore	07:29			12:32	12:19	18:04	17:59
Tarago	a07:53			a12:56	a12:43	a18:28	a 18:23
Goulburn	08:20			13:23	13:10	18:56	18:51
Bundanoon	a08:58			a14:01	a13:58	a19:35	a 19:29
Moss Vale	09:13			14:15	14:13	19:50	19:44
Bowral	a09:20			a14:22	a14:20	a19:57	a 19:51
Mittagong	a09:25			a14:27	a14:25	a20:02	a 19:56
Campbelltown	d10:21			d15:22	d15:20	d20:57	d 20:50
Sydney (Central)	10:56			15:59	15:56	21:37	21:25

The Eden and Bombala to Canberra buses and Canberra to Sydney trains from the Southern Region Trainlink timetable booklet. Many of the Canberra trains have different schedules on weekends.

Editorial Comments: This problem in Brisbane train operations clearly needed to be solved. But the solution adopted goes to ridiculous extremes. The problem could have been solved by moving the arrival and departure to somewhere in between the former and future times. Even better would have been to reverse the operation of the Sydney-Brisbane train, so that it goes northbound in daylight, and southbound overnight, giving it evening times in Brisbane when this would not be an operational problem. This would have been relatively simple to implement. Given

the new arrival and departure times that have been imposed, plus the recent closure of the TrainLink ticket office in Brisbane and de-linking of the Queensland and NSW reservation systems, in future no-one who has a choice will choose to travel by TravelTrain trains to and from Brisbane.

The non-running of evening trains to/from Canberra on three days a week was ridiculous. It is believed that with crewing costs the savings of non-running were minimal or non-existent. It is also believed that the non-running of the

evening trains on some days was related to a long past dispute where the NSW government tried to make a point in regard to cross-border costs of government services generally in a dispute with the ACT government.

The non-mention of long-distance trains in the Public timetables of the intercity trains makes no sense. It is a disservice to both the traveling public and to TrainLink itself. It needs to be remedied.

Sydney Train Control

From Sunday, 29 September the Australian Rail Track Corporation will assume the Train Control function for the ARTC leased portion of the Metropolitan Freight Network (MFN). This includes from Enfield West to Botany and Flemington Goods Junction to Enfield. The MFN train control function will be performed by the ARTC Network Control Centre South at Junee. The existing Meeks Road Panel and Enfield signalling functions will continue to be performed by Sydney Trains staff utilising Sydney Trains Network Rules and Network Procedures. This is in addition to the current ARTC leased portion of the Metropolitan Freight Network and the Southern Sydney Freight Line (SSFL).

NSW TrainLink: Elvis rides the rails

NSW TrainLink is continuing sponsorship of the annual Elvis Festival at Parkes, taken over from Countrylink, and including running of a special train. On Thursday 9 January 2014 this will depart Sydney at 0923, Strathfield 0934, Parramatta 0946, Penrith 1011, arriving Parkes at 1614. Return from Parkes on Monday 13 January will be at 0830, arriving Penrith at 1458, Parramatta 1524, Strathfield 1539 and Sydney at 1552. There will be an Elvis concert in each carriage.

SydneyTrains & NSW TrainLink: Significant track closedowns

From Monday 23 to Friday 27 September, trains between Cronulla and Sutherland were replaced by buses. \$3.5 million will be spent on maintenance and upgrading; specifically track reconditioning at Kirrawee and Gymea, ballast cleaning at Cronulla, re-railing sections of track at Cronulla and additional track foundation work at Acacia Road, Kirrawee.

From 23 September to 4 October trains were replaced by buses between Mount Victoria and Lithgow. Buses departed Lithgow up to 10 minutes earlier than normal train times.

SydneyTrains & NSW TrainLink: Performance standards

New performance standards will be introduced for SydneyTrains and NSW TrainLink. Formerly, on-time running figures were adjusted for "force majeure" - events considered out of the control of CityRail such as heavy rain or a landslide. This will no longer be so. Also, trains that break down mid-journey and are replaced by a new train will not now be counted as on time. The definition of 'peak hour' has been extended. It now runs from 0600 to 1000 (previously 0600-0900) and 1500 to 1900 (was 1600 to 1900), meaning about 70% of services will be counted as peak, up from 50%. NSW Transport Minister Gladys Berejiklian said the tougher measure of reliability would better reflect passengers' experience. The five-minute leeway period will remain under the new reliability standard, but it is also under review. Both the old and new performance figures will be published on the SydneyTrains and NSW TrainLink websites.

Metro Trains Melbourne: Website

The website of Metro Trains Melbourne - www.metrotrains.com.au - has been re-designed. It still includes Metro's current Working Timetable. Click on

"Contact Metro", then on "Doing business with Metro", then "Working Timetable".

Metro Trains Melbourne & V/Line: 1 December timetables

New Victorian timetables will be introduced on Sunday 1 December.

V/Line: Regional Rail Link - progress

The first section of the Regional Rail Link project to be completed, Melbourne Southern Cross station new platforms 15 and 16, was tested with Vlocity and Sprinter Diesel Multiple Units, on 11, 13 and 14 September. These platforms will come into use from the timetable of 1 December 2013.

The section of the Regional Rail Link from South Kensington to Sunshine is expected to come into use from July 2014, involving new timetables for the Ballarat and Bendigo lines. The new line from Deer Park West via Tarneit to West Werribee will open in 2015, involving a radical new timetable for the Geelong line. In other words, timetables for all parts of the V/Line network, except the North East and Gippsland, will be different.

V/Line: North East line woes

The midday trains were again due to be replaced by buses from 3 until 11 October due to Regional Rail Link works, as were all NE passenger trains on the weekend of 5 and 6 October.

V/Line: We promise to do better

The new CEO of V/Line has vowed to start running country trains on time after admitting the operator had let some passengers down. Former Queensland Rail executive Theo Taifalos said V/Line's performance was weighed and measured twice daily and the statistics spoke for themselves. V/Line has failed to meet its target of running 92% of trains on time on most lines for months on end. Mr Taifalos said that V/Line was working hard to improve services by holding noon meetings every day to review the previous 24-hour performances and to prepare for afternoon peak traffic.

V/Line: Football Finals

After the AFL Second Semi Final at the MCG on Friday evening 13 September and Preliminary Final on Friday 20 September additional trains operated to Traralgon, Geelong and Marshall with appropriate empty balancing runs in the opposite direction. As necessary, trains ran empty from Richmond to Caulfield to reverse. Other trains had additional carriages.

Melbourne: Fishermans Bend transport infrastructure

An extension of the Collins St tram and two underground train stations could be built at Fishermans Bend as part of a renewal project that will virtually double the size of the Melbourne CBD. Victorian Premier Denis Napthine released the draft vision for Fishermans Bend on 16 September, describing it as one of the "most exciting" urban renewal projects in the world. He said over the next 50 years, there would be 80,000 people living in Fishermans Bend and 40,000 new jobs in the area. The potential underground train stations - which would connect to the City Loop - are a long way off and would be built after the first stage of the Melbourne Metro between South Yarra and South Kensington.

Tasmania West Coast Railway future

The Tasmanian government is reported to be struggling to find an operator for the troubled Abt Railway on the state's west coast. The heritage railway, which closed in April, is likely to reopen in time for summer but without a permanent

operator. So, it is likely to be run by the State government while talks continue with two potential operators.

Infrastructure Department secretary Norm McIlpatrick says while there have been two expressions of interest, it is unlikely either can run the tourist railway alone. "I'd have to say that it's unlikely that we will have a full operating model where the Abt Railway Corporation can step back and let someone else operate it. We're talking to both those expressions with a view to perhaps involving them over the 2013-14 season in a different way...and we all recognise that probably the best way forward is to get the rail back up and running. That's our first objective, to get tourists back onto the railway then look for a long-term operating model", he said.

The railway is being refurbished with a \$6 million grant from the Commonwealth. Capital works are still underway but the railway is expected to re-open in December.

Tasrail: Iron ore traffic

Venture Minerals expects to begin site works at a new iron ore mine at Riley Creek in coming weeks, after environmentalists lost their bid to stop it. TasRail chief Damien White says from early next year, ore will be carried on an existing line from Rosebery to Burnie.

Tasmania: Coal traffic

The Tasmanian government has approved a major new coal mine in the Fingal Valley. It will produce more than one million tonnes a year worth an estimated \$100 million and be operational within three years. The coal is expected to be railed to Bell Bay for export.

