



TABLE TALK

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Cumberland Line

Campbelltown to Blacktown
(Monday to Friday only)



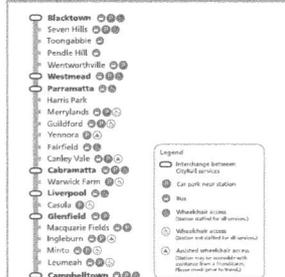
Campbelltown to Blacktown

	am	am
Campbelltown	6.41	7.11
Leumeah	6.43	7.13
Minto	6.46	7.16
Ingleburn	6.50	7.20
Macquarie Fields	6.53	7.23
Glenfield	6.56	7.26
Casula	6.59	7.29
Liverpool	7.04	7.34
Warwick Farm	7.07	7.37
Cabramatta	7.10	7.40
Canley Vale	7.12	7.42
Fairfield	7.15	7.45
Yennora	7.17	7.47
Guildford	7.20	7.50
Merrylands	7.23	7.53
Harris Park	7.30	8.00
Parramatta	7.33	8.03
Westmead	7.36	8.06
Wentworthville	7.38	8.08
Pendle Hill	7.40	8.10
Toongabbie	7.43	8.13
Seven Hills	7.46	8.16
Blacktown	7.51	8.21

Blacktown to Campbelltown

	pm	pm	pm
Blacktown	4.32	5.01	5.32
Seven Hills	4.35	5.04	5.35
Toongabbie	4.38	5.07	5.38
Pendle Hill	4.41	5.10	5.41
Wentworthville	4.43	5.12	5.43
Westmead	4.46	5.15	5.46
Parramatta	4.50	5.19	5.50
Harris Park	4.51	5.20	5.51
Merrylands	4.56	5.25	5.56
Guildford	4.59	5.28	5.59
Yennora	5.02	5.30	6.01
Fairfield	5.05	5.33	6.04
Canley Vale	5.08	5.36	6.06
Cabramatta	5.11	5.39	6.10
Warwick Farm	5.14	5.42	6.13
Liverpool	5.18	5.46	6.16
Casula	5.21	5.49	6.19
Glenfield	5.24	5.52	6.22
Macquarie Fields	5.27	5.55	6.25
Ingleburn	5.29	5.57	6.27
Minto	5.33	6.01	6.31
Leumeah	5.37	6.05	6.35
Campbelltown	5.41	6.09	6.39

Cumberland Line stations



Suburban Timetable

Effective 11 October 2009



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 NSW WTT 26 July 09

A new ARTC Working timetable for NSW is operative from 26 July. It is believed that problems in resolving issues concerning operation of level crossings is preventing the use of some passing lanes.

ARTC Hunter Valley upgrade strategy

Every year since taking over the Hunter Valley coal network, the ARTC has produced an assessment of infrastructure enhancements to ensure the network stays ahead of coal demand. The latest, *2009-2018 Hunter Valley Corridor Capacity Strategy Consultation Document* is now on the ARTC website. Industry forecasts indicate that demand for export coal from the Hunter valley will increase from 113 metric tonnes per annum (mtpa) in 2009 to 226 mtpa in 2013 and 265 mtpa in 2018. To deal with current volumes the coal network is currently served by:

- 17 trains of 91 x 120 tonne wagons
- 4 trains of 74 x 120 tonne wagons
- 3 trains of 72 x 100 tonne wagons, and
- 6 trains of 42 x 100 tonne wagons.

(The Gunnedah line can only handle 100 tonne axleloads). Coal volumes are constrained by train capacity. An average of 42 to 43 trains need to be planned each day or one every 33 minutes. Allowing for cancellations, this equates to 38 actual trains daily or one train every 38 minutes. To handle this, ARTC has now completed duplications of Antienne-Grasstree and St Heliers-Muswellbrook, enhanced signalling, CTC installation Muswellbrook-Ulan, two new loops on the Ulan line and loop extensions.

To cope with the increased demand for export coal, ARTC proposes an impressive range of new work, staged in line with forecasts. Principal components are:

- Redesigned junctions;
- A third track on the Minimbah bank by 2010;
- A third track on the Nundah bank by 2013;
- Ten additional loops on the Ulan line by 2014;
- Four more loops between Muswellbrook and Werris Creek by 2012;
- Four more loops on the Gunnedah line by 2012;
- A new alignment over the Liverpool Range at Ardglen by 2013. This will be used by southbound coal and grain trains. Other trains will use the existing line;
- Staged duplication. Eventually by 2017 the entire line from Muswellbrook to Gunnedah is proposed for duplication;
- A new line bypassing Werris Creek, generally using the alignment of the former alternative Werris Creek-Gap line.

ARTC: SA upgrading

ARTC is planning new loops between Bordertown and Wolseley and between Murray Bridge and Tailem Bend plus upgrades to loops at Mt Lofty, Callington, Coomandook, Tintinara and Keith.

GSR: Timetables

GSR's detailed working timetables appear to have disappeared from GSR's website. These useful timetables were the same as the detailed timetables available to passengers, and a continuation of a tradition started by the Commonwealth Railways decades ago. All that remains on the website are the extremely summarised timetables.

The "Overland" will undertake an unusual Saturday journey from Adelaide to Melbourne on Saturday 26 December 2009 returning from Melbourne on Sunday 27 December.

