



TABLE TALK

No. 213, May 2010 ISBN 1038-3697 RRP \$2.95
 Published by the Australian Association of Timetable Collectors
www.aattc.org.au

TIMETABLE INDIAN PACIFIC

PERTH – ADELAIDE – SYDNEY

Location	Sun	Wed
Perth	depart 1155	1155
Jumperkine	depart 1234	1234
Toodyay West	depart 1315	1315
Northam	depart 1339	1339
Meckering	depart 1403	1451
Kellerberrin	depart 1453	1554
Hines Hill	depart 1529	1620
Booraan	depart 1615	1650
Carrabin	depart 1703	1720
Moorine Rock	depart 1737	1754
Southern Cross	depart 1810	1812
Koolyanobbing	depart 1905	1852
Darriine	depart 2015	1935
Walleroo	depart 2105	2030
Stewart	depart 2125	2055
West Kalgoorlie	depart 2215	2145
Kalgoorlie	arrive 2220	2150
	depart 0140(Mon)	0140(Mon)
Mon Thu		
Parkerston	depart 0210	0210
Curtin	depart 0252	0252
Chilfey	depart 0343	0343
Kitchener	depart 0502	0504
Naretha	depart 0542	0604
Rawlinna	depart 0612	0633
Nurina	depart 0716	0753
Forrest	depart 0842	0951
Deakin	depart 0942	1039
Denman	depart 1052	1132
Cook	arrive 1117WST	1157WST
	depart 1417CST	1457CST
Fisher	depart 1449	1529
Watson	depart 1519	1559
Ooldea	depart 1541	1621
Bates	depart 1621	1701
Mungala	depart 1707	1747
Wynbring	depart 1756	1836
Tarcoola	depart 1906	1946
Ferguson	depart 1931	2011
Kingoonya	depart 2001	2041
Kultanaby	depart 2021	2101
Wiraminnia	depart 2123	2152
Burando	depart 2143	2212
Pimba	depart 2216	2246
Wirrappa	depart 2241	2311
McLeay	depart 2304	2334
Bookaloo	depart 2326	(Fri) 0024
Hesso	depart 2347	0045
Tue Fri		
Tent Hill	depart 0004	0102
Spencer Junction	depart 0026	0124
Pt Augusta	arrive 0030	0130
	depart 0315	0315
Stirling North	depart 0326	0326
Winninowie	depart 0337	0337
Mambray Creek	depart 0354	0354
Port Germein	depart 0406	0406
Coonamia	depart 0422	0422
Crystal Brook	depart 0442	0442
Rocky River	depart 0448	0448
Redhill	depart 0502	0502
Snowtown	depart 0534	0534
Nantawarra	depart 0549	0549
Mallala	depart 0626	0626
Two Wells	depart 0634	0634
Boivar	depart 0644	0644
Dry Creek	depart 0654	0654
Islington	depart 0704	0704

Location	Tue	Fri
Adelaide	arrive 0720	0720
	depart 1000CST	1000CST
Dry Creek	depart 1033	1033
Boivar	depart 1043	1043
Two Wells	depart 1052	1052
Mallala	depart 1101	1101
Nantawarra	depart 1136	1136
Snowtown	depart 1151	1151
Rocky River	depart 1219	1219
Crystal Brook	depart 1226	1226
Gladstone	depart 1247	1247
Caltowie	depart 1301	1301
Jamestown	depart 1311	1311
Yongala	depart 1327	1327
Peterborough	depart 1336	1336
Yunta	depart 1426	1426
Mannahill	depart 1451	1451
Olary	depart 1512	1512
Mingary	depart 1537	1537
Broken Hill	arrive 1630CST	1630CST
	depart 1900EST	1900EST
Menindee	depart 2017	2017
Ivanhoe	depart 2210	2210
Wed Sat		
Condoblin	depart 0052	0052
Parke	depart 0212	0212
Orange East Fork	depart 0418	0418
Blaney	depart 0456	0456
Bathurst	depart 0555	0555
Lithgow	depart 0728	0728
Katoomba	depart 0816	0816
Penrith	depart 0923	0923
Sydney	arrive 1015	1015

SYDNEY – ADELAIDE – PERTH

Location	Sat	Wed
Sydney	depart 1455EST	1455EST
Penrith	depart 1557	1557
Katoomba	depart 1720	1720
Lithgow	depart 1812	1812
Bathurst	depart 1949	1949
Blaney	depart 2054	2054
Orange East Fork	depart 2130	2130
Parke	depart 2333	2333
Sun Thu		
Condoblin	depart 0042	0042
Ivanhoe	depart 0330	0330
Menindee	depart 0537	0537
Broken Hill	arrive 0710EST	0710EST
	depart 0820CST	0820CST
Mingary	depart 0906	0906
Olary	depart 0931	0931
Mannahill	depart 0951	0952
Yunta	depart 1016	1017
Peterborough	depart 1109	1121
Yongala	depart 1118	1129
Jamestown	depart 1134	1146
Caltowie	depart 1145	1154
Gladstone	depart 1217	1206
Crystal Brook	depart 1232	1222
Rocky River	depart 1239	1228
Snowtown	depart 1311	1259
Nantawarra	depart 1326	1314
Mallala	depart 1411	1351

