



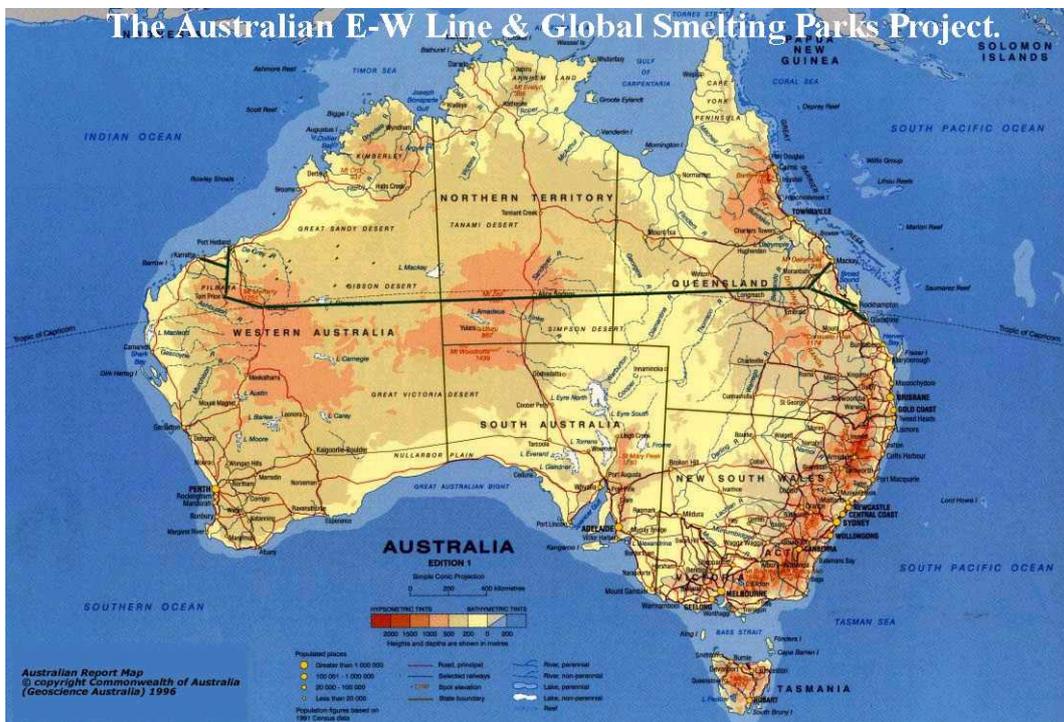
# TABLE TALK

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Is this Australia's next big railway project? See p.3

## **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, (02) 6257 1742, abvi@webone.com.au

**Editor, Bus:** Geoff Mann, 19 Rix St Glen Iris Vic 3146, geoffwm@bigpond.com.au

**Production:** Geoff and Judy Lambert.

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# **TOP TABLE TALK**

## **PLANNERS MISS THE CONNECTIONS**

by Sherrill Nixon and Jano Gibson, *Sydney Morning Herald*, 1 July 2008

Sydney's transport authorities are failing to keep up with the changing commuting habits and longer hours of many of the city's workers, with its bus and train systems still finishing their official evening peaks at 6.30pm. But the private sector is noticing the shift. One operator, Hillsbus, is adding buses to meet demand for new "professional peaks" developing later in the morning and evening that have forced it to increase its services running on the M2.

Sydney Buses's official afternoon peak is still between 3pm and 6pm, although it recognises patronage is growing in the "shoulder periods", particularly between 6pm and 7pm. CityRail's afternoon peak runs from 3pm until 6.30pm, even though it has observed the evening peak extending. RailCorp only reports the on-time running performance of trains leaving the CBD between 4pm and 6pm, although thousands of train commuters continue to crowd onto city platforms as the evening wears on.

The chief executive of Hillsbus, Owen Eckford, said there had been a small but significant increase in passengers from the Hills district to the city centre between 10am and midday, and another on the return journey between about 7.30pm and 9pm. The trend was noticed about 10 months ago. Hillsbus research found the passengers are professionals employed in areas such as the law or financial services, who are working a later shift. "It's not a peak like the main peak but it's another surge in passengers," Mr Eckford said. "When we asked what causes this, it turns out it's people who are working for businesses that are running two shifts ... they are running these second shifts because of the amount of work around [and] also because of globalisation [and] liaising with international companies." He said the bus service was normally quiet around 6.30pm to 7pm, "but now there's a regular group of passengers who are ... coming home later".

Patronage on the M2 services to the city has grown 15 to 30 per cent a year for the past two years, thanks in part to rising food and fuel costs, and a return to full employment in the CBD. In February, Hillsbus added six new buses during the secondary peak, increasing the frequency from 30 minutes to 15 minutes.

The executive director of the Sydney Chamber of Commerce, Patricia Forsythe, said the longer peak hours could be due to more flexible working arrangements. "Around 7pm to 8pm, there are significant queues of people waiting to board buses." She wants the State Government to tackle overcrowding on trains and buses by introducing a scheme already operating in Melbourne, where passengers who arrive in the city by train before 7am travel free.

Frustrated commuters just want extra buses and trains at the end of a long day. Angela Reade, a 34-year-old investor relations manager who catches the bus to Manly, often finds herself in a long queue at the Wynyard Station bus depot, even at 7.30pm. "If you don't get this bus, I think it's about 45 minutes until the next one," she said as she boarded the L80 to Manly. She usually cannot get away from the office until this time, but still finds it difficult to get a seat. "If you don't get a seat it's a good 30 or 40 minutes standing up, which is not what you want at the end of a long day."

## RAIL & TRAM NEWS

### THE IRON BOOMERANG

A railway of 3,400 km is proposed across North Australia to link the iron of the Pilbara, WA and the coal of North Queensland. There would be iron smelters at each end at Port Hedland and Abbot Point near Bowen. Mr Shane Condon of East West Parks Co says the project, which he calls the "Iron Boomerang", would cost about \$12 billion - \$7b for the railway infrastructure, \$2b for rolling stock and \$3b for the smelters. A feasibility study will cost \$150 m. Details are at [www.eastwestlineparks.com.au](http://www.eastwestlineparks.com.au)

### ANOTHER BIG RAILWAY MOOTED

A \$5.3 billion proposal by Waratah Resources to develop coal reserves in the Galilee Basin 50km north of Alpha, Central Queensland, includes a proposal to build a 495km railway to Shoalwater Bay north of Rockhampton.

