



TABLE TALK

No. 208, December 2009 ISBN 1038-3697 RRP \$2.95

**Published by the Australian Association of Timetable Collectors
www.aattc.org.au**

Vale Newman's Indian Bradshaw

Due to lack of sales, the publishers of Newman's Indian Bradshaw have decided to discontinue volume 2 of the publication, which carried details of all passenger trains and smaller stations.

About *Table Talk*

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

Editor, Rail and Tram, Air, Ferry: Victor Isaacs, 43 Lowanna St Braddon ACT 2612, abvi@webone.com.au

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

Production and Mailout: Geoff and Judy Lambert.

Proofreaders: Geoff Hassall, Agnes Boskovitz.

Original material appearing in *Table Talk* may be reproduced in other publications but acknowledgement is required.

Membership of the AATTC includes monthly copies of the *Times*, *Table Talk*, the Distribution List of timetables, and the twice-yearly Auction catalogue. The membership fee is \$50 pa. Membership enquiries should be directed to the Membership Officer, P O Box 1253, North Lakes Qld 4509, (07) 3260 5329.

TOP TABLE TALK

So you want to run a train?

Track access charges are highly variable, both as to type of train and line operated over. We have found they are too complex to summarise, hence this is just a reference to appropriate websites.

To find out how much your train will cost to operate on the **ARTC** network, look at www.artc.com.au/library/Pricing%20Schedule%20Effective%201072009%20update%2010112009.pdf or follow the links from the ARTC front page, www.artc.com.au under "Track Access".

Similarly to ARTC, **QR**'s access charges depend on the line and type of train. See www.qrnetwork.com.au/Access-and-regulation/Tariffs.aspx

V Line's access rates are much simpler:

	2009-10
Flagfall Rate	\$/km
Grain	5.375
Non-grain	0.823
Variable Rate	\$/1000 GTK
Grain	7.149
Non-grain	1.548

(www.vline.com.au/rna/pricing.html)

Other infrastructure owners, such as Westnet, do not publish their access charges.

RAIL & TRAM NEWS

ARTC Master Train Plan 6 Dec 09

The next edition of ARTC's Master Train Plan (née Working Timetable) will be dated 6 December 2009.

ARTC: Sydney – Melbourne engineering problems

The Sydney to Melbourne railway was expected to be in good condition by early 2010, with completion of the South Sydney Freight line, the Wodonga deviation, double track from Wodonga to Seymour, and additional lengthy passing lanes. There are now problems:

- Between Seymour and Melbourne mud spots have developed in the track which ARTC's contractor is having great trouble remedying. Delays to trains are currently an everyday event. From 26 until 31 December all Countrylink passenger trains between Albury and Melbourne and v.v. will be replaced by buses. Extensions to Kilmore East and Tallarook Loops were expected to open in early November.

- At the beginning of November ARTC closed down work on the South Sydney Freight line because of cost blowouts and planning delays caused by the need to relocate utilities. This work would normally have been done at the commencement of the project. The shutdown is expected to be for five months. The ARTC said the project will be “re-evaluated with a view to determine the most cost effective way forward.”

ARTC says the decision is firstly because the time available to conclude signal design and modifications to the RailCorp ATRICS signalling system do not match the current project delivery schedule which means signal changes may not be made until November 2010 or early 2011. Secondly, it has become necessary to redesign part of the route to minimize impact on the Glenfield Garbage Tip. Changes to the garbage tip area have necessitated this redesign so as to minimize the impact on the tip area and reduce the exposure of the line to future environmental issues in the tip area. In addition, a requirement for more extensive service re-location along the rail corridor has caused estimates of quantities of materials required for the project. Due to the significant size of this infrastructure project and the adjustments to its delivery, quantities need to be recalculated. Each of these adjustments has a potential impact upon the cost of the project and therefore construction is being slowed somewhat, to evaluate the most effective options in moving forward. ARTC will complete, without delay, the delivery of 'easy access' railway station upgrades at Minto and Cabramatta and the Auburn Road Bridge and Chester Hill Road Bridge. All other road upgrades and modifications will be completed to alleviate inconveniences and enable safe use of and access to public areas; and to reduce environmental impacts.

It is understood that in reality the major problem is delays in getting approval from Rail Corp to do anything which affects Rail Corp facilities.

ARTC: Brisbane-Glenapp upgrade

Further to the news in November *Table Talk*, page 4 that ARTC is upgrading and dual gauging the line from Brisbane to Glenapp, it is now confirmed that dual gauge sleepers will be laid south as far as Bromelton, but there will be no narrow gauge track at this stage. There will not be dual gauge sleepers south of Bromelton.