Location	Sun	Thu
Two Wells	depart 1419	1419
Boivar	depart 1429	1429
Dry Creek	depart 1439	1439
Adelaide	arrive 1505	1505
	depart 1840	1840
Dry Creek	depart 1914	1913
Boivar	depart 1924	1923
Two Wells	depart 1932	1932
Mallala	depart 1942	1941
Nantawarra	depart 2016	2016
Snowtown	depart 2031	2043
Rocky River	depart 2100	2112
Crystal Brook	depart 2106	2118
Coonamia	depart 2122	2134
Port Germein	depart 2139	2150
Mambray Creek	depart 2152	2203
Winninowie	depart 2209	2219
Stirling North	depart 2220	2230
Pt Augusta	depart 2300	2250
Spencer Junction	depart 2308	2258
Mon Fri		
Bookaloo	depart 0004	0031
McLeay	depart 0028	0054
Wiraminnia	depart 0236	0232
Kultanaby	depart 0311	0307
Kingoonya	depart 0406	0327
Ferguson	depart 0434	0356
Tarcoola	depart 0459	0421
Wynbring	depart 0609	0531
Mungala	depart 0658	0619
Bates	depart 0743	0739
Ooldea	depart 0823	0819
Watson	depart 0843	0839
Fisher	depart 0916	0912
Cook	arrive 0948CST	0944CST
	depart 0918WST	0914WST
Denman	depart 0943	0939
Deakin	depart 1044	1106
Forrest	depart 1152	1154
Nurina	depart 1318	1319
Rawlinna	depart 1425	1426
Naretha	depart 1453	1454
Kitchener	depart 1536	1537
Chilfey	depart 1652	1654
Curtin	depart 1744	1746
Golden Ridge	depart 1805	1806
Kalgoorlie	arrive 1910	1910
	depart 2240	2240
West Kalgoorlie	depart 2245	2245
Stewart	depart 2335	2335
Tue Sat		
Walleroo	depart 0005	0020
Darriine	depart 0050	0110
Koolyanobbing	depart 0150	0155
Southern Cross	depart 0228	0253
Moorine Rock	depart 0246	0311
Carrabin	depart 0325	0418
Booraan	depart 0420	0454
Merredin	depart 0430	0504
Hines Hill	depart 0445	0530
Kellerberrin	depart 0510	0555
Meckering	depart 0636	0650
Northam	depart 0710	0713
Toodyay West	depart 0737	0738
Jumperkine	depart 0820	0820
Perth	arrive 0910	0910

Timetables subject to change without notice.
 All times are local times.
 Daylight savings may change timetables slightly.

The Indian Pacific services ex Perth on Wednesday, ex Sydney on Saturday, operate all year.
 The Indian Pacific services ex Perth on Sunday, ex Sydney on Wednesday, operate
 1 September 2009 – 6 December 2009 and 5 January 2010 – 31 March 2010.
 To view train schedule visit www.gsr.com.au/fares-and-timetables/

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: Agnes Boskovitz, Ian Cooper and Geoff Hassall.

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 \$55 (Adult) and \$33 (Junior) pa. Membership enquiries should be directed to the Membership Officer, P O Box 1253, North Lakes Qld 4509, (07) 3260 5329.

TOP TABLE TALK

Metro Trains Melbourne timetable plans

From the Herald-Sun, 29 March 2010:

Morning peak train services are expected to double by 2020 to cope with Melbourne's booming population. A confidential Metro document reveals the lines that can expect the greatest service improvements, and those expected to miss out. The Werribee line, serving the city's booming outer south-western suburbs, will see the biggest increase in train services. Its current 10 morning peak services are expected to increase to 26 by 2020, a 160 per cent jump. The Alamein, Cranbourne, Lilydale and Upfield lines are set for only 33% increases. Most lines will get service boosts this year. Frankston's 14 morning peak services will jump to 20, and then to 27 by 2012. Other lines, such as Ringwood and Belgrave, will have to wait until 2015; and commuters on the Lilydale and Upfield lines will have to wait until 2016. There expected to be service increases at all on the Williamstown line.

Metro chief executive Andrew Lezala said recently it was his company's goal to double train patronage over the next 10 years. Metro's asset management plan, presented to the Government as part of its bid to run the system, was obtained by the Opposition under Freedom of Information. It suggests a big upgrade of the overhead electrics will be required to cope with the extra services. Opposition transport spokesman Terry Mulder said it revealed the electrics, like much of the infrastructure, were in a shabby state. "It is not just elderly, but unsafe. It is old as May 1919 between Essendon, Prahran and Sandringham," Mr Mulder said.

Metro spokeswoman Lanie Harris said the plan used 2008 forecasts for infrastructure planning. "The additional service numbers are indicative only. If we were to conduct this forecast mapping now, the picture would likely be very different," Ms Harris said. "We use these indicative forecasts to identify where we need to improve power supplies. (This is) part of our plan to improve the reliability of the infrastructure so that we can transport more people, more often, with fewer cancellations and fewer delays." Immediate works, due by June, include upgrades to three substations and 16km of new overhead wires. Ms Harris said actual service increases year to year would take account of factors such as the economy, employment, migration, vehicle use, and fuel prices.

From the Age 10 April 2010:

Melbourne's train operator has failed to meet minimum punctuality targets for the fourth month in a row, and there's no relief in sight for frustrated commuters. Metro is yet to run trains on time for a single month despite Premier John Brumby predicting the new operator would bring greater reliability and punctuality. One in five of Melbourne's trains was late in March, with Metro blaming "essential rail works" that would improve services in the future. Metro must run 88% of services on time in a month to achieve its minimum punctuality target. A train is considered late if it reaches its destination five minutes after the scheduled time. Metro's reliability worsened in March, with only 80.5% of services on time.

Chief executive Andrew Lezala could not say yesterday when the company would achieve its first monthly punctuality target and said results could get worse as work to improve the rail network's ageing infrastructure continued. "We will do all we can to minimise disruptions but we have got to get the works

done," he said. He said last month's hailstorm and the use of buses to replace trains where track work was being done had hit punctuality last month.....