QR: Sale

The proposed sale of Queensland Rail's coal haulage business may have attracted a buyer for the Bowen to Mt Isa rail link. The Inland Railway Project wants to create a standard gauge railway from Melbourne to Darwin via the state's mining regions and is building a \$500 million investment fund to bid for the rail infrastructure being sold by the State Government. Chairman Everaldo Compton believes the Queensland asset sell-off is a significant opportunity. He says in partnership with mining companies, an unsolicited bid will be made to buy the Bowen to Mt Isa lines. The Project may also bid for Townsville's Abbot Point Coal Terminal.

QR Citytrain: Nambour 29 June 09; Gold Coast 2 August 09

A new timetable was introduced for the Caboolture-Nambour line from Monday 29 June 2009, with minor amendments as a result of the Caboolture –Beerburum duplication completed on 14 April. A new timetable was introduced for the Gold Coast line from 2 August.

PN: Queensland coal haulage

PN has signed a 10-year contract to haul coal exports for Anglo Coal. Starting this financial year, PN will haul up to 5.75 million tonnes of coal a year from Moranbah North mine in the Goonyella system. Anglo Coal is the fourth Queensland coal haulage customer for Asciano, joining Macarthur, Rio Tinto and Xstrata.

Gold Coast Rapid Transit

Queensland Premier, Anna Bligh, announced on 6 July that work will start on the Gold Coast Rapid Transit system by August, with the State Government committing \$464 million, the Gold Coast City Council \$120 million, and the Federal Government \$365 million from the Infrastructure Australia fund.

The line will be 13km long, connecting Griffith University, Southport, Surfers Paradise and Broadbeach. Governments will fund the infrastructure, while a private sector partner will provide the rolling stock and depots as well as running the service. It is estimated that the system will carry 40,000 workers into Southport, Surfers Paradise and Broadbeach. It's expected that 20 per cent of the Coast's total population - as well as 50,000 to 60,000 overnight visitors - will be located within walking distance of the route.

Early works will take from mid 2009 to mid 2011; operator procurement from mid 2009 to early 2011; and infrastructure delivery early 2011 to late 2013. The completed system is expected to be running by January 2014.

QR: Hunter contract

Queensland Rail has won an 11 year contract to haul up to 12 million tonnes of coal from Peabody Energy's Wambo and Wilpinjong mines in the Hunter Valley, NSW.

NSW Rail Corp Freight WTT 23 August 09

A NSW RailCorp Freight Working Timetable was issued dated 23 August 2009. It is available via the August AATTC Distribution list.

Cowra area branches

According to a local report, Graincorp has agreed to take over the operation of the Demondrille-Cowra and Koorawatha-Greenethorpe lines. This is not yet confirmed. Although

the line may now have an operator, there are no assurances that it will remain open indefinitely. The issue of longevity rests with the Rail Infrastructure Corporation and its budget. This may be influenced by the Federal Grain Freight Review currently underway. Lachlan Valley Railway also wishes to continue using the lines for their steam and tourist trains. Meanwhile, in July trains under GrainCorp auspices cleared wheat from the 2008 harvest from the Greenethorpe silo.

Singleton

Work will start in July on the \$134 million project to install a third line from Whittingham to Minimbah. Once completed, the frequency of coal trains may increase almost two-fold. The project is due to track between Whittingham and Minimbah being too steep for loaded trains to negotiate at sufficient speeds. As well as trains moving slowly, there have also been trains stalling, creating severe service disruptions, increased rail wear and reduced line capacity. It currently takes trains 14 minutes to move through this section, and in order to meet the future demand of coal movements, this needs to be reduced to eight minutes. The project includes two new rail underbridges, services relocation, and signalling works. The construction of this project will run concurrently with the construction of a third track from Maitland to Minimbah. The ARTC is expecting that both projects will be completed by March 2012.

Singleton Shire has requested more passenger trains and a new platform at Singleton Station, but the NSW Minister for Transport says neither could currently be justified due to the current patronage of passenger trains and the cost of constructing a new platform.

NSW Coal logistics agreement

Coal supply chain partners in the Hunter Valley have struck an agreement to shore up coal producing contracts and reduce loading queues. A "comprehensive industry agreement" has been signed and lodged with the Australian Competition and Consumer Commission, which is expected to decide on the application by the end of July. The document is the culmination of 18 months of negotiations between Hunter Valley coal industry operators and the NSW Government through the Newcastle Port Corporation. The agreement allows terminal operators to enter long-term contracts with coal producing customers, which they say provides operational and investment certainty. A 'common user' clause that means terminals are forced to service any vessel at any time has been suspended, enabling operators to lock into decade-long contracts. Terminal operator Port Waratah Coal Services (PWCS) will be allowed to build a new coal loading berth on Kooragang Island to meet future infrastructure needs. The arrangements will replace the capacity balancing system, which has been used to reduce the queue of coal ships but has been criticised for failing to provide certainty for investment. Newcastle Port Corporation and the two terminal operators will finalise lease amendments and legal agreements by 31 August in readiness for the new system to begin operating in January next year.

Bathurst passenger train rejected

Speaking on 16 August, NSW Premier Nathan Rees rejected calls for a daily commuter rail link between Bathurst and Sydney. He said a lot of money would need to be spent to introduce the commuter rail service. "It's not impossible, but it is logistically very difficult at the present with a single track before you get to a very congested network in Sydney. Now, until we get the clearways sorted out through ... the greater metropolitan network of Sydney and until we replicate the track out here, then it's simply logistically very, very difficult. So the existing coach services will remain."

CityRail Timetables of 11 Oct 09

Showing admirable organisation, CityRail placed their Public timetables of 11 October 2009 on their website, www.cityrail.info, as early as 6 July. Less admirable is that the Cumberland line - shown on our front cover - still has only a token service. This line, like almost all others, has minor adjustments to all trains. CityRail called for volunteers to act as "CityRail Guides" at stations in the weeks leading up to and following the introduction of the new timetable.

