



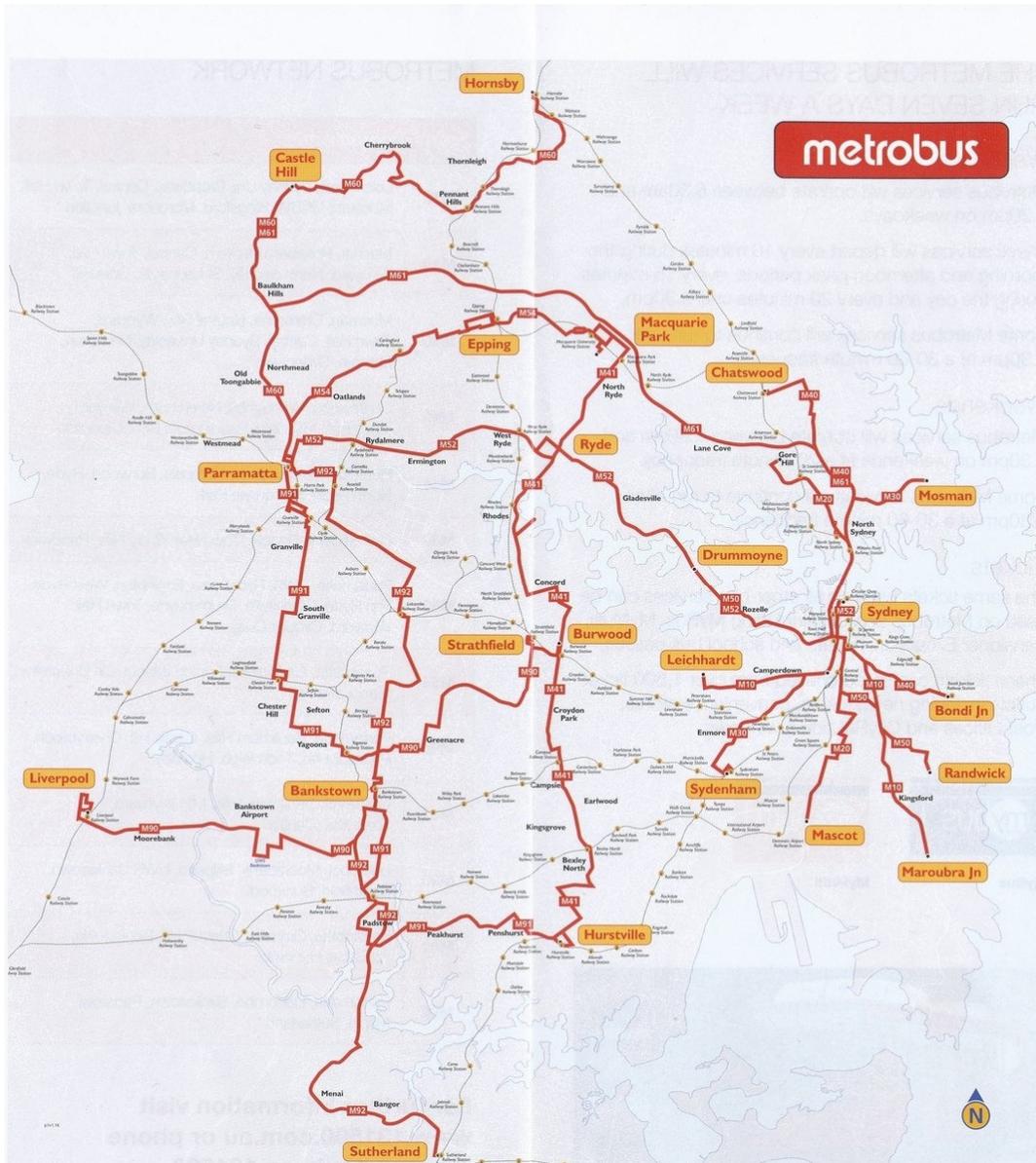
TABLE TALK

AUSTRALIAN TIMETABLE NEWS

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Sydney's proposed Metrobus network