### QR CITYTRAIN TIMETABLE 28 JULY

Due to progress with infrastructure works on the Gold Coast line and customer feedback, certain CityTrain timetables were altered from 28 July:

**Beenleigh line:** the 433 from Beenleigh now departs at 428 to connect with a bus service at Yeerongpilly.

**Caboolture line:** the 1630 to Petrie now departs Roma Street at 1622.

**Cleveland line:**

- the 622 all stations morning peak weekday service has been replaced with a 625 express (Manly to Park Road) that also provides connections with a bus service from the Stradbroke Ferry;
- early morning and afternoon peak hour services feature improved travel times;

- the 1658 all stations service from Central is extended from Thorneside to Cleveland; and
- an extra afternoon peak period inbound service from Cleveland will depart at 1745 to Central.

**Doomben line:** the 627 service from Doomben now departs at 626 and operate as per the former schedule stopping all stations to Roma Street.

**Ferny Grove line:**

- all off-peak services will now depart at 28 and 58 minutes past the hour; and
- afternoon peak hour service changes departing Central have changed from 1534 to 1538, 1727 to 1724 and 1826 to 1818.

**Gold Coast line:**

- two extra services will stop at Loganlea during the afternoon peak period; and
- all off-peak services after 1900 now depart at 24 and 54 minutes past the hour

**Ipswich line:** the 1544 service from Redbank station now leaves at 1547.

**Shorncliffe line:** the 1626 service now departs Central at 1629.

**Sunshine Coast line/Airtrain:** minor changes with no major impacts.

Pdf versions of the new timetables are at

[www.citytrain.com.au/plan\\_your\\_trip/timetable\\_fares/timetable\\_fares.asp](http://www.citytrain.com.au/plan_your_trip/timetable_fares/timetable_fares.asp)

## **PACIFIC NATIONAL QUEENSLAND WTT 20 APRIL**

QR issued a new Working Timetable for Pacific National Queensland freight services from 20 April 2008. Copies are available from the AATTC Distribution Service (July list). There are 21 services departing Brisbane each week for the North Coast line, ranging from one on Mondays, up to four on Saturdays. Seven operate to Cairns, ten to Townsville and four as far as Mackay.

## **NSW RAILCORP WTT**

A new Working Timetable for RailCorp was issued effective 1 August 2008.

## **WORLD YOUTH DAY, SYDNEY, JULY 2008**

### **CITYRAIL**

Sydney's CityRail network coped very well with the week of World Youth Day.

**Tuesday 15 to Friday 18 July Weekday events, including the Pope's "Boat-a-cade" Thursday 17 July (Sydney Harbour) and Stations of the Cross Friday 18 July (City area):**

The timetable catered for the equivalent of four peak periods with additional services operating between 1000 and 1500 to the City and from 1900 to midnight from the City to suit WYD08 start and finish times. Start and finish times for events were scheduled to avoid participants travelling during commuter peak periods.

**Saturday 19 July Pilgrimage Walks and Evening Papal Vigil (Randwick):**

Increased services operated to transport registered participants to the start of the Pilgrimage Walk, which began from North Sydney and Central stations. Additional services also operated from 2100 at the conclusion of the Vigil Mass.

**Sunday 20 July Final Papal Mass at Randwick Racecourse:** Increased services operated between 500 and 900 from all suburban lines to transport participants to Central Station for the Final Mass at Randwick. Increased services operated between 1300 and 2200 to accommodate the large numbers of participants departing from the Final Mass. An estimated 500,000 people travelled on CityRail on this day.

On 19 and 20 July for much of the day there were five minute headways from Central to North Sydney. Services from the West were so intense that one service every hour from Blacktown terminated at Central.

Timetables were posted on [www.cityrail.info](http://www.cityrail.info) Three pamphlets, *Public Transport Guide for World Youth Day participants* (36 pages), *Public Transport Guide for the non-participant community* (28 pages), and an accessibility guide, were available in both copy and on the website of the NSW Government World Youth Day Co-ordination Authority.

## **COUNTRYLINK**

Due to the additional CityRail services, some Southern CountryLink services on Monday to Friday from 10 to 23 July 2008 travelled via the East Hill lines and did not stop at Strathfield:

637 Canberra to Sydney Xplorer.

1705 Canberra to Sydney Xplorer.

1210 Sydney to Canberra Xplorer.

2040 Sydney to Melbourne XPT.

## **COUNTRYLINK ALTERATIONS**

- From 31 May 2008, the NW Xplorer has departed Sydney at 1005 as per the former timetable through to Werris Creek, then arrive Gunnedah 1633, Boggabri 1703, Narrabri 1744, Bellata 1822 and terminates Moree 1906 (three minutes later than formerly) The return now departs Moree at 807 (three minutes earlier than formerly), Bellata 844, Narrabri 922, Boggabri 1002, Gunnedah 1031, then as formerly to Sydney.
- From 4 August 2008, the Tumbarumba-Batlow-Tumut-Gundagai-Cootamundra and v.v. connecting Countrylink bus operates on Tuesdays, Thursdays and Sundays only. Instead on Mondays, Wednesdays and Fridays it now operates to and from Wagga Wagga. The forward journey stops at intermediate towns at the same times as hitherto and arrives Wagga2 at 1240 connecting with the XPTs to both Melbourne and Sydney. The return departs Wagga2 at 1415 and stops intermediately a few minutes earlier than hitherto, arriving Tumbarumba at 1702.
- From 5 August 2008 the connecting Countrylink bus Inverell-Barraba-Manilla-Tamworth and v.v. does not operate on Tuesdays. Instead on Tuesdays, it operates Inverell (630), Tingha (657), to Armidale (837), connecting there with the NW Explorer. Its return is Armidale (1830), Tingha (2010), Inverell (2034).

## **A TICKETING SOLUTION**

The New South Welsh government has announced a scheme to spread passenger patronage away from peak hour trains. Tickets for off-peak travel will be half price. A trial will be restricted to the Western line and will operate from mid-August until the end of October. Sydney newspapers quickly pointed out that the scheme will only be available for patrons who are prepared to queue every day to buy the tickets, and that ticket barriers will be unable to distinguish the “SuperSaver” tickets anyway.

## **CHATSWOOD – EPPING SHUTTLE TRAINS**

When Cityrail’s Chatswood to Epping line opens towards the end of this year, it is expected that initially it will have only a shuttle service. Complete and through

services will be provided later when all systems are bedded down. Historically, this is a common procedure for new suburban lines or extensions of services in Sydney – East Hills-Glenfield, Campbelltown-Macarthur and Penrith-Emu Plains all started as peak hour only operations.

