



TABLE TALK

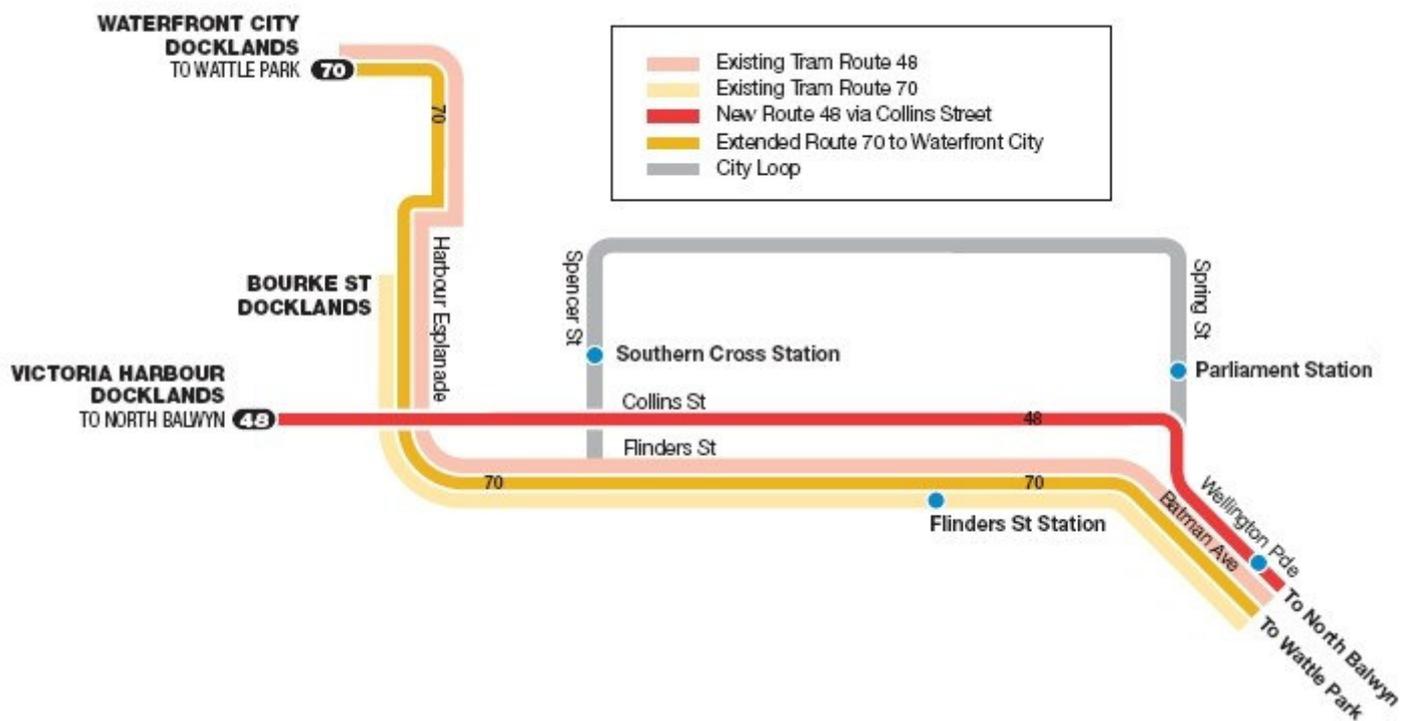
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About *Table Talk*

Table Talk is published monthly by the Australian Association of Timetable Collectors Inc. (Registration No. A0043673H) as a journal of record covering recent timetable news items. The AATTC also publishes the *Times* covering timetable history and analysis. Contributions are very welcome and should be sent to the appropriate Editor.

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RAIL & TRAM NEWS

ARTC's timetable for timetables

On 4 June, ARTC CEO, David Marchant, announced the first stage of timetable improvements, resulting from upgrades to the north-south railway. He said that Section Run Times on the NSW North Coast have been reduced based on modelling for both Up and Down directions. Specifically, steel trains running from Morandoo in NSW to Acacia Ridge Qld have had their average transit time reduced by 2 hours 22 minutes to 17 hours 34 minutes, and on the return journey, the average transit time has been reduced by 1 hr 39 minutes to 16 hours 1 minute. Intermodal Superfreighter trains running from Islington Junction NSW to Acacia Ridge have had their average transit times reduced by 1 hr 19 minutes to 14 hours 37 minutes, and on the return journey the average transit time has been reduced by 1 hr to 14 hours 45 minutes.

The second stage of timetable improvements will be released on October-November following completion of further upgrades and the third stage in April-May 2010 following completion of the South Sydney Freight Line. Countrylink's draft timetable for North Coast trains from 11 October includes significant speed-ups for up trains – see *item below*.

ARTC: more upgrades

The ARTC's Submission to Infrastructure Australia contains details of its ambitious investment program up to 2024, which builds upon upgrades already implemented or underway. Highlights of further upgrades that ARTC is looking to are:

- Duplication from Seymour to Tottenham by 2013,
- Duplication from Junee to Albury by 2015 (completing duplication from Sydney to Melbourne),
- Duplication from Muswellbrook to Gunnedah (including bypass of Werris Creek) by 2018,
- 22 loop extensions, 4 new loops and 33 passing lanes on the NSW North Coast line by 2018,
- 5 loop extensions between Cootamundra and Crystal Brook by 2011,
- 11 loop extensions and 9 new loops between Crystal Brook and Kalgoorlie by 2017,
- 4 new loops between Kalgoorlie and Perth by 2011.

In early May work started on the Sunshine-Brooklyn Standard Gauge line in western Melbourne. This will enable trains travelling Sydney to Adelaide via Melbourne to avoid having to go into Tottenham Yard to reverse.

ARTC: Queensland

The QR railway from Acacia Ridge to the Queensland border is expected to be leased to ARTC by July. This was a condition of Commonwealth funding of \$55.8 million for concrete resleepering and dual gauge to Bromelton where a SCT intermodal terminal is being developed. Work is also well underway towards lowering the line at the Acacia Ridge level crossing.

ARTC: NSW coal lines upgrades

Duplication on the Hunter Valley line between St Heliers and Muswellbrook (4.7 km) was completed and brought into use on 27 March 2009. Antienne to Grasstree (7 km) duplication was inaugurated on 23 November 2008. The passing loop at Boggabri has been extended to 1350m.

PN: Junee depot to close

Pacific National will close its train depot in Junee by July 2010, with more than 40 jobs to be lost. PN drivers will need to relocate or consider redundancy.

Iron Boomerang

A number of steel manufacturers are reported to have agreed to fund a \$145 million feasibility study of the 3,300 km Iron Boomerang railway which would connect the Pilbara iron mines and the North Queensland coal mines. (See *Table Talk*, August 2008, pages 1 and 3).

Daily commuting time in Australian cities

	2002	2003	2004	2005	2006
Sydney	5.4	5.4	5.5	5.5	5.8
Melbourne	5.1	5.2	5	5.2	5.2
Brisbane	4.2	5	4.6	4.6	5
Perth	4.3	4.2	4.3	4.3	4.4
Adelaide	4	3.9	4.2	4.4	4.3

Time is hours per week.

Source: *Household, Income and Labour Dynamics in Australia 2009*, report by Melbourne Institute

Goodbye QR?

In a startling development on 2 June 2009 the Queensland Premier, Anna Bligh MLA, announced a major program of government asset sales. This includes the sale or lease of most of Queensland Rail, Australia's last integrated railway, specifically:

- Sale of coal train operations and infrastructure. This is expected to raise \$7 billion;
- Sale of bulk freight, intermodal, retail and regional freight operations; and
- Sale or lease of the regional infrastructure to the Australian Rail Track Corporation.

All that will be retained by the State will be QR's passenger operations.

The sales will be progressed over the next three to five years.

QR coal network duplication

Stanwell to Wycarbah, 10.5 km, has been duplicated since early June 2009. This is the seventh in a series of 12 track duplication projects boosting the Blackwater system's capacity.

Queensland Budget

The Queensland Budget presented on 16 June included:

- Funding for Brisbane Busways,
- \$360 million for SE Queensland rail infrastructure, including duplication from Keperra to Ferny Grove (\$62.8 million over two years) and further funding of quadruplication from Corinda to darra, and new lines from Darra to Springfield and Robina to Varsity Lakes,
- Robina to Varsity Lakes, and Corinda to Darra,
- \$862 million for Coal railway infrastructure.

QR: Park Rd? Boggo Rd? What's in a name?

QR Citytrain proposes to rename Park Road to Boggo Road after a nearby development.