Public Transport Minister Martin Pakula said Metro's performance was not good enough. "We expect to see the trains running more reliably, more punctually and providing a better service to passengers," he said. Public Transport Users Association president Daniel Bowen said the poor punctuality result in March was "a reminder that there is a lot more that the government needs to do to upgrade Melbourne rail infrastructure to make the system reliable". Opposition transport spokesman Terry Mulder said the March result was disastrous for commuters. "They now have a one in five chance of turning up late for work," he said.

On 24 April the Age reported that Metro's new timetable has been deferred from May until June.

RAIL & TRAM NEWS

Sydney-Canberra-Melbourne Fast Train

On 23 April Senator Bob Brown, Australian greens leader, launched another push for construction of a fast train between the main south-eastern cities.

Great Southern Railway WTT 27 Jan 2010

Working Timetables of Great Southern Railway's trains have returned to their website. The timetables are dated 27 January 2010 and their re-appearance coincides with a revamp of GSR's website. For the Indian Pacific timetable (*our front cover*), many locations are not included, especially in NSW. But the Ghan and Overland timetables are complete, with additional locations not in ARTC WTTs. The main problem is that the GSR and ARTC timetables often vary by a few minutes. The provision of detailed timetables for passengers crossing Australia is a tradition started in the days of the Commonwealth Railways. The timetables are at www.gsr.com.au/site/media_centre/fact_sheets.jsp or follow the links from www.gsr.com.au to Media Centre then Fact Sheets.

National Rule Book

Stage 1, Work on Track, of a National Rules Book was implemented in 2009. Stage 2, Train Operations, has been drafted over the past year.

QR: Kuranda tourist train

The Cairns-Kuranda tourist train has not operated since 26 March when a train ran into a major landslip and the line closed for repair. Re-opening is not expected until some time in May when a geotechnical assessment is complete.

QR: Westlander resumes normal operation

Following the February floods in south west Queensland the Westlander was truncated to Roma. Normal operation through to Charleville resumed from 13 April 2010.

Queensland: Goonyella – Newlands line

The Queensland Government and the state's coal miners agreed on 8 April on a \$1.1bn expansion of Goonyella-Abbot Point coal railway system. The project includes the 69km "Northern Missing Link" between the Goonyella coal rail system to the Newlands rail system, as well as upgrades to the Newlands system.

The coal companies involved are BHP Billiton, Rio Tinto, Macarthur Coal, Lake Vermont Resources and QCoal. "Construction will begin in early May with completion of the Northern Missing Link targeted for January 2012. Queensland Premier Anna Bligh said the project would give Queensland "the biggest and best" export system for metallurgical coal in the world. "This will open a whole new transport corridor for coal companies, giving them a huge increase in export capacity for their existing mines and for future mining developments in the region." The project will expand the capacity of the network and align with the expansion of the port at Abbott Point to support up to 50m tonnes." Earthworks will start next month at three locations to prepare the new rail corridor for the Northern Missing Link.

QR Network has executed a 15-year take-or-pay contract with Middlemount Coal, the Macarthur Coal/Noble Group joint venture. The contract is for track access of up to 3mtpa from the Middlemount Mine to Abbot Point from 1 January 2012.

Southern Queensland freight rail corridor study released

The Queensland government has released the southern freight rail corridor study for public consultation. The corridor will link the existing western line at Rosewood with the interstate line near Beaudesert. The

revised assessment report shows the preferred alignment, associated impacts and land requirements for the corridor and follows release of the draft assessment report for public consultation in 2008. Transport minister Rachel Nolan said that with the volume of freight set to double over the next 20 years it is vital that a future rail corridor be protected now before it is too late, though it is not anticipated that the southern freight rail corridor will need to be constructed until after 2031.

QR strikes ore in WA

Queensland Rail signed an agreement on 12 April to haul iron ore for Gindalbie Metal from Karara, WA, to Geraldton. The ten year deal will initially be for 11 million tonnes of concentrate, with the option to increase to 30 million tonnes.

ARTC & RailCorp WTTs 25 April 2010

Both ARTC and CityRail (NSW) have new Working Timetables dated 25 April 2010. The new **ARTC** WTT still includes phantom V Line SG passenger trains between Albury and Melbourne, two blank pages for Cootamundra-Griffith-Hillston and it still does not include the new crossing loops and passing lanes nor the Mount Lofty Loop. It does include ARTC's new train numbering system. The symbols N are now used for a NSW intrastate service, S for a SA intrastate service, V for a Victorian intrastate service, and D for light engine movements outside of NSW. As before, the more authoritative timetable is ARTC's graphical timetable.

An interesting innovation in the new **CityRail** WTT, Version 3.13, is the inclusion of maps showing the lines covered by each of the 12 "Sections" of the WTT. "Sections" are distinct from operating "Sectors" used by CityRail and, to some extent are a hangover from the splitting of the WTT into two volumes "Main" and "Suburban" in the 1930s. "Sections" also differ from "Lines", the terminology used in the Public timetable and upon which the different pocket-book timetables are based.

A number of Millennium train trips have been included within the re-printed timetable pages to travel to and from the Auburn Maintenance Facility for exterior washing. The trips are included in anticipation that the Facility will be commissioned in the near future, and avoids the necessity of having to re-issue pages once again. In the meantime Special Train Notice 0757-2010 indicates temporary working that operates until the Facility commences operation.

Version 3.15 of RailCorp's **Freight** Services Working Timetable also applies from 25 April.

RailCorp NSW: Train Operating Conditions Manual April 2010

A new Train Operating Conditions Manual was issued by RailCorp NSW on 1 April.

RailCorp NSW: Airly Colliery operations

The first coal train from Airly Colliery on the Mudgee line operated on 22 April.

CityRail: Auburn maintenance facility

On 17 April the Auburn maintenance facility for suburban trains was brought into use (but apparently not yet for exterior washing) at 19 km from Sydney. It is owned and operated by Reliance Rail.