## **RAILCORP CEO**

Rob Mason has been appointed Chief Executive Officer of RailCorp. His name appeared on the front cover of 2005 and 2006 CityRail WTTs as Group General Manager Train Services. This may be the first time a timetable person has become head of a Rail organisation.

## **ARTC SOUTH PASSING LANES**

The third lengthy passing lane on the Sydney-Melbourne line to be brought into operation is at Gerogery. It was finalised on 9 May and is 5.8km long. The next to open will be at Bomen.

## **HANG ON CANBERRA, MAYBE THERE IS SOME HOPE FOR YOU**

In a major turnaround of policy, the ACT Government has listed a light rail system for Canberra as one of the major infrastructure projects it believes worthy of consideration for Commonwealth funding under the \$20 billion Building Australia Fund. In response to a request from the Federal Government for suggested major infrastructure projects, the ACT Government has proposed a light rail system linking Civic to the Airport, Parliamentary Triangle and major town centres — a project that could cost around \$1 billion to achieve.

Also on the ACT's list of worthy projects is a Very Fast Train linking three or four eastern capitals, including Canberra.

## **CONNEX FREIGHT WTT 1 JUNE**

Connex Melbourne issued a new Working Timetable for freight services operating on their lines effective 1 June 2008. It is 19 pages and distinguishes trains of Pacific National bulk services, Pacific National Intermodal (for steel) and El Zorro transport. Copies are available from the AATTC Distribution Service (July list).

Connex has not placed the new freight timetable on their website, which retains their freight WTT of 2004 and which no longer includes their passenger WTT.

## **PORTLAND LINE TO ARTC & TO BE UPGRADED**

The railway from Maroona to Portland will be leased to the ARTC for 50 years. \$15 million will be spent upgrading it to 80 km/hour standard with the aim of moving more freight through the Port of Portland. There is the prospect of the line being used to transport timber and mineral sands which will significantly increase the volume being carried on the line in coming years.

## **VICTORIAN INFRASTRUCTURE**

- Repair of the **Mildura line** is one third completed with 118,000 sleepers replaced and almost 43,000 tonnes of ballast discharged. The project is scheduled for completion in 2009. The upgrade is being undertaken with

gauge convertible sleepers and a third rail added at level crossings which will allow for standardisation in future.

- **Spencer St No 1 Signal Box**, believed to be the biggest mechanically interlocked signal box in the world, has been abolished and replaced by electronic signalling.
- **Deer Park** station is to receive a \$5 million facelift.
- Construction of **Wendouree** station, west of Ballarat, has commenced.
- There have been no trains on the **Toolamba-Echuca line** since January, as rice traffic has ceased because of the drought.
- The **Barnes – Caldwell line** has been booked out of use.
- The management of Highpoint Shopping Centre has proposed the extension of Melbourne’s Flemington Racecourse line thorough the Shopping Centre to **Maribyrnong**.

## **BY TRAIN TO THE PLANE?**

Victorian Premier, John Brumby, says a rail link between the City and Melbourne Airport will be considered. Strong growth in international and domestic air travel has renewed calls for the link and airport executives want to start planning. Mr Brumby says while the link is not on the agenda at the moment, the idea may be looked at again in the future. "We looked at that when we came to Government, the numbers weren't right. But there is no doubt that as the airport grows and Melbourne grows in the longer term this issue will come back on the agenda.," he said.

## **BACCHUS MARSH ON TRACK**

V Line’s 1712 Melbourne Southern Cross to Bacchus Marsh passenger train resumed from 30 June. It had been suspended since March because of capacity problems caused by signalling works between Southern Cross and North Melbourne caused by re-signalling, including replacement of Spencer St No. 1 Box.

## **WHAT IS A V LINE BUS?**

A footnote to the article “What is a V Line bus?” in June 2008 *Table Talk* page 14, which discussed the fuzzy definition of what are “V Line” and what are “non-V Line” bus services:

During July and August V Line offered 2 for 1 fares on buses from Warrnambool to Apollo Bay, Ballarat and Ararat, on presentation of coupons from local newspapers. The first two routes are unambiguously V Line services and appear in V Line timetables and the V Line website. The Warrnambool-Grampians-Ararat service does not. However for this special offer, there was a link to a timetable for this route, and this was in the normal V Line timetable format.

## **PLANNING A TRIP TO NILMA, DARNUM OR GLENROWAN?**

If the current V Line public timetable booklets of 27 April 2008 (and preceding issues) are to be believed, it is possible to travel to the little townships mentioned in the heading, but it is not possible to leave them.

On Mondays to Fridays, eastbound buses depart Warragul at 555 (ex Drouin), 718 (ex Garfield) and 1817 (with a train connection from Melbourne) stopping at Nilma and Darnum. But no buses or trains in the opposite direction ever stop there.

Residents and visitors to Glenrowan are apparently confronted with an even more drastic dilemma. The 1600 Mondays-Fridays Seymour-Albury bus (with train connection from Melbourne) is timetabled to stop at Glenrowan to “set down passengers only”, but no other bus or train ever stops there. You can go, but you can never return!

## **NEW PORT ADELAIDE FREIGHT LINE**

ARTC’s new freight line from Gillman Junction (on the Dry Creek – Port Adelaide Junction line) to Pelican Point opened on 1 June. From Gillman Junction the line is single over the large new bridge over Port River, then from Birkenhead it is double bi-directional tracks through Largs North and Osborne to Pelican Point. It serves a number of industrial establishments. Freight trains no longer operate over TransAdelaide’s Outer Harbor line to access this area.

## **TIMETABLE COMPETITION**

The National Rail Museum at Port Adelaide is conducting a timetable competition with a prize of a year’s free family membership. The object is to achieve the greatest number of journeys that can be taken on a weekday using TransAdelaide’s weekday train timetables. The winner will be the entry with the maximum “on train” travel time. You must:

- Start and finish at the same station,
- Pass at least two intermediate stations on each journey,
- Exclude Friday night only trains,
- Visit each station used by terminating trains on weekdays: Adelaide, Belair, Tonsley, Brighton, Noarlunga Centre, Grange, Glanville, Outer Harbor, Gawler and Gawler Central,
- Visit at least two high frequency stations: Mawson, Elizabeth, Salisbury and Smithfield,
- Exclude the Glenelg tramline,
- Allow at least five minutes connection time at Adelaide and at least three minutes elsewhere.

Entries with an entry fee of \$5 by 11 August to:  
National Rail Museum – Metro Move Competition  
P O Box 3153  
Port Adelaide SA 5015

Good luck!