ARTC Hunter Valley upgrade

ARTC undertook a large package of upgrades in a single possession on the Hunter Valley network from 17 to 20 November. Approximately 70 projects were carried out, including:

- **Newdell Junction upgrade** to the control system and turnouts
- **Newcastle coal export terminal (Kooragang) connection**
 - **Whittingham to Maitland Third Track**
 - Earthworks on the Minimbah bank;
 - Bridge works at multiple locations;
 - Installation of bridge planks at Range Rd; and
 - Golden Highway bridge works.
- **Maitland Junction** upgrade in preparation for a new computer based control system, and
- **New Crossing Loops preparatory works** in the Upper Hunter and on the Ulan line.

In addition track maintenance including ballast cleaning, rerailling, track reconditioning and resurfacing, rail grinding, turnout upgrades, signalling upgrades and track drainage took place.

ARTC: Geelong area upgrade

ARTC is believed to be investigating projects to improve operations in the Geelong area, including:

- An independent standard gauge line from Gheringhap to North Geelong
- Changes to tracks around North Geelong and Geelong port, and
- A new loop at Elders.

QR Citytrain: Robina – Varsity Lakes opens

The latest extension of the Gold Coast Railway, from Robina to Varsity Lakes, 4.1 km, is to open in December.

QR trains hit by six peak hour delays each day

by Ursula Heger, Courier-Mail, Brisbane.

Rail commuters travelling from the Sunshine Coast to Brisbane face the worst delays across the network, with an average of six peak-hour delays each week day. Figures show thousands of

commuters using the troubled Caboolture line suffered through 1663 peak-hour delays last financial year, mostly due to passenger loading problems and infrastructure failures.

Documents released under Right to Information provisions reveal almost one in four delays on the line, which runs from the CBD north to Gympie, were caused by track and signalling failures or speed restrictions. The documents reveal 1369 peak-hour services were cancelled or delayed on the Ipswich line, which runs to the Transport Minister's electorate, almost a third of which were caused by passenger delays.

Passenger delays, usually a result of heavy passenger numbers, overcrowded trains, or assistance for disabled commuters, were significant across the network. The best commuter lines were Doomben and Shorncliffe, while the Cleveland line faced 500 delays or cancellations. The Beenleigh line, once referred to as the Bombay Express due to overcrowding, and the Gold Coast line recorded 480 delays, mainly due to rolling stock failures.

Commuter groups said delays caused by overcrowding and infrastructure failures needed to be improved. "Infrastructure faults are not good enough – there is a need to look at their procedures and address what needs to be changed to make the system more reliable," said Rail Back On Track spokesman Robert Dow.

A spokesman for Queensland Rail said the Caboolture and Ipswich lines were the largest on the network, also carrying freight, and were undergoing major upgrades. "Caboolture and Ipswich lines are more heavily patronised than other rail lines on the Citytrain network and have more than 76,000 services every year," he said. "Therefore when a problem occurs, it has potential to cause more consequential delays because more trains operate on these lines." But QR refused to release maintenance spending for each rail line, saying only that they fluctuated but were at the "right level depending on individual requirements". "The year-by-year spending on any given line fluctuates significantly because major maintenance activities are done in five-year cycles and some, like timber sleeper replacement, every 15 years," he said. "Another example is the recent maintenance of the Ipswich to Rosewood line that would show a \$5.5 million spike due to bridge repainting at Sadliers Crossing."

Major new Queensland coal railway?

Hancock Coal has major plans to mine coal in Queensland's Galilee Basin, about 50 km north of Alpha. The plans include a stand-alone 510 km standard gauge railway from Galilee Basin to Abbot Point port near Bowen.

SRANSW Cityrail: New Sydney map and brochures

CityRail has published a new map in which the new Chatswood Epping line is shown fully integrated into the Northern line. Hard copy, web and station poster maps were available before the 11 October timetable change. Maps inside carriages are being gradually changed.

New brochures were reissued in conjunction with the new trains timetables on 11 October 2009:

- Travelling with Cityrail Updated for new Northern Line dated 9/2009
- Cityrail 2009 Guide also reissued with New Northern Line dated 9/2009.
- Daytripper updated for new Northern Line dated 9/2009.

Cityrail: Timetable amendments 26 Oct 09

Cityrail made a number of amendments to its weekday timetables from Monday 26 October 2009. Of these, only two involved additional trains:

- Sydney Terminal 1541, Redfern, Strathfield, Lidcombe, Granville, Parramatta, all to Quakers Hill 1635. This has already been reported in *Table Talk* (November edition, page 7); and
- 0103 Gosford to Hornsby arriving 0154, stopping Point Clare, Koolewong, Woy Woy, Hawkesbury River, Cowan, Berowra, Asquith. (Yes, you did read correctly, that is 1.03 am and 1.54 am!)