AdelaideMetro: Noarlunga line re-opening delayed

On 18 September the SA Minister for Transport and Infrastructure Tom Koutsantonis, announced that diesel rail services on the Noarlunga line will not resume in September as scheduled. He said he has been advised that contractors involved in installing the new signalling systems are not as far advanced as they should be to allow services to safely resume. He said, "I know this is frustrating for all those Noarlunga passengers who have endured the inconvenience and have been looking forward to diesel services returning this month, but I would be failing in my duty if I allowed passenger services to resume unless I was completely assured that all safety requirements have been met. Signalling is crucial to the safe running of a modern rail system, and there is absolutely no room for compromise. Everyone is aware we had difficulties recently when returning services to Belair. In the light of that experience, the Department of Planning, Transport and Infrastructure have thoroughly reviewed the Noarlunga rail program and are delaying the restart until they can provide me with a date that can be achieved. DPTI still expect to be in a position to return services before the end of the year and assure me that they are still on track to deliver electric rail services from Seaford from early next year. DPTI has assured me they have learned some valuable lessons from the recent resumption of services on the Belair line – and those learnings are being put into practice for the Noarlunga line. I am determined not to put passengers through the same level of uncertainty recently experienced on Belair. I don't want to announce services are ready to resume unless I can guarantee that they will be there at the platform and working to timetables they can meet." Mr Koutsantonis said substitute buses will continue to run and, under the circumstances, these will be free of charge.

The first of new A-City 4000 Class electric trains is currently being tested on the newly electrified Seaford line.

Adelaide Show

Dedicated shuttle trains and buses ran between the City and the Showground for the Royal Adelaide Show from 6 to 14 September. The trains ran from 0830 to 2330 every day and were the first to use the new Wayville station. Shuttle buses ran from North Terrace to the Leader St entrance. Route 21W buses ran from the Goodwood Road Interchange. Noarlunga rail line substitute buses also stopped at the Showground.

North-South railway

The Defence Department has sought control of the Adelaide-Darwin rail line on one in every five days of the year. Operators Genesee and Wyoming were told they would have to cancel trains in May because Defence needed the Woomera Prohibited Area for military tests. Defence was blocked from going ahead with the shutdown, but a spokeswoman for the company yesterday said it would raise the issue with the incoming Abbott government. The railway travels through the Woomera Prohibited Area, which is increasingly needed by the Defence Department for its activities.

TransWA: End of Avonlink

The last Avonlink train will operate on Friday 27 December. The replacement bus will operate between Northam and Perth twice daily on weekdays, morning and afternoon. The Merredin service will be replaced by additional stops on the Prospector service on its journey to/from Kalgoorlie.

Perth projects delayed

WA Premier Colin Barnett said on 14 September that the time line for delivering the government's big two public transport projects will slip up to another two years. He said the \$1.9 billion MAX light-rail and \$2 billion airport rail projects would likely be pushed back up to two years because WA had lost its AAA credit rating from Standard & Poor's. The projects were promised to be delivered by 2018 in the election campaign, but the time frame slipped to 2019 in last month's State Budget.

Perth station closedown

Perth Station will be closed again as part of the Perth City Link project from 2200 on Friday 11 October to first trains on Monday 14 October with replacement buses in place, as follows:

Fremantle Line – closed
Midland - terminate at Claisebrook
Armadale - terminate at Claisebrook
Thornlie Line - closed.
Mandurah Line - closed between Rockingham and Mandurah.
Joondalup Line - unaffected.

WA: Roy Hill iron ore railway

Lead contractor Samsung C&T has awarded John Holland a \$257m subcontract covering rail infrastructure and track construction for a 342 km heavy haul railway being developed as part of the Roy Hill Iron Ore project in WA. The line will be built through remote terrain to link the Roy Hill mine with Port Hedland. John Holland expects to begin two years of site works in October.

Recommended viewing: ARTC Advanced Train Management System

ARTC's Advanced Train Management System has now completed Proof of Concept trials. For an illuminating video about ATMS view <http://atms.artc.com.au/media/phase-2.asp> on ARTC's website. This provides a view of how trains will be controlled in the future.

Auckland electrification

The anticipated schedule for introduction for electric train services in Auckland is:

Onehunga line	April 2014
Manukau line	Mid 2014
Southern/Western lines	Late 2014
Western line	Mid 2015

The anticipated timetable is:

Peak	every 10 minutes (except Onehunga line)
Inter-peak	every 15 minutes
Off peak	every 30 minutes
Weekend	every 30 minutes

Diesel shuttle service Papakura-Pukekohe:

Peak	every 20 minutes
Off-peak & Weekends	every 60 minutes.

The entire Auckland system is provisionally scheduled to be closed from 25 December until 5 January for further electrification works.

TranzScenic: Coastal Pacific

It appears that cancellation of the Coastal Pacific train from Christchurch to Picton & v.v. during winter this year will become a permanent change. TranzScenic advises that the current summer season of operation of this train will be from 27 September 2013 until 4 May 2014, when it will again be cancelled during winter.

British timetable website/app

www.realtimetrains.co.uk is a new website developed by Tom Cairns, a student, using open source data. You enter a station and get a list of all trains, with those stopping in bold type plus the platform and the Working Timetable passing times of other trains, including freight services shown in italic.

European timetable apps

Following is a list of Android apps which can be used for planning trips, finding out fares and booking tickets:

General **European** app:

<http://market.android.com/details?id=de.hafas.android.eurail>

DB Germany Navigator & Tickets

<http://market.android.com/details?id=de.hafas.android.db>

<http://market.android.com/details?id=de.bahn.dbtickets>

DB Handyticket Deutschland

<http://market.android.com/details?id=de.hansecom.htd.android>

DSB Denmark Tickets

<http://market.android.com/details?id=com.cellpointmobile.ds>

[b.mobilbillet](http://market.android.com/details?id=com.cellpointmobile.ds)

DSB Rejseplanen

<http://market.android.com/details?id=de.hafas.android.rejseplanen>

Eurostar

<http://market.android.com/details?id=com.eurostar.androidapp>

MAV Hungary Timetables

<http://market.android.com/details?id=hu.porcica.mav.menetr>

MAV live train and loco tracking

<http://market.android.com/details?id=railon.vonatDroid>

NS Netherlands Reisplanner travel planner

<http://market.android.com/details?id=nl.ns.android.activity>

NSB Norway Togtider timetables

<http://market.android.com/details?id=togtider.jbv.no>

NSB tickets

<http://market.android.com/details?id=com.intele.nsbmob.app>

ÖBB Austria Scotty

<http://market.android.com/details?id=de.hafas.android.oebb>

ÖBB Tickets

<http://market.android.com/details?id=at.oebb.t4a>

OSE Greece Train Schedules

<http://market.android.com/details?id=com.pheide.trainose>

PKP Poland IC Mobile Navigator

<http://market.android.com/details?id=pl.intercity.navigator>

SNCB Belgium Railtimepp

<http://market.android.com/details?id=be.icode>

SNCB Train Info

<http://market.android.com/details?id=de.hafas.android.sncbmbs>

RENFE Spain mobi

<http://market.android.com/details?id=com.renfe.renfe.mobi>

RENFE Ya Tren

<http://market.android.com/details?id=com.sgarciaytrenpro>

SBB Switzerland Mobile

<http://market.android.com/details?id=ch.sbb.mobile.android.b2c>

SBB ZVV Fahrplan timetables

<http://market.android.com/details?id=de.hafas.android.zvv>

SJ Sweden Min resa

<http://market.android.com/details?id=se.sj.android>

SNCF France, Paris RATP

<http://market.android.com/details?id=com.fabernovel.ratp>

SNCF DIRECT

<http://market.android.com/details?id=sncfdirect.android>

SNCF TER Mobile

<http://market.android.com/details?id=com.ter.androidapp>

SNCF Transilien

<http://market.android.com/details?id=com.ocito.sncf>

SNCF Voyages-sncf

<http://market.android.com/details?id=com.vsct.vsc.mobile.horaireetresa.android>

ZS Croatia Timetables

<http://market.android.com/details?id=zs.redvoznje>

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BUS NEWS

Australia Capital Territory

Network '14 unveiled

ACTION has released plans for their next major network overhaul due to commence in early 2014 and are welcoming community feedback until 14 October. The new network aims to deliver:

- More direct & evenly spaced services, which ACTION acknowledge will lead to greater walking distances for some passengers
 - Higher frequencies for key destinations including Erindale, Chisholm, Gungahlin, Weston Creek & West Belconnen.
 - More efficient Xpresso peak services, with some areas benefiting for new services and others having them replacing with more frequent services on regular routes
 - Rationalisation of evening services that are poorly used
- Proposed changes by route have been listed on the ACTION website, along with network maps for various sub-regions and summaries of proposed frequencies. Comprehensive details will be included in November's *Table Talk*.