QR: Kippa-Ring line

The Queensland Government and Moreton Bay Regional Council have revived plans to build the long-awaited Petrie to Kippa-Ring rail link. They will each contribute \$2 million to drawing up a business case and design plan to get the \$880 million project "shovel ready" so it can receive support from the Federal Government's Infrastructure Australia fund. The State Government dropped plans to build the link five years ago after a study suggested it would be unviable and during the March election campaign ridiculed an Opposition promise to construct the railway. However, Moreton Bay Council has continued to lobby for the project, insisting that the rapidly growing communities north of Brisbane needed better public transport links.

Cityrail timetable 11 October

The new Cityrail timetable will commence on Sunday 11 October. Features are:

- Integration of the new Epping to Chatswood line into the network,
- Provision of additional carriages on some peak hour trains;
- Alteration of platform arrangements at some stations,
- A new service from Quakers Hill at 0710 to North Sydney 0814,
- A new semi-fast service from North Sydney at 1712, Town Hall 1722 to Quakers Hill 1815,
- A new express service from North Sydney at 1727, Town Hall at 1737 to Penrith 1841,
- A new semi-fast service from North Sydney at 1827, Town Hall 1837 to Penrith 1947,
- Two morning peak services from Quakers Hill to the City, which currently terminate at Central at 0819 and 0829 will be extended to the North Shore,
- Services at Penrith, St Marys, Mt Druitt, Blacktown, Seven Hills, Westmead, Parramatta, Granville and Strathfield in both directions will increase from 4 to 6 services an hour in the off peak until approximately 1130,
- The hourly City to Riverstone service will be extended to Richmond providing two services an hour in the off-peak,
- A new fast service will be provided from Central at 1756 via Sydenham to Campbelltown 1851,
- A new service departing Liverpool at 0754 via Granville to Central at 0850,
- South Line services between Glenfield and the City via Granville in both directions increased to four services an hour in the off peak period until approximately 1130,
- Additional off peak services on the Northern and North Shore lines until approximately 1130,
- Additional weekend services on the Bankstown and Inner West lines; providing a regular 15 minute service (currently ½ hourly) during daylight hours,
- Adjusted services to cater for school children: three morning and two afternoon Northern Line services to stop all-stations between Strathfield and Hornsby, eliminating the need to change at Epping. and other minor changes have been made to suit some school children's travel patterns at Petersham, Wentworth Falls and Gosford,
- Extension of hours of operation on the Northern, Western and North Shore Lines,
- Reduced morning peak service gaps at Artarmon, Casula, Petersham, Lewisham, Stanmore and Summer Hill,
- In the late evening, improved connections at Blacktown for Richmond branch line services,
- In the late evening, provided regular interval departure times from Central on Blue Mountains Line services,
- Removal of Eastwood stops on Newcastle/Central Coast intercity services arriving Central at 0647 and 0719 as well as services departing Central at 1515 and 1545,
- Restoration of Macquarie Fields stops on services departing Central between 1500 and 1600,
- Reduction of late evening service gap on the North Shore Line at Hornsby for weekend services,
- Restoration of Metford stops for all Maitland/Telarah trains, the 0602 Scone-Newcastle train and the 0822 Newcastle-Dungog train to service the local TAFE,
- Extension of a Maitland service to Telarah in the weekday afternoon peak period,
- Improved connections between the weekend 1515 Central-Newcastle train and Hunter services.

Public timetables will be available in July.

Countrylink timetable 11 October

A new Countrylink timetable will also take effect from 11 October, to coincide with the new CityRail timetable. Countrylink has placed their proposed North Coast timetable on their website, www.countrylink.info, and requested comments. (This is probably the first time Countrylink has sought comments on a draft timetable). Northbound (down) trains are proposed to be eight to ten minutes slower. For southbound (up) trains: the 0630 ex Grafton will be unchanged, the 0730 ex Brisbane 48 minutes faster (to now arrive Sydney at 2106) and the 1930 (formerly 1925) ex Casino 21 minutes faster (to now arrive at 0652).

NSW Budget

The NSW Budget presented on 16 June included:

- \$581 million for preliminary work on environmental assessment and engineering for the Central-Roszlle Metro,
- \$108.7 million (of which \$91 million is provided by the Commonwealth government) on a feasibility study for a Sydney-Parramatta Metro,

- \$186 million the first stage of the South West Rail Link – which is for a bus interchange and train storage at Glenfield,
- \$935 for further funding of the “rail clearways” project.

SRANSW CityRail: New website

CityRail has a new website design from 21 June. It provides a fresher and clearer approach. Timetables are accessible from the front page, but the CityRail related buses such as Fassifern-Toronto, Picton-Bowral, Wollongong-Moss Vale and Lithgow-Bathurst are no longer included. CityRail's website receives 40,000 hits a day. It is at www.cityrail.info

How long does it take to travel by train? *by Alex Stoney, from the Railway Technical Society of Australasia NSW Newsletter, March 2009.*

The new draft [CityRail] timetables, after the integration of the Chatswood-to-Epping railway into the Suburban network, have been published on the Web. So let us have a look at what time-saving travels await a commuter boarding a train at Epping for a City destination.

CURRENT TIMETABLES. The current North Shore timetable (effective from 28 May 2006) shows the running time from Chatswood to Wynyard (of 23 trains between 7.00 am and 9.00 am Chatswood departure times) of either 20 or 21 minutes; all trains stop at all stations, (except two, which skip Wollstonecraft and Waverton and take 19 or 20 minutes.) The current Northern Line timetable (also effective from 28 May 2006) shows 8 trains between 7.00 am and 9.00 am, 4 of which take 36 minutes from Epping to Wynyard (via Strathfield) skipping 6 stations, and 4 trains, taking between 44 and 47 minutes. (In addition, between 7.27 am and 8.12 am, 4 trains originate at Eastwood, taking 41 minutes to get to Wynyard.) In the same period, 6 InterCity or Outer Suburban trains stop at Epping and terminate at Central Terminal. All stop at Strathfield; all but one stop at Redfern also. Two of these stop at West Ryde; one of these at Meadowbank also.

NEW TIMETABLES. (RailCorp Standard Working Timetable 2009, Version 1.0, Pages 285 to 288 - Intended to be introduced in November 2009.) The present shuttle service from Epping to Chatswood takes 17 minutes, which will be increased in the new timetable to 18 minutes (in one case to 19 minutes.). Between 7.00 am and 9.00 am weekdays, 8 trains depart Epping for City via Chatswood All come from Hornsby, and stop at all stations to Epping, and to Chatswood, and to Central taking 37 or 38 minutes Epping to Wynyard (except the last 3 which skip Wollstonecraft and Waverton and take 36 minutes). In this two hour period 8 trains start at Epping and stop all stations to Strathfield, before continuing to the City. In the same period, 8 InterCity trains stop at Epping and Strathfield, and terminate at Central Terminal; all but one stop at Eastwood also.

COMPARISON. Using these timings let us look at how long it takes to get from Epping to the City. To consider the morning commuter's viewpoint, one should include all times, such as:- 1. *Time to get from home to the station.* 2. *Time to buy one's ticket.* 3. *Time to get from the ticket machine or window to the platform* 4. *Time to wait for the train.* 5. *Travelling time to the destination station.* 6. *Time to get from the station to the destination, (presumably one's workplace.* Since we are comparing two different routes of train travel, the items 1, 2 and 6 will be left out, since the commuter is considered to live at the same place, and travel to the station by the same means, for both routes of train travel, and to the same workplace. So our comparison commences at the ticket machine at Epping, and terminates at the arrival platform at the City station. First look at how long it takes to get to the train, On 18 March 2009 the following times were recorded, at Epping: Departure from ticket machine 0 (i.e. base time) Entry to ticket barrier gate 15 seconds Exit from ticket barrier gate 20 seconds Entry to Escalator 1 32 seconds Exit from Escalator 1 (at Platform 1-2) 54 seconds Arrive at Platform edge, ready to board 1 min 05 seconds (i.e Platform 1 access time.) Entry to Escalator 2 1 min 08 seconds Exit from Escalator 2 (at transfer concourse) 1 min 31 seconds Entry to Escalator 3 1 min 40 seconds Exit from Escalator 3 (at Platform 5-6) 2 min 39 seconds Arrive at Platform edge, ready to board 2 min 50 seconds. (i.e Platform 5 access time.) (Some time might be saved by running, or by walking down the escalators, but at peak times both are practically impossible) Note that it took 1 minute 45 seconds longer to get to Platform 5-6 than it did to get to Platform 1-2. For all passengers travelling on the new Chatswood - Epping line, (i.e. from Platform 5) this time will apply and be added to the times shown in the timetables. This gives the following best times from Epping to City stations (during the morning 2-hour peak period, and including Platform access time.) Destination. Time via Strathfield Time via Strathfield Time via Chatswood. current timetable. based on New timetable based on New timetable. Wynyard. 37 min. 05 secs. 45 min. 05 secs. 38 min. 50 secs. Town Hall 34 min. 05 secs. 41 min. 05 secs. 42 min. 50 secs. Central 31 min. 05 secs. 38 min. 05 secs. 45 min. 50 secs. Even a commuter from Cheltenham (who, like those from further North, does not have the delay of using Epping's escalators) will take 42 minutes via Chatswood to Wynyard, when he/she used to do it via Strathfield in 39 minutes. It is a lot worse for the commuter going

to Town Hall. In some cases Epping to Central passengers will find better times by using InterCity trains to Central Terminal station. Perhaps the only winners are commuters going from Eastwood to Central, by InterCity trains, in 24 minutes (same as now, but more trains will stop at Eastwood).