All other amendments are minor extensions of trips or minor time adjustments:

- City-Central 0747-Airport-Campbelltown has been extended to Macarthur 0852
- City-Central 1717-Airport-Campbelltown has been extended to Macarthur 1819.
- City-Central 1703-Granville-Campbelltown has been extended to Macarthur 1829.
- Campbelltown-Granville-City now commences from Macarthur at 1828.
- 0502 Hornsby to Newcastle service now departs Hornsby 4 minutes earlier at 0458. On arrival at Gosford, the first two carriages proceed to Newcastle and the rear two carriages terminate.

- 0528 North Sydney to Hornsby via Macquarie Park service departs 1 minute earlier. (Please try not to lose sleep over this momentous change.)
- The 1701 Blacktown-Campbelltown now starts from Quakers Hill at 1652..
- The 1415 Central-Newcastle has an additional stop at Berowra at 1501 for school children.
- Departure times at Epping for some City Macquarie Park-Hornsby trains have been adjusted, to improve connections between northbound intercity services and northbound Hornsby suburban trains:
 - 1616 from Central departs Epping at 1702 and is 3 minutes later to Hornsby.
 - 1631 from Central departs Epping at 1717 and is 3 minutes later to Hornsby.
 - 1648 from Central departs Epping at 1733 and is 2 minutes later to Hornsby.
 - 1715 from Central departs Epping at 1802 and is 3 minutes later to Hornsby.
 - 1731 from Central departs Epping at 1816 and is 2 minutes later to Hornsby.
 - 1746 from Central departs Epping at 1832 and is 3 minutes later to Hornsby.

Glenbrook-Leppington railway

On 14 November, the New South Welsh Premier, Nathan Rees, announced that the Glenfield to Leppington railway in south west Sydney will be built. This reverses a 2008 decision to defer construction. The line of 11 km is expected to cost \$1.3 billion. It will serve a major new growth area. Construction is planned to commence in mid-2010 and be finished in 2016.

Countrylink: Canberra-Sydney 6 Dec 09

Even before it commenced, the timetable for the increased passenger train service from Canberra to Sydney from 6 December 2009 has been slightly modified. The Saturday up midday train will now run to the same times as its Sunday equivalent, rather than Monday to Friday times. This means it is slightly slower, leaving Canberra at 1155 (instead of 1152) and arriving in Sydney at 1625, (instead of 1610). On Sundays, this train is slower because of the time taken at Goulburn to attach the train from Griffith. It is not known why this change has been made for Saturdays. The timetable is available for download at www.countrylink/_data/assets/pdf_file0014/14630/Canberra_flyer.pdf or just follow the links from Countrylink's front page.

Connex Melbourne: Oaks Day 5 Nov 09

Oaks Day at Flemington Racecourse occurs on the Thursday of Melbourne's Spring Racing Carnival (first week in November). It is the only such day which combines a major race day and a working day. Last year a major failure in train services occurred just as 50,000 racegoers were leaving the racecourse and as the afternoon peak was commencing (see December 2008 *Table Talk*, page 11 top). This year Connex took extra precautions, including cancellation of the recently introduced Werribee direct trains citing "lack of track capacity".

Train services operated without problems.

V/Line Pocket Timetables 9 November 2009

- Apollo Bay – Lorne – Melbourne
- Bairnsdale – Melbourne (via Lakes Entrance & Lake Tyers)
- Mount Gambier – Melbourne (via Geelong/Ballarat)
- Nhill – Dimboola – Horsham – Melbourne (including Grampians Link)
- Warrnambool – Apollo Bay – Melbourne (via Great Ocean Road)
- Yarram – Leongatha – Melbourne

Harcourt to re-open?

There is speculation that Harcourt, north of Castlemaine on the Bendigo line, may re-open for passenger trains. This would require building a new platform.

V Line: Mildura line upgraded - or not?

Upgrading of V Line's Mildura line has been completed. The project was supposed to provide 80 kph line speed. However, speeds of 50 or 60 kph have been imposed over 77 level crossings.

Victorian Government Gazettes digitised

The State Library of Victoria – a great institution – has digitised the entire run of *Victorian Government Gazettes* from 1843 (when Victoria was the Port Phillip District of NSW). Victoria, unlike NSW, Queensland and WA, did not publish railway timetables in their Government Gazettes in the nineteenth century. But at certain periods, such as the 1900s, they did print details for special

arrangements at such periods as Christmas and Easter, as well as advertisements for excursion trains. The Gazettes also contain a huge amount of non-timetable railway information.

The web site is <http://gazette.slv.vic.gov.au>

Adelaide Hills bypass?