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About *Table Talk*

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

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TOP TABLE TALK

Election: All parties endorse High Speed Rail

The Federal Transport and Infrastructure Minister, Mr Anthony Albanese, announced on 5 August during the inconclusive Federal election campaign, that the government, if re-elected, will undertake a detailed feasibility and corridor study to determine the economic viability of, and identify potential routes for, a High Speed Railway on the east coast of Australia. He said the feasibility study will:

- Identify possible undeveloped land corridors and/or existing corridors to support a high speed railway network.
- Establish high-level estimates of construction costs.
- Undertake geotechnical investigations in targeted areas to determine the need for tunnelling or alternative corridor alignments.
- Identify the level of patronage that would be compatible with an economically-competitive and viable project.
- Survey potential travel patterns to help inform station location options and market analysis on the relative value of city centre and other city rail terminals, including possible links to airports.
- Assess viability of the project in the context of public and private financing options and of possible economic returns such as congestion and other infrastructure investment.

It will examine the network between Brisbane and Melbourne, with a specific focus on the geotechnical analysis and preservation of the corridor between Sydney and Newcastle. The study will cost up to \$20 million, commencing later this year and will be expected to take about 18 months to be completed.

The same day, Warren Truss, opposition shadow minister, responded by also promising a study. The Leader of the Greens, Bob Brown, had already announced support for a study of the East Coast High Speed Railway in his policy speech launch.

Do you want a Freight Railway with that?

On the same day Mr Albanese also endorsed the idea of the Melbourne-Brisbane Inland Freight Railway. He said the government would earmark funding of about \$300 million for planning and land acquisition commencing in 2014-5. It will be some 1,700 km. It will involve upgrading 430 km of existing track and building 600 km of new track.

The new line is expected to be:

- Seven hours faster
- 170 km shorter than the current coastal rail route
- More reliable with better availability
- More competitive on transit time, and
- More competitive on freight door-to-door prices.

The railway would take trucks off highways and pressure off the existing North-South line through Sydney. Pre-construction activities would start in late 2014. The commitment follows the completion of the Inland Rail Study by the Australian Rail Track Corporation. After more than two years of intensive work and extensive community consultation, the Study concluded the project:

- Has long term merit.
- Would become economically viable as early as 2030.
- Would deliver transit times of less than 22 hours, putting it on a competitive footing with road.

The Study puts the cost of building the Inland Rail Link at \$4.7 billion over eight years, including three years of pre-construction activities.

The proposed route is a combination of existing lines (59%), some already of adequate standard and some to be upgraded, and new construction (41%). The major construction would be over (rather, under) the Great Dividing Range near Toowoomba. A 5 km tunnel would be constructed from Gowrie to east of Toowoomba and a 500 metre tunnel near Grandchester. These have been proposed also in connection with upgrading the Queensland Western line for coal and wheat. Indeed the line from Oakey to Brisbane would be dual gauge for both interstate and intrastate traffic. The proposed new railway would join the existing interstate line at Kagaru, south of Brisbane. The Kagaru-Brisbane line was recently upgraded for dual gauge. Construction from Gowrie to Kagaru would comprise 44% of the capital cost of the inland railway. Although the most expensive part to build, it would have the heaviest traffic, with coal tonnage greater here than interstate freight.

The Study is not quite as optimistic as the Minister. Its financial appraisal found:

- Without identifying substantial new demand over and above ACIL Tasman forecasts, Inland Rail does not appear financially viable on a purely commercial, standalone commercial basis – i.e. without some form of government or external financial support.
- The financial unviability of Inland Rail can be attributed to a deficiency in below-rail revenue relative to the significant capital outlay required for construction of the railway. The project has positive operational cash flows if capital costs are excluded.
- Inland Rail has better financial performance by delaying its operation for 10 or 20 years as demand for the railway increases over time. In addition to higher demand in later years, improved results arising from a delay in the commencement of operations are also affected by the discounting of costs over a longer period.

The Study concluded that private sector involvement in the inland railway project could include: construction, design, maintenance, financing, operation (i.e. below rail) and train operation/maintenance.

It said: “Because the project will not be economically or financially viable for some time it is inappropriate to propose an optimal strategy for delivery and operation of the railway until closer to that time.