CONCLUSION. On the basis of these figures, it is difficult to see how any commuter from Epping (or from anywhere else) could see an improvement in their travelling times, when the new timetable is introduced.

Train ride subsidies pay off: expert

from *Sydney Morning Herald*, 10 June 2009, by Andrew West

Car enthusiasts, motorway lobbyists and opponents of public transport have long argued that taxpayers are footing the bill for train travellers because the price of tickets does not reflect the full cost of the service. But a report for the NSW Government's price regulator shows that for every train journey the public subsidises, the community saves more than \$6 in social costs. The report into the "externalities" - or the benefits of public transport for those who do not use the system - finds that ticket subsidies are easily offset by savings from less road congestion and less air pollution. The report was prepared last year by a Harvard-trained expert, Mike Smart, for the Independent Pricing and Regulatory Tribunal, but the findings were made public in a seminar at Sydney University's Institute of Transport and Logistics Studies yesterday.

In NSW the cost of each rail journey is split between a 70 per cent subsidy and 30 per cent from fares. An average ticket is \$1.80, making the full cost about \$6. But Mr Smart's findings show that when external factors are included rail travel becomes cost-neutral. "The current train fares are certainly not drastically too low," Mr Smart said. He found that without subsidised tickets many rail passengers would use their cars, increasing congestion, which costs \$15.80 an hour. By removing cars from the traffic stream, trains represented a net benefit for motorists, Mr Smart said. He also pointed to a "pollution benefit" that drivers derived from subsidised rail travel. "The amount of pollution is directly related to the number of litres of fuel consumed." But he warned the proportion of train journeys recovered by fares would need to increase to cover rail infrastructure spending. He said the full unsubsidised cost of a rail journey could rise to \$10 if the Government wanted to expand the heavy-rail network.

New operators for Melbourne's trains and trams

The Victorian Government on 25 June announced new operators for Melbourne's trains and trams. The present operators, Connex Melbourne and Yarra Trams, both failed in their retendering. The new contracts will come into effect from 1 December. Both are for eight years, with an option to renew for another seven years.

Metro Trains Melbourne (MTM) was granted a tender to operate the suburban rail network. MTM is a joint venture between Hong Kong's MTR Corporation Ltd, Australian companies John Holland Melbourne Rail Franchise Pty Ltd (John Holland) and United Group Rail Services Ltd (UGL). UGL promises more frequent services. The Connex timetable changes of 19 July will go ahead.

Keolis Downer EDI (KDR) will operate Melbourne's tram system - now reckoned to be the largest in the world. KDR is a consortium between Keolis, a subsidiary of the French railway company SNCF, and Australian maintenance provider Downer EDI. KDR may continue to use the Yarra Trams name.

Melbourne Tram route changes

Route 48 (North Balwyn-Docklands) will be changed to travel via Collins Street instead of Flinders Street, and extended to Victoria Harbour, Docklands from September. The alteration will provide a direct link between the heart of the CBD, Southern Cross Station and the Victoria Harbour precinct of Docklands. Route 48 trams, which currently travel down Flinders Street, will turn right from Wellington Parade into Spring Street and then left into Collins Street. The trams will then travel down Collins Street to Victoria Harbour, Docklands. Route 70 trams from Wattle Park, which currently terminate at Bourke St Docklands, will be extended to Waterfront City Docklands (*see the diagram on the front cover*).

Yarra Trams have now produced separate Weekend Timetable booklets dated May 2009 for the following routes, which incorporate the changes made on 31 January.

- 1 East Coburg – City – South Melbourne Beach,
- 3a Melbourne University to East Malvern via St Kilda
- 5/64 Malvern (Burke Road) / East Brighton
- 6 Glen Iris
- 8 Moreland – City - Toorak
- 16 St Kilda Beach
- 67 Carnegie

72 Camberwell
78/79 North Richmond – Prahran/St Kilda Beach

Victorian rail freight

Bairnsdale-Geelong log trains have resumed operation, albeit at reduced frequency. Waurin Ponds-Lyndhurst cement trains and Kilmore East-Lyndhurst stone trains are reported to be continuing, following earlier uncertainty. (See *May Table Talk*, p. 5).

Regional Rail Link

The Victorian Government released details of the route of the Regional Rail Link on 17 June – see <http://www4.transport.vic.gov.au/vtp/projects/regionalrailink.html>. This includes a map of the outer portion of the new route, but not how it will thread its way through the inner suburbs. This will be a massive engineering project including 50 kilometres of new line and initially two new stations at Manor Lakes in Wyndham Vale and Rose Grange in Tarneit. Land will be set aside at a further four station sites in the vicinity of Dohertys Road in Truganina, Davis Road in Tarneit, Sewells Road in Tarneit, and Black Forest Road, West Werribee, in response to future urban development. There will be no level crossings. The Regional Rail Link will provide capacity for more than 20 extra train services every hour on the Geelong, Ballarat, Bendigo, Werribee, Craigieburn and Sunbury lines providing capacity for more than 9000 extra passengers every hour.

Coolaroo

Construction of Coolaroo station between Broadmeadows and Roxburgh Park commenced on 5 June. It will open next year.

V Line: 14 June WTT and 19 July PTT

V Line's new Working Timetable for the Ballarat/Ararat line effective from 16 June, for the opening of Wendouree station, is now available on their website. Go to www.vline.com.au/rna/rna/information_pack.html

The V Line's new timetables of 19 July for other lines contain only minor changes, most significantly:

- Some Bendigo line trains speeded up slightly,
- Most Up Geelong trains in the Monday-Friday interpeak slowed down slightly within the suburban area. This is the result of the doubling of the Werribee suburban service during this time period.

As at the end of June, all 19 July Public timetables for rail services were on V Line's website, but most connecting bus timetables were not.

There are no longer any Western line Broad Gauge freight Working timetables. This means that no freight trains whatsoever pass through Ballarat. The Standard Gauge WTTs are yet to acknowledge that ARTC has taken over the Portland line.

Tasmanian Government Railways revived

The Tasmanian Government has agreed to assume control of the State's rail network from Pacific National by 30 November. The cost of the deal has not been disclosed. The State government did not set aside funding in this month's state Budget to fund the takeover or invest in rolling stock. Federal funding might be available. The transfer of ownership will include the Melba bulk freight line on the west coast (the former Emu Bay Railway). The Melba line issue had initiated a threatened Asciano declaration of force majeure closure over the lack of a long-term lease of port land at Burnie. The threat preceded the talks and had led to harsh words from the Tasmanian Ports Corporation and the State Government being directed at Asciano. "The parties said . . . that they believed that this arrangement was the best possible outcome for Tasmanian rail customers, Pacific National employees and the Tasmanian community," the announcement said. Asciano said last year that it would withdraw from Tasmanian rail because the business was not profitable and because of the condition of the infrastructure.

Pacific National had previously said it would cease all operations on 30 June. The Melba line, one of the few lines formerly thought to be profitable and with a safe future. Two mineral trains a day operate.

The north-south railway (see *June Table Talk*, p.10) reopened on 23 June, following a major rehabilitation program including relaying 20 km of line and 160,000 new sleepers. Since the line was closed by the major derailment of 15 May, it is claimed that an extra 100 trucks a day used the Midland Highway in each direction.

It has been revealed that the State Government has spent only \$1 million of the \$ 24 million available from the Federal Government to rehabilitate the railway.

Tasmanian Budget

The Tasmanian State Budget presented on 11 June included:

- \$197 million for rail rehabilitation, including \$4 million to improve rail capacity at Rhyndaston and \$3.5 million for work on the main line but no allocation for a buyout, and
- \$73 million for development of the Brighton freight hub.

But see the preceding item.

SA Budget

The SA Budget presented on 4 June included public transport funding of:

- \$1.5 billion over four years to expand the metropolitan rail network, including new works in partnership with the Commonwealth to extend the Noarlunga line to Seaford and to accelerate the Gawler line upgrade,
- \$61.0 million over three years for an improved link between the O-Bahn and the central business district, and
- \$42.2 million over four years for seniors to travel free on public transport at interpeak time.