The Federal Department of Infrastructure has released a Discussion Paper providing an overview of the initial findings of the Adelaide Hills Freight Movement Study. The key purpose of the Study is to examine the feasibility of improving the capacity and efficiency of the line between Murray Bridge and Adelaide. The present line has a capacity of 10.7 million tonnes a year, and about 4.8 million tonnes is conveyed – of which about 2.5 million is Melbourne-Adelaide traffic and 2.1 million Melbourne-Perth freight. About 4 million tonnes is containers. The Paper estimates possible increases in freight over the next 20 years, ranging from a conservative low estimate of 9 million tonnes pa, to a high estimate of 23 million. The main interest of the Paper is setting out options to increase capacity on the line. These are:

- Do nothing;
- Upgrade the existing route, including grade separation at key road crossings and the Goodwood rail crossing, additional crossing loops, improvements to tunnels and the Murray Bridge bridge to permit double stacking;
- Northern Bypass from Murray Bridge to Two Wells via Truro;
- Southern Bypass, including 22 km of tunnels, the longest being 15 km; or
- Upgrade the existing route, plus the Northern Bypass.

In brief, the upgraded existing route or the southern bypass would be best for Melbourne-Adelaide traffic, but the northern bypass better for Adelaide-Perth traffic.

Costs vary greatly, from an estimated \$700 million to upgrade the existing route to an estimated \$2.4 billion for the southern bypass.

No option comes out ahead on every criteria:

Option	Murray Bridge-Islington km	MB-Two Wells km	Capacity millions tonnes pa	Hours Melb-Adelaide	Hours Melb-Perth	Estimated cost \$b
Existing route	104	141	10.7	13	57	0
Upgrade existing route	104	141	23.6	13	57	0.7
Northern bypass	191	154	40	12.6	54.8	1.4
Southern Bypass	96	133	40	11.2	55.2	2.4
Upgrade existing route, plus Northern Bypass	104	154	63.6	13	54.8	2.1

Although not stated in this Paper, another criterion is the desire of Adelaide Hills residents to have rail freight removed from their neighbourhood. Wheel squeal noise is particularly objected to.

The Discussion Paper is at

www.nationbuildingprogram.gov.au/publications/report/pdf/Adelaide_Freight_Movement_Study_Final_Discussion_Paper/09_10_09.pdf

GSR: Overland Christmas alterations

At Christmas the Overland will be cancelled from Adelaide to Melbourne on Friday 25 December and from Melbourne to Adelaide on Saturday 26 December. Instead it will operate:

- Saturday 26 December: Adelaide depart 0755, arrive the scenic delights of the North Dynon Freight Terminal 1830, then bus connection to Melbourne Southern Cross station,
- Sunday 27 December 2009: Bus depart Southern Cross 0840 for North Dynon Freight Terminal, then Overland to Adelaide arriving 1745.

GSR: Southern Spirit

GSR's luxury Southern Spirit train will operate from Alice Springs to Brisbane, with many tourist side trips along the way, from 12 to 22 January 2010, and return Brisbane to Alice Springs from 24 January to 5 February.

TransAdelaide: Woodville-Outer Harbor closedown

The railway from Woodville to Outer Harbor, 14.5 km, closed from 15 November 2009 for about four months for major works. The main work is reconstruction of the Port Adelaide viaduct. The opportunity will also be taken to undertake other work, including upgrading six level crossings.

Replacement bus services will follow as nearly as possible the rail line. There are three substitute bus services:

- H1 All stations Woodville – Outer Harbor. This is the normal service.
- H2 Limited Stop service. This is the same as H1 but operates express between Woodville and Ethelton and v.v.
- H3 As for H1 but operates only between Woodville and Glanville.

H2 and H3 operate only at peak periods Monday to Friday – inbound in the morning and outbound in the afternoon.

Copies of the temporary timetable are available from the AATTC Distribution Service (November list).

TransAdelaide: Trams present and future

Although **Melbourne Cup Day** is a normal working day in Adelaide, it is a busy one on the Glenelg tramline as a large number of race goers attend Morphettville Racecourse. The normal tram timetable was replaced by a special service. Apart from five morning trips which terminated at South Terrace, other journeys operated through to Glenelg. A basic ten minute service was scheduled between 0940 and 1840 from City West and 0945 to 1845 from Glenelg.

At the end of October the new **South Road overpass** on the Glenelg tramline was in place and work on the western ramp was advanced. On the eastern side only the initial support pylons had been erected.

Considerable work is evident on the **extension of the tramline from City to the Entertainment Centre**. The centre of North Terrace from the present terminus at City West to the intersection of North and West Terraces and the centre plantation along Port Road have been dug up in preparation for the laying of track.