CityRail: Cronulla duplication opening

The Cronulla line was due to open on Saturday, 17 April. However, the trains did not convey passengers. Drivers regarded the line as a "New Line" and wished to receive training and instruction. Hence, Saturday and Sunday, 17 and 18 April, were training days to satisfy this requirement. RailCorp made the most of this time to ensure everything was "bedded in" before the Monday morning peak. Platform Indicators were switched on and monitored through the day. Passengers on trains from the City were detained at Sutherland and bussed, while the trains continued as tabled. Special Train Notice 1219-2010 provided details.

Just three weeks later, on the weekend of 8 and 9 May, there was a complete closedown of the Illawarra and South Coast lines, including the Cronulla branch.

A brochure is available setting out arrangements for bus replacement services while the track is being tested on Saturday 17 and Sunday 18th April 2010. A brochure is available setting out changes to services on The Illawarra Line including the Cronulla branch lines as from Monday 19th April including platform changes at Cronulla, Woolooware and Kirrawee. A new timetable is available electronically on the CityRail website but no new version of the paper timetable has been sighted so far.

CityRail: Alterations 25 April 2010

Minor alterations to CityRail services from 25 April were:

South Line Weekend

- 1035 Regents Park to Museum via Lidcombe runs 3 minutes later Strathfield to Wynyard.

South line Weekday

- 0731 Glenfield to Museum via Granville now starts at Liverpool at 0740.
- 0737 Liverpool to Museum via Bankstown starts from Glenfield at 0729 stopping at Casula at 0732.
- 1430 Liverpool to Town Hall via Bankstown departs all stations between 1 and 7 minutes later. It makes an additional stop at Warwick Farm at 1434.
- 1759 Campbelltown to Granville now commences from Macarthur at 1755.
- 2228 Liverpool to Museum via Bankstown service no longer operates. (The following service departs Liverpool just 3 minutes later).
- 1718 Museum to Campbelltown via Granville departs Leumeah 1 minute earlier at 1850.

Airport & East Hills line Weekday

- 1437 Campbelltown to Town Hall departs Sydenham 1 minute earlier at 1526.
- 1626 Town Hall to Campbelltown now extends to Macarthur arriving at 1739.

Northern line Weekend

- 0845 Chatswood to Hornsby via Macquarie Park runs 2 minutes earlier between Epping and Hornsby.

Northern line Weekday

- 1616 and 1715 Central to Hornsby via Macquarie Park run 1 minute earlier between Epping and Hornsby.
- 1631, 1648, 1731 and 1746 Central to Hornsby via Macquarie Park run 2 minutes earlier between Epping and Hornsby.

Southern Highlands line Weekday

- 1438 Campbelltown to Moss Vale runs 3 to 11 minutes earlier between Mittagong and Moss Vale.

Newcastle line Weekend

- 0845 Central to Wyong departs Epping 1 minute earlier and run 2 minutes earlier Hornsby to Wyong.
- 0945 Central to Wyong service departs Hornsby, Berowra, Hawkesbury River, Wondabyne and Koolewong 1 minute earlier.
- 1345 Central to Wyong runs 2 minutes earlier between Gosford and Wyong.
- 1745 Central to Wyong runs 1 to 2 minutes earlier between Gosford and Wyong.

Newcastle line Weekday

- 0615 Central to Newcastle departs Woy Woy and Gosford 2 minutes earlier.
- 1715 Central to Newcastle departs Hornsby 1 minute earlier.

Hunter line Weekday

- 0602 Scone to Newcastle runs 1 minute later between Maitland and Newcastle.
- 1748 Newcastle to Telarah departs stations 2 minutes earlier.

Countrylink: Southern alterations 28 Feb & 25 April 2010

From 28 February the 0658 Saturday only Sydney to Griffith train has made an additional stop at Gunning at 1034. The 0725 Sunday only Griffith to Sydney train similarly now stops at Gunning at 1252.

From 25 April 2010 the Melbourne-Sydney northbound daylight XPT departs Benalla and Wangaratta 14 minutes later than formerly at 1036 and 1101 respectively.

ARTC: Victorian NE SG delayed

Commissioning of signalling between Seymour and Wodonga Bypass for duplication of the ARTC NE Victorian SG line and for the Tottenham triangle has been deferred until an unknown time. Some of the works are held up because of the variation of accreditation process whereby the regulator must approve all significant changes to system configuration and the associated risk management. Others are believed to be because of resource issues. Difficulties with V Line drivers and the new signalling setup are

reported. There have also been numerous small design changes which are probably tying up engineering resources.

The first train on the Wodonga bypass, conveying concrete sleepers, ran on 15 March. ARTC states that the bypass will be completed in the second half of 2010. It is expected that the bypass will be completed about October.

V Line: Maryborough passenger service

When passenger services are restored between Ballarat and Maryborough later this year, they will run twice daily - not once, as anticipated. Between Ballarat and Maryborough there are signalling works and level crossing upgrades underway and a new platform at Creswick. At Maryborough a new ticket office and stabling yards are underway and a \$1.9 million heritage upgrade. Sulky Loop was abolished (see March *Table Talk*, page 9) and Talbot Loop also abolished from 24 February. The other intermediate loop at Turello will also be de-commissioned. This is because they had trailable facing points that are unsuitable for passenger trains.

V Line: Mildura passenger train - Yes? No? Maybe? Soon? Never?