## **FREIGHTLINK**

Toll Holdings, in a joint approach with SA transport operator Allan Scott, has emerged as a bidder for FreightLink, owner and operator of the Tarcoola – Darwin railway.

Meanwhile, to accommodate growing demand, FreightLink increased intermodal train services between Adelaide and Darwin from five to six a week from 26 June. The new service departs Adelaide on Thursday evenings, arriving Alice Springs on Friday and Darwin on Saturday. During the past year intermodal business has increased by around 18%. In the 12 months ending 30 June 2008, FreightLink expects to carry close to 800,000 tonnes of general freight. FreightLink says it has captured around 90% of the market on the corridor.

## **PERTH PERFECT PLANS**

WA Premier Alan Carpenter has unveiled a massively expanded public transport system as the centrepiece of the State Government's future vision for Perth, to be delivered in stages over at least two decades and including:

- extending the northern suburbs railway to Butler, Brighton, Alkimos and, ultimately, to Yanchep;
- developing a mass transit service for more than 120,000 people in the north-east metropolitan area not serviced by the Joondalup and Midland railway lines;
- a new dedicated link for Ellenbrook, connected to Perth via the existing Midland line;
- a dedicated public transport service to a remodelled Perth airport, with co-located terminals;
- extension of the Armadale line to serve new residential developments in and around Byford;
- new stations at South Perth and other points along the southern suburbs line;
- new east-west linkages connecting major hospitals, universities, airport and retail centres in one seamless, integrated system; and
- a high-speed train service from Perth to Bunbury.

In addition, the Planning and Infrastructure Minister, Alannah MacTiernan, said she is considering:

- a rail line from Leederville or West Leederville to the Sir Charles Gardiner Hospital in Nedlands,
- light rail from Glendalough and Scarborough, and
- possible links from Curtin University either directly to the City or to the Mandurah line.

Mr Carpenter said that, "In some cases, light rail may be the best solution and other routes could be serviced by innovative electric-powered articulated vehicles known as 'auto-trams'. A project team is to report to government by 1 July next year.

## **TRANSWA PUBLIC TIMETABLES 17 MARCH 2008**

Transwa issued new pamphlet timetables for all of their services, both train and bus, effective 17 March 2008. There do not appear to be any significant changes. Times of all "Prospector" trains at Merredin are shown ten minutes earlier than formerly, although times either side are unaffected. On Transwa's buses:

- the Albany-Bunbury service arrives at Bunbury twenty minutes earlier,
- the Friday evening bus ex Perth runs fifteen minutes earlier between Bunbury and Augusta, and
- arrival times at Geraldton have been adjusted by a few minutes.

Copies are available on Transwa's website [www.transwa.wa.gov.au](http://www.transwa.wa.gov.au)

## **"SPIRIT OF THE WEST" RUNS OUT OF SPIRIT**

The Perth-based Restaurant train "Spirit of the West" ceased operation after the dinner train of 31 May. It is believed that it was only marginally profitable - not enough for the operator, Southern Spur Rail, to consider it worthwhile to devote time and effort to rail safety requirements, insurance and staff training.

## **BUT “SOUTHERN SPIRIT” GAINS SPIRIT**

Further to last month’s article about the new luxury train “Southern Spirit”, to commence in November, (July *Table Talk*, p.6), this will be operated by Great Southern Railway.

## **WILL DRIVERLESS TRAINS REQUIRE TIMETABLES?**

Rio Tinto plans to make trains on its heavy haul iron ore railways in the Pilbara driverless within five years. Trials have begun.

## **RAILWAY INFRASTRUCTURE INFORMATION**

In December 2007 *Table Talk*, pages 3 & 4, a guide was provided to detailed railway infrastructure information provided by various railway infrastructure owners and/or operators in mainland States and placed on the internet. Now *Table Talk* provides a guide to detailed railway infrastructure produced by **private** individuals.

### **Sydney and New South Wales:**

Michael B. Nicholson, Rail Graphics, P. O. Box 439 LBC, Liverpool NSW 2170.

There are five hard copy volumes for:

- Sydney Metropolitan including Sydney Light Rail (a large volume),
- North (Cowan-Telarah, Woodville Junction-Newcastle and branches),
- West (Penrith-Wallerawang-Mudgee plus branches and Zig Zag Railway),
- South (Campbelltown-Goulburn-Canberra, Unanderra-Moss Vale, Picton-Mittagong loop line and branches), and
- Illawarra-Nowra, Coniston-Port Kembla, Inner Harbour and branches).

All provide very detailed coverage of lines, signals and other infrastructure and are highly recommended. He provides regular updates. He also produces individual sheets of country locations.

### **Adelaide, South Australia and ARTC:**

Graham Vincent, 7 Bonython Avenue, Magill SA 5072 or [www.sa-trackandsignal.net](http://www.sa-trackandsignal.net)

There are four volumes:

- Metropolitan Adelaide (hard copy and web),
- Country South Australia (hard copy and web),
- ARTC Corridor: WA, SA & Victoria (hard copy and web),
- ARTC NSW (web only).

These also provide very detailed track and signal information and are highly recommended. He also provides regular updates. In the case of Adelaide Metropolitan and Country SA, the information is not available anywhere else. A further volume for ARTC NSW is in preparation.

### **Victoria:**

[www.vicsig.net](http://www.vicsig.net) Detailed track diagrams which are also recommended. These do not include details of signals.

## **KIWIRAIL**

The transfer of railway operations from Toll Rail back to NZ government control took effect on 1 July. The new government-owned company is named KiwiRail, but continues to trade under existing brands (Inter Islander, Tranz Metro and Tranz Scenic). The board of KiwiRail will be chaired by former National Party Prime Minister Jim Bolger. This is a great piece of irony, as it was the Bolger government which sold NZ Railways 15 years ago.

In one of the first benefits from the takeover, KiwiRail will receive \$NZ80.2 million to address safety and maintenance issues, including \$NZ53.4 million for the TranzScenic passenger network. \$NZ26 million will be for new carriages for the *TranzAlpine*, the daily train between Christchurch and Greymouth, and the balance for the *TranzPacific* and *Overlander*. Locomotives and wagons will be upgraded and eventually all TranzScenic carriages will be replaced. \$NZ800,000 has been earmarked for an upgrade of the Picton ferry terminal. The balance of the \$80.2m will be expended improving commuter services for Auckland and Wellington. A NZ news poll showed 68% support for the expenditure.