September special events

A number of free shuttle buses operated during September to allow Canberrians & visitors to attend a range of special events.

Floriade was held at Canberra's Commonwealth Park from 14 September until 13 October, where visitors could see a million flowers in bloom. Weekday attendees could reach the event via the Blue Rapid 300-series routes along with Routes 2, 3, 6, 80, while on weekends Blue Rapid 900, 932, 934 & 935 stopped outside. Centenary Loop 100 also offered a special temporary stop nearby.

Several international embassies and high commissions opened their gates to the public as part of "Windows to the World" on the weekends of 21-22 & 28-29 September. Two loops operated from Woden & the City at 45 min intervals, on Saturdays between 09:15 & 14:30 and on Sundays between 10:45 & 16:45 to match the hours of the event.

21 September also saw Government House host the Governor-General's Centenary Picnic Day. Special services ran every half hour from approx. 09:00 to 15:30 on four routes from Belconnen, Tuggeranong via Woden & North Curtin, Gungahlin & City via London Cct & Floriade.

In the late afternoon of 30 September, the Murra Bidgee Mullangari River Ceremony was held at the Uriarra East Public Area. Free buses left the City at 15:15, 16:00 & 16:45 stopping at Floriade and Woden. Express buses returned during the event at 16:00, 16:45, 17:30, along with buses setting down at Woden and Floriade enroute to the City at the conclusion of the ceremony at 19:00 & 19:30.

New City layovers

Planning is underway to find suitable locations for new City bus layovers as the existing parking on Marcus Clarke St is earmarked for redevelopment as part of the Australian National University Exchange. Public comments were invited in September for a new 21-space western City layover in Turner at the corner of Barry Dr & Watson St, which currently contains an unsealed carpark & open space. An Eastern layover will be built by converting part of the underutilised carpark behind Civic Pool.

NXTBus testing begins

Testing of the NXTBus real-time information system began in early September with testing of announcements onboard

buses along the Blue & Red Rapid routes and installation & testing of display screens at the City interchange.

Kingston Bus Depot to be transformed

The heritage listed Kingston Bus Depot will be transformed over coming months as it becomes an important feature of the Kingston Arts Precinct. The depot will also continue to host the iconic Sunday Bus Depot Markets. Works include demolishing the northern annex added in the 1980s and replacement of the asbestos roof. The depot was closed in 1990.

New South Wales

Region 1 handover

Busways officially assumed full operation of bus services in Region 1 from 6 October. The region covers Windsor, Richmond, Penrith, Mt Druitt & Quakers Hill as well as selected services into Blacktown & Rouse Hill. Westbus (Comfort DelGro Cabcharge) who currently operate about half the services in the region have lost the right to operate services in this region and neighbouring region 3 as part of the competitive re-tender process. Hawksbury Valley Coaches also run a small number of 660-series routes from Windsor to Riverstone & Pitt Town, which are also being transferred to Buways.

New timetables are being implemented on the former Westbus & Hawksbury Valley routes from 6 October, while timetables on existing Busways services will remain unchanged until October 20 when timetable changes will take place across Greater Sydney in conjunction with the new train & ferry timetables (see article below).

New timetables commencing 6 October are:

- 668 (Windsor – Richmond) & 669 (Windsor – Sackville) – last weekday 668 departs Windsor 43 mins later at 19:36
- 673 (Windsor – Penrith), 674 (Windsor – Mt Druitt), 675A/675C (Windsor – Richmond – Windsor) & 676 (Windsor – South Windsor) – A & C suffixes added to 675 numbering to help passengers differentiate direction. 675C weeknight services ex Windsor extended from 21:21 until 22:08.
- 677 & 678 (Penrith – Richmond)
- 680 (Richmond – Bowen Mountain) & 682 (Richmond – Kurrajong & Berambing)
- 759 (Mt Druitt – St Marys) & 780 (Mt Druitt – Penrith) – Weekday interpeak & Saturday 759 shortworkings better spaced between full length trips. Final evening shortworkings on 780 between Penrith & Wellington County dropped
- 770 (Penrith – Mt Druitt), 771 (St Marys – Mt Druitt) & 778 (St Marys – Caddens Rd East)
- 774, 775 & 776 (Penrith – Mt Druitt) & 779 (St Marys – Erskine Park)
- 780 (Penrith – Mt Druitt), 782 (Penrith – St Marys) & 785 (Penrith – Werrington)
- 781 (Penrith – St Marys), 789 (Penrith – Luddenham) & 795 (Penrith – Warragamba)
- 783 (Penrith – Jordan Springs), 784 & 785 (Penrith – Cranebrook)
- 791 (Penrith – Jamisontown) & 793 (Penrith – South Penrith)
- 795 (Penrith – Regentville), 797 & 799 (Penrith – Glenmore Park)
- S11 (St Marys – St Clair)
- S13 (Penrith – Mountainview Retirement Village – Centro Nepean - Penrith)

As departures were designed to meet new train timetables from 20 October, Busways will implement interim alternations on selected routes on weeknights during the first fortnight of the new timetable to ensure commuters can get home without lengthy delays. Extra services will run on 775 from St Marys to Erskine Park at 21:50 & 22:50, on 780 ex Mt Druitt to Ropes Crossing at 21:15 & 22:15 and departing Penrith to Wellington County (780) at 21:31 & 22:31; Cranebrook (786) at 21:29 & 22:29 and Jamisontown (791) at 22:01 & 23:01. Selected weeknight departures from Mt Druitt on 774 & 780 and St Marys on 775 & 776 are also being held back by up to 10 minutes to await connecting train arrivals.

Region 3 handover

Transit Systems are also due to commence operation in Sydney in October with the start of their contract in Region 3 encompassing Liverpool, Fairfield & Holroyd. Current services include Routes 801, 815, 816, 819, 823 & S10 operated by Metro-Link; Routes 805 & 807 jointly operated by Busabout & Metro-Link; Westbus Routes 804, 806, 808, 809, 810/810X, 811/811X, 812, 813, 814, 817, 818, Hopkinsons Routes 820, 821, 822 & 829; Routes 802, 803 operated by Westbus & Hopkinsons along with the government's operated T80 service (under the Western Sydney Buses banner).

At the time of writing the takeover date was unclear, however revised timetables on all routes commencing 20 October in conjunction with new train & ferry timetables across Greater Sydney have been made available (see below).

October timetable overhaul

As part of Transport NSW's major timetable overhaul across Greater Sydney on 20 October, a significant number of bus routes will have timetable changes to maintain and improve co-ordination with the new rail and ferry service timetables. Six new routes will also be introduced, along with over 1700 extra weekly services, including 1284 each trips a week throughout Western Sydney, 429 more services in the Inner West, 119 trips for the North Shore, 40 additional trips a week around Campbelltown and 30 more services for both Newcastle & Illawara. The extra services were largely funded as part of the 2013-4 state budget's "Growth Buses" initiative, although many upgrades (see full list in September's *Table Talk*) have been deferred until a later date. Some operators, such as Hillsbus, have also introduced updated running times.

As of late September, downloadable PDF timetables were available online on operator websites for the following routes. Due to time constraints between the public release of the timetables & the publishing deadline for the October *Table Talk*, a detailed summary of notable timetable changes has been deferred the next edition.