The Northern line, now operating via the new Chatswood - Epping line is operated by 8 car K sets. In the middle of the day there is a 15 min frequency from Hornsby-Epping-Chatswood-Central but only 30 minute continuing via Strathfield to Epping. In the early afternoon the service increases to 15 mins throughout - but some trains also continue to Thornleigh to reverse. So where there are now 4 trains per hour (2 interurban and 2 suburban) between Thornleigh and Epping, there can now be 8: - 2 inter-urban, 4 suburban and typically 2

turnback empty suburban trains. This may well affect freight operations. The chances are that there will be some contraction of freight operating times and a propensity to shut out freight altogether when things go astray during off peak times.

In the Working Timetable, the Clyde-Carlingford branch is now shown separately in a new section 10.

CityRail South Coast shutdown

A major shutdown from Monday 13 July to Friday 24 July resulted in buses replacing most trains between Wollongong and Waterfall. Trains between Bomaderry (Nowra), Kiama, Dapto, Port Kembla and Wollongong operated to an amended timetable. Most trains between Waterfall and Central operated as normal. During the morning peak some direct trains operated from the South Coast to Central until approximately 0800. These trains departed up to 15 minutes earlier than the normal weekday timetable. During the afternoon peak some direct trains operated from Central, arriving at some stations up to 15 minutes later than normal. On Friday 24 July buses replaced trains between Bomaderry (Nowra)/Port Kembla and Waterfall from approximately 2120.

Work was undertaken on 5.2km of track between North Wollongong and Corrimal at a cost of \$7.3 million. Track reconstruction involved replacing timber sleepers with concrete sleepers, installing new rails, ballast cleaning, drainage installation, overhead wiring and track adjustments as well as general rail corridor clean-up and presentation. Upgrading is being staged over the coming years and is expected to be completed by June 2013. The total cost will be approximately \$85 million. The next stage of the South Coast Line track reconstruction program is due to take place with a week-long closedown in December 2009.

Maldon-Dombarton back on track?

The Federal Government has committed \$3 million to assess whether there is a business case to complete the abandoned Maldon-Dombarton rail line. An initial pre-feasibility study found there was a strong economic case for finishing the line. It found the rail line would:

- Provide a strategic alternative to the Moss Vale-Unanderra and Illawarra lines for freight trains;
- Support the Port Kembla port's rapidly expanding commercial activities;
- And generate considerable employment in the Illawarra's construction industry.

The full study will commence later this year and take about 18 months to complete.

Sydney West Metro

The NSW Government has released a map of the proposed West Metro. Construction is proposed to follow after the proposed Rozelle Metro. Although the West Metro is a line in its own right, the plan is that it would be operated as a through service with the Rozelle Metro. Media, the Opposition and commentators, however, express significant scepticism that either line will be built. Further ahead, the NSW Government envisages another Metro running from the SE suburbs near Maroubra through the City to the Northern Beaches.



Yarra Trams: St Kilda Rd & Chapel St services 20 July 09

Yarra Trams is introducing more than 100 new weekday tram services each week, starting on Monday 20 July 2009. The majority of the new services are in the morning and afternoon peaks. Yarra Trams CEO Dennis Cliche. says the new services have been made possible by some clever rescheduling on the busy St Kilda Road corridor. With tram patronage growth of 15.2% in the 12 months to March 2009, Yarra Trams has been working to increase capacity on some of its busiest routes. He said, "Nine of our routes operate on St Kilda Road, so this major timetable revision should improve the flow of trams along the spine of the tram network.. A recent revision of weekend timetables along this corridor increased the number of services and led to improved punctuality and reliability for Saturday and Sunday services, so we hope to see this repeated on weekdays.

Timetables have been simplified by reducing the number of short trips. The new timetables will introduce the following additional full length services:

- 5 services on Route 3
- 67 services on Route 5 (40 of these were formerly shuttle services between Orrong/Dandenong Roads and Malvern terminus)
- 5 services on Route 6
- 10 services on Route 8
- 10 services on Route 64
- 5 services on Route 72.

The new timetables also standardise the operating hours of Routes 78/79 along Church and Chapel Streets between North Richmond and Prahran/St Kilda Beach. Route 79 (North Richmond-St Kilda Beach) now operates daily from approximately 1900 to last tram, instead of having different hours at weekends.

As part of its commitment to responsible environmental practices, Yarra Trams has reduced the production of printed timetables, but copies are available at the MetShop, Swanston St, or by phoning 131 638.. All tram timetables, including stop specific timetables, are online at metlinkmelbourne.com.au.

The August 2009 AATTC Distribution List includes the May timetables with new Weekend schedules for St Kilda Rd routes. The July timetables will be on a future list.

MetShop

Melbourne's MetShop, located in the Town Hall building in Swanston St, and a prime destination for timetable collectors, reopened after refurbishment on 13 July.

Stawell

Northern Grampians Shire Council has launched a bid to have passenger rail services reinstated at Stawell.

V Line: Working and Staff Reference Timetables 19 July 09

V Line's Working Timetable of 19 July 2009 is available on their website, www.vline.com.au, under "Network Access", then "Information Pack". A compilation including this Working Timetable, the Service Plan, Operating Data and Addenda (rolling stock info.) is available from the August AATTC Distribution List.

V Line's Staff Reference Timetable was also re-issued from 19 July. It is also available from the current AATTC Distribution List. A review of the Staff Reference Timetable will appear in the next issue of *Table Talk*.