Finance Minister, Dr Michael Cullen said the cash injection was only a "holding action". "Cabinet will consider, within a few weeks, the more expensive investment programme designed to upgrade and that would include new locomotives, not simply refurbished ones."

## **AUCKLAND**

The Auckland Regional Authority has approved in principle a plan to build a 29 km line to Auckland Airport, but it is likely to be many years before work commences.

## **SWEDEN**

A company, Netrail, is seeking to take advantage of the liberalisation of regulations whereby the SJ's (the State railway) monopoly on long distance passenger traffic may be challenged. As a first step, Netrail has commenced weekend services between Stockholm and Göteborg, 450 km, with refurbished 1960s carriages. Another company, Unionsexpressen Scandinavian Railway, has commenced daily trains between Stockholm and Oslo, Norway. Initially, this was only publicised on their website and trains only attracted about ten passengers. Now the service has been added to the summer edition of the printed timetable, available free from main stations.

## **SPAIN**

The high speed line from Madrid to Barcelona attracted one million passengers by 6 May, only 77 days after inauguration of the final section. Rail traffic was 77% higher than the same period last year. Air traffic has fallen significantly. On the other hand, traffic at intermediate towns where new stations were built out-of-town, has fallen dramatically.

## **SWITZERLAND**

Passenger traffic rose 7.6% in 2006 and is expected to rise by the same amount this year. From the next European timetable change on 14 December 2008, there will be a 5.5% increase in trains.

(Thanks to Tony Bailey, Ian Cooper, Geoff Lambert, Dennis McLean, Geoff Mann and Victor Isaacs for Rail & Tram News.)

# BUS

## New South Wales - Sydney Sydney Buses

Recent Guide re-issues:

Western Region – February 2008

Southern Region – March 2008

Sydney University Transport Guide - 2008

Leichhardt peak hour routes 435 (Leichhardt - City) and L40 (Rozelle – City) will convert to Prepay only from Monday 28 July 2008. Brochures available in the usual format (separate brochures for each service).

Recent Timetable updates:

292 293, June 08, v12

353, 23 June 08, v9

370, June 08, v8

409, 6 July 08, v6

461, 6 July 08, v11

480 483, 6 July 08, v14

Routes 461, 480 & 483. From Sunday 6 July, Routes 461, 480 & 483 services no longer terminate at Town Hall and commence from QVB. These services continue to the Domain car park via William St and Riley St. These changes are part of the Governments CBD bus strategy to improve bus running times and reliability into the City. The two new timetables covering these routes are available on the Sydney Buses website.

500 X00 508 510, June 08, v6

507 537, June 08 v10

525, June 08 v9

533 534, June 08 v12

540 542 543 544, June 08 v9

### Sydney Private Bus Timetables (and Regional Reviews)

|    |           |   |
|----|-----------|---|
| 11 | Crowthers | Brochure available for proposed network - have your say by 4/8/2008 |
|----|-----------|---|

Changes are minimal to this small region.

|   |                                 |  |
|---|---------------------------------|--|
| 9 | State Transit Authority (South) | Brochure available for proposed network - have your say by 25/7/2008 |
|---|---------------------------------|--|

The changes to region 9 look more like a review of a small part of the region but it is listed on <http://www.nswbusnetwork.com.au/> as the full region review.

## **New South Wales - Regional**

**Wollongong: Premier Illawarra** Timetable for a new route 5 from Wollongong to UOW Innovation Campus, commenced on 30 June 2008. It operates half hourly on weekdays from 7 am with the last trip at 9pm. Saturdays and Sundays at the same frequency from 9am to 6pm. Journey time is 10 minutes in each direction. The timetable is in the latest Ministry of Transport Format.

## **Queensland**

### **qconnect June Roll-Out by Hilaire Fraser**

In June qconnect, which co-ordinates bus services in regional Queensland rolled-out 34 new network guides and timetables affecting 15 regions and 19 operators.

Details are as follows:-

Airlie Beach & Proserpine Network Guide & Timetable (Whitsunday Transit)  
Bowen Network Guide & Timetable (Bowen Transit)  
Bundaberg Network Guide  
Bundaberg routes 1/2/3/4/5 Timetable (Duffy's City Buses)  
Bundaberg-Elliott Heads & Moore Park Timetable (Stewart and Sons)  
Gladstone Network Guide  
Gladstone Timetable (Buslink)  
Gympie Network Guide  
Gympie Timetable (Polleys Coaches)  
Hervey Bay & Maryborough (Wide Bay) Network Guide  
Hervey Bay routes 5/13/16/17/18/20 Timetable (Wide Bay Transit)  
Hervey Bay-Burrum Heads Timetable (Wide Bay Transit)  
Hervey Bay-Pt Vernon Kango Timetable (Wide Bay Transit)  
Maryborough routes 1/2/3/4/5/6/7 Timetable (Wide Bay Transit)  
Innisfail Network Guide  
Innisfail routes 1/2/3/4/5/7/9/11 Timetable (Trans North Bus & Coach)  
Innisfail-Belvedere & Flying Fish Point Timetable (Hasties Bus Service)  
Mackay Network Guide  
Mackay Timetable (Mackay Transit Coaches)  
Magnetic Island Network Guide & Timetable (Magnetic Island Bus Services)  
Maleny to Landsborough Network Guide & Timetable (Glasshouse Country)  
North Stradbroke Island Network Guide & Timetable (Nth S'broke Is Bus Serv)  
Rockhampton & Capricorn Coast Network Guide  
Rockhampton routes 1/2/3/4/5/6/10/11/12 Timetable (Capricorn Sunbus)  
Rockhampton-Capricorn Coast Timetable (Youngs)  
Rockhampton-Gracemere & Mt Morgan Timetable (Youngs)  
Yeppoon Timetable (Youngs)  
Toowoomba Network Guide

Toowoomba routes 1/2/4/5/6 (Garden City Sunbus)  
Toowoomba-Rangeville Kango Timetable (Garden City Sunbus)  
Toowoomba-Highfields & Crows Nest Timetable (Kynoch Coaches)  
Warwick Network Guide  
Warwick Timetable (Haidleys Panoramic Coaches)  
Woodford to Caboolture Network Guide & Timetable (Christensen)

Network Guides and Timetables are available at [www.qconnect.qld.gov.au](http://www.qconnect.qld.gov.au) with the exception of the Toowoomba routes 1/2/4/5/6 timetable which is found on the Sunbus website and the three Youngs Timetables which have only been sighted in print form. Printed guides and timetables are in wallet size format.

These timetables are similar to those previously issued except that they now feature fare zones like the new Cairns & Townsville timetables issued in January and May respectively. However, Mackay now features some additional Saturday services and in Toowoomba some services operate along main roads rather than deviating into various estates.