P & O Terminals: Melbourne-Adelaide trains

In early October, P & O Terminals commenced operation of a thrice weekly service between Melbourne and Adelaide, serving the Horsham inter-modal terminal en route. Although competing with Pacific National (and QR National), it is believed that PN provides the locomotives.

SA ore traffic

SCT will probably be the operator of new thrice weekly ore trains from Wirrida, 140 km north of Tarcoola, to Outer Harbor, commencing in June 2010.

Zircon trains, operated thrice weekly by G&W, from Mindarie in the Murray Mallee to Outer Harbor, have ceased.

Eastern grain trains

GrainCorp will provide ten grain train sets this season in NSW and Victoria – two sets are captive to Victorian broad gauge.

AWB will double their capacity with the purchase of 90 more grain wagons, which will arrive from 2010. With 84 existing wagons, they will have four grain train sets, plus one more on lease.

Western grain trains

WA grain handler **CBH** expects to choose a new grain transporter by May. At present **ARG** (Australian Railroad Group, owned by Queensland Rail) is the grain train operator and says that it wants another opportunity. It sees grain handling as a core activity nationally. However, CBH grain operations manager says that ARG's performance needs to "improve significantly"

Veolia Auckland: Helensville train ends

The trial rail commuter service from Auckland to Helensville will end in December. An average of just 43 passengers used the three daily weekday trains (one outbound, two inbound). The service has operated since 14 July 2008.

Veolia Auckland: Christmas closedown

All Auckland suburban lines will close with bus replacements, from 26 December (no services on 25 December also) until 3 January for work to continue on duplicating and upgrading the lines, including construction of the trench to enable the double track line to pass through Avondale with elimination of the busy level crossing. Then the Eastern line from Britomart via Glen Innes to Papakura will re-open, but the Southern line via Remeura and the western line will remain closed for works until 17 January.

KiwiRail: Stratford-Okahukura line to close?

KiwiRail is moving freight from the Taranaki area via Marton and the North Island Main Trunk Line until it determines what to do about track damage to the Stratford-Okahukura Line. Eight kilometres of railway sleepers at the northern end of the Stratford-Okahukura line were damaged on 2 November in a derailment. One return train a day used the line to move dairy products, empty containers and general goods between New Plymouth and the northern section of the North Island Main Trunk. Over the past year, on the basis of traffic volumes, the SOL has been the most derailment-prone railway line in the country. KiwiRail stated that investment in the line has been minimal for many years and even maintenance had been kept to a minimum. Their assessment indicates they would need to spend up to \$NZ400,000 to repair the damage, on top of \$750,000 already allocated to improve the condition of one of the 24 tunnels. In addition significant spending has been forecast for the next 10 years to bring the line, which is 143.5 km long, up to standard. KiwiRail thinks that the amount of traffic at the moment doesn't justify continuing with repair work without a considered look at likely future freight volumes. The Chief Executive said, "That doesn't mean we have decided to close the line. It simply means that we need to be sure that investing more than \$1 million in the line within the next 12 months and more money in future years to bring it up to standard, is justified on commercial grounds." A decision on the line is likely to be made early next year.

KiwiRail has recently carried out a review of its business and is due to deliver a strategic plan for the future of the business to the Government in late November.

Rhatische Bahn locomotive diagrams

For the current locomotive diagrams on the Rhatische Bahn, Switzerland look at www.rhb.ch/Lokdienste.995.0.html

Thanks to Tony Bailey, Victor Isaacs, Geoff Lambert, Dennis McLean, Geoff Mann, Lourie Smit, Roger Wheaton, Brisbane *Courier-Mail, Recorder* and the *Weekend Australian* for Rail news.

BUS NEWS

New South Wales – Sydney

Sydney Buses: Metrobus 10 was extended to Maroubra Junction from Monday 26 October. A new brochure has been produced which again appears to be undated as was the previous one.

The new Metrobus Route 20 service between Mascot and Gore Hill via Sydney CBD (Park Street Interchange) commenced on Monday 26 October 2009. The brochure for this is dated 26 October 2009. Weekdays: Metrobus 20 operates on a 10 minute frequency during morning and afternoon peak periods, and every 15 minutes during the day. The first Metrobus 20 departs from Gore Hill at 0628, the last at 2013. The first Metrobus 20 departs from Mascot Shops at 0626, the last at 2001. Weekends and Public Holidays: The first Metrobus 20 departs from Gore Hill at 0741, and then approximately every 20 minutes until 1941. The first Metrobus 20 departs from Mascot Shops at 0732, and then approximately every 20 minutes until 1932.

Veolia: A timetable for a service between Sutherland and ANSTO at Lucas Heights is on trial from October 2009 to April 2010. Apparently the loadings have been very low so far and although the timetable says it is operated by a mini bus it was initially operated by a 41 seater. It is now operated by a 33 seater.