South Australian dreams

The South Australian Government has investigated the possibility of a passenger train service from Adelaide to Angaston in the Barossa Valley, but the Minister for Transport, Patrick Conlon, says it is not part of the State Government's current transport plans.

A rail line of 105 km has been proposed from Pimba to Roxby Downs as part of plans for expansion of the Olympic Dam mine. Proponents state there would be three trains a day from Olympic Dam to Port Adelaide. Meanwhile BHP Billiton plans to install a temporary loading site at Pimba.

TransPerth: new timetable 28 June

A new timetable will come into effect on Perth suburban railways on 28 June 2009. This will take account of the entry into service of the first three of 15 B-series trains ordered in 2006. These are suitable for use only on the newer lines to Mandurah and Clarkson. However, their introduction allows some older A-series trains to be cascaded to other lines. Peak capacity on the Midland and Fremantle lines will be increased by about 20%. TransPerth expects to be able to cascade trains on to the Armadale line later in 2009. As part of the changes, the shuttle trains between Whitfords and Cockburn Central will no longer operate outside peak hours. Morning and evening peak services and the through trains will not be affected. By mid-2011, when all 15 three-car sets have been commissioned overall system capacity should increase by about 25% from today's level.

WA infrastructure

WestNet Rail has reversed a decision to suspend operations along four regional tracks after talks with the State Government over network funding. WestNet suspended operations on the Katanning to Nyabing, Trayning to Merredin, York to Quairading and Tambellup to Gnowangerup lines on 17 June, threatening to shift at least 250,000 tonnes of grain on to roads during harvest, but resumed on 25 June. The operator had sought an urgent injection of \$45 million from the State Government to help upgrade the Northam-Albany line. Transport Minister Simon O'Brien said a committee had been appointed to advise on management options for WA's ageing grain rail system by the end of next month. He expected advice from the Strategic Grain Network Committee next month would include the Northam to Albany line. He said a deal struck with WestNet was designed to keep operations on all rail lines for the 2009-10 harvest. WestNet Rail said it expected investment decisions before the end of the year would give growers and the broader industry certainty on the future of the WA grain rail system.. Aspects of the battle mirror the experience in Tasmania, where the rail operator, Pacific National Tasmania, has spent years calling for substantial State Government investment in the below-rail assets.. These moves came as WA sees a surge in grain exports, with CBH having shipped more than 7 million tonnes since November, up more than 50 per cent on 2008..

On the positive side, recent infrastructure developments in WA include:

- Completion of resleepering with concrete sleepers of the Bunbury line in early April. Reballasting and other work will be completed mid-year,
- Development of a new bauxite mine may lead to loadings at Mooliabeenie north of Gin Gin on the Midland line, and
- A new crossing loop at Beckwith, near Koolyanobbing, is proceeding.

KiwiRail: new rolling stock

The NZ Budget provided funding of \$NZ115 million for 20 locomotives and 15 new passenger carriages for its TransScenic Christchurch-Picton and Christchurch-Greymouth passenger services.

KiwiRail: Overlander service increased

KiwiRail's Overlander passenger train connecting NZ's two main cities, Auckland and Wellington, will operate daily from 6 to 19 July during the school holidays and daily from 25 September until May. This means its peak season of daily service will last seven months instead of four months as has been the case since 2006. It was reduced from daily to thrice weekly in 2006 by then operator Toll Holdings. Last year patronage increased by 22.5%.

KiwiRail: TranzCoastal

Due to a timetable change by InterIslander ferries, the southbound TranzCoastal will operate one hour later from 8 August until 9 September, departing Picton at 1400 and arriving Christchurch at 1921.

ARTA: Auckland timetable 29 June

A new Auckland timetable from 29 June provides additional peak services and for the first time a full-time Monday-Friday service to Pukekohe. Evening trains on Mondays-Saturdays are restored on the Western line as works to duplicate the line have progressed. More details:

- Eastern line: Two extra services between Otahuhu-Glen Innes-Britomart at 0650 and 0724. Extra late night services Sunday to Thursday with additional services leaving Britomart at 2140 to Papakura (last train currently at 2040) and 2240 to Otahuhu
- Southern line: Two extra carriages will be added to some peak services. An extra late night service Sunday to Thursday leaving Britomart at 2210 to Papakura (last train currently at 2110).
- Pukekohe (Southern & Eastern lines): Additional departure from Pukekohe at 0804. 75 minute frequency from Britomart to Pukekohe (and return) throughout the day. A later train to Pukekohe leaving Britomart at 1910 and arriving Pukekohe 2016. Additional train from Pukekohe at 2024.
- Western line: Removal of midweek evening bus replacements.

TranzMetro Wellington: Upgrading

To allow for upgrading before the arrival of the new Matangi EMUs in 2010, trains on all lines will be replaced by buses on Sunday to Thursday nights in June and July.

Thomas Cook

The future of the Thomas Cook travel group, publisher of the *Thomas Cook European Timetable* and the *Thomas Cook Overseas Timetable*, is in question. It is likely to be sold, following the filing for bankruptcy of Arcandor, a major German retail company, which owns 53% of Thomas Cook.

SBB Switzerland from *Railway Gazette International* June 2009

Swiss Federal Railways' 3011 route-km network is the busiest in the world, with each km of track carrying an average of 92.7 trains a day during 2008, up from 90.8 during 2007. Total train path km sold by SBB's Infrastructure division reached 158.7 million, up by 2.5% on the year before.

These are impressive figures, and they are matched by punctuality statistics that put other railways in the shade. SBB's 'on time' criterion was an arrival within 4 min 59 sec of schedule, with a target of 95% but the margin has now been changed to a tougher 2 min 59 sec, with the performance target relaxed to 90.3% - in 2008 SBB's passenger services achieved 89.7% against this measure. More ambitiously, future statistics will take into account load factors and the number of connections missed.

Indian Timetable 1 October

Indian Railways' new time table for 2009-10 will come in effect from 1 October instead of July as usual. This is to include trains which are expected to be announced in the Railway Budget on 3 July. Several trains are likely to be speeded up. The national *Trains At A Glance* timetable and the zonal timetables will be released simultaneously. Indian Railway operates over 7,000 trains daily across the country. This year, Central and Northern Railways published special summer special timetables, with over 4,500 special services to meet the summer rush.

United States: new passenger services

Amtrak will introduce a new daily service to Washington, D.C., from Lynchburg beginning in October and from Richmond in December 2009. These will be financed by the State of Virginia for \$US17.2 million over a three-year period. North Carolina will subsidise a third Amtrak train, around midday, on the Raleigh-Charlotte route, in addition to the two trains it already subsidises.

Public consultation has begun for a proposed private service, DesertXpress, between Las Vegas and Victorville, near Los Angeles. Construction would take four years as a cost of \$US4 billion. A speed of 240 km/h would provide a journey time of 1 hr 24 min.

Russia: new passenger services

A luxury train, the *Alexander Nevsky*, an overnight thrice weekly service between Moskva and St Petersburg, commenced on 26 April. Prices range from 1,700 to 19,215 roubles compared to 1,000 to 1,700 roubles on conventional trains. RZD, Russian Railways, has a high-speed train on test before entering service on the route next year.

Web site

A new website is www.timetables-world.com/ It aims to have links to timetables for all modes and all countries, but it still has a very long way to go to achieve this.

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BUS NEWS

New South Wales – Sydney

Sydney Buses: A new Liverpool-Parramatta T-way timetable was introduced from Sunday 28 June, delivering an additional 36 weekday trips. There are additional weekday morning services to Parramatta from Bonnyrigg and Warren stations and additional weekday evening services to Bonnyrigg from Liverpool and Parramatta.

Northern Beaches and Lower North Shore Region: Extensive changes will be introduced from Sunday 2 August 2009, summarized as follows:

- A full time 7 days per week direct City service for Cromer residents
- A daytime 7 days per week direct City service for Wheeler Heights residents
- New Route 153 providing three daytime off-peak shopping trips on weekdays between Warringah Mall (stopping inside) and major retirement villages in the Wheeler Heights, Cromer and Narraweena areas
- Additional weekend City services introduced on Route 244 to Chowder Bay via Mosman
- Extension of City service Route 245 from Spit Junction to Balmoral via Mosman
- Better access to Manly during daytime off-peak and weekends between Warringah Mall with an increase in frequency from 15 minutes to approximately 10 minutes
- Changes to Route 136 service provide Forestville residents with additional links to Chatswood, Dee Why and Manly.

Detailed route changes:

135 – North Head to Manly Wharf: Extended from Manly to Warringah Mall via Balgowlah Shops, replacing part of old 146.

136 – Chatswood to Manly via Dee Why: Altered to “all stops” between Frenchs Forest and East Roseville, through Forest Coach Lines territory.

137 – Bantry Bay (House with No Steps) to Chatswood: Altered to “all stops” between Frenchs Forest and East Roseville, through Forest Coach Lines territory. 1 trip each way M-F.