Busabout

- 850 (Narellan – Minto)
- 851 & 852 (Carnes Hill – Liverpool)
- 853 & 854 (Carnes Hill – Liverpool)
- 855 (Austral – Liverpool), 856 (Bringelly – Liverpool) & 857 (Narellan – Liverpool)
- 864 (Carnes Hill – Glenfield) & 867 (Prestons – Glenfield)
- 865 & 866 (Casula – Liverpool)
- 870, 871 & 872 (Campbelltown – Liverpool) – *shared with Interline*
- S9 (Glenfield – Glenquarie Shops loop) – *shared with Interline*

Busways (Campbelltown)

- 31 (Camden – Cobbitty) & 32 (Camden – Warragamba)

- 38 (Camden – Spring Creek), 39 (Camden – Mowbray Park & Rockbarton), 40 (Camden to The Rocks)
- 47 (Camden – Menangle), 49 (Camden – Razorback) & 889 (Campbelltown – Menangle)
- 878 (Campbelltown – Kearns & Eschol Park), 879 (Campbelltown – Blair Athol & Leumeah) & 880 (Campbelltown – Minto)
- 881 (Campbelltown – Leumeah North), 882 (Campbelltown – Leumeah South), 883 (Campbelltown – Ruse) & 883K (Campbelltown – Kentlyn)
- 884 (Campbelltown – Airds), 884W (Campbelltown – Wedderburn) & 885 (Campbelltown – St Helens Park (North))
- 886 (Campbelltown – Ambarvale & Glen Alpine), 887 (Campbelltown – Appin & Wollongong) & 888 (Campbelltown – St Helens Park)
- 890 (Campbelltown – Harrington Park), 891 (Campbelltown – Mt Annan (South)), 892 (Campbelltown – Narellan Vale) & 898 (Campbelltown – Harrington Park & Catherine Field)
- 890C (Campbelltown – Camden), 894 (Campbelltown – Bridgewater Estate) & 895 (Campbelltown – Camden South)
- 893 (Camden – Narellan) & 899 (Camden to Catherine Field)
- 896 (Campbelltown – Gregory Hills & Oran Park)

Busways (Central Coast)

- 11, 78 & 79 (Lake Haven – Wyong & Tuggerah)
- 32 & 33 (Gosford – Somersby) & 34 (Gosford – Kariong)
- 36 & 37 (Gosford – Ourimbah & Tuggerah), 38 (Gosford – Wyoming)
- 50, 54 & 57 (Woy Woy – Umina Beach), 55 (Gosford – Woy Woy & Ettalong)
- 53 (Woy Woy – Booker Bay), 59 (Woy Woy – Wagstaffe), 64 (Woy Woy – Erina Fair) & 70 (Woy Woy & Ettalong Beach – Gosford Hospital)
- 58 (Woy Woy - Woy Woy Bay)
- 59 (Woy Woy – Wagstaffe) & 65 (Gosford – Wagstaffe)
- 63 (Gosford – Saratoga & Davistown), 64, 65, 66A & 66C (Gosford – Kincumber)
- 64 (Gosford – Woy Woy), 65 (Gosford – Wagstaffe), 66A & 66C (Gosford – Avoca Beach – Copacabana loop)
- 67 (Gosford – Terrigal & North Avoca) & 68 (Gosford – Terrigal & Wamberal)
- 80, 81 & 82 (Lake Haven – Wyong & Tuggerah)
- 90 & 92 (Lake Haven – Toukley, Budgewoi & San Remo loop), 91 (Lake Haven – Toukley, Norah Head & Norville)
- 93 (Tuggerah – Norville) & 94 (Tuggerah – Budgewoi)
- 97 (Lake Haven – Mannerling Park & Wyee), 98 (Lake Haven – Blue Haven, Lake Munmorah & Chain Valley Bay) & 99 (Lake Haven – Lake Munmorah, Gwandalan, Swansea & Charlestown)

Busways (Western Sydney)

- 718 (Seven Hills – Kings Langley), 743 (Blacktown – Kings Langley) & 744 (Blacktown Industrial)
- 721 (Blacktown – Blacktown Hospital) & 722 (Blacktown – Prospect)
- 723 (Blacktown – Eastern Creek & Mt Druitt), 737 (Mt Druitt to Rooty Hill & Eastern Creek loop), 738 (Mt Druitt to Eastern Creek), 739 (Mt Druitt to Minchinbury) & 739V (Mt Druitt South loop)
- 724 (Blacktown – Arndell Park), 725 (Blacktown – Doonside), 726 (Blacktown – Doonside & Bungarribee) & 727 (Blacktown – Tallawong Ave)
- 740 (Plumpton – Macquarie Park) & 745 (St Marys – Castle Hill)
- 746 (Riverstone – Box Hill – Rouse Hill)
- 750, 754 & 756 (Blacktown – Mt Druitt)

- 750 (Mt Druitt – Blacktown), 755 (Mt Druitt to Shalvey & Plumpton), 758 (Mt Druitt to St Marys) & 761 (Mt Druitt to Bidwill)
- 753 (Blacktown – Doonside)
- 757 (Mt Druitt – Riverstone)
- T70 (Blacktown – Glenwood & Castle Hill) & T71 (Blacktown – Rouse Hill & Castle Hill)
- T72 (Blacktown – Quakers Hill), T74 (Blacktown – The Ponds & Riverstone), T75 (Blacktown – Rouse Hill & Riverstone) & 752 (Blacktown – Rouse Hill)

Dions

- 1 (Wollongong – Austinmer), 1U (University – Austinmer), 4 (Wollongong – Bulli) & 4U (University – Bulli)

Greens Northern Coaches

- 15 (Helensburgh – Stanwell Tops)

Hillsbus

- 601 (Parramatta – Rouse Hill)
- 604 (Parramatta – Castle Hill)
- 606 (Parramatta – Winston Hills)
- 609 (North Parramatta – Parramatta)
- 611 & 630 (Blacktown – Macquarie Park)
- 625 (Parramatta – Pennant Hills)
- 626 (Pennant Hills – Dural)
- 631 (Castle Hill – Pennant Hills)
- 632 & 633 (Castle Hill – Pennant Hills)
- 635 (Castle Hill – Beecroft), 650/650X (West Pennant Hills – City), 651 (Castle Hill – Macquarie & City), 652X (Knightsbridge – City) & 653 (West Pennant Hills – Milsons Point)
- 637 (Glenorie – Castle Hill), 638 (Berrilee – Pennant Hills), 639 (Pitt Town Rd – Castle Hill), 640 (Porters Rd – Pitt Town Rd), 641 (Rouse Hill – Dural) & 644 (Dural – Castle Towers)
- 700 (Parramatta – Blacktown)
- 702 (Seven Hills – Blacktown)
- 705 (Blacktown - Parramatta)
- 711 (Blacktown – Parramatta)
- 714 (Seven Hills – Bella Vista) & 715 (Seven Hills – Norwest Business Park)
- T60 (Parramatta – Castle Hill)
- T61 (Parramatta – Blacktown)
- T62 (Parramatta – Castle Hill)
- T63 (Parramatta – Rouse Hill)
- T64 (Parramatta – Rouse Hill)
- T65 & T66 (Parramatta – Rouse Hill)

Hunter Valley Buses

- 136 (Raymond Terrace – Stockton), 137 (Raymond Terrace – Lemon Tree Passage) & 138 (Newcastle – Lemon Tree Passage)
- 182 (Aberglasslyn - Woodberry), 182 (Rutherford – Thornton) & 187 (East Maitland – Metford)
- 183 (Rutherford – Tenambit) & 184 (Stockland Green Hills – Morpeth)
- 262 & 263 (Cameron Park – Charlestown)
- 267 (West Wallsend – University of Newcastle) & 268 (Killingworth – Glendale)
- 273 (Toronto – Fassifern)
- 274 (Toronto – Coal Point), 275 & 276 (Toronto – Wangi)
- 278 (Morisset - Silverwater), 279 (Morisset – Sunshine), 280 (Morisset – Cooranbong) & 281 (Wangi Wangi – Lake Haven)

Interline

- 870, 871 & 872 (Campbelltown – Liverpool) – *shared with Busabout*

- 873 (Ingleburn – Minto)
- 874 (Raby – Minto)
- 875 (St Andrews – Minto)
- 876 (Macquarie Fields loop)
- S9 (Glenfield – Glenquarie Shops loop) – *shared with Busabout*

Newcastle Buses

- 226 (Glendale – Newcastle), 230 & 231 (Wallsend – Newcastle) & 235 (Maryland - Newcastle)
- 363 (Warners Bay – Newcastle)

Point Stephens Coaches

- 130 (Fingal Bay – Newcastle), 131 (Shoal Bay – Newcastle), 132 & 133 (Soldiers Point – Little Beach), 134 (Soldiers Point – Anna Bay) & 135 (Nelson Bay – Raymond Terrace)