Westbus Region 1: Some CDC timetables have been reprinted either to incorporate minor route or timing changes, or to update stocks.

759 St Marys to Mt Druitt, 19 October 09, v 2

770, 771, 778 Mt Druitt to Penrith, 12 October 09, v 2

780 Mt Druitt to Penrith, 19 October 09, v 2

782, 785 Penrith to Werrington, 12 October 09, v 2

784, 786 Penrith to Cranebrook, 12 October 09, v 2

791, 793 Penrith to South Penrith, 12 October 09, v 2

797, 799 Penrith to Glenmore Park, 12 October 09, v 2

More Westbus Region 1 changed timetables as from 26 October 2009 – at this stage believed to be at website level only:-

759 St Marys to Mt Druitt 759 timetable 26 October Web Version.pdf

780 Mt Druitt to Penrith 780 timetable 26 October Web Version.pdf

791 Penrith to Jamisontown via South Penrith timetable 26 Oct Web Version.pdf

Warragamba Dam reopens to visitors: Free buses were in operation hourly from Penrith train station to Warragamba Dam Grounds on weekends throughout November 2009. Buses leave from Penrith station to Warragamba Dam Grounds each hour from 0830 to 1530. The buses return from Warragamba Dam Grounds to Penrith station each hour from 0930 to 1730. The bus trip takes approximately 40 minutes.

Transdev/Shorelink website shows revised timetables for their routes 560 and 582 as from 2 November 2009. It is not known if they are being reissued in hardcopy.

New South Wales - Regional

Port Stephens Coaches updated their route timetable in September 2009. In addition they have issued a further timetable for services between Newcastle Railway Station and Newcastle Airport. The airport is served by the Route 130 services to Fingal Bay plus there are additional short workings to the Airport only. The website is at <http://pscoaches.com.au/nas.php>

Coastal Liner has released a new Route 11 (Lake Haven to Tuggerah) timetable to coincide with the revised CityRail timetable. The changes to schedules are only minor and a new pocket timetable with the schedule and maps is being produced.

Queensland - Brisbane

Brisbane Transport: Pre-pay Bus Routes introduced from 16 November 2009 for which new timetables have been issued:

route P119, 120

route P129, 130, N130, 131, 132, P133, 136, P137, 139

route 140, P141, P142

route 150, P151, 152, 153, 156, P157

route 170, 171, P176

route 172, P173

route P179, 180, 181, 186, P189

route 200, N200, P201, P206, P207, P222

route 202, 203, P208

route 210, P211, 212

route 214, 215, P216, 220, P221, N226

route 230, P231, 235, P236

route 325, 335, P339

route 330, N330, P331

route 340, P341, P344

route 346, 353, P356

route P374, 375, 376

route 382, 383, P384, 385, N385

route P443, 444

route 450, 453, 454, P455, P456, P457, P458, P459

route 460, P461, N464

route N330, P332, 333

Westside Bus Service Route 517 (Brassall to Ipswich) has been extended to improve safety and service new streets in Coalfalls and Sadliers Crossing from 30 November 2009.

Queensland - Regional

TransLink and Sunshine Coast Regional Council will again provide free bus travel in the **Sunshine Coast Region** from 26 December to 3 January. Localities include Noosa, Caloundra and Maroochydore on the following routes:

- 600 - Caloundra to Maroochydore
- 626 - St Andrews Drive to Sunrise Beach
- 627 - Tewantin to Sunshine Beach
- 628 - Noosa Heads to Noosa Parklands
- 629 - Tewantin to Noosa National Park
- 632 - Cooran to Noosa Heads via Pomona and Cooroy.
- 064 - Peregian Beach to Noosa Heads
- 065 (park 'n' ride) - Noosa Junction to Tewantin via Gympie Terrace and Noosa Heads.

Victoria – Melbourne

Metlink: The following new Local Travel Guides are available at the Met Shop:

- City of Casey – September 2009
- City of Hobsons Bay – August 2009
- City of Hume – August 2009
- City of Moreland – August 2009

Metlink has embarked on a project to fit Melbourne's 18,000 bus stops with bus stop ID badges to make buses more user-friendly and accessible for people with vision impairment. The stop ID sign is a metal badge that will be placed above the timetable case on poles. The badge contains the bus stop number and the 131 638 Metlink call centre number, in raised numerals and in Braille. This is an important step in enhancing accessibility for people who have a visual impairment. It allows them to find out when the next bus is scheduled to arrive by simply phoning the call centre and quoting the bus stop ID.

The badges also make it easier for people to report maintenance issues such as damaged flags or missing timetables, as the exact stop can be identified.