146 - Wheeler Heights to Manly Wharf via Warringah Mall and Balgowlah shops: Replaced by 179, Wheeler Heights-City via Warringah Mall. 135 replaces southern part of 146, Warringah Mall-Manly via Balgowlah shops. New 153 daytime off-peak supplements 179.

152 - Cromer Heights to Warringah Mall via Willandra Village: Replaced by an extension of Route 178, now Cromer Heights-City. New 153 daytime off-peak supplements 179.

NEW 153 - Warringah Mall loop service via Narraweena and Cromer: Supplements 178/179 during daytime off-peak, mainly serving retirement villages. Although the STA describes the new 153 as a “loop” in the “changes”, it doesn’t look that way on the network map – just running from Warringah Mall to Wheeler Heights (which was once called War Veterans Home) and back again, ie point-to-point, albeit via a rather circuitous route, which it is said most oldies don’t mind. The whole route is a response to complaints that new 178/9 will not enter Warringah Mall precinct, whereas previous 146/152 did. It is fair walk from the where the 178/9 will stop in Pittwater Rd to the furthest reaches of the extensive Mall shopping complex.

155 - Bayview Garden Village to Manly: Additional trips Dee Why-Manly to provide an approximate 10-minute service Manly-Brookvale along Pittwater Road, 7 days a week.

L60 - Mona Vale to Chatswood: Peak hour only service altered to “all stops” between Mona Vale and Dee Why and then limited stops to Wakehurst Parkway via 136

E69/E72/E73 - City to Narraweena etc via Wakehurst Pkwy: Rationalised as E69. Most trips presumably to run City-Narraweena. E78/E79 provide alternatives to some trips.

172 - Narraweena to City via Wakehurst Pkwy: Replaced variously by 169, E69, 178, E78, 179 and E79.

173 - Cromer Heights to Milsons Point/City via Wakehurst Pkwy: Altered to Narrabeena-Milsons Point only. Otherwise replaced variously by 178, E78, 179 and E79.

175 - Warringah Mall to City via Balgowlah Shops: Altered to peak hour only. Daytime service through Balgowlah replaced by 180.

178 - Dee Why to City via Balgowlah shops: Extended from Dee Why to Cromer Heights, replacing 152.

E78 - Cromer Heights to City via Warringah Mall: Peak hour express version of 178.

179 - Wheeler Heights to City via Warringah Mall: Altered from peak hour to all-day service, replacing 146.

L80 - Collaroy Plateau to City: Altered from "limited stops" to "all stops" (180) and running via Balgowlah.

183 - Narrabeen to Milsons Point/City: Remains as Milsons Point-Narrabeen peak hour service. Sunday only service replaced by 178 and additional L85's.

L85 - Mona Vale to City via Warriewood Valley: Extra trips to run.

193 - Avalon to Whale Beach: Infrequent weekday-only service discontinued.

228 - Clifton Gardens to Milsons Point via Mosman: Altered from daytime M-F to peak hour only. Frequency along Military Rd maintained by extra 229's between Milsons Point and Spit Junction.

233 - Musgrave Street Wharf to Balmoral (night service): Night-only ferry-connecting service replaced by some extra 236's and extension of 245 to Balmoral

236 - Musgrave St Wharf to Spit Junction: Additional trips to compensate for withdrawal of 233.

238 - Taronga Zoo Wharf to Balmoral: Additional trips to compensate for withdrawal of 233.

244 - Chowder Bay to City via Spit Junction: Service hours extended from M-F to weekends also.

245 - Cremorne Junction to City: Extended to Balmoral daily and evenings (Monday to Sunday) as an alternative to cancelled 233.

246 - Spit Junction to City: Current weekend 246 services to Spit Junction replaced by the extension of 245 to Balmoral. Peak hour 245's from Cremorne and Neutral Bay Junction re-numbered 246.

E50, E65, E66, E68, E69, E70, E71, E76, E77, E78, L78, E79, L80, E83, E84, L84, L85, E86, E87, L87, E88, L88, E89, L90: Because of the multitude of stopping patterns, some altered to make overall pattern simpler.

Sydney Private Bus Timetables.

There has been an announcement that there will be a new T74 route operated by Busways from 29/6/2009 and also changes to routes 738 and 739 in the Mount Druitt area - awaiting further timetable details.

The CDC website advises there will be further additional route 620/620X trips as from 22/6/2009. Three trips in each direction – into the City in the am and out of the City in the pm.

Queensland – Ipswich

Transport Minister Rachel Nolan said more people in Ipswich meant more pressure to improve public transport. "It's no secret that Ipswich needs more and better public transport in order to keep pace with the growth in population and transport demand," she said. "I've said many times that my goal is to deliver a better public transport system to Ipswich. A lot has been done in relation to trains but there is plenty to be done in relation to buses. But while the Ipswich rail line was becoming more attractive, the city's bus service was badly in need of repair. We've all seen the recent figures which showed the western region is one of the worst performing areas in south-east Queensland in terms of bus on-time running. To some extent the Hail 'n' Ride service contributes to that as it tends to mess up the timetable. I'll be talking to TransLink about what can be done with buses to match some of the improvements we've seen on the trains."

Queensland – Regional

Sunshine Coast bus service (Sunbus) improvements effective 28 June 2009 will provide travel benefits to the communities of Nambour, Noosa, Maroochydore, Mooloolaba and Caloundra with two new routes (routes 613 and 618) and many additional services. In addition, the new bus station at the University of Sunshine Coast (USC) will provide passengers with better access to the university and improved connections to other bus routes on the Sunshine Coast.

600 (Maroochydore to Caloundra) 602 (Caloundra to Nambour, via Maroochydore and Bli Bli): Following a successful trial, southbound services will permanently pick up and set down passengers at bus stops on Nicklin Way, in front of Kawana Shoppingworld. This improves on-time running by removing the delays caused by entering the shopping centre car park. Northbound routes 600 and 602 will continue to service the shopping centre. Southbound route 605 will continue to service the shopping centre bus stop. Timetable adjusted to improve on-time running

603 (West Caloundra to Caloundra): Timetable adjusted to improve on-time running and reduce congestion at Caloundra bus interchange.

607 (Caloundra to Chancellor Park, via University of Sunshine Coast): Faster and more reliable service using Dixon Road, Sunshine Motorway and the new USC bus station. No longer services Albany Street, Sippy Downs, however a new 'figure 8' loop service (route 617) will service all of Sippy Downs.

610 (Nambour to Mooloolaba, via Maroochydore): Frequency increased from hourly to half hourly on weekdays (29 additional services). Service coverage has been increased to Kawana Shoppingworld, providing a one seat trip from Nambour to Kawana Shoppingworld.

New 613 (Twin Waters to Maroochydore): New route servicing Twin Waters and Maroochydore. Provides six services per day (three in each direction).

615 (Maroochydore to Landsborough): Timetable adjusted to improve connections with trains at Landsborough station. Services the new USC bus station and green link. Improved geographical coverage with all bus stops serviced in both directions

616 (Maroochydore to University of Sunshine Coast): Frequency increased from hourly to half hourly on weekdays and from two hourly to hourly on weekends (44 additional services per week). Provides better connections with other services, such as route 620 and new route 618 at major interchanges.

617 (Maroochydore to Kawana, via University of Sunshine Coast): Frequency increased from two hourly to hourly on weekends. Provides a new local 'figure 8' loop service through Sippy Downs. Provides a one seat trip from Sippy Downs to Buderim and better connections with other services at the new USC bus station. No longer services Kawana Shoppingworld. However, customers can transfer to new route 618 at the USC bus station to continue their journey to Kawana Shoppingworld. No longer travels along Ballinger Road. Extra trip included on weekdays.

New 618 (University of Sunshine Coast to Kawana Shoppingworld, via Mooloolaba TAFE): New half hourly weekday and hourly weekend service between USC and Kawana Shoppingworld via Mooloolaba TAFE. Low floor (wheelchair accessible) buses available. This was in part a former section of the route 617 hourly service, therefore passengers travelling between Buderim, Mountain Creek and Kawana Shoppingworld will need to transfer from route 617 to 618 at the USC bus station.

626 (Noosa Heights to Sunrise Beach): No longer services Moorindil Street. Passengers should use routes 628 and 629 connecting Old Tewantin to Noosa Hospital, Library and Noosa Civic. Route extended along Furness Drive to improve geographical coverage.

628 (Tewantin to Noosa Heads, via Hastings Street): Route extended to include Moorindil Street. No longer services Noosa National Park. Timetable adjusted to improve reliability. Provides a new direct connection between Old Tewantin and the Noosa Hospital at Noosaville.

629 (Tewantin to Noosa Heads): Service to also operate on weekends and public holidays. Route extended to include Moorindil Street and Noosa National Park. Timetable adjusted to improve service coverage with route 628.