Approaches for private and public sector partnership change over time, and are likely to be different in 2020 or 2030 compared with today. While there is likely to be private sector interest in a design and construct arrangement, the market appetite for privately financed project options involving private sector demand risk in 10-30 years could be gauged more readily through market testing closer to that time. As the project is never financially viable on a standalone basis with no external financial support, the financial appraisal is not specific to either private or public sector delivery / financing / operation. In particular, financing costs have been excluded as these are affected to a large extent by the level of private sector involvement.”

The Study continues: “Like most new long distance highways and general freight railways, the inland railway would require a significant capital contribution or service payment for the infrastructure to be developed and commissioned”.

The final report can be reviewed on ARTC’s website at <http://www.artc.com.au/Content.aspx?p=175>. The site includes a number of informative maps. Appendix G is a study of train operations. On an assumption of eight superfreighter through trains, plus coal traffic on the Queensland section, it calculated the location of crossing loops. Among the assumptions used was that by the time the Inland Railway is built, the Melbourne-June line will be duplicated throughout.

Then, also on 5 August, opposition shadow minister, Warren Truss, reiterated a Coalition commitment to “build the inland railway”. On 17 August, the opposition leader, Tony Abbott, also endorsed the proposal.

But wait, there’s more! Major urban railways promised

Last month, *Table Talk* reported on promises the likelihood of the major Melbourne Metro project proceeding (August *Table Talk*, pages 2 and 6) and the endorsement by all political parties of the Petrie-Kippa Ring Moreton Bay Railway in Brisbane (page 3).

The incumbent Federal Labor government on 12 August announced the biggest single spending promise of the election campaign: Sydney’s western railway “missing link” from Epping to Parramatta at a cost of \$2.1 billion. The NSW government would be expected to provide another \$520 million. The Federal Transport and Infrastructure Minister, Anthony Albanese, described the underground, 14 km line as a “transformative” project for Sydney which was “necessary” to “link two major economic hubs”. Preliminary

work would start in 2011, with the main phase of construction starting in 2014 for completion in 2017. The new link will consist of a tunnel from Parramatta to a new station at Rosehill-Camellia. The existing single track from Rosehill to Carlingford would be duplicated, then Carlingford to Epping by a new tunnel. Existing stations at Parramatta, Rydalmere, Dundas, Telopea and Carlingford will be upgraded. The project would provide a significant number of additional paths on the Western line for outer suburban services.

RAIL AND TRAM NEWS

Queensland: Line closures

As part of the division of Queensland Railways on 1 July 2010 into QR National (profitable coal and interstate traffic) and Queensland Rail (passenger and regional freight), the following lines on which there has been no service for a number of years were formally closed:

Hughenden-Winton 212.2 km, Theebine-Kingaroy 130.8 km, Thallon-Dirranbandi 62.6 km, Oakey-Cecil Plains 62.3 km, Korngoo-Kooemba 46.4 km, Almaden-Mungana 45 km, Dalby-Bell 37.5 km, Colton-Takure 13.2 km, Murgon-Byee 12.5 km, Caboolture-Wamuran 10.5 km, Hendon-Allora 5.7 km, and Ipswich-Churchill 4.9 km.

In addition Jericho-Yaraka 270.5 km and Fields-Yeppoon 42.3 km were “surrendered” to the Department of Transport on 14 April.

Queensland: Savannalander

The Queensland Department of Transport called tenders on 7 August for the operation of the Savannalander tourist passenger train from Cairns to Forsyth. The term of contract was not specified.

Queensland Rail: Corinda-Darra triplication

The third, bi-directional track between Corinda and Darra was commissioned on 4 May 2010.

Queensland Rail: Additional Caboolture line services 23 August

From Monday 23 August an additional peak service departs Caboolture at 0632 stopping all stations to Petrie then express to Northgate, then all stations to Roma St arriving at 0733. A new afternoon peak service departs Roma St at 1544, stopping all stations, arriving at Petrie at 1630.

An additional RailBus is being trialled for three months connecting with the Caboolture train which departs Central at 2007. It departs Caboolture at 2117 stopping all stations to Landsborough, then express to Nambour arriving at 2227.

A new CityTrain timetable will be introduced in the first half of 2011.