The roll-out of project has begun and will be complete by early 2010.

Route 401 changes: From Monday 16 November the Route 401 bus stop at North Melbourne Station moved to the new concourse on Dryburgh Street. The new bus stop has shelters for waiting passengers and space for three buses to cater for high passenger demand during peak periods.

Frankston and Mornington Peninsula: Stage 2 priority recommendations - to be implemented by early 2010.

- Route 770 (Karingal Hub - Frankston Station via Ashleigh Avenue) – will have its operating hours extended to 2100, seven days a week.
- Route 771 (Frankston – Karingal Hub via McMahons Road) – will be extended beyond Karingal Hub Shopping Centre to North Road in Langwarrin, replacing former Route 768. Its hours of operation will be extended to 2100, seven days a week
- Route 768 (Karingal Hub - Langwarrin via Warrandyte Road) – will be merged with Route 771 to provide new 'through service' between Langwarrin and Frankston Station. It will continue to travel along its existing route, and will be extended to Frankston train station. This route will have its operating hours extended to 2100, seven days a week, providing a Sunday service for the first time.
- New Route 778 (Carrum Downs - Kananook Station) – this new bus route will service the Lathams Road industrial area, and will connect with trains at Kananook Station and the Route 901 SmartBus at Dandenong-Frankston Road. Route 778 will operate on weekdays between 0530 and 1900.
- New Route 786 (Rye - St Andrews Beach) – this new bus route will provide public transport for St Andrews Beach residents and connect with Route 788 (Portsea - Frankston) at Rye Safeway.
- New Route 886 (Rosebud - Chisholm TAFE) – this new bus route will provide public transport for TAFE students from Rosebud bus terminal, making the existing trial shuttle service permanent. Route 886 will operate on school days, with trips scheduled to meet TAFE start and finish times, and with timetabled connections to Route 788 (Portsea - Frankston) at Rosebud bus terminal.

Bus service reviews are underway in Banyule / Darebin / Moreland and Melbourne / Port Phillip / Yarra. Submissions are now open.

Victoria - Regional

Colac to Lorne 2009-10 summer: A popular trial bus service operating between Colac and Lorne will again run this summer providing an easy and affordable public transport link through Victoria's Great Ocean Road region. A peak timetable will operate from 21 December 2009 until 31 January 2010 and an off-peak timetable will operate from 1 February 2010 to 28 March 2010. The bus will operate from Colac to Lorne and return, via Birregurra and Deans Marsh.

New **Koo Wee Rup – Pakenham Bus** (Sunshine Coaches) commenced on 9 November 2009 with 6 trips each way Mon-Fri and 3 return trips on Saturdays and Sundays.

Sunshine Coaches reports that "we are really excited about this new phase of our business. Although we are charter company and do it well we will demonstrate our ability to provide a high level of service to the people of Kooweerup and our standards will be high focusing on reliability and customer service and satisfaction. In addition to the Kooweerup service we operate the Gisborne town service and in the 9 months of operation we have carried approximately 3500 passengers a month. This service is unique as passengers are required to pre-book for home pick ups to the town centre and to the station. The passenger manifest changes daily so we need to make sure we are on the ball so as not to miss our pickups. To date I will mention that we have not had one complaint about the service, only praise and we will continue to deliver a high quality passenger service to the people of Gisborne."

The **Torquay - Marshall Park & Ride** bus service has been replaced by the Torquay - Marshall Shuttle service from 26 October 2009. This is a three month trial. The shuttle bus will operate on a new route via Torquay North and Wombah Park. From Camrose Court the bus operates along Strathmore Drive, Domain Drive, Sunset Strip, Duffields Road, Great Ocean Road then runs via Surf Coast Highway to Torquay Holiday Resort. From Torquay Holiday Resort bus operates via Surf Coast Highway (Torquay Road), Darian Road, Fischer Street, Lochard Drive, The Esplanade, Horseshoe Bend Road, South Beach Road then via Surf Coast Highway and Marshalltown Road to the terminus at Marshall Railway Station.

Western Australia – Perth

Transperth: Route 37 route change: from Sunday 22 November 2009, route 37 will undergo a route change to improve on-time reliability during road works taking place at the Domestic Airport.

Route 205: Cannington Station to Booragoon Bus Station route change (Effective 22 November 2009) to provide direct access to Margaret Hubery House.

New timetables: Southeastern 8, Southern 125, 127, 128, 131, 132, 133 (20 September 2009).

Southeastern 3, Northern 62, 73, Eastern 108 (18 October 2009)

Southeastern 22 (22 November 2009)

Thanks to: Australian Transport Discussion Board, Tony Bailey, Alan Gray, Metlink, Michael Marshall, Lourie Smit, Translink, Transperth, Bob Wilson and various operator websites.