V Line/ARTC: Benalla-Oaklands and Albion-Broadmeadows

At the start of July about half of the 60 km freight line between Benalla, Vic. and Oaklands, NSW, had been converted to standard gauge and on schedule to be completed by the end of the year in time for the next grain season. The Victorian Government has agreed that the ARTC will take over the management and maintenance of the line until 2059.

As from 15 May the broad gauge Albion-Broadmeadows line was transferred from V Line to the ARTC. It is being converted to a dual gauge double track line as part of the Victorian NE SG project.

V Line: South Gippsland buses timetable improvements

With the V Line timetable change of 19 July, bus services in South Gippsland have been completely recast and substantially upgraded. Services now have the following pattern:

- One series of buses run express from Melbourne Southern Cross to Koo-Wee-Rup before continuing to Leongatha or further on to Yarram.
- Another series of buses runs from Dandenong (providing connections with suburban trains) to Anderson before going alternately to Inverloch on the south coast or Cowes on Phillip Island.
- Both series of buses interchange with each other at Lang Lang.

There are now three buses on weekdays to Yarram (formerly one, with an extra on Fridays, plus five extras as far as Leongatha (formerly four). It is now possible to make a day return trip from Melbourne to Yarram. There are weekday buses as far as Leongatha approximately every two hours. There are two buses to Yarram on weekends (formerly one) plus two extras as far as Leongatha (formerly two).

There are four weekday buses to Inverloch (formerly three, four on Fridays). There are two at weekends (formerly two on Sats., one on Suns.). There are now four weekday buses to Cowes (formerly three, one of which necessitated changing at Anderson, plus one more on Fridays). There are now two on weekends (formerly one, with an extra in summer).

It is interesting that the Saturday and Sunday schedules are identical (other than a slight variation in connecting times of down suburban trains). There is now also connecting shuttle services from Grantville to the Corinella/Coronet Bay area. In her press release, the Minister said that this timetable was "stage one" of an improvement package. It is, however, compensation for not re-opening the South Gippsland line for passenger trains.

V Line: Mildura passenger trains

Victorian Transport Minister Lynne Kosky says there is a possibility passenger services will return to Mildura once the upgrade of the line is completed soon. But (there is always a "but") Mildura City Councillor and Chairman of the Alliance of Councils for Rail Freight Development, Vernon Knight, believes that the service is unlikely to be viable enough to operate as it used to. He thinks it will be in the form of a tourist service, rather than a community service. State Member for Mildura Peter Crisp said a passenger service was likely to cater for tourists in the first stage but had a number of options.

V Line: Ouyen-Murrayville

Upgrading of the Murrayville to Ouyen rail line will begin in September, and finish in November in time for the next wheat harvest.

Tasmanian rail upgrades

The Federal Government redistributed more than \$70 million of its Tasmanian rail rescue package to help smooth the State takeover of the Tasmanian rail network. \$31.6 million will be allocated to the main north-south line, \$24 million for improvements at Rhyndaston and \$61.13 million for general maintenance. More than \$15 million also will be spent on the profitable Melba Flats-Burnie mining route. These projects are at the expense of the proposed reopening of the Wiltshire line in the North-West and the Boyer-Maydena route in the South, which have been deferred for a total saving of \$60 million. Plans to spend \$11.7 million on the Hellyer Mine and Zeehan rail spurs also have been abandoned, at least for now.

SA Inquiry

A State Parliamentary inquiry into passenger and freight rail services for SA has begun. However, in regard to suggestions for passenger trains to Angaston, a spokesman for Patrick Conlon, SA Minister for Energy, Transport and Infrastructure, reiterated that "The Barossa is not part of ...current transport plans for SA."

Trans Adelaide: upgrading

- The Belair line will reopen in August after closure for relaying and upgrading;
- The Woodville-Outer Harbor line will close from late 2009 for about 3-4 months for upgrading, especially of the Port Adelaide viaduct and of level crossings;
- Work to electrify and re-sleeper the Noarlunga and Gawler lines will now be undertaken simultaneously, commencing late this year;

- The extension of the Noralunga line to Seaford is expected to be completed in 2013.

TransAdelaide: patronage

The number of people using TransAdelaide has dropped this year, except in March. There were 27,681,000 trips taken on buses, trams and trains in the first five months of the year, 133,000 fewer than last year. "Mad March", in which thousands of people flock to the city for events such as the Fringe and Clipsal 500, was the only month in which patronage increased, with 6,410,000 users, up from 5,604,000 in 2008. Overall patronage has increased from 60,635,000 from the first 11 months of 2007-08 to 61,816,000 in the same period last year.

A Transport Department spokeswoman has attributed the drop to the closure of the Belair train line, which is being upgraded, as well as the heatwaves in January and February.

ASR: Eyre Peninsula upgrading

A proposal by Cenrex Metals for an iron mine at Wilgerup would see upgrading of ASR's Eyre Peninsula lines from the mine at Tooligie (between Lock and Cummins) to Cummins and Ungarra plus a new private 27 km line from Ungarra to a new port at Sheep Hill north of Tumby Bay.

Oakajee project

Engineering group WorleyParsons has won the contract to carry out a project management study for the \$3 billion Oakajee port (near Geraldton), rail and iron ore mine expansion project. Studies are expected to be completed next year.