The Mildura Passenger Rail Feasibility Study established by the Victorian government received 622 written submissions. Public Transport Minister Martin Pakula says that the final report will include input from the consultation sessions and written submissions as well as an engineering, social, environmental and economic assessments. He expects that the report and its recommendations will be presented by the middle of this year and he will then make a decision. Mildura is currently the biggest mainland population centre without a rail passenger link to a capital city (making the assumption that the QR North Coast line serves the Sunshine Coast). For Mildura Rural City's comprehensive submission see www.mildura.vic.gov.au/Files/MilduraPassengerRailFeasibilityStudySubmission.PDF

Massive increase in Victorian train patronage

Figures released by the Victorian Department of Transport show an astonishing increase in patronage on Victorian trains over the past ten years. On **metropolitan** trains in 1998-89 there were 118 million passengers. In 2008-09 there were 213.9 million, a whopping 81% increase. Tram patronage increased from 120.4 million in 1998-89 to 178.1 million in 2008-09 (48% increase), and buses from 91.5 million to 99.5 million (9% increase). The total increase in metropolitan passenger boardings was from 329.9 million to 491.5 million, a 49% increase.

V Line train patronage has similarly shown a massive increase. In 1998-89 it was 6.845 million, and in 2008-09 train patronage was 12.050 million, a huge 76% increase. V Line bus patronage increased from 1.012 million to 1.119 million (11% increase) and non-V Line country bus patronage increased from 10.477 million to 13.228 million (26% increase).

ARTC: Cook and Ambleside Loops

A new 1,850 metre loop east of **Cook** was brought into use on 15 April. This required the laying of 3,000 concrete sleepers and four kilometres of new track at a cost of \$4.5 million. ARTC has received \$23 million to build four new passing loops and extend an existing loop on the line between Adelaide and Kalgoorlie

ARTC is undertaking community consultation in regard to the proposed **Ambleside** passing loop in the Adelaide Hills. The loop will be approximately 2000m long, between Beaumont Road overpass and Spoehrs Road level crossing within the existing rail corridor.

TransAdelaide: Outer Harbor and Gawler lines upgrading

The rail service to Outer Harbor will resume from the first service on Sunday 9 May, reverting to regular timetables. This follows various works, mainly replacing the Port Adelaide viaduct. Trains will operate during the preceding week to prepare and validate the track for operation.

A date has not yet been fixed for the commencement of Gawler line upgrading. The first stage between Adelaide and Mawson Lakes will necessitate replacement of trains by buses. Work will include upgrading the base layer, installing gauge convertible concrete sleepers, improving storm water drainage, refurbishing/replacing rail, and connecting the new Dry Creek Depot to the Gawler line. The upgrade is the first step towards electrification of the Gawler line which is expected to be completed in 2013.

TransAdelaide: Entertainment Centre tramway

On Anzac Day tram special services operated on the new line between the Entertainment Centre and Adelaide Railway station as well as between Glenelg and Rundle Mall until after the march.

WA grain branches

From 22 November 2009 until 28 February 2010 loaded grain trains were scheduled to operate on WA grain branches only between 2000 and 1000 next day. This was due to increased risk of derailments because of high temperatures on the lines with light rail and without concrete sleepers.

IE Ireland closure

One of the few – perhaps the only – European railway that had only one passenger train a day will be closed. Iarnród Éireann (Irish Railways) will cease passenger services on the Waterford to Rosslare line in the southeast. It may keep the line open as a tourist/heritage railway, but with passenger numbers at 25 per day, the route was "unsustainable". The sugar beet freight business, which sustained the route, ceased in 2006. A closing date will be announced soon. This closure balances the opening of the Ennis-Galway line reported in April *Table Talk*, p. 10. In a bid to keep other lines open, IE will cut staff costs, length of trains and timetabled services.

Brazil High-speed line

Construction of the high speed Rio de Janeiro–São Paulo–Campinas railway will begin towards the end of 2010, probably with Chinese help. It may be completed in time for the 2016 Rio Olympics.

Chile earthquake reconstruction

After the large earthquake of 27 February the railways are returning to normal and lines being reconstructed. The Santiago Metro and Valpariso trolley buses are back to normal.

March 28 saw reinstatement of through train services from Santiago to San Fernando, at lower speeds than normal. Eight trains run to San Fernando and 11 more ending/beginning at Rancagua. The Santiago – Talca section should be back in traffic during April. Talca – Chillán needs a lot more reconstruction work due to significant damage, which means that reconstruction needs many more weeks or even months. Diesel passenger trains resumed between San Rosendo, Hualqu and Concepción on 5 April. Electric trains between Hualquí and Talcahuano were reinstated on 9 April. Services to Laja will follow.

Thanks to Tony Bailey, Neville Fenn, Scott Ferris, Ian Hammond, Geoff Lambert, Victor Isaacs, Geoff Mann, Samuel Rachdi, Lourie Smit, Roger Wheaton, Brendan Whyte, *Herald-Sun*, *Age*, the *Australian*, *The Westland*, www.artc.com.au, www.gsr.com.au and www.vicsig.net for Rail news.

BUS NEWS

ACT - Canberra

ACTION (Australian Capital Territory Internal Omnibus Network) has produced a pocket/purse size pamphlet entitled "Welcome to Canberra: Tourist Guide Effective April 2010: Your guide for getting around central Canberra by public transport". The guide is specifically targeted at tourists. The main part comprises two diagrammatic maps, one for weekdays, and for weekends, showing central Canberra with tourist attractions and other important locations and bus routes. There is also a table showing these locations and which routes to catch, on either weekdays or weekends. The pamphlet also includes basic advice as to bus riding and fares in Canberra as well as attractive photographs. Copies are available from the AATTC May Distribution List.

The saga of the Route 6 timetable: ACTION has taken just under ten months to issue a revised Route 6 timetable for the Dickson-City-Woden service, correcting errors in the 25 May 2009 southbound schedule and errors relating to the location of the Manuka bus stop. A timing point on the 2009 table was described as Manuka Captain Cook Crescent, which was not the main bus stop at Manuka shops. However, the latest table, dated March 2010, just describes the timing point as Manuka, with no indication of the location of the stop. Bus routes in and around Manuka have a long tradition of being difficult to comprehend and the latest map is of no assistance being both imprecise and inaccurate.