AIR NEWS

International

Delta has resumed daily Sydney-Los Angeles flights on 4 November, three weeks earlier than expected, after completing maintenance work on its 777 fleet ahead of schedule.

Emirates will introduce a third daily service to Sydney from 6 December, with flight times to offer a same day service to Europe.

Virgin will fly daily from Sydney to Nadi, Fiji from 18 December.

Qantas has expanded its North American codeshare agreement with American Airlines to Houston, Philadelphia, Baltimore, Charlotte, Raleigh, Durham and Pittsburgh. Qantas will commence a third year-round Sydney-Queenstown service from 21 February. The additional flight will depart every Sunday.

Jetstar will begin flights to Fiji in 2010. Jetstar is likely to launch services into southern Europe from 2012. Qantas chief executive Alan Joyce said southern Italy and Greece are among the probable destinations. But he ruled out operating into northern Europe until Jetstar takes delivery of the much-delayed Boeing 787s which will not arrive until 2013/14.

Pacific Blue began direct twice weekly flights from Perth to Phuket on 14 November, its first foray into Thailand.

Philippines Airlines may restructure its Australia network that would see the carrier operate to Brisbane for the first time in a decade. It is looking at twice weekly flights which would triangulate with Melbourne and Manila. Currently, PAL operates a five times weekly service linking Manila, Melbourne and Sydney that will revert to a daily service by the end of the November following an improvement in economic conditions. Any return to Queensland will likely be at the expense of Sydney which is expected to lose two of the seven weekly services.

AirAsia will operate two flights weekly from Kuala Lumpur and Melbourne from 2 February. It has also moved a step closer to launching Sydney flights following the resolution of a dispute between the Malaysian Government and the carrier's parent company.

Etihad Airways will double the number of flights from Sydney to Frankfurt from 12 December 13 a week and increase to twice daily flights from March 2010.

Malaysia Airlines will operate two additional flights between Kuala Lumpur and Brisbane from 28 March, 2010 adding to the existing five weekly flights between KL and Brisbane via Sydney. The non-stop Boeing 777 services from Kuala Lumpur will operate on Fridays and Sundays

Two large, but loss-making airlines, **British Airlines** and **Iberia** (of Spain) have agreed in principle to merge. Working out the details will take some time, and it is expected they will retain their operating identities.

Domestic

Qantas will commence direct flights between Canberra and Darwin from 1 February 2010. Canberra to Darwin will be flown in the morning of Mondays, Wednesdays and Fridays, with the return flight in the afternoon.

Tiger Airways will commence daily flights from 15 December between Sydney and the Gold Coast and then double services from 10 February. Tiger will then have 162 weekly services to and from Sydney. Tiger will commence up to three flights daily between Melbourne and Brisbane and commence a daily Adelaide-Brisbane service from 28 March. Tiger has added its first intrastate route - a daily service between Brisbane and Rockhampton. from 28 March.

Jetstar will expand its four times weekly Brisbane-Launceston flight to a daily service from 2-31 January and 1-27 March. The four times daily Melbourne-Hobart service will have a further three weekly return flights from 18 December to 31 January and 1-27 March.

Sharp Airlines will make its Avalon-Portland-Adelaide passenger service permanent from 2010 following a successful trial. The trial began in October and was initially to December 24. The service operates MWF and is operated by extending the morning service Avalon to Portland. Sharp also operates between Essendon and Hamilton and Portland as well as Adelaide-Mildura and Adelaide-Port Augusta.

Thanks to Tony Bailey, Victor Isaacs and Roger Wheaton for Air news.

FERRY NEWS

Sydney Rivercats

A fast Rivercat service returned to western Sydney from 23 November. The service operates from Parramatta with just one stop at Rydalmere, taking 55 minutes for the trip to Circular Quay. The service operates, usually at hourly intervals from 0700 to 1900 weekdays and from 0800 to 1800 weekends. If low tides affect operation, a bus will substitute between Parramatta and Rydalmere. A timetable is at www.sydneyferries.info/uploads/River_Express_timetable_web.pdf

The Sat\Sun 1000 service only to Cockatoo Island is now be serviced by the Olympic Park RiverCat rather than the Rydalmere RiverCat.

Harbour Trust

A new timetable for the Harbour Trust shuttle via Woolwich came into effect on 30 November. It hasn't changed much, there is an extra morning service and an earlier return in the middle of the day. The last trip back to Woolwich is still at 1605. (A later trip at 1615 terminates at Drummoyne, not Woolwich). The new provider is H2O Taxis.

Thanks to Tony Bailey, Geoff Lambert and Victor Isaacs for Ferry news.