632 Trial (Noosa to Cooran, via Cooroy and Pomona): Trial is going well and will continue until December 2009.

636 (Nambour to University of Sunshine Coast): Services the new USC bus station. No longer services Albany Street, Sippy Downs. However, a new 'figure 8' loop service (route 617) will service all of Sippy Downs.

Caboolture and Bribie Island bus service improvements effective 25 May 2009:

640 (Woorim – Caboolture)

641 Banksia Beach – Woorim)

642 (Bellara – Bongaree)

643 (Bribie Centre –Caboolture via Sandstone Point)

new 644 (Sandstone Point – Bongaree).

Key benefits include improved weekend and peak hour services, more frequent and covering larger areas, improved service punctuality, consistent, easy to remember clock face timetables, capacity for almost 1,200 passengers every weekday, better bus stop information and infrastructure including new stops, better connections with rail and other bus services, and better community access to key activity centres including Bribie Island shopping centre.

South Australia

State Guide: A new edition of the State Guide to SA bus services issued by Bus SA and the State Government has been sighted dated March 2009 with a red cover. It is in a similar format to previous years with a map of the state on one side and details of the services on the other. For unknown reasons,

the Adelaide – Broken Hill service operated by Buses-R-U's continues not to be shown. A number of services shown operate on school days only or a reduced service is operated during school holiday periods. Some services also operate on a less than weekly basis. Copies of this guide have been extremely difficult to locate to date being sighted in SA only at one suburban tourist enquiry centre.

Free Travel for Seniors: Free travel for holders of a seniors card will be available on Adelaide Metro services between 0901 and 1500 on weekdays and all day on weekends and public holidays from 1 July.

Tasmania

METRO Hobart is overhauling its Eastern Shore bus service, dropping or reducing some routes while increasing others. The routes will generally follow a straighter path to provide more direct journeys (excluding minor diversions) to cut travel times. The changes, following a 12-month review of services between Risdon Vale and Lauderdale, commenced on June 7. Metro Chief Executive Tony Sim said services to and from Seven Mile Beach would be reduced -- for example, the last bus would leave Hobart at 1940 on weekdays, instead of the current 2010 (2310 on Fridays). However, Seven Mile Beach would get faster, more direct routes to and from Eastlands and Hobart.

Terminated services would include the Warrane Doorstopper, Alexander Esplanade (Bellerive) and Eastwood (Howrah Heights). New or changed services include establishing a seven-day-a-week high-frequency corridor between Hobart and Rosny Park extending to Shoreline Shopping Centre.

There would also be faster trips to and from Hobart with some peak-time services bypassing Rosny Park, increased services to Rokeby and Clarendon Vale, and more services to Rosny Park on Sundays for Risdon Vale and Lindisfarne patrons.

Other changes include more runs along the East Derwent Highway, extra early-morning runs from most areas, streamlining some school routes and earlier and improved weekend services to most areas.

Mr Sim said many routes were not being used and Metro was under pressure to improve services in other areas.

New Hobart Eastern Shore Timetables effective 7 June, 2009 are:

E1 Howrah, Shoreline Central, Tranmere, Camelot Park routes 605, 613, 615

E2 Rokeby, Clarendon Vale - Routes 620, 625, 640

E3 Howrah Heights, Shoreline Central, Carella Park routes 606, 608

E4 Warrane, Mornington, Mornington Heights, Tas Polytechnic Clarence Campus - Routes 646, 650, 652, 660, 662

E5 Seven Mile Beach, Cambridge, Action Park routes 665, 668

E6 Lauderdale, Oakdowns, Roches Beach routes 630, 632, 638, 640, 642, 643, 644, 646, 648

E7 Opossum Bay, South Arm, Sanford, Cremorne, Clifton Beach routes 638, 640, 642, 643, 644, 646, 648

E8 Risdon Vale, Geilston Bay, Lindisfarne, Rose Bay routes 131, 132, 680, 685, 690, 692, 694

E9 Rosny Point, Montague Bay, Bellerive Quay, Bellerive Bluff - Routes 602, 670, 675

HF Hobart, Rosny Park, Shoreline Central High-frequency service various routes

New routes replacing a more complex network numbered 242-299, X11-X19 are:

602 Rosny Park - Bellerive Bluff

605 Glenorchy - Camelot Park

606 Hobart - Howrah Heights

608 Hobart - Carella Park

613 Hobart - Camelot Park

615 Hobart - Camelot Park via Shoreline Central

620 Hobart - Rokeby then Clarendon Vale

625 Hobart - Clarendon Vale then Rokeby

630 Hobart - Lauderdale

632 Hobart - Lauderdale via Oakdowns

638 Hobart - Opossum Bay via Clarence St, Roches Beach & Cremorne

640 Hobart - Opossum via Clarence St & Cremorne

642 Hobart - Opossum Bay via Clarence St & Rifle Range Rd

643 Shoreline Central - Opossum Bay via Rifle Range Rd

644 Hobart - Gellibrand Dr via Clarence St, Roches Beach & Rifle Range Rd

646 Hobart - Gellibrand Dr via South Arm Hwy, Roches Beach & Cremorne

648 Hobart - Opossum Bay via South Arm Hwy, Roches Beach & Cremorne

650 Hobart - Mornington Heights then Warrane

652 Hobart - Warrane then Mornington Heights

660 Hobart - Mornington Heights then Warrane via Kurrajong St

662 Hobart - Warrane then Mornington Heights via Kurrajong St
665 Hobart - Acton Park then Seven Mile Beach
668 Hobart - Seven Mile Beach then Acton Park
670 Hobart - Montague Bay
675 Rosny Park- Montague Bay
680 Hobart - Geilston Bay via Rose Bay & Derwent Av
685 Hobart - Geilston Bay via Rosny Park
690 Hobart - Risdon Vale via Rose Bay
692 Hobart - Risdon Vale via Rose Bay & Derwent Av
695 Hobart - Risdon Vale via Rosny Park.

Victoria – Melbourne

SmartBus Route 902 will begin operation early next year and will run from Chelsea to Airport West via Nunawading, Doncaster, Eltham, Greensborough, Thomastown and Broadmeadows. Works have commenced creating new bus lanes and traffic light improvements include new 'B' bus priority traffic signals to allow buses to proceed ahead of other traffic at the intersections.

Metropolitan bus patronage highest in 40 years: Melbourne's bus network now carries 100 million passengers a year, the highest level since 1970 as passengers take advantage of the extra 16,500 weekly services added to the timetable in the past three years. The number of routes and extent of services provided has expanded over this period. Since late 2006, 150 bus routes have been upgraded with the majority now running until 2100hrs seven days a week. Route 401 from North Melbourne Station to Melbourne University now carries around 17,000 people each week.

Improved bus services on public holidays: Bus services on 26 routes in Melbourne are now running an improved service on public holidays. These routes will run to a Saturday timetable on most public holidays. On Christmas Day and Good Friday buses will run to a Sunday timetable.

Improved routes: 200, 201, 202, 207, 235, 246, 250, 251, 270, 271, 273, 279, 280, 281, 282, 284, 286, 293, 295, 301, 302, 304, 305, 364, 366, 367.

Route 609, Kew-Royal Talbot Rehabilitation Centre-Fairfield has recently (from June 9) been extended to Hawthorn, albeit for only one run in each direction, Monday-Friday. However, the established parts of the route only have three or four services per weekday. New bus stop infrastructure (sign, map and TT) has been installed in the new section and this is identical to that for bus stops where there are vehicles every few minutes. For more information, go to <http://www.metlinkmelbourne.com.au/route/view/2913>.

Interestingly, the Burwood Road section of the route was served for about 70 years, until the early 1990s, by a Hawthorn Bridge-Camberwell Junction bus, and the Power Street/Denmark Street section was, during the late 1930s, 40s and early 50s, the province of a railway bus which originally replaced off-peak Hawthorn-Kew trains and, later, provided the full service for this route. In Princess Street, part of the established Kew-Royal Talbot Centre section, route 609 shares with a number of National Bus/Ventura routes that are former M&MTB services.(Albert Isaacs).

The genesis of the present route is the former Route 65A operated by the late Alan Pollard in the 1960s. This ran from the Kew Post Office to the then Kew Mental Hospital for the carriage of staff. On Wednesdays, Saturdays and Sundays afternoons, a shuttle service was provided for hospital visitors from the Hospital Gates at Princess Street to the Hospital Buildings.(Geoff Mann)

Changes to bus routes 520 and 572 from Monday 8 June: Route 520 now run more frequently and run until 2100, seven days a week. Route 520 services will no longer operate to and from Yan Yean. Instead, services will depart and terminate in Doreen. Passengers travelling to Yan Yean can catch Route 562 - Humevale - Greensborough via Whittlesea, Yan Yean, Mernda, Bundoora. Route 572 has been extended and will run from Bundoora to South Morang, Mernda and Doreen. Route 520 and 572 services will now stop at NMIT, RMIT Bundoora and connect to tram Route 86.