Veolia Auckland: Uncertain future for Helensville rail by

Gemme Reddell, NZ *Rodney Times* 30 June 2009

The passenger rail service to Helensville is up for debate again, as the 12 month trial ends... The service started on July 14 last year to gauge if patronage was enough to sustain the service, Nor West Rodney Rail Support Group Chairman Scott Osmond says. The group represents the communities served by the commuter train, including Kumeu, Huapai, Waimauku, Helensville, Parakai and surrounding areas. The Auckland Regional Transport Authority will evaluate the service to decide if it will continue. Mr Osmond says it was hoped about 40 people would use the service daily, but numbers have on average been below that. "The reasons for this are many but include the time the service runs, which does not suit a lot of people, and more importantly the fact that there is only one train each way so travel options are limited," he says. "There is generally, I believe, a poor uptake of public transport of all types in our area because car travel is still seen as more timely by most people." A new train timetable, with more services and more trains, was introduced by the authority in response to continued growth.

Authority chief executive Fergus Gammie says figures show phenomenal growth, where 3.7 million passenger journeys a year in 2005 moved to 7.6 million journeys in 2009. "Between May 2008 and April 2009 an additional one million more journeys were taken on Auckland's rail network." Mr Gammie says the growth is attributed to a substantially redeveloped network, more frequent services and improved service reliability. Mr Osmond says at this stage he has no idea whether the service will continue after July in any form. "Prior to the start of the service there was plenty of public interest in it, which was upheld by good numbers visiting information days and also a public meeting in Helensville. "People are aware of the service and I am sure would love to use the train more if it provided a more acceptable travel option," he says. Mr Osmond says he has asked for the support group to be included in discussions about the service's future, as they were prior to the start of the service when the timetable and other aspects were decided.

European High Speed lines

NMBS/SNCB's 42 km High Speed line from Liège, in eastern Belgium, to the German border was opened on 12 June.

Britain's first high speed commuter service commenced in June, six months early, when Southeastern commenced operating from London St Pancras to Ashford. The full service will operate from December.

VIA renames trains

VIA Rail Canada has renamed some of its trains, and re-branded its service classes, in an effort to clarify what each is. The renamed trains will now simply be known by their origins and destinations. For example, The Chaleur, which runs from Montreal to Gaspé, Que., is now called "the Montreal-Gaspé train". The Hudson Bay, which runs from Winnipeg to Churchill, Man., is now called "the Winnipeg-Churchill train." Likewise, the Jasper, Alta.-Prince Rupert, B.C., Skeena, is now "the Jasper-Prince Rupert train." In the service class department, VIA's changes mainly apply to trains in the Toronto-Ottawa-Montreal corridor. The railroad now refers to economy class instead of comfort class, and business class for its premium-class trains with complimentary meals and wide seats. The flagship Canadian and Ocean trains will retain their names, but premier sleeping accommodations names will change to sleeper touring class. That's a change from silver blue class on the Canadian and easterly class on the Ocean.

Uganda: Passenger trains to return

Ugandan rail passenger service will recommence in October 2009. This is not an obligation in Rift Valley Railway's concession agreement, but they say they are doing it due to demand and as a corporate responsibility. Trains will run initially between Kampala and Jinja (94 km), with the intention of being extended later to Tororo (255 km) near the Kenya border. RVR is believed to have turned around and reached a break-even point, now making a small profit, Infrastructure is being put in place to increase the number of freight trains from Mombasa to Kampala to eight a week. RVR will invest \$US5m "immediately" in the rehabilitation of tracks, locomotives and wagons, with priority being accorded to the repair of bridges, including two between Tororo and Jinja, and culverts. Rehabilitation of the line between Jinja and Malaba (on the border with Kenya) is expected to be complete within eight months.

Algeria: new services

Algerian State Railways (SNTF) have long not been known for service expansion or for completing projects. But recently that has changed. In April/ May SNTF introduced a new schedule for nearly the entire network: Alger-Oran from 2 to 4 train pairs daily; Alger-Chlef 1 to 2 trains; Oran-Chlef 2 new local trains; Alger-El Affroun and Alger-Thénia EMU service introduced; Oran-Tlemcen from 1 to 3 three trains daily; Tlemcen-Maghnia reopened for passenger service with 1 daily train; Alger-Constantine, 1 day train reduced to an Alger-Sétif journey; Alger-Béjaïa through train re-introduced after more than 10 years; Béni Mansour-Béjaïa locals reduced from 3 to 1 daily (and a new train from Alger); new suburban service Annaba-Chihani Bachir with 3 trains daily; 2 day railcars Constantine-Annaba suspended.

Just two weeks later there was another round of new timetables, with new lines opened and others reopened: Constantine-Skikda two railcar services in each direction re-introduced; Constantine-Jijel reopened with 1 railcar service daily; Tébessa-Aïn el Beïda-Aïn M'Lila-Constantine, new line, partly replacing a former narrow gauge line, opened with 1 railcar service daily. This brought Tébessa back on the passenger timetable after nearly 10 years without passenger trains; Aïn Touta-M'Sila new line opened with 1 daily railcar service. (This runs directly Constantine - M'Sila, which means that the Constantine - Aïn Touta section of the Constantine-Biskra line is back in passenger service); the new line Bordj Bou Arreridj - M'Sila opened, with 3 railcar services daily in each direction.

The Thénia - Tizi Ouzou line may be re-opened to passenger services - tracks have been rehabilitated, but some stations are still illegally occupied. Furthermore re-gauging of the 550 km line from Mohammedia to Béchar in the Southwest is proceeding quickly and reopening may be during 2010.

After years of stagnation a new railway is emerging. (More details at www.fahrplancenter.com/SNTFEntry.html).