Premier Illawarra

- 3 & 8 (Wollongong – Northern Suburbs loop), 6 (Wollongong – Mount Pleasant loop) & 7 (Wollongong – Bellambi Point)
- 10 (Wollongong – West Wollongong loop), 11 (Wollongong – University), 24 & 39 (Wollongong – Figtree)
- 31 (Wollongong – Horsley), 33 (Wollongong – Dapto) & 43 (Port Kembla – Dapto)
- 34 (Wollongong – Warrawang) & 65 (North Wollongong – Port Kembla)
- 37 & 57 (Wollongong LakeLink loops)
- 51 & 53 (Wollongong – Shellharbour) & 72 (Shellharbour loop)
- 71 (Shellharbour – Kiama), 76 & 77 (Shellharbour – Albion Park)

Punchbowl

- 450 (Hurstville – Burwood)
- 939 (Greenacre – Bankstown) & 941 (Hurstville – Bankstown)
- 942 (Lugarno – Campsie)
- 944 (Hurstville – Bankstown)

Red Bus Service

- 15, 16, 24, 25, 26 & 27 (The Entrance – Wynong), 19 (Gosford – Wynong) & 30 (Tacoma South – Wynong loop)
- 17, 18, 19, 21, 22, 23 & 28 (The Entrance – Gosford)
- 18, 19, 23 & 28 (The Entrance – Gosford), 29 & 47 (Bateau Bay – Wynong), 45 (Bateau Bay – Mingara Recreation Club) & 48 (Tumbi Umbi loop)
- 20 (Holgate loop), 40 (North Gosford loop), 41 (West Gosford loop), 42 (Point Frederick loop), 43 & 44 (Erina Fair – Gosford)

Sydney Buses

- 153 (Wheeler Heights – Warringah Mall), 175 (Milsons Point – Warringah Mall), 178 & E78 (Cromer Heights – City), L78 (Dee Why – Milsons Point), 179 & E79 (Wheeler Heights – City), 180 & L80 (Collaroy Plateau – City)
- 200 (Chatswood – Bondi Junction)
- 202 & 204 (Northbridge – City), 203 (Castlecrag – City), 205 & 208 (East Willoughby – City), 206 & 207 (East Lindfield – City) & 209 (East Lindfield – Milsons Point)
- 225 (Neutral Bay Wharf – Cremorne Wharf), 236 (Spit Junction – South Mosman Wharf) & 238 (Balmoral – Taronga Zoo Wharf)
- 227 (Mosman Junction – Milsons Point), 228 (Clifton Gardens – Milsons Point), 229 (Beauty Point – Milsons Point), 230 (Mosman Wharf – Milsons Point), 243 (Spit Junction – City), 244 (Chowder Bay – City), 245 (Balmoral – City), 246 (Balmoral Heights – City), 247

- (Taronga Zoo – City), 248 (Seaforth – City) & 249 (Beauty Point – City)
- 265 (McMahons Point – Lane Cove) & 269 (McMahons Point – Milsons Point)
- 295 (North Epping – Macquarie Centre)
- 308 (Marrickville Metro – City)
- 313 & 314 (Coogee – Bondi Junction), 316 & 317 (Eastgardens – Bondi Junction)
- 323 (Dover Heights – City), 324/L24 & 325 (Watsons Bay – City), 326 & 327 (Bondi Junction – City)
- 333 & 380 (North Bondi – City), 381, 382 & X84 (North Bondi – Bondi Junction)
- 353 (Eastgardens – Bondi Junction)
- 360 (North Clovelly – Bondi Junction) & 361 (South Bondi – Bondi Junction)
- 370 (Leichhardt – Coogee)
- 378 (Bronte – Railway Square)
- 386 (Vaucluse – Bondi Junction) & 387 (South Head Cemetery – Bondi Junction)
- 389 (North Bondi – City) & X89 (North Bondi – Bondi Junction)
- 418 (Bondi Junction – Burwood) & 425 (Tempe – Dulwich Hill)
- 441 (Birchgrove – City – Art Gallery of NSW) & 442 (Balmain East – City)
- 444 & 445 (Campsie – Balmain East)
- 458 (Ryde – Burwood) & 459 (Macquarie University – Strathfield)
- 461 (Burwood – The Domain), 480 & 483 (Strathfield – The Domain)
- 462 & 464 (Ashfield – Mortlake), 463 (Burwood – Bayview Park), 466 (Ashfield – Cabarita Wharf)
- 476 (Sans Souci – Rockdale), 477 (Miranda – Rockdale), 478 (Ramsgate – Rockdale) & 479 (Kyeemagh – Rockdale)
- 490 (Drummoyne – Hurstville) & 492 (Drummoyne – Rockdale)
- 500, 510 & X00 (City – Ryde), 508 (Drummoyne – City) & 520 (Parramatta – City)
- 505 (Woolwich Wharf – City) & 538 (Woolwich Wharf – Gladesville)
- 513 (Carlingford – Meadowbank Wharf)
- 521 (Parramatta – Eastwood), 523 & 524 (Parramatta – West Ryde) & 541 (Epping – Eastwood)
- 525 (Parramatta – Burwood) & 526 (Sydney Olympic Park Wharf – Burwood)
- 536 (Gladesville – Chatswood)
- 540 (Auburn – Newington), 543 (West Ryde – Eastwood) & 544 (Auburn – Macquarie Centre)
- 545 & 550 (Parramatta – Chatswood)
- 546 & 549 (Parramatta – Epping), 552 (Parramatta – Oatlands) & 553 (Beechcroft – Oaks Rd, Carlingford)

Transdev

- 452 (Beverley Hills – Rockdale) & 453 (Percival St – Rockdale)
- 455 (Kingsgrove – Kogarah)
- 556 (Lindfield – East Killara)
- 558 (Chatswood – Lindfield)
- 560 (Gordon – West Pymble)
- 562 (Gordon – Macquarie University)
- 565 (Chatswood – Macquarie University)
- 571 (Turramurra – South Turramurra)
- 572 (Macquarie University – Turramurra)
- 573 (Turramurra – Fox Valley)
- 575 (Macquarie University – Hornsby)
- 576 (Wahroonga – North Wahroonga loop) & 576T (Turramurra – North Wahroonga loop)
- 577 (Turramurra – North Turramurra)
- 579 (Pymble – East Turramurra)
- 582 (Gordon – St Ives)

- 586 (Pennant Hills – Westleigh)
- 587 (Hornsby – Westleigh)
- 588 (Hornsby – Normanhurst West)
- 589 (Hornsby – Sydney Adventist Hospital)
- 592 (Brooklyn – Mooney Mooney)
- 594 (North Turramurra – City) & 594H (Hornsby – City)
- 595 (Hornsby – Mt Colah)
- 596 (Hornsby – Hornsby Heights)
- 597 (Hornsby – Berowra)
- 598 (Hornsby – Asquith)
- 599 (Berowra – Berowra Heights)
- 901 (Liverpool – Holsworthy)
- 902 (Liverpool – Holsworthy) & 902X (Sandy Point – Holsworthy)
- 903 (Chipping Norton – Liverpool)
- 904 (Fairfield – Liverpool) & S1 (Lansvale – Cabramatta)
- 905 (Bankstown – Fairfield) & S4 (Fairfield – Chester Hill) ^
- 906 (Fairfield – Parramatta)
- 907 (Bankstown – Parramatta) ^
- 908 (Bankstown – Merrylands) & S2 (Sefton – Granville) ^
- 909 (Bankstown – Parramatta) & S3 (Chisholm Rd – Auburn) ^
- 911 (Bankstown – Auburn) ^
- 922 (East Hills – Bankstown) & S5 (Milperra – Padstow)
- 923 (Panania – Bankstown) & 924 (East Hills – Bankstown)
- 925 (Lidcombe – East Hills) ^
- 947 (Hurstville – Kogarah)
- 958 (Hurstville – Kogarah)
- 961 (Barden Ridge – Miranda) & 962 (Bankstown – Cronulla)
- 962 (Bankstown – Miranda & Cronulla)
- 963 (Menai – Alford's Point) ^
- 965 (Sutherland – Woronora) ^
- 967 (Como West – Miranda)
- 968 (Bonnet Bay – Miranda)
- 969 (Cronulla – Sutherland) ^
- 970 (Miranda – Hurstville), 971 (Cronulla – Hurstville) & 988 (Cronulla – Caringbah)
- 973 (Yowie Bay – Miranda) & 974 (GyMEA Bay – Miranda)
- 975 (Grays Point – Miranda) & 976 (Grays Point – Sutherland)
- 977 (Lilli Pilli – Miranda) & 978 (Dolans Bay & Port Hacking – Miranda)
- 987 (Kurnell – Cronulla)
- 992 (Kingswood Rd – Engadine)
- 993 (Woronora Heights – Miranda)
- 996 (Heathcote East – Engadine)
- M90 (Liverpool – Burwood) ^
- M91 (Parramatta – Hurstville) ^
- M92 (Parramatta – Sutherland) ^

Timetables marked ^ have only had minor changes to the existing timetable, and a revised timetable can be downloaded from the Transdev website. This timetables are still in the older format.