Gympie, Innisfail & Toowoomba residents for example, received a pack containing timetables, a network guide, a ticket wallet, a fridge magnet and a free one month bus pass, in the case of Gympie only. The new Innisfail & Toowoomba services were effective on 16th June and the Gympie services were effective on 30th June.

The qconnect roll-out is now complete, and is comparable to the viclink roll-out for regional Victoria.

## **South Australia**

**Adelaide Bus Station:** As previously noted, the new \$27m Adelaide Bus Station opened on March 29 has received criticism for inadequate toilet facilities and a lack of a kiosk. The former has been partly rectified by the trucking in of a portable toilet block into bay 1 of the bus area pending the expansion of the existing facilities. The City Council that, while the facility met Australian standards, it did not meet community expectations. A small coffee bar has now been noted operating at the station. It is not known what date this facility commenced business.

**Bus Service changes 6 July 2008:** Another lot of timetable changes took place in Adelaide on 6 July. This time it was the services operated by Transit Plus in the Adelaide Hills and along Glen Osmond Road.. A new Hills Metroguide has been published to reflect these changes. New public timetables have been published in the new format. The changes have been made at the same time as the opening of a new park'n'ride facility at Mount Barker adjacent to the Mount Barker Railway station which is now only used for the occasional SteamRanger tourist trains. According to the publicity leaflet issued in connection with the changes the facility has 183 car parks, bike lockers, security lighting and a comfortable waiting environment. Some outer suburban/rural services now have a separate schedule to be operated in school holiday periods. One change not noted on the leaflet is that 7.30am bus from the City on route 820 now operates Monday to Friday as route 820H through to Stirling via Piccadilly instead of school days only. A return service is now also available Monday

to Friday leaving Stirling at 3.38pm. Some buses have also been extended one section along Rangeview Road towards Stirling to terminate at stop 26B.

A major change is that Transitplus buses no longer use the Central Bus Station in Franklin Street but instead terminate at Light Square with the official passenger terminus being stops D1/W3 in Currie Street east of Light Square. The use of the Bus station by these services goes back to the days when these services were non metropolitan. In Mount Barker the Mount Barker East loop (Route 838) now distinguishes clockwise services from anticlockwise by the use of suffixes A for anticlockwise and C for clockwise. The Mount Barker West service (839) has been converted into a loop service with 839A operating anticlockwise and 839C clockwise. Improved services have been introduced to Nairne with Routes 842F and Transit link T842. Improved services have been introduced on the non metroticket services between Mount Barker and Strathalbyn. Route 861 City – Glen Osmond has a ten minute service in the peak as part of its improved service. The after midnight service (N864) to Mount Barker operated Saturday nights/Sunday morning has also been revised.

The following new timetables issued on 6/7/2008 together with a new Hills guide on the same date.

|              |   |   |        |
|--------------|---|---|--------|
| Transit Plus | Carey Gully, Aldgate – Toorak Gardens   | 820, 821  | 6/7/08 |
| Transit Plus | Crafers – Cleland Wildlife Park, Aldgate, Mount Barker via Bridgewater & Hahndorf | 823, 840F, T840, 863, 863F, T863, 860F, 864, 864F | 6/7/08 |
| Transit Plus | Lobethal  | 830F, 834, 835                                    | 6/7/08 |
| Transit Plus | Nairne  | 837, 841F, 842F, T842                             | 6/7/08 |
| Transit Plus | Mount Barker East Loop/West Loop  | 838A, 838C, 839A, 839C                            | 6/7/08 |
| Transit Plus | Aldgate – Macclesfield, Mount Barker – Strathalbyn                                | 850, 852, 854                                     | 6/7/08 |
| Transit Plus | Glen Osmond   | 861   | 6/7/08 |
| Transit Plus | Aldgate, Crafers/Aldgate – Stirling   | 865, 866, 868                                     | 6/7/08 |
| Transit Plus | Aldgate to Blackwood Station/Belair/Urrbrae                                       | 894, 893, 892                                     | 6/7/08 |

**Further Adelaide changes:** The Government has made available on the [www.adelaidemetro.com.au](http://www.adelaidemetro.com.au) website details of the routes on which additional bus services were to be introduced on 28 July as part of the 2008 budget provision to improve public transport. These extra services are to be provided by leased buses and vehicles due for retirement but are still in working order.

J1-J1T-C1 Tea Tree Plaza to City via O-Bahn \*4 afternoon peak 36 interpeak 4 early evening\*

105 Rostrevor to City via Coorara Avenue \*1 morning peak\*

106 Magill to City via Magill Road \*1 morning peak 4 afternoon peak\*

111 Grange South to City via Grange Road \*1 morning peak

122 Rosslyn Park to City via The Parade \*2 morning peak 4 afternoon peak

132/133 West Beach/Henley Beach South to City via Henley Beach Road \*2 morning peak 4 afternoon peak  
 142 Burnside to City via Kensington Road \*1 afternoon peak  
 167 Glenelg to City via Richmond Road \*2 morning peak extended from Glenelg 2 afternoon peak extended to Glenelg  
 174 Paradise Interchange to City \*18 interpeak 1 afternoon peak  
 181/182 Blair Athol to City \*2 morning peak 5 afternoon peak  
 206 Ingle Farm to City \*2 morning peak 3 afternoon peak  
 208 Northgate to City via Galway Avenue \*2 afternoon peak extended to Northgate  
 211 Colonel Light Gardens to City via Goodwood Road \*1 afternoon peak  
 221/222 Gepps Cross to City via Main North Road \*6 morning peak 6 afternoon peak  
 228/228F Elizabeth East to City via Main North Road \*2 morning peak 2 afternoon peak  
 229/229F Para Hills to City via Main North Road \*2 morning peak extended 3 afternoon peak  
 245 Warradale to City via Morphett Road \*1 School Days only afternoon peak  
 264 Glenelg to City via Anzac Highway \*3 afternoon peak  
 287 Henley Beach to City via Ashley Street \*4 School Days only morning peak extended to operate all year  
 296 St Marys to City via Winston Avenue \*1 afternoon peak  
 548 Greenwith to City via O-Bahn \*5 morning peak 5 afternoon peak  
 712/712F Old Reynella Interchange to City via Main South Road \*1 morning peak extended  
 721X Old Reynella Interchange to City via Southern Expressway \*1 morning peak  
 830/840/841/863 Mount Barker & Aldgate to City via Glen Osmond Road \*4 morning peak 6 afternoon peak