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BUS NEWS

New South Wales -Sydney

Sydney Buses: From Monday 29 June 2009, Sydney Ferries introduced minor timetable changes to the Mosman service (refer July *Table Talk*). In response to these changes, Sydney Buses made minor alterations to routes 225, 230, 233 and 236 servicing Mosman Wharf, Musgrave Street Wharf, and Cremorne Point Wharf during the morning and evening peak.

Northern Beaches and Lower North Shore timetable list (Refer to July *Table Talk* for details of route alterations):

Manly & Balgowlah Heights to City & Warringah Mall	131 132 E70 171 E71	2 Aug 2009
Warringah Mall & Manly to Quarantine Station	135	2 Aug 2009
Chatswood & Dee Why to Manly & Mona Vale	136 137 L60	2 Aug 2009
Freshwater to Manly & City	139 E65	2 Aug 2009
Manly to Epping	140	2 Aug 2009
Allambie Heights to Manly and City	142 E66	2 Aug 2009
Chatswood & St Leonards to Manly	143 144	2 Aug 2009
Warringah Mall to The Bluff	145	2 Aug 2009
Cromer	146 152 179 E79	2 Aug 2009
Manly to Milsons Point	E50	2 Aug 2009
Dee Why & Warringah Mall to City & North Sydney	Pittwater Road	2 Aug 2009
Cromer & Wheeler Heights to City	153 178 E78 179 E79 180 L80	2 Aug 2009
Mona Vale & McCarrs Ck to Manly & City	155 156 158 E86	2 Aug 2009
Wingala to Manly & City	159 176 E76 E77	2 Aug 2009
North Balgowlah to City	168 E68	2 Aug 2009
Nth Balgowlah & Narraweena to Manly & City	168 E68 169 E69 173	2 Aug 2009
Warriewood & Elanora Hts to City & Mona Vale	182, E83, 185 L85	2 Aug 2009
Palm Beach & Mona Vale to City & North Sydney	183 184 E84 L84 187 E87 L87 188 L88 E88 E89 190 L90	2 Aug 2009
Avalon Local Careel Bay & Stokes Point	191 192	2 Aug 2009
Crows Nest & Cammeray to City	201 263	2 Aug 2009
Neutral Bay Wharf to Cremorne Wharf	225	2 Aug 2009
Military Road to City & Milsons Pt	227-230 243-249	2 Aug 2009
Balmoral Local, Spit Jn & Taronga Zoo	236 238	2 Aug 2009

Route 10 Metrobus to be extended to Maroubra Junction: The route, which currently runs between Leichhardt and Kingsford will be extended to Maroubra Junction from late October 2009. The extension of the Route 10 service will coincide with the introduction of the second stage of the Metrobus network, which will see a total of four additional Metrobus routes rolled out across Sydney by the end of 2010.

Sydney Private Bus Timetables.

Busways, Blacktown: Further to previous information the timetable for routes 737, 738 and 739 has been replaced by a new version dated 29/6/2009. The new route T74 from The Ponds to Blacktown via the Tway is in a separate timetable also dated 29/6/2009.

Busways is issuing a new Route 750 timetable under the Growth Buses guise as from Monday 13 July with four additional trips daily in both directions and the route now operates in both directions both am and pm. A standalone timetable is being issued to replace the route 750 timetable in the current Quakers Hill - Glendenning – Doonside and Rouse Hill - Castle Hill timetables.

Hillsbus Growth buses changes: A special notice advises that under the Growth Buses guise there will be one weekday extra route 612 trip to the City at 0805 and a return trip at 1910. There will also be a route 613X (route 613 did not previously have any X trips via the Lane Cove tunnel) to the City at 0715 and a return trip from the City at 1620.

WestBus New 774 Service: A new Penrith to St Mary's service was introduced from 21 July 2009, delivering additional weekday and weekend services to Nepean Hospital & UWS, South Werrington Campus.

New South Wales - Regional

Rover Coaches: Operates a new Route 163 Cessnock to Morisset service as from 6 July 2009 with three return trips Mondays to Fridays. Route 164 Cessnock to Maitland now operates at a higher frequency. New timetables have been issued.

Shoal Bus: New timetables have been introduced for routes 705, 709, 721, 722 and 735 (all in the Nowra area) from 20 July 2009. Details on www.shoalbus.com.au.

Queensland – Brisbane

Updated printed Brisbane Transport timetables effective 27 April 2009:

66

109, 139, 169, 209

129, 130, 131, 132, 133, 136, 137, 139

140, 141, 142

184, N184, 185

200, N200, 201, 206, 207, 222

227, 232

Queensland - Regional

Sunbus Townsville: The City Loop service, now called the Sunbus Redbus has been re-introduced as from 7 July. The service will collect ferry passengers from the Sunferries Breakwater Terminal and distribute them to the city and other important near-city destinations including the full length of the Strand. Sunbus Redbus will link up to all Magnetic Island Sunferries from 0700 to 2100, offering Magnetic Island residents and visitors a reliable transfer service between Magnetic Island and Townsville. The service will run approximately every 25 minutes, 7 days per week. The service replaces the extended A1 service which had replaced the former City Loop and connected with the ferry terminal but not always at convenient times to the arrival and departure of the ferries. The service will be co-funded by Townsville City Council who are contributing \$60,000, raised from parking revenue, with further support from the State Government. Timetable details will be available from Tuesday 2 July at www.sunbus.com.au and will also be available on Sunbus vehicles and at the Sunferries' Terminal.

Gladstone Buslink is to increase its Boyne Tannum bus run to six services a day, five days a week, with plans for a Saturday service as well. Buslink's Adele Carwardine said the first service would be at 0830 and the last return service will be at 1740. The service will take in Glen Eden, the Gecko Valley area and Kin Kora, and linking with the normal Gladstone service.