Transit Systems

- 800 (Fairfield – Blacktown)
- 801 (Badgerys Creek – Liverpool)
- 802 (Parramatta – Liverpool) & 803 (Miller – Liverpool)
- 804 (Parramatta – Liverpool)
- 805 (Cabramatta – Liverpool)
- 806 (Parramatta – Liverpool)
- 807 (Cabramatta – Liverpool)
- 808 (Fairfield – Liverpool)
- 809 (Merrylands – Pemulwuy)

- 810/810X (Merrylands – Parramatta) & 811/811X (Greystanes – Parramatta)
- 812 (Fairfield – Blacktown) & 813 (Fairfield – Prairiewood)
- 814 (Fairfield – Smithfield)
- 815 (Mt Pritchard – Cabramatta) & 816 (Greenfield Park – Cabramatta)
- 817 (Fairfield – Cabramatta)
- 818 (Merrylands – Westmead)
- 819 (Liverpool – Orange Grove)
- 820 & 822 (Merrylands – Guildford) & 821 (Guildford – Smithfield)
- 823 (Warwick Farm – Liverpool)
- 829 (Parramatta – North Parramatta)
- S10 (Heckenberg – Miller)
- T80 (Parramatta – Liverpool)

New look timetables

In conjunction with the new October timetables, Transport for NSW have implemented a new consistent timetable format for timetables each mode in Greater Sydney. Features include:

- All timetables now produced in DL booklets, doing away with fold-up pocket size timetables some operators preferred
- All timetables feature a simplistic blue & white cover including a pictogram of a bus & the Transport for NSW logo & contact details. Blue is the modal colour for buses in NSW and matches the standardised livery that has been rolled out on vehicles over recent years.
- Operator references have almost been dropped entirely – the only reference is a “Who operates my bus service” paragraph – phone numbers & logos no longer feature at all! NSW was the only state remaining where printed timetables still featured prominent operator branding
- New simplistic diagrammatic “stick” maps have been introduced in all timetables, replacing the to-scale detailed Transitgraphics maps & UBD maps that had previously been used, a clear step backward. Multi-route maps are also hard to follow as lines as in different shades of blue & black, rather than using a range of contrasting colours
- Timetable pages are now a simple black & white affair and are consistently laid out with time points listed vertically. This style had been used by across private operators, however Sydney Buses & Newcastle Buses timetables previously used the horizontal format
- All timetables are presented in 24-hour format, with a reference table provided for customers unfamiliar with the concept
- Trips with footnotes are shaded to highlight them to passengers, although this somewhat lost on some routes with countless or regular footnotes. New style footnotes have been included to indicate limited stop & express services in Sydney Buses timetables.
- Explanations of footnotes are included on a separate page at the rear of the booklet, even where ample space exists on timetable pages to list them
- Inclusion of connecting train (& bus) information appears to remain at the discretion of individual operators, with varying levels of information observed between different timetables, however the new NSW “T” symbol for trains is used for in conjunction with station names.
- Most timetables include a contents page & generic general information section, however these are omitted on timetables for low frequency services where this section would greatly outweigh the pages needed for timetable, fare section & map content – some timetables can fit onto a double-sided DL flyer. Information featured is rather generic, for instance an explanation of pre-paid services is included in all timetables

All bus operators have introduced the new-look timetables for the new October timetables listed above, however Transdev have re-issued a small number of timetables online in their old format for routes receiving superficial changes. It can be assumed that the new format timetables will be rolled out for all other routes & operators in coming months. Transit Graphics continue to be involved with the design and production of timetable material in the new format, and must be commended for what must have been a busy few months of work!

Examples of the new format are on our front page.

Opal on buses

The first public trial of Opal smartcard ticketing for bus services began on 30 September onboard Transdev’s 594 & 594H services between the City, North Turramurra & Hornsby. Key features of the fare structure on buses:

- Cheaper adult single fares of between 2% and 5%
- MyBus zonal fare bands apply to Opal but at lower prices than paper tickets
- Bus-bus transfers competed within an hour count as one continuous journey rather than two separate fares
- Opal Weekly Travel Reward earned by taking 8 paid journeys in a week on any mode, with free travel for the remainder of the week. This works out cheaper than the current MyBus TravelTen paper tickets
- As per smartcard systems interstate, passengers will need to tap-off when disembarking for the system to calculate distance-based fares

The roll-out of Opal ticketing buses across Greater Sydney is due to be complete by the end of 2014. Currently the cards are also valid on the entire ferry network along with trains around the City Circle and to Chatswood & Bondi Junction.

University open days

A number of special shuttle buses were provided on 31 August for the Sydney University Open Day serving

- Railway Square every 10 mins 08:30 – 16:30
- Shepard St carpark every 15 mins 09:30 – 15:30
- Sydney Nursing School hourly 09:00 – 15:30
- Sydney Conservatorium of Music every half hour 11:00 – 14:30
- Sydney College of the Arts every half hour 10:00 – 15:00

Sydney Buses also provided a regular shuttle from Central on 7 September for those attending the University of NSW open day.

Bungendore survey

QCity Transit conducted an online survey during September inviting feedback on services to the Bungendore region, about 25km north-east of Queanbeyan. Currently the town is served on Thursdays by a return demand responsive shoppers service to Queanbeyan (Route 850) along with school services. Murray’s Canberra - Narooma service also stops in the town, along with the Sydney – Canberra rail service.

Queanbeyan 175 years celebration

A special shuttle loop was provided by QCity Transit during the day on 28 September as part of Queanbeyan’s 175 birthday celebration day.

Northern Territory

Government drivers strike

Darwin Bus Services drivers held planned industrial action on 30 September after negotiations with the territory government over pay increases in their new EBA broke down. Drivers from private contractor Buslink, who jointly

operate the Darwinbus network, were not involved in the strike and continued to operate a reduced frequency on all routes across Darwin. Special timetables were made available 4 days in advance listing departure times from Darwin, Casuarina & Palmerston interchanges for each route. It appeared that Buslink drivers were rostered to operate some Darwin Bus Service trips in addition to their usual shifts to minimise disruptions. The government said efforts were made to avoid disruption to peak, university & hospital services, but unfortunately the popular 4, 8, 9 & 10 services linking key centres did have some cancellations. The timing of the action during school holidays meant no school buses or school deviations were affected.

Queensland

BT SEQ review timetable changes stage 2

Brisbane Transport will implement a number of service changes on 14 October as part of the SEQ review recommendations made by Brisbane City Council. This follows the first round of changes undertaken in July and completes the implementation of the key proposals put forward to Translink. The cuts aim to reduce route duplication and rationalise under-performing services.