Victoria - Regional

New Winter Bus Link for Victoria's Alpine Region: Public Transport Minister Lynne Kosky has announced the new Winter Alps Bus Link service between Wangaratta and Bairnsdale along the Great Alpine Road. The service commenced on 10 June and runs until 4 October 2009. "The innovative trial of the Summer Alps Bus Link has proved to be a great success over the past seven months. The Winter Alps Bus Link service will provide a public transport connection that links the regional towns of Wangaratta, Bright, Omeo and Bairnsdale along the Great Alpine Road," Ms Kosky said. "Importantly, it has helped to link hundreds of people in the Alpine and East Gippsland communities that have not been able to easily access some local towns and facilities via public transport before. "The new Winter Alps

Bus Link will continue to provide these connections for local residents as well as provide connections for the large number of people visiting the Victorian Alpine Region during its busiest time of year.” Ms Kosky said that in addition to the new winter bus trial, funding will also be provided for the Summer Alps Bus Link to run again, providing a bus link until 28 May 2010. This project is being delivered as part of the Let’s GET Connected and North East Transport Connections projects in collaboration with the Department of Transport.

Other North East Victoria proposals: Bus services between Benalla and Mansfield, and some smaller communities, are the focus of the Transport Connections Project. The project, which covers Benalla Rural City and Mansfield Shire under the banner Connecting our Communities, is State Government funded and will run until December 2010. The aim is to make services more accessible by complementing existing transport rather than competing with local transport business. And the Victorian Government, recognising the success of the project in other regions, has committed funding during the next 10 years to implement services and enhance or improve public transport in regional areas. Following community consultation, transport issues identified in the Benalla and Mansfield areas include a bus service linking the two towns, a Gough’s Bay bus service, a Baddaginnie-Warrenbayne-Swanpool-Tatong bus loop and a Thoonia bus service.

Western Australia – Perth

Extensive changes in Perth from 29 June 2009.

Routes 12 & 13 (Joondalup CAT) Joondalup CAT routes 12 & 13 have been deleted due to low patronage.

100 Canning Bridge - Curtin University via Kent St. Time changes

101 Canning Bridge - Curtin University via Lawson St. Time changes

206 Canning Vale - Murdoch University. Time changes

207 Canning Vale - Murdoch University. Time changes

208 Murdoch – Cannington. Time changes

212 Huntingdale – Perth. The terminus for route 212 services extending to Southern River has been altered and is now located on Castlewood Pkwy. Services to Perth will now depart Castlewood Pkwy, turn left Edencourt Dr to resume normal route. Services from Perth will now travel normal route to Edencourt Dr right onto Castlewood Pkwy, turn at the intersection of Castlewood Pkwy and Aldenham Dr, continue along Castlewood Pkwy to a terminus south of Edencourt Dr.

294 Midland - Westfield Carousel via Forrestfield& High Wycombe. Time changes

New route 300 Midland Gate shuttle (Effective 5 July 2009, Midland Gate Shopping Centre will introduce new bus route 300 providing a circular service from Midland station via Midland Gate Shopping Centre.

311 Midland - Bullsbrook – Muchea. Time changes

314 Jane Brook - Midland via Morrison Rd. Time changes

320 Midland – Mundaring. Time changes

322 Midland - Glen Forrest via Coulston Rd. Time changes. Current route 322H service departing Midland Station at 0740 will be replaced by a new school day only route 322S trip departing Midland Station at 0735. School day only route 322 departing Midland Station at 0735 will travel its normal route but will deviate to Bilgoman Pool via Hillsden Rd, Lionel Rd, Gt Eastern Hwy and Darlington Rd and extends to Eastern Hills High School via Statham St, Marnie Rd and Hardey Rd.

323 Midland - Swan View. Time changes

325 Midland - Stratton via Morrison Rd. Time changes

328 Midland - Chidlow - Woorooloo – Wundowie. Time changes

336 Morley – Ellenbrook. Current school day only route 336 departing Morley Bus Station at 1505 has been deleted. This service will be replaced with a new route 336 short service departing from a stop on Drake St outside John Forrest Senior High School at 1508.

338 Ellenbrook – Ellenbrook Transfer Station. School day only route 338 departing Ellenbrook Transfer Station at 1535 has been deleted due to low patronage.

390 Joondalup - Banksia Grove via Tapping. Time changes

391 Joondalup – Banksia Grove via Carramar. One trip has been deleted and another trip has been altered to account for this. Route 391S currently departing Alpina Prm at 0753 will be deleted due to low patronage. Current school day only route 391H departing Alpina Prm at 0756 will become a regular route 391 service operating Monday through Friday all year round.

400 An additional morning trip will now operate between Scarborough and Perth in response to passenger feedback. This service will depart Scarborough Beach at 0526 to arrive at Wellington St Bus Station at 0558.

408 Scarborough – Glendalough. Time changes

412 Stirling - Scarborough via Woodlands. Time changes

421 Stirling - Scarborough via Doubleview. Time changes

424 Stirling - Karrinyup via North Beach Rd. Time changes

426 Stirling - Karrinyup via Huntriss Rd. Time changes
 435 Stirling - Warwick via Carine. Time changes
 441 Whitfords - Warwick via Seacrest Dr. Time changes
 443 Whitfords - Warwick via Giles Av. Time changes
 445 Whitfords - Warwick via Coolibah Dr. Time changes
 447 Whitfords - Warwick via Moolanda Bvd. Time changes
 455 Whitfords - Warwick via Blackall Dr. Time changes
 458 Scarborough – Hillarys Boat Harbour – Whitfords. Time changes. Route 458 services operating between Whitfords Station and Scarborough Beach will undergo timetable changes to ensure that they maintain connection times with routes 400 and 408 operating between Glendalough Station and Scarborough Beach.
 461 Joondalup - Whitfords via Dampier Av. Time changes
 463 Joondalup - Whitfords via Gradient Way. Time changes
 465 Joondalup - Whitfords via Trappers Dr. Time changes
 467 Whitfords – Hocking. Time changes
 469 Whitfords - Hocking – Whitfords. Time changes
 471 Joondalup - Burns Beach via Currambine. Time changes
 473 Joondalup - Kinross via Blue Mountain Dr. Time changes
 481 Clarkson - Quinns Rock via Quinns Rd. Time changes
 490 Clarkson - Two Rocks. Time changes and additional *school day only* services. An additional school day only trip will now operate in the morning and afternoon. The additional morning trip will depart Two Rocks Shopping Centre at 0704 to arrive at Clarkson Station at 0757. The additional afternoon trip will depart Clarkson Station at 1600 to arrive at Two Rocks Shopping Centre at 1654.
 501 Fremantle - Bull Creek via Marmion St. Time changes
 503 Bull Creek - Winthrop via Winthrop Dr. Time changes
 508 Bull Creek – Cannington. Time changes
 510 Bull Creek – Booragoon. Time changes
 513 Fremantle - Murdoch via South St & Cordelia Av. Time changes
 515 Murdoch – Jandakot. Time changes
 517 Canning Vale – Murdoch. Time changes The Southern River terminus for route 517 has been altered and is now located on Castlewood Pkwy.
 519 Murdoch – Harrisdale. Time changes
 526 Cockburn Central - Hammond Park via Wentworth Pde. Time changes
 540 Kwinana Station - Kwinana Hub Bus Station via Medina. Time changes
 542 Kwinana Station - Wellard Station via Kwinana Hub Bus Station. Time changes
 550 Rockingham Station - Rockingham Beach. Time changes
 552 Rockingham Station - Shoalwater via June Rd. Time changes
 556 Rockingham Station - Hillman - Rockingham Station. Time changes
 558 Rockingham – Mandurah. Time changes
 562 Rockingham - Secret Harbour east via Forty Rd. Time changes
 587 Mandurah – Lakelands. Time changes
 589 Mandurah - Madora Bay via Mandurah Foreshore. Time changes
 591 Mandurah – Erskine. Selected weekday and weekend route 591 services will now deviate to Bridgewater Lifestyle Village in Erskine. These deviating services will be shown on the timetable as 591V services. Route 591V services will operate normal route from Mandurah Station until Bower Dr where it will deviate to Bridgewater Lifestyle Village via Oakleigh Dr.
 594 Mandurah - Dawesville east. Time changes
 598 Mandurah – Greenfields. Time changes
 850 Murdoch University - Maddington via Amherst Rd. Time changes

Thanks to Tony Bailey, *Benalla Ensign*, Hilaire Fraser, *Hobart Mercury*, Robert Henderson, Victor Isaacs, *The Queensland Times*, Lourie Smit, Roger Wheaton and the various transport authority and operator websites.