South Australia

South Australian State Guide: The SA State Guide, an excellent compilation of most (but not all) bus and coach services in to and from SA, has an interesting footnote in the Sealink timetable. The State Guide is dated March 2009, but the footnote states 'Timetable changes may apply between 1 June 2008 to February 2009'! A possible explanation is that the entry was prepared whilst the footnote still applied, but the date of publication rendered the footnote irrelevant. (What is left unsaid is whether there needs to be a footnote warning of timetable changes to Sealink schedules in the 2009-2010 period.)

Trans Adelaide: The recent arrival of 20 new buses has enabled the commencement of 117 new services as from July 20 on a large variety of routes. The individual new services are listed on the Adelaidemetro website and range from 1 to 15 additional weekday trips. The additions are to be formalised in new timetables to be released as part of the next range of major service changes planned for September this year.

Victoria - Melbourne

Route 903 Red Orbital Smartbus: The Sunday timetable (refer Table Talk May 2009) has been corrected on the Ventura website. Buses departing Box Hill Central depart 10 minutes later than the previous times between 1150 and 1650 when travelling towards Mordialloc.

Skybus has issued a new timetable leaflet dated 1 June 2009. Trips from Melbourne Airport at 0100, 0200 & 0300 now depart 30" later at 0130, 0230 & 0330.

Victoria – Regional

South Gippsland: Extensive changes with additional services have been introduced in conjunction with new rail timetables as from 19 July 2009. Refer to the item in the Rail News section in this issue under V Line.

Regional public transport guides: As mentioned previously in Table Talk, Viclink has produced public transport guides to help residents in regional towns and cities. The following are now available:

['Your guide to local public transport' brochure: Ararat](#) (PDF) 750 kB

['Your guide to local public transport' brochure: Colac](#) (PDF) 613 kB

['Your guide to local public transport' brochure: Hamilton](#) (PDF) 967 kB

['Your guide to local public transport' brochure: Horsham](#) (PDF) 1.71 MB

['Your guide to local public transport' brochure: Maryborough](#) (PDF) 663 kB

['Your guide to local public transport' brochure: Portland](#) (PDF) 662 kB

['Your guide to local public transport' brochure: Stawell](#) (PDF) 834 kB

Shepparton: Public Transport Minister Lynne Kosky has announced additional Shepparton bus services starting on Monday 3 August. Some existing routes are extended to growing areas and access to local amenities is improved.

The new estates at the golf course in Shepparton's north-west, Connolly Park in the north and Kensington Gardens in the south-east will also now be accessible by bus. There will also be improved connections to the medical services precinct around Nixon Street, the Shepparton Private Hospital, the IGA supermarket (Fairleys) and the retirement villages in Zurcus Lane. Routes 1 and 2 will each travel in a loop in the opposite direction along a key transit corridor connecting the local retirement home to the CBD, hospital and TAFE. Ms Kosky said it was hoped the expansion of more bus services for Shepparton would drive patronage just like it had in Bendigo.

Western Australia

Transperth Nightrider: An article in the *West Australian* newspaper of Friday 10 July said that the Northbridge nightrider bus service would end on 26 July due to lack of patronage. The average per trip is fewer than 5 passengers. Only two routes - Scarborough Beach Road and Fremantle - remained. The Fremantle nightrider bus route along Leach Highway is also to cease.

Transperth timetables: Recent alterations are:

South Eastern 5 (routes 228,229,230) 19 July 2009

Western 45 (routes 102, 107, 23, 78, 79) 19 July 2009

Western 46 (route 940) 2 August 2009

Southern 118,119,120,121 (routes 520, 522, 530, 531, 532, 533) 2 August 2009

Eastern 87 (routes 36, 40) 6 September 2009
Eastern 94 (routes 281, 282, 283) 6 September 2009
Eastern 109 (routes 296, 298, 299, 799) 6 September 2009

Thanks to *The Advertiser*, Australian Transport Discussion Board, Tony Bailey, Barry Blair, Ian Cooper, Craig Halsall, David Hutton, Michael Marshall, Derek Scrafton, Lourie Smit, *West Australian*, Roger Wheaton, David Whiteford and various operator websites.

AIR NEWS

International

Jetstar will step up its focus on Asia in the short to medium term as it prepares for another four years without the Dreamliner 787 that was to underpin its long haul growth. It has again been forced to review its growth strategy following the Qantas Group decision to defer and cancel 30 Dreamliner orders. The move means Jetstar will not take delivery of any 787s until 2013, five years behind the original target. While retaining ambitions to serve southern Europe, a key growth aspiration with the 787, Asia will now remain at the forefront of its international expansion, spokesman Simon Westaway said. This will remain even more the case with the current announcements and set of arrangements," he said. "We have aspirations to serve Europe, and southern Europe has been nominated, through an Asian hub. But our primary focus is in Asia. He added that it was working on a "future fleet plan" with Airbus A330s a possible interim replacement for the Dreamliner. Long haul international growth will be driven by wide-bodied aircraft, he said. "The 787-9 is a vehicle that would allow us to reach North America and Europe via an Asian hub. The A330s could do the same via the hub but Asia is our focus. That strategy will continue to unfold." Three A320s will arrive in Singapore in the next financial year to bolster operations there while New Zealand will also receive additional aircraft, he said. A seventh A330 will arrive in December, he added. The strategy had already been revised when it became clear the 787s were unlikely to be delivered to the original timetable. Operations from Darwin, Perth and Cairns were developed along with trans-Tasman services.