Among the many changes:

- 66 (Woolloongabba – Royal Brisbane Women’s Hospital) & 109 (City – UQ Lakes) will be merged into an extended 66 service to avoid route duplication and reduce bus congestion on Victoria Bridge
- 104 (Corinda – PA Hospital) will have 6 low patronage early morning services cancelled, along with the 18:44 ex PA Hospital
- 117 (Acacia Ridge – City) will now terminate at Woolloongabba where passengers can change to a City bus
- The final two outbound P119 services to QEII Hospital are being deleted to remove duplication with 120
- Outbound P129 services to Algester are being cancelled to avoid duplication with 130, 131 & P137 services
- Frequency of PM peak 131 services to Algester is reduced from 10 to 12 mins
- P133 services from Sunnybank are being absorbed into a higher frequency P137
- 138 (Algester – City) will be modified in Algester to provide better public transport access for residents
- 153 (Drewvale – City) will be extended in Drewvale removing the need for the Personalised Public Transport service
- Afternoon peak services on 156 (Streeton – City) will be reduced from every 10 mins to every 15 mins
- P157 services from Runcorn will now operate every 12 mins in the AM peak instead of every 8 mins
- 161 (Wishart Outlook – City) will now serve Holland Park West, Greenslopes & Buranda Busway Stations. Weekend services will now cease an hour earlier.
- Outbound PM peak services on 162 to Eight Mile Plains will be reduced from every 10 mins to every 12 mins
- Weekend services on 170 (Garden City – City) will drop from half-hourly to hourly
- 177 (Carindale – Griffin Uni) & 183 (Carindale – Griffin Uni) are merging to form a single 177 service. City passengers must change to Griffin Uni for a connecting busway service
- The final two outbound P179 services to Garden City are being cancelled
- 181 (City – North Wishart) services will now finish at 17:45
- 186 (Wishart – City) will operate to adjusted running times
- Shopper service 193 (Teneriffe – Merthyr Village) will be reduced from 6 to 4 services per day

- Weekday Interpeak services on 198 (Highgate Hill hail & ride) will reduced from 25 mins to 50 mins
- 199 (New Farm – West End) will now operate via the Ivory St Tunnel at all times instead of just in peak periods and at night
- Shortworkings on 200 (Carindale – City) will be axed
- Timetable for P201 (Cairndale – City) will be rationalised
- PM peak services on P205 & P217 to Cairndale will now run every 15 mins instead of every 10 mins
- Weekend services on 209 (Carindale – UQ) will drop from half-hourly to hourly
- 213 (Cannon Hill – Carindale) will now every 20 - 30 mins in the AM peak instead of every 15 mins and every 40 mins in the PM peak instead of every 15 – 20 mins. Passengers have access to several other alternative routes.
- P216 (Tingalpa – City) is being modified in Tingalpa to improve travel times
- New timetable for 222 (Carindale – City)
- 301 (Toombul – City) will be reduced in offpeak times from half hourly to hourly
- 303 (Myrtle town – Eagle Junction) will no longer run off-peak or on weekends due to low patronage in the industrial area at these times
- 308 (Toombul - Chermerside) will now become a Sunday only service to reduce duplication with the Great Circle Line (598/599) and 322 on other days.
- Passengers from Brighton will enjoy faster trips as 310 will now operate via the AirportLink Tunnel instead of along Sandgate Rd
- 328 (Boondall – Carseldine) will be removed due to low patronage. Selected 325 (Boondall – City) services will now serve College Green, while P341 from the City will extend to Carseldine
- Selected low patronage trips on 329 (Bracken Ridge – Carseldine) have been cancelled
- Inbound services on 335 (Sandgate – City) now stop at Taigum Shopping Centre
- Friday night and weekend services on 350 (Bridgeman Downs – City) are being cut from half-hourly to hourly
- P356 from McDowall is being withdrawn to minimise route duplication
- 363 (Herston – City) will be modified to improve access to the Royal Brisbane & Women’s Hospital
- Late evening services on 364 (Herston – City) are being cancelled
- 367 (Ferry Grove – Upper Kedron) will provide more consistent hourly off-peak service instead of the current unusual timetable that features a 2-hour gap between 10:05 & 12:05 followed by services every 30 mins
- 369 (Mitchelton – Toombul) & 590 (Toombul – Garden City) will receive timetable changes to improve connections. 369 was removed from the Aviation Precinct in July
- P374 (Paddington – City) will be axed to remove duplication with the 375 & Maroon CityGlider
- 379, 380 & 381 (Ashgrove – City/Valley) will now run hourly outside peak times instead of every 30 mins
- 385 (The Gap – City) will no longer extend to Brisbane Forest Park. Peak services will now run express from Macgregor Tce to Roma St Busway Statio. Passengers for intermediate stops can transfer to 375 or Maroon CityGlider
- 393 (Teneriffe Ferry to RBWH) will now run hourly offpeak instead of half-hourly
- Early morning services on 396 (Arana Hills – Mitchelton) cancelled
- Selected services on 397 & 398 between Ferry Grove & Mitchelton are being dropped, including services between 7pm & 9:30pm on weeknights
- 402 (Toowong – UQ) services are being rationalised, with weeknight services now finishing at 20:03 and

weekend services being removed. Students can continue to access 411 or 412 outside these times

- 414 (Indooroopilly – UQ) is being modified in St Lucia to speed up services
- The 11:20 shortworking from Toowong to Duke St on 416 is being dropped
- 435 will no longer serve Upper Brookfield instead terminating in Brookfield. Residents will have access to a new Personalised Public Transport cab service funded by Brisbane City Council. Two new services will be added to the 435 timetable, departing Indooroopilly at 19:05 & 20:05 on weeknights. 436 will also be withdrawn as it serves the same stops as 435.
- 451 (Sinnamon Park – Darra) will now include a new 19:06 departure ex Darra
- 470 (Toowong – Teneriffe Ferry) will now run a more consistent timetable including 20 min peak services and hourly off-peak, evening and weekend services. The route largely duplicates other services which passengers can access at off-peak times
- 475 & 476 (Rainworth – City – PA Hospital) will now be split in the City to improve on-time running, with off-peak services on 475 also being reduced. A new 234 service is being introduced between Kangaroo Point & Woolloongabba, where passengers can change to 100 to access PA Hospital.
- The half-hourly weekday Cherside Flexilink to Princes Charles Hospital operated by Black & White Cabs will be removed due to low patronage
- Several routes will depart from altered bays at major bus stations to accommodate these changes or have other minor stop changes

Sunshine Coast changes booklet

As part of the continuing public information campaign for the upcoming introduction of an improved network on the Sunshine Coast in late 2013 as part of the SEQ Review, Translink have produced a comprehensive 60 page guide to the proposed changes, which is available on Translink website. The guide includes maps of the new routes along with summaries of changes.

Riverfire buses

To ensure Brisbane residents could enjoy the festivities of Riverfire on 28 September, Translink arranged a number of extra train, bus & ferry services to and from the CBD. Extra buses ran during the afternoon on Routes 110, 111, 120, 130, 150, 175, 180, 200, 250, 300, 333, 345, 385, 444, 450, 460 along with an extra 690 service into Sandgate. Extra buses were provided on these routes at the conclusion of the fireworks display at 19:30, along with additional services throughout the evening on Routes 250, 555 (via 572 after Springwood) & 690, including a special 690 departure from Sandgate at 02:25 connecting with one of the many special overnight trains.

CMC Rocks North Queensland

Sunbus provided special buses for those attending CMC Rocks North Queensland music festival in Townsville on 28 September. Buses operated on 4 routes commencing at Jupiters, Rowes Bay Caravan Park, Willows & Dean St Car Park every 20 – 30 mins from 10:00 to 14:00, with some intermediate stops included. Return buses left from 21:00 onwards.

South Australia

Piece of Paradise saved

A state government proposal to acquire Paradise's Walker Avenue Park for a 134-space expansion of park & ride facilities at the Paradise O-bahn interchange was rejected by Campbelltown Council at the eleventh hour after hundreds of locals protested.

Victoria

CBD change for Route 340

As of 30 September, Transdev route 340 (City – La Trobe Uni) no longer serves the stop on La Trobe St before Exhibition St, instead entering the City via Exhibition St, Lonsdale St & Russell St. A new bike lane positioned between the kerb and parked cars was recently installed on La Trobe Street, making the stop a potentially dangerous combination for disembarking passengers and passing cyclists.

Outer north-east community buses

Teenagers on Melbourne's outer north-eastern fringe again enjoyed access to a community bus service linking Patton Hill, Smiths Gully, St Andrews & Cottles Bridge to Hurstbridge on Tuesdays and Fridays during the term 3 school holidays (24 & 27 September and 1 & 4 October). Volunteer drivers using one of the Nillumbik Council's vehicles operate the service, with passengers are requested to pay a gold coin donation. The loop also operates on Saturdays throughout most of the year. The standard 40 minute frequency was provided.

On 5 October the council, in conjunction with Rotary Club of Diamond Creek, provided an hourly service from between Doreen & Diamond Creek from 10:30 until 18:00 for local youth wishing to attend the Diamond Creek Fair.