New South Wales - Sydney

Public Transport Information: The NSW government plans to make public transport information more accessible. NSW public transport information could be available on Google's Transit application, as a result of government plans to release a data set in the Google format in July. Google Transit will give commuters information on transport services, timetables and route through the already popular Google Maps service. Public transport information is already available on GoogleMaps for Adelaide, Cairns, Perth and Geraldton.

The NSW government's Transport Info 131 500 line is a trip planner for buses, trains and ferries that also provides passenger information through a call centre, website, mobile web service and third parties. It covers the greater metropolitan area, from the Hunter Valley through the central coast, Sydney and Blue Mountains to the Illawarra, Shoalhaven and Goulburn

Late night services: In a 12 month trial from 2 April and part of "Hassle Free Nights" strategy, new late-night secure bus services were introduced in Parramatta between the main entertainment precinct and the Parramatta interchange, collecting passengers from Macquarie, O'Connell, George and Church streets. It operates on Friday and Saturday nights from midnight to 0300, every 20 minutes. Three more new Friday and Saturday bus services run from the Parramatta interchange to Circular Quay and return (see below), from Parramatta to Castle Hill via Northmead and Baulkham Hills and from the Parramatta interchange to Chester Hill via Granville and South Granville.

Other new late-night services created in the strategy include:

- A new NightRide service between Central and Bondi Junction Interchange: drop-off service only, hourly. Manly - existing late night shuttle service picking up passengers at set points on the Corso and setting them down at destinations in the local area. Service provided by licensees. Saturday and Sundays midnight to 0400.
- Wollongong to Thirroul- Friday and Saturday nights 2200 to 0300.

Sydney Buses: From Friday 2 April, Sydney Buses began operating additional late night bus services. The services will operate as part of a 12 month trial of the NSW Government's \$4 million Hassle Free Nights action plan. These additional services include:

- A new Route 998 service from The Rocks and Hickson Road Wharf theatre area to Town Hall Station, operating Friday and Saturday nights from 2100 to 0430, every 30 minutes setting down at Wynyard and Town Hall at the Queen Victoria Building.
- Route 520 from Circular Quay to Parramatta Transport Interchange, operating Friday and Saturday nights in both directions. Services depart from Circular Quay and Parramatta Transport Interchange every hour at 12 midnight, 0100, 0200 and 0300. All additional late night services will have a security guard on board the bus.
- Route 301 (Circular Quay – Eastgardens): From 19 April, four evening trips (1945, 2015, 2045 and 2105) have been extended from Racecourse Place, Eastlakes to Mascot.

Queensland - Regional

TransLink, Sunshine Coast Regional Council and Tourism Noosa again provided free bus travel in the Noosa region over the busy Easter holidays from Good Friday to Easter Monday.

Sunbus Townsville, from 28 March 2010, has a new network contained in four timetable leaflets comprising:

200 City Mall-Kelso (formerly 1,11) and 201 City Mall-University (formerly 1A, 99)

202 City Mall-University via Gulliver (formerly north part of 2A, 2C circuit), 203 City Mall-Kirwan (formerly 3) and 206 City Mall-Pallarenda (formerly 6)

204 City Mall-Stockland via Mt Louisa (formerly 4) and 205/215 City Mall-Stockland via Garbutt (formerly 5,5A)

207 City Mall-Partington (formerly 7), 208 City Mall-Willows via Annandale (formerly 8), 209 City Mall-Stockland via Wulguru & Annandale (formerly south part of 2A, 2C circuit) and 210 Willows-Townsville Hospital (formerly 10).

Route re-numbering: Possible new number series along the Queensland coast:

100 series for Cairns

300 series for Mackay

400 series for Rockhampton

500 series for Bundaberg/Maryborough/Hervey Bay/Gympie.

South Australia - Adelaide

Additional Buses on Port Road: Additional buses have been operating along the Port Road to/from the City while the train service has been replaced by buses beyond Woodville due to the reconstruction of the viaduct at Port Adelaide. These services have not been advertised. In the morning peak they leave the timing point ahead five minutes ahead of the scheduled service. In the evening peak they operate five minutes ahead of a scheduled service to the timing point immediately prior to the scheduled terminus of a regular service. Additional buses are also similarly operated on weekends to/from the Fletcher Road terminus (stop 48). In addition there is a bus direct from the City on Friday nights leaving North Terrace opposite the station at 2120. The bus sets down passengers only as a train substitute bus until the last passenger has alighted and then proceeds back to depot.

Victoria - Melbourne

Outer East Improvements: Bus upgrades to be introduced by mid-2010:

Route 663 (Belgrave – Lilydale): Weekday and Saturday service to operate until 2100, and introduce Sunday services (also to 2100) to be introduced for the first time.

Route 670 (Ringwood – Lilydale): Will be extended from Lilydale Station to Swinburne University. The frequency of services will be increased to approximately every 15 minutes at peak times.

Route 680 (Lilydale – Mooroolbark): The Lilydale to Swinburne University section of Route 680 will be replaced by Route 670, meaning 360 extra trips between Lilydale and Swinburne University each week.

Route 688 (Croydon – Olinda): Will be extended to from Croydon to Montrose to replace and improve Route 698.

Route 698 (Croydon – Montrose): Will be combined with Route 688, and will be known as Route 688. There will be weekend and public holiday services for the first time and enhanced weekday services resulting in 346 extra trips on this route each week.

Manningham/Monash/Whitehorse Bus Service Review: Minister for Public Transport Martin Paluka has outlined the various improvements to be implemented under this Review. In addition to those improvements already implemented (refer April *Table Talk*), the following changes will take place: 2010 Manningham/Monash/Whitehorse bus improvements

New Route 767A (Box Hill – Deakin University) Shuttle service to operate on weekdays. To be introduced in mid-2010.