Queensland Rail: Brisbane Ekka

As usual, special trains operated for the annual Brisbane Ekka (aka Exhibition, aka Agricultural Show). They ran every 15 minutes on the Exhibition loop from Roma St, Central and Fortitude Valley to Exhibition from 0845 until 2100 on 5 August and on remaining nine days until 2130. Special trains also operated on all lines on weekends and the Brisbane Show Holiday. Special fares applied.

QR National

QR National will increase capacity between Melbourne and Perth. Its recently-introduced fourth weekly service, which leaves Melbourne each Thursday at 1800 and arrives in Perth on Sunday at 0600, now has additional wagons and double-stacking of containers. QRN trains depart Melbourne for Perth on Monday, Tuesday, Thursday and Friday.

Gold Coast Rapid Transit construction commences

The first sod was turned at the end of July on the \$949m Gold Coast Rapid Transit line. Leighton Contractors started preliminary works at the Gold Coast University Hospital station that makes up the early works of the project. A shortlist of three consortia for the operator franchise, Stage 2 of the project, is being assessed, with an announcement expected in March 2011.

ARTC: Ivanhoe loop extended

The passing loop at Ivanhoe NSW on the Parkes-Broken Hill line has been extended with ARTC constructing one km of new track to provide 1850m standing room for 1800m trains. The project cost around \$5.6 million.

ARTC: Wodonga bypass completed

The Wodonga bypass in NE Victoria was completed on Monday 2 August. The first passenger train over it was the overnight XPT departing Sydney that night and departing Albury next morning, 3 August using. BUT see the next item.

ARTC / Countrylink: Melbourne XPTs suspended

On 8 August Countrylink suspended operation of all their passenger trains between Albury and Melbourne "until further notice", attributing this to "delays in trackwork being carried out by ARTC". This is related to the development, since concrete sleepers were installed, of a number of mud holes under the line. The Victorian standard gauge east line is in such poor condition that speeds for XPTs had been cut from 130 kph to 60 kph over some sections. The converted west line is in good condition, but it is not yet in use.

CityRail Public timetables

The following updated Cityrail Public timetables have been sighted:

- Blue Mountain line 11 October 2009 updated February 2010.
- Hunter line 11 October 2009 updated February 2010.
- Newcastle & Central Coast line 11 October 2009 updated April 2010.
- South Coast line 11 October 2009 updated May 2010.
- North Shore line 11 October 2009 updated April 2010.
- Western/Cumberland line 11 October 2009 updated April 2010.
- Airport & East Hills line 11 October 2009 updated April 2010.
- Carlingford line 11 October 2009 updated February 2010.

RailCorp: Freight WTT 10 Oct 2010

RailCorp NSW has published a new Freight Working Timetable. It is now in two volumes: Saturdays and Sundays from 10 October (Book 5) and Mondays to Fridays from 11 October (Book 4). Both volumes are available from the September AATTC Distribution List.

Tenders called for Sydney CBD light rail link

The NSW government has called for tenders for a detailed study to identify the preferred route for the \$500m CBD light rail link. Options will include Sussex St and George St alignments.

V/Line: Western line Working timetables 25 July 2010

Working timetables dated 25 July 2010 which include schedules of the new passenger service between Ballarat and Maryborough, and other changes, are now on the V/Line website. Go to www.vline.com.au then Track Access, then Information Pack. Copies are also available from the September AATTC Distribution List.

Contrary to the impression in the Public timetable that passengers on the up journey from Maryborough have to change trains at Ballarat, the Working timetable indicates that the trains from Maryborough and Ararat combine at Ballarat.

Regional Rail Link Authority

The Victorian government has created a Regional Rail Link Authority to oversee the current project for direct regional rail access to Melbourne from the west at a cost of \$4.3 billion. A number of construction packages will be released this year.

V/Line: Gippsland

Wellington Shire Council has presented a business case to the Victorian government calling for additional services to Sale by extending some existing services beyond Traralgon. Currently Sale has three return services daily including weekends and the Council states that there could be at least double or triple this number of services. The business case recommends that at least two morning peak services commence from Sale rather than Traralgon and the case includes costings for modification to the yard at Sale to allow for stabling and servicing of VLocity or Sprinter railcars. Sale is 51km from Traralgon. The Sundays only Sale service operates as two VLocity sets to