Warrnambool network proposal

During August Public Transport Victoria undertook public consultation for proposed network changes in Warrnambool & urban services to Port Fairy. Key features include:

- Greater span, with services operating 07:00 – 19:00 weekdays, 08:00 – 19:00 Saturdays and 08:30 – 18:00 Sundays. Currently services on most town routes do not arrive into Warrnambool until after 09:30 on weekdays as buses are used during the AM peak to transport students to school. To deflect the lack of AM peak services, the operator's (Transit South West) website encourages potential adult commuters to "Burn calories daily - Walk to work and we'll drive you home". It is unclear if the Friday night services will be retained.
- Better frequencies, with seven routes of nine routes operating half hourly in peak periods & hourly off-peak and weekends
- Improved connections between buses at the Koroit St Interchange & with trains
- Streamlined routes that are more direct and operate in two directions rather than loop services
- Incorporating school bus services into the town network. In addition to the late start of buses, some routes fail to operate between 15:00 & 16:30 as buses are busy taking students home.

A map of the proposed new network can be found at www.ptv.vic.gov.au/new-bus-network-for-warrnambool

Regional Bus Tenders

Tenders were called in August for selected regional routes that had previously been operating on a trial-basis, including:

- Birchip – Horsham - Longerenong College (currently operated by D & J Heard) – the Longerenong College extension isn't advertised on the PTV website
- Donald – Horsham (currently operated by Swan Hill Bus Lines)
- Geelong – Colac (V/line coach service)
- Gisborne Town Service (Gisbus) (currently operated by Sunshine Tours)
- Hamilton Town Service (currently operated by Trotters)
- Pakenham – Koo Wee Rup (currently operated by Sunshine Tours)

A new Murtoa – Rupanyup service linking with the morning Ouyen - Ballarat V/line coach to due to start in late

November was also tendered. Gisborne residents have expressed their disappointment that the service specifications in the tender documents fail to include any service improvements to the popular Gisbus demand responsive service, which currently only operates during peak periods.

Western Australia

Mirrabooka Sunday changes

Transperth introduced Sunday timetable changes on 8 September. These included:

- A 15 min service is now provided on the Flinders St corridor on Sundays by Routes 354 & 370 (Mirrabooka – Perth). Previously services ran half-hourly.
- 376 (Landsdale - Mirrabooka) & 377 (Marangaroo – Mirrabooka) were re-timed to connect with 354 & 370 at Mirrabooka
- The last 372 service ex Marangaroo at 18:40 now meets the final inbound 354 service at Mirrabooka

The following timetables were reissued:

- Northern 72 (Routes 354, 370 & 870)
- Northern 74 (Routes 365, 372 & 375)
- Northern 75 (Routes 376, 377, 378 & 379)

New trial Route 86

Transperth will trial a new Route 86 service between West Leederville & Wellington St Bus Station from 14 October. Four weekday off-peak services will operate in each direction. The service is included in the Western 43 timetable (Routes 81, 82, 83, 85, 86 & 92).

Route change for 254

A minor route change was implemented on Route 254 (Armadale - Byford) from 13 October with the completion of roadworks on Plainstone Blvd in Byford. Times were unchanged. An updated South Eastern 21 timetable (Routes 251, 252, 253 & 254) is available.

Ellenbrook BRT off the rails

The Liberal state government has abandoned plans to build a bus rapid transit system from Bassendean to Ellenbrook after the cost blew out from \$61 million to \$110 million. A rail spur to the north-eastern suburb had originally been pledged by Labor in August 2008, and after originally being backed by the Liberal party in opposition, in October 2011 the plan was dropped in favour of a BRT system due to low forecasted patronage. The government's current position is that it would be more economical to simply build the long-term rail extension than replace a BRT system at a later date. Premier Colin Barnett said it would be "quite some time" before the rail line, estimated to cost at least \$850 million, was built.

Six TransWA services to cease

Owing to low patronage averaging less than 3 passengers a service, TransWA have announced that six regional routes will be discontinued from 30 December, including:

- Albany – Ravensthorpe
- Northam – Mukinbudin
- Bunbury – Collie – Boyup Brook
- Boxwood Hill – Bremer Bay
- Hopetoun – Ravensthorpe
- Quairading – Narembeen

Media reports quote that of the 208,954 passengers carried on regional coach services during 2012-2013, each was subsidised on average \$19.06. The few passengers using services between Northam & Mukinbudin and Albany & Ravensthorpe cost taxpayers over \$150 per journey made.

Thanks to: Tony Bailey, Jason Blackman, Geoff Foster, Geoff Hassall, Victor Isaacs, John Morphett, Peter Parker, Lourie Smit, & various contributors on *Australian Transport Discussion Board*.

FERRY NEWS

Sydney Ferries

New ferry timetables will begin on 20 October, the same day as new train timetables. They will provide 55 extra weekly services with new consistent stopping patterns and longer hours of operation; more frequent services for Abbotsford, Cabarita, Balmain, Darling Harbour, Cremorne Point, Mosman Bay, Double Bay and Rose Bay and extra and faster trips on the Parramatta River; including on Sundays. Information about the new timetables is available at 131500.com.au

The following timetables have been issued for the 20 October timetable change:

- Darling Harbour
- Eastern Suburbs
- Manly
- Mosman Bay and Taronga Zoo (combined)
- Neutral Bay
- Parramatta River Now also includes Woolwich services which were previously in a separate timetable and because of this it appears that it is now also not necessary to issue a separate Cockatoo Island timetable as all information is in this timetable.

Punt Ferry, Melbourne

The Westgate Punt, which carries western suburbs cyclists across the lower Yarra River, will continue after a government review found patronage is growing. The Victorian government had committed \$1.4 million over four years to the service, with an option to discontinue it after two years if usage was deemed too low. A review has now found patronage has risen this year to an average of 103

passengers a day, up from 72 a day last year, with a total of more than 40,000 boardings since the service returned in October 2011. The punt crosses the river between Spotswood and Fishermans Bend, operates every 20-minutes for the weekday peak and on demand on weekends. It is the only cycle route between the city and the western suburbs south of Footscray Road.

Adelaide-Ardrossan ferry proposed

A 200-capacity, high-speed daily ferry service from Adelaide to Port Ardrossan has been proposed as part of a mining operation on the Yorke Peninsula. Rex Minerals and SA ferry operator SeaLink have held negotiations for the service from Outer Harbor. The one-hour ferry ride across Gulf St Vincent will complement Rex Minerals' proposed Hillside copper mine, south of Ardrossan. The mine, if approved, will have an average workforce of more than 500 full-time workers over its 15-year life and another 1000 will be on site during the construction phase. There is no provision for a mining camp or village on site so workers will come from nearby Yorke Peninsula towns and 80-120 workers are likely to be ferried in from Adelaide. SeaLink will bear the operating and capital costs of the service and Rex Minerals will pay SeaLink on a "per man" basis for the use of the service.

Darwin-Tiwi Islands

A ferry from Darwin to the Tiwi Islands, operated by Sealink, commenced on 22 September. It operates on Sundays, Thursdays and Fridays.

Thanks to Tony Bailey, *Advertiser* (Adelaide), and *Age* (Melbourne) for Ferry news.

AIR NEWS

Domestic

Tiger will introduce Sydney to Perth flights from 19 December, with six services weekly.

Virgin Australia will commence direct flights between Brisbane and Cloncurry on 27 November, departing Brisbane on Wednesday and Friday at 1000 arriving Cloncurry at 1230 and departing from Cloncurry at 1300 and arriving Brisbane at 1500.

International

Jetstar will introduce direct Melbourne—Phuket services twice weekly from 14 December, increasing to thrice weekly from March. From 19 December its Melbourne-Honolulu

flights will increase from three to four a week. From 16 December direct Adelaide-Auckland services will operate on Mondays, Wednesdays and Saturdays. However, to operate these new services, it will suspend its four weekly services between Singapore and Osaka from 1 November and thrice weekly services between Singapore and Beijing from 30 November.

Air New Zealand will discontinue Sydney to Rotorua flights in May for the Winter off-season. Upon resumption in September 2014 they will operate on Mondays and Thursdays.

Thanks to Tony Bailey and the *Australian* for Air news.

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 invited and are very welcome. Please send these to the appropriate Editor. ABN 74248483468.

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Table Talk Newswire is an advance monthly email of Rail news. To obtain this, ask the Rail Editor at abvi@iinet.net.au