## **Victoria - Melbourne**

**280/282 New Bus Loop Service for City of Manningham (National Bus Co):** A new loop bus service operating six days a week is to be introduced from late 2008 around the Doncaster area linking major shopping precincts, local attractions and will link in with other major bus services including the Eastern Freeway express services to the CBD. The Route 280/282 loop bus will be operated with six new low-floor mini-buses. Route 280 will operate from The Pines eastbound, while new Route 282 is the same route in a westbound direction. The new route will replace three existing routes – 283, 289 and part of 365 between Westfield Doncaster and Tunstall Square Shopping Centre. The remaining part of Route 365, between Tunstall Square and Ringwood, will be serviced by extending Route 271 from North Nunawading to Ringwood. This connects Park Orchards and North Ringwood with Box Hill Station and Shopping Centre. The new loop bus service will operate as a trial for 12 months and will run every 30 minutes on weekdays between 8am and 6pm and every 60 minutes on Saturdays between 8.30am and 5.30pm. “If demand for the service is strong, we will look at making it a permanent addition to public transport in Manningham,” Minister for Public Transport Ms Kosky has said.

**400 Sunshine – Laverton (Sita/Westrans):** The completion of traffic signals at the intersection of Windsor Boulevard and Robinsons Road has enabled the bus to use this intersection. The service will now operate from Sunshine via Tilburn Road then via Mt Derrimut Road and Windsor Boulevard to Robinsons Road, providing public

transport access to this developing area of Derrimut and replacing current express running along Station Road, Western Highway and Westwood Drive. The current arrival and departure times remain the same. The new timetable is dated 26 May 2008. but the actual commencement was from 23 June 2008.

**401 North Melbourne Station – Melbourne University (Sita):** Five extra morning trips now operate between 6.45am and 7am to offer more services for those who work at the Royal Melbourne Hospital and Royal Women's Hospital. Minister for Public Transport Ms Lynn Kosky said that the popular service now regularly carries up to 2,500 passengers a day during university semester times.

**409 Highpoint – Yarraville (Westrans):** As from 30 June 2008 the route is extended and re-titled. Now runs through a newly developed inner residential area known as Edgewater via Rosamond Road, Aquatic Drive, Gordon Street, Edgewater Blvd, Bracken Avenue, Cumberland Drive, Meyers Road, Farnsworth Avenue, Ballarat Road (via Victoria University Footscray Park Campus), Moore Street, Irving Street, Albert Street then as previously from Footscray to Yarraville. Services are as per minimum standards hours. On weekdays and Saturdays buses run every 20 minutes between Yarraville & Footscray, and every 40 mins between Footscray and Highpoint. On Sundays, a 40 minute service operates across the entire route.

409 industrial trips from Footscray to Sunshine Park are retained. As part of these changes, the route has been transferred from Altona to Sunshine depot.

**414 Laverton – Footscray (Westrans Altona):** Route 414 is being changed to replace the current section of Route 409 between Footscray and Roberts Street. From Robert St & Geelong Road, services towards Footscray will now run via Robert St, Sunshine Rd, Buckley St, Nicholson St, Irving St, Leads St terminating in Paisley St. From Footscray the service will run via Albert St, Buckley St and then the reverse of the above route. There is a minor time change to the Laverton Station time on the Saturday timetable from Footscray.

**415 Laverton – Williamstown (Westrans Altona):** The new deviation to serve Port Phillip Retirement Village, recently introduced, was suspended by July 4 until further notice, due to problems with parked cars in near-by streets.

**423 & 424 St Albans – Brimbank - 9 June 2008 and 461 Watergardens - Taylors Hill (Westrans) - 30 June 2008.** The above timetables have been reprinted with revised train connection information and new style route maps.

**431 Yarraville – Kingsville (Sita):** Revised service effective 30 June 2008 replacing the majority of the former 430, including introducing two way operation along much of the route. Buses every 30 mins on weekdays until 7pm and on Saturdays until 6pm.

**432 Newport – Yarraville (Sita):** A revised route introduced on 30 June 2008 combining portions of the former 429, 430 and 432, travelling via Altona Gate Shopping Centre and Chambers Road, Altona North. Buses run at 20 or 30 min intervals on weekdays until 9pm, and every 45 minutes on weekends until 9pm. These frequencies result in inferior train connections as rail services are generally at 20 or 40 minute intervals.

**472 Moonee Ponds – Williamstown (Sita):** Has been altered in Footscray to run along Geelong Road, Victoria Street and Paisley Street rather than Buckley Street and

Victoria Street. This replaces the former section of Route 414 between West Footscray and Footscray. These changes also mean the route avoids Victoria Street rail bridge, which only has a 2.9m clearance, therefore finally allowing low floor buses to operate on this route. The new timetable in metlink DL format is dated 30 June, 2008

**477 Moonee Ponds – Broadmeadows (Tullamarine Bus Lines):**The route changes in Broadmeadows that commenced on June 29 lasted less than 48 hours, with services reverting back to the old route via Sorrento St, Rosebud Crescent and Ripplebrook drive.

**478/479/500 (Tullamarine):** Timetable dated 1 July 2008

**484 Broadmeadows Greenvale (Tullamarine):** A reprinted 484 timetable (version 1.3 - 07.2008) has been issued after the original version (1.2) incorrectly contained the old Saturday & Sunday timetables. Services on both days now run every 45 minutes instead of hourly, however the last trip in both directions is now 30 minutes earlier at 20:30. Weekend travel times have also been reduced from 50-53 minutes to 37-38 minutes.

**490 Airport West - Gowanbrae demand responsive (Tullamarine):** Commenced 14 July. The new Route 490 bus will run to a set timetable between Airport West and the Gowanbrae shops, where the bus will then divert to pick up passengers from a number of designated bus stops throughout Gowanbrae, according to passenger demand. Passengers are required to book the bus up to 15 minutes prior to the scheduled trip departure time. Regular passengers can make recurring bookings for the service, eliminating the need to make a separate booking for each trip.

**510 Essendon Stn – Ivanhoe Stn and 512 Strathmore Stn – East Coburg (Moreland Bus Lines):** Timetable 14July2008. New 510 trip from Essendon to Ivanhoe at 07:10 Weekdays.