2011 Manningham/Monash/Whitehorse bus improvements

SmartBus Route 901 (Frankston – Melbourne Airport) – extend the existing Frankston to Ringwood service through to Melbourne Airport via Blackburn, Templestowe, Lower Plenty, Greensborough, South Morang, Epping and Roxburgh Park. Services to operate every 15 minutes between 0630 and 2100, and on average every 30 minutes at other times. To be introduced by early-2011.

Route 301 (The Pines – City) – increase services to run every seven to 10 minutes during peak hours and to operate between 0500 and midnight on weekdays, 0600 to midnight on Saturdays, and 0700 to 2100 on Sundays. To be introduced by early-2011.

Route 304 (Warrandyte – City) – increase services to run every seven to 10 minutes during peak hours and to operate between 0500 and midnight on weekdays, 0600 to midnight on Saturdays, and 0700 to 2100 on Sundays. To be introduced by early-2011.

Route 307 (Mitcham – City) – increase services to run every seven to 10 minutes during peak hours and to operate between 0500 and midnight on weekdays, 0600 to midnight on Saturdays, and 0700 to 2100 on Sundays. To be introduced by early-2011.

Route 319 / 308 (The Pines – City) – increase services to run every seven to 10 minutes during peak hours and to operate between 0500 and midnight on weekdays, 0600 to midnight on Saturdays, and 0700 to 2100 on Sundays. To be introduced by early-2011.

Further to these and alterations in conjunction with Smartbus Route **902** (see April *Table Talk*, page 13 and route map from the timetable brochure on the next page), **Ventura** announced service improvements which commenced 5 April 2010:

Routes 200 & 203 have been re-structured to operate to and from Bulleen Terminus (corner of Manningham & Thompson's Roads).

Route 281 has been re-structured to operate from Templestowe Village to Deakin University via Box Hill Central.

Route 735 now extends from Kmart Burwood East to Nunawading Railway Station via Forest Hill, 7 days a week between 0600 and 2100.

Ventura's Kew School services (routes 150 to 160) have been amended to better reflect traffic conditions in the Kew Schools area.

Routes 301, 305 & 308 outbound journeys in the afternoon have been adjusted by a few minutes, all other times remain as current.

Timetables have been updated utilizing Global Positioning Systems (GPS) to ensure timetables are dependable for customers. Timetables on the remaining routes have been adjusted to better reflect increased traffic congestion and improve service reliability for customers.

Timetable trial for Route 503: A notice onboard a Moonee Valley Coaches Route 503 (East Brunswick to Essendon) advised that a trial of a new afternoon peak hours timetable was being conducted on Thursday 11 March. Like many other services the 503 suffers from peak hours timekeeping problems due to traffic congestion. The trial involved a revised timetable from after 1430 until the last departure with (almost) even 20 minute frequencies instead of the current 15-25 minute intervals. A full list of departure times from each terminus was listed on the notice. If the trial was successful Moonee Valley hope to introduce the new timetable later in the year once the necessary approvals have been obtained.



Monash University has been forced to hire private buses to ferry students and staff from Huntingdale railway station, with hundreds of students and staff waiting for up to 45 minutes for a public bus during peak periods. The queues at the two bus stops, which are around the corner from each other, are so long they often stretch into one another, and students and staff complain they are regularly up to half an hour late for work or class. The delays have revived calls to put the Monash-to-Rowville rail link back on the agenda, but in the short term the university has called for an express shuttle bus from the station. The Department of Transport said it was aware of the problem. A spokeswoman said 19 new bus trips per day had been temporarily added to help cope with demand. She said the department was investigating the feasibility of a permanent increase in services. Mr Barton said university transport staff had noticed the increase in buses but these had merely reduced rather than removed the need for additional private buses. Preliminary figures for 2010 show the Clayton campus, including Monash College, had increased by 3000 on last year to 28,264 students. It is not known how many students and staff use the bus services.

Route 692 (Yarra Valley): This short lived trial route ceased on 16 April 2010.

Victoria – Regional

Seymour: Public Transport Minister Martin Pakula announced Seymour bus services would benefit from an additional 141 trips per week starting on Tuesday 6 April. Mr Pakula said highlights of the new timetable included an improved service to the central business district, a new Monday to Friday service into newly developed areas in the north of the town and new commuter connections from Seymour Railway Station. The improved service to the central business district has been scheduled to complement the existing route in the south-eastern part of town where both services operate to provide a 30 minute service during most of the day," he said. There are also an extra 11 weekday and three Saturday services to the Australian Army base at Puckapunyal, the major regional employer.

Kilmore: Public Transport Minister Martin Pakula also announced that Kilmore bus services (operated by Seymour Passenger Service) would benefit from an extended route and an additional 15 trips per week which started on Tuesday 6 April. The Kilmore Town/Train connector route is extended to include Tootle Street and The Elms Boulevard, a growing residential area.

Geelong's New Bus Interchange: The tender for construction of the new central bus interchange in Moorabool Street has been awarded. The interchange will include two bus super stops, one on the east side and one on the west side of Moorabool Street. "The interchange will involve a stainless steel design with wooden seating as well as time, date and bus route information, lighting, safety cameras and heating for passenger comfort," Minister of Transport Mr Pakula said. "The super stops will be constructed off site to ensure minimal disruption to traffic and local businesses on Moorabool Street between Malop and Ryrie streets. "Once complete, all bus services will use the interchange providing a central point for people to transfer between bus routes and more travel options for passengers."