AIR NEWS

International

Pacific Blue launched its inaugural flight from Sydney to Denpasar on 1 June and from Melbourne on 2 June. It will operate from Sydney, on Mondays and Fridays, and from Melbourne on Tuesdays, Thursdays and Sundays.

Qantas will increase services to London and Los Angeles from 6 August as it takes delivery of four more superjumbo A380s. Sydney-Singapore-London services will increase from three to five per week and Sydney-LA from three to four. Both will be daily from November while Melbourne to LA flights will increase from twice to thrice per week.

Qantas Freight has begun a direct weekly Boeing 747-400 freighter service between Australia, Vietnam, China and the US. They may add a second weekly service once global air freight volumes pick up. The service operates from Sydney and Ho Chi Minh City on Thursdays arriving in Shanghai and New York early on Friday and Chicago early on Saturday. Qantas recently redirected capacity and resources from its European and Middle Eastern services to add Bangkok, Auckland, Melbourne, Singapore and now Ho Chi Minh City to its network. Qantas Freight launched a Boeing 767 freighter operation to NZ on 15 June.

South African Airways will move to daily flights from Perth from 1 Sept 2009, meaning they will have 13 weekly flights from Australia, six from Sydney and seven from Perth.

Pacific Blue will operate three direct flights weekly from Hamilton NZ to Sydney and three to Brisbane starting September. This will return international flights to Hamilton.

Jetstar is to operate daily Perth-Denpasar, Bali from 13 August. It commenced operating services between Wellington and Christchurch on 25 June. In NZ, it operates between Auckland, Wellington, Christchurch and Queenstown.

AirAsia X expects to commence daily services Sydney-Kuala Lumpur from 25 October.

Qatar Airways will launch its Doha-Melbourne services on 6 December. It has not named a date for services ex Sydney.

Domestic

Hayman Island in the Great Barrier Reef has been added to **Virgin Blue's** network.

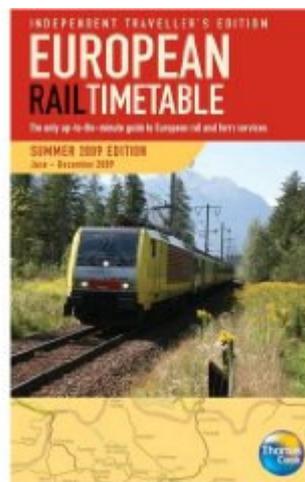
Thanks to Tony Bailey for Air news.

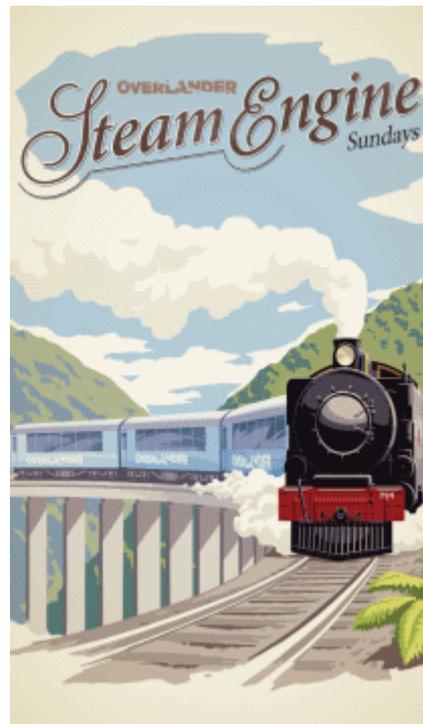
FERRY NEWS

Sydney Ferries

From 29 June 2009 there are minor timetable changes to the Mosman service. The total number of services is unchanged. Seven services have been adjusted to improve the service regularity in the morning peak period. Two weekday evening services have changed, but weekend and public holiday services remain the same. The changes will facilitate new crew rosters. Sydney Ferries says it is working closely with Sydney Buses to ensure bus connections are maintained.

Thanks to Tony Bailey for Ferry news.







Members' News ***- July 2009*** **Australian Association of Timetable Collectors**

2009 ANNUAL GENERAL MEETING: SATURDAY 17 OCTOBER

Our Annual General Meeting for 2009 will be in Melbourne on **Saturday 17 October**. The venue will be the former Hawthorn tram depot and training school, which is now a wonderful tram museum. As well as the usual attractions of an AATTC AGM - especially seeing friends from all around the country - this will be a great opportunity to see this interesting collection and venue. The former Hawthorn tram depot is conveniently located at the corner of Wallen Road, Power St and Riversdale Road, Hawthorn (Melway map 45, reference B12). It is very easily accessible, being on the 70 and 75 tram routes, and not far from Hawthorn railway station. (All in fare zone 1). A number of restaurants are nearby, and after the AGM and site inspection, we will continue our tradition of dinner for those who wish to socialise further. For more information about the Hawthorn Tram Depot, check their excellent website, www.hawthorntramdepot.org.au/index.htm

AATTC AUCTION

The AATTC will be conducting its next auction in October 2009. The Catalogue will be distributed in the August 2009 mailout. This is a great opportunity to dispose of unwanted or duplicate items, and raise money for both yourself and the AATTC. If you have items you wish to have sold through the Auction, please contact our Auctioneer, Stephen Ward, sward3841@bigpond.net.au or 03-9540 0320. (This email address corrects that given in a message sent to members on the email list).

COLLECTORS' CORNER

Send your requests for Collectors' Corner to the compiler of this Newsletter, Victor Isaacs, abvi@webone.com.au or 43 Lowanna St, Braddon ACT 2612.

Dean Ogle wishes to obtain some missing rail timetables:

- SRA-NSW Royal Easter Show Working TT, 1999, Book 2A (March 1999)
- The Met - Epping line Public timetable 6 12.1998
- Transperth – Joondalup line Public timetable 19.Dec.2004
- Cityrail - Berowra–North Sydney via Strathfield (“Northern Lines”) Olympics Public timetable 13 Sept.2000.

If you can help Dean, please contact him on deano@cjn253.net

Frank Goldthorpe wishes to obtain Sydney bus routes for the late 1940s and late 1950s operated by Kogarah Bus Service to complete a collection of timetables for the Hurstville area:

- Route 121 Kogarah-Carss Park-Bald Face-Miranda
- Route 114 Hurstville-Miranda-Yowie Bay for the late 1940s to late 1950s, and
- Routes 74, 106 and 146 Hurstville-Kyle Bay-Connells Point and Allawah-Hurstville-Penshurst-Mortdale-Oatley.

If you can help Frank, please contact him at 11/26 Enfield St, Marrickville NSW 2204.

LIST OF AUSTRALIAN RAILWAY TIMETABLES

The List of Australian Railway Timetables attached to the AATTC website has been significantly updated by the compiler, Geoff Lambert. This List attempts to record every Australian and NZ Railway Working and Public timetable ever published. There are still a few gaps for the early years. However, from time to time, Geoff discovers dates of some of the missing issues, and other members send him information they have discovered. Recently, there has been quite a lot of additional entries added. Go to www.aatc.org.au

DIVISION NEWS

Adelaide: The South Australian Division meets twice a year normally in May and November. Interested persons should contact convenor Roger Wheaton at thornewheaton@telstra.com or 08-8331 9043.

Brisbane: Regular meetings are held. Contact the Brisbane Convenor, Brian Webber, 8 Coachwood St, Keperra 4054, bwebber@tpg.com.au or 07-3354 2140. The next meeting will be on Sunday 16 August at 1400

Canberra: The Canberra Division meets at 1830 on the second Thursday of **every** month at the Ainslie Club, Wakefield Avenue, Ainslie. Good conversation and a meal are features. Enquiries to Ian Cooper, GPO Box 1533, Canberra ACT 2601, 02-6254 2431, iancooper@velocitynet.com.au.

Melbourne: Meetings are held on the first Wednesday of odd months from March to November 2009. The dates are:

- Wednesday 2 September 2009
- Wednesday 4 November 2009

All meetings commence at 2000 and are at the home of David Hennell, 3/29 Croydon Road, Surrey Hills which is a short walk from Chatham Railway Station on the Lilydale/Belgrave line.

Sydney: Sydney meetings are held at 1400 on the first Saturday of February, May, August and November at the church hall, rear of the Roseville Uniting Church, 2 Lord St, Roseville. This is a very short walk from Roseville Railway Station on the North Shore line. All members and non-members are welcome. Large grab tables for the exchange of timetables, and cake, are always features. Inquiries to the Sydney convenor, Geoffrey Clifton, GPO Box 1963, Sydney NSW 2001, G.Clifton@itls.usyd.edu.au

The August meeting will feature a talk by Kent Hannah, a prominent member of our US kindred organisation, the National Association of Timetable Collectors.