**554 Thomastown via West Lalor (clockwise loop) and Route 557 - Thomastown via West Lalor (anti-clockwise loop) (Reservoir Bus Company):** Received upgraded service levels from 14 July 2008. These routes have been simplified with the 554 operating clockwise from Thomastown Stn via High St, Spring St, Edgars Rd, Victoria Dr, Barry Rd, Kingsway Dr then High St back to Thomastown Stn. Route 557 does the same route an anti-clockwise direction. Frequency & hours have been substantially improved. Services now operate approximately every 30 minutes between 6am and 9pm weekdays (with extra trips in peak periods between Victoria/Main Streets and Thomastown), 8am and 9pm Saturdays and public holidays, and 9am and 9pm Sundays, Good Friday and Christmas Day.

**577 Mill Park Lakes - Epping Plaza via Epping Station and Findon Street (Reservoir Bus Co.)** This route has been upgraded to operate approximately every 30 minutes on weekdays, and has been extended further north along The Lakes Boulevard to Gordons Road. The new timetable for 577 is effective 14 July 2008.

**901 Frankston – Ringwood SmartBus (Grenda/Invicta):** Minister for Public Transport Ms Kosky has announced \$2.5 million for new bus priority lanes along SmartBus Route 901 (Frankston-Ringwood). The bus priority works are due for completion by early 2009 and will include: Construction of a 1.3-kilometre dedicated bus lane on Stud Road (northbound) from George Street to High Street

Road; □ Upgrades to the intersections of Stud Road/George Street and Stud Road/High Street Road, including remodelling traffic signals to provide a 'queue jump' for buses; and an upgrade to the intersection of Dandenong-Frankston Road and Jayco Drive, to provide better access for southbound buses, and a dedicated bus lane and 'queue jump' for northbound buses. Since launching in March this year, the Route 901 SmartBus now carries around 8000 travellers each weekday. "These upgrades will provide priority access not just for SmartBus, but for all local buses operating along this route," Ms Kosky said.

### **Victoria – Regional**

**V/Line** has announced a new service connecting with the Yarram coach from 9.5.2008 servicing Wilson's Promontory, operating Friday evening on the down to Tidal River returning Sunday afternoon back to Foster. The operator is Wilson's Bus Lines of Inverloch. There is considerable dead running and perhaps an alternative strategy would have been for the bus to connect to/from Wonthaggi running via Leongatha and/or Inverloch.

### **Gippsland Public Transport Links**

Increased services and better connections between communities will be the key features of a \$14.7 million upgrade to transport services in South Gippsland and Bass Coast. Public Transport Minister Lynne Kosky said bus and coach services in the region will be boosted offering residents and visitors public transport links that best meet the community's needs. There will be major improvements to road coach services from Leongatha and the Bass Coast (including Phillip Island); more frequent services between townships on the South Gippsland and Bass Coast Highways; new and upgraded links from Leongatha, Wonthaggi and Inverloch via Koo-Wee-Rup to Pakenham; and a new cross corridor connection between Koo-Wee-Rup and Pakenham.

**Wangaratta News** from the Wangaratta Chronicle written by Philip Nolan.

Rising petrol prices are prompting local people to look at the local bus service as an alternative way of getting to work. Cullen's Bus Lines has introduced a new workers' service covering both Yarrunga and the West End, and slowly but surely city centre workers are starting to take advantage of it. Stuart Cullen said a recent increase in town bus patronage had been prompted more by newly-introduced concession tickets, which provide a return bus fare anywhere in the city inside a two hour limit for only 90c. "However, in the past week or so some of our drivers have noticed some new faces appearing regularly. "When the drivers quiz them, the answer has been that it is getting too dear to get the car out," Mr Cullen said.

### **Western Australia**

Perth updated timetables.

Eastern 86 29/6/2008

Southern 131 29/6/2008

**Thanks** to Australian Transport Discussion Board, Adrian Dessanti, Hilaire Fraser, Norbert Genci, Matthew Gibbins, Alan Gray, Steven Haby, Craig Halsall, Victor

Isaacs, Michael Marshall, Bradley Matthews, Minister for Public transport, Peter Parker, Lourie Smit, Roger Wheaton.

## AIR NEWS

### DOMESTIC

**Tiger Airways** will reduce Melbourne to Darwin frequencies from daily to four times a week from 1 September. Tiger blamed the move on seasonal demand and insisted it was committed to further expansion in Australia.

**Virgin Blue** will operate an extra daily return flight between Port Macquarie and Sydney from 4 August to 25 October, doubling capacity.

On 12 July the Federal Attorney-General's Department, Territories Division called tenders for provision of air services to Cocos Island and Christmas Island.

### INTERNATIONAL

**V Australia** will add a service between Brisbane and Los Angeles from next year. Brisbane to LA will be the second route for V Australia, which will also fly from Sydney to LA from 15 December. The Brisbane service will operate three times a week - on Wednesdays, Fridays and Sundays from 1 March.

V Australia has filed an application with the government to fly five services per week between Sydney and Johannesburg from October.

**Jetstar** will commence daily services from Perth to Singapore on 2 December, its third destination from Perth after Jakarta and Denpasar, which commence in October. It will compete with Tiger and Singapore Airlines on the Perth-Singapore route.

**Etihad Airways** will push ahead with flights from a third Australian destination in the first quarter of 2009 as the carrier claimed it had seen no slowing in demand. Load factors for economy class on the Sydney route were over 85 per cent in the first six months of 2008, and Etihad expects passenger numbers across its network to reach six million by the end of the year. Etihad will increase its existing daily service from Sydney to 11 flights per week at the end of October. It has signalled its intention to order between 50 and 100 aircraft at the upcoming Farnborough International Airshow.

**LAN Argentina** and Qantas will codeshare on new thrice weekly services between Sydney and Buenos Aires from 24 November. LAN will operate the Monday, Wednesday and Saturday services.

**Emirates** will commence a third Melbourne-Dubai service from 3 February 2009.

New inter-governmental agreements between Australia, Kenya, South Africa, Thailand and Brazil provide for open code share arrangements, raising the possibility of increased services.

(**Thanks** to Tony Bailey for Air News).

# FERRY NEWS

## WORLD YOUTH DAY NON-TIMETABLE

For the visit of Pope Benedict XVI for World Youth Day, Sydney Ferries issued one of the most extraordinary timetables ever seen in Australia. While we all expect that a “timetable” shows the times of all *scheduled* services in full or in part, this one turned the idea on its head and showed only the full schedules of the services which *had been cancelled* on account of the Pope’s “Boat-a-cade” on Sydney Harbour. The regular (operating) services were not shown at all. This oddity was compounded by the statement for most routes that services would “operate to the regular timetable”. These odd timetables will be available via the AATTC Distribution Service.

(**Thanks** to Geoff Lambert for Ferry news).