Jetstar will commence daily flights between Perth and Denpasar, but reduce its Perth-Jakarta-Singapore services from three per week to two.

Delta and **Virgin Blue** are moving towards codeshare on their trans-Pacific flights. This move comes as Delta made its first flights on the Sydney-Los Angeles service on 10 July, and less than a year since Virgin entered the market, just as the global recession started. This year passengers have seen a slew of cheap fares on the trans-Pacific, as a result.

Qantas's chairman hinted on 8 July that it may soon be slashing its international flight capacity. He said the current economic climate was impacting airlines as they faced more competition and a downturn in premium travellers. In regard to cut-price airfares, he said everyone should "grab them while they last" as they were not sustainable in the long term.

Low-cost carrier **AirAsia** will add a second daily frequency to its Bali-Perth route, effective from 19 August.

Malaysia Airlines will commence Melbourne-Jakarta flights from 16 September. On Wednesday, Friday and Sunday the flight will depart Melbourne at 0001 and arrive Jakarta at 0400, departing Jakarta at 0500 and arriving in Kuala Lumpur at 0800. The return flight on Tuesday, Thursday and Saturday, will depart Kuala Lumpur at 2135, arriving into Jakarta at 2235, departing Jakarta at 2335 and arrival into Melbourne at 0850.

Air New Zealand will launch a new weekly Brisbane-Queenstown summer service. There will be a trial weekly Brisbane-Queenstown service in peak summer months. Over the peak winter season Air New Zealand now operates 10 direct services a week compared to three five years ago. This year they have added an additional service from Brisbane taking the total from there to three per week, in addition to five services per week from Sydney and two from Melbourne. Mr Thompson said the airline intended extending its Melbourne-Queenstown schedule, which currently operates once a week in December and January, right through to the end of March. There are two trips per week on the Sydney-Queenstown route from mid-October to the end of November, where previously over this period there was a seasonal reduction to one trip per week. These services will operate Tuesdays and Saturdays.

British Airways is reducing capacity on the Sydney to London route during the northern winter season. Daily flight BA15/16 via Singapore will not operate during November and March, while daily flight BA9/10 via Bangkok will continue unchanged. Other capacity drops will be on the Hong Kong, North Atlantic and inter-Europe services, as well as services starting from Gatwick.

Domestic

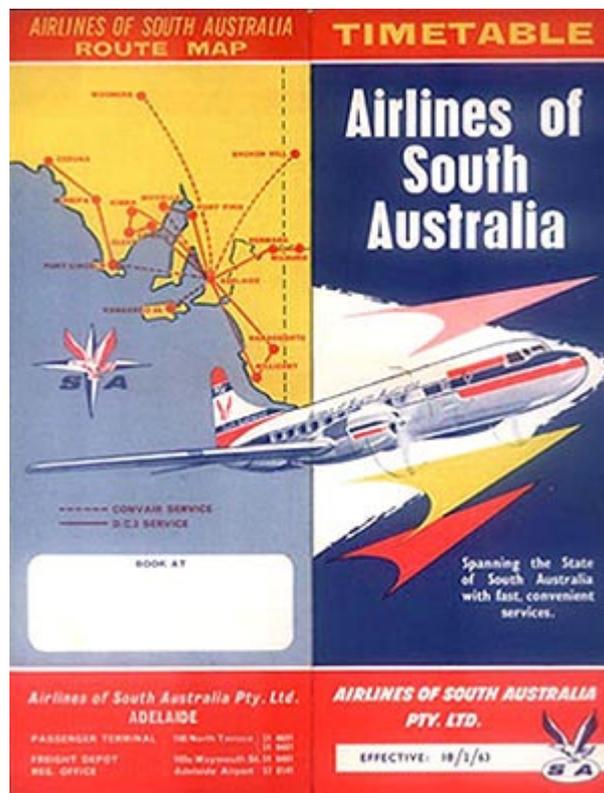
Tiger Airways commenced up to four daily flights between Sydney and Melbourne from 3 July. This had been the major gap in their network. From 4 October there will increase to up to nine flight daily, and there will also be two flights daily between Sydney and Adelaide.

Virgin Blue on 4 July launched direct daily flights between Sydney and Hamilton Island.

Strategic Airlines acquired **Ozjet Airlines** from 29 June, with the approval of Ozjet staff and creditors. The takeover will have minimal impact on the existing operations of the airline.

Jetstar will double frequencies between Sydney and Darwin. Its five daylight weekly return A320 services will increase to daily from 18 September. In addition, it will launch an additional three weekly return services on the route in late October, taking the number of weekly flights to 10.

Thanks to Tony Bailey for Air news.



18 March 1963



Members' News

- August 2009

Australian Association of Timetable Collectors

2009 ANNUAL GENERAL MEETING: SATURDAY 17 OCTOBER

Our 2009 Annual General Meeting will be in Melbourne on **Saturday 17 October**. The venue is the former Hawthorn tram depot and training school, now a 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 Museum 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 website, www.hawthorntramdepot.org.au/index.htm

AATTC AUCTION

The AATTC will be conducting its next auction in October 2009. We hope to have the Catalogue ready to include in this mailout.

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.

NSWGR TIMETABLES OF THE 1880s

Bill LeRoy of Macquarie Fields, Sydney has been in touch with the Association. He owns *NSW Government Railways Public Timetables* for 1882, 1883 and 1884. He very kindly says he is happy to show these to anyone interested. Contact him on (02) 9605 7229 or billeroy@tadaust.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 thornwheaton@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 meeting on 1 August will feature a talk by Kent Hannah, a prominent member of our US kindred organisation, the National Association of Timetable Collectors.