Eildon to Alexandra Bus Service: A new bus service from Eildon to Alexandra commenced on 17 February 2010 operating on Wednesdays & Fridays - excluding public holidays. The service commences at the Darlingford Nursing Home, Eildon at 1000 and arrives at Alexandra at 1030. The return journey commences at 1330 and arrives back at Eildon at 1400.

Thanks to the *Australian*, Tony Bailey, Ian Cooper, Neville Fenn, Hilaire Fraser, Victor Isaacs, Michael Marshall, Lourie Smit, *Sunday Age*, Roger Wheaton.

AIR NEWS

Useful information

To compare air fares: www.webjet.com.au, www.expedia.com.au, www.jetabroad.com.au or www.tripadvisor.com

To check airports: www.flightstats.com

To check airline seat arrangements: www.seatguru.com

International

On 29 March **Jetstar** launched a four times a week Sydney-Nadi service operating on Monday, Wednesday, Friday and Saturday, On 1 April it introduced a four times weekly Cairns-Osaka flight.

The start date for flights by Malaysia's long-haul budget airline **AirAsia** to Sydney has been delayed beyond July as it has not yet received Malaysian government approval. AirAisa will, however, increase from 1 July the number of flights between Kuala Lumpur to Melbourne and KL and Perth from one to two daily. AirAsia will also increase its frequency from Bali to Perth from 1 June, increasing from two to three direct daily flights.

Malaysia Airlines has increased flights from Kuala Lumpur to Perth to 10 a week with an additional flight on Saturdays.

Viva Macau has had its Air Operator Certificate revoked by the Civil Aviation Authority of Macao meaning the airline is no longer able to operate. It is understood Viva Macau cancelled services on 26 March because of "fuel payment issues" and didn't cooperate to help passengers, according to a statement on the government's website. Air Macau has ended a sub-franchise contract with Viva Macau at the request of the government.

Air Vanuatu will resume weekly non-stop services between Melbourne and Port Vila, Vanuatu from 24 June. Air Vanuatu also has six weekly flights from Sydney and three services from Brisbane.

British Airways and **Iberia** have merged under the auspices of a holding company known as International Airlines Group.

In the US, third-ranked **United** and sixth-biggest **US Airways** are discussing a merger.

Domestic

Tiger Airways will return to Darwin from 18 June with six weekly flights from Melbourne. In October 2008 Tiger pulled out of Darwin blaming high airport costs. Since then there has been a 50% increase in travellers between Darwin and Melbourne. **Tiger Airways** will operate flights from Avalon airport later this year, basing two A320s there. Tiger is inviting the public to vote online for the destinations they would like the budget carrier to fly to. The most popular destinations will then become part of the carrier's network, though no time line was given.

In late March **Jetstar** introduced 18 additional services from Cairns to Sydney, Melbourne, Perth and Adelaide.

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

FERRY NEWS

Sydney Ferries: Darling Harbour

New timetables for the Darling Harbour services appeared in the timetable racks on or about 12 April bearing the following notation "Timetable effective 21 December 2009. Reprinted 19th April 2010". This is the third known reprint of this timetable, following 27 January and February 2010.

Sydney Fast Ferries, the new Manly fast ferry operator, has amended its timetable in a bid to attract more commuters, just three weeks after it began operations. The company won the five-year contract for the service after Manly Fast Ferry's initial twelve month contract expired. But as the express service was deregulated there was nothing to stop Manly Fast Ferry from continuing to run, albeit from different areas at Manly Wharf and Circular Quay. If approved, the new timetable will mean that from 3 May the rival vessels will operate about 15 minutes apart, instead of within minutes as formerly.

There is a 'new' ferry service operating from 3 May 2010 from Johnstone St, Wharf, Rozelle Bay to Campbell's Cove stopping at Leichhardt St wharf in Glebe, and Pyrmont Point. The operator is H2O Water Taxis - see <http://www.h2owatertaxis.com.au/weekly-commuter.html>. No MyZone tickets on this service making it quite expensive. The last ferry to these wharves (and Glebe Point) ceased in 1903 when the Annandale Co-operative Ferry Co went into liquidation as a result of the electric trams.

Thanks to Tony Bailey, Geoff Lambert, Duncan Macauslan, Len Regan and the *Daily Telegraph* for Ferry news.

AND FINALLY

You might think timetables are useful. However, apparently some operators fear them Here is the reaction of a bus operator in Chennai, India, to the idea of providing timetables to the public. The article from the Hindu newspaper was found by Tony Bailey.

Anyone who has used a Metropolitan Transport Corporation (MTC) bus to try and reach an unknown destination would know how easy it is to get lost in the city. For.....a frequent user who wrote to the MTC seeking a booklet providing time and route information, a bus time-table would make a world of difference. The MTC, however, in a written response.....called the idea "unfeasible." It cited periodic modifications, augmentation of routes and timings on receipt of new vehicles and traffic congestion causing "non-keeping of schedule despatches" as the reasons for this.

However.....Ministry of Urban Development [spokesman], said "Information centres and toll-free helpline numbers are essential for transparent operation of urban transit systems."Corporations have been slow in adopting these features. But adequate timing information and route planning features must be available to all commuters if a city is serious about promoting public transportation,"Pointing out that it is impossible for a passenger to know about all the 300 odd bus routes in the city, [He] said cities such as San Francisco, London and Munich provide a bus time-table for free. "One can get them in any store. The guides also contain tourist-friendly circuits in the city. It is very easy to visit museums or parks in those cities, using public transportation." He added that booklets containing routes depicted on a map, with 80 per cent copies in Tamil and the rest in English, can be sold for a nominal amount helping the MTC to earn revenue as well.

A senior MTC official said that while he agreed in principle with the need for a route-wise information book, "providing precise arrival and departure timings when the buses are plying through highly congested city roads is unfeasible. Consumers will use the time table to find fault with us. **We do not want to create problems for ourselves,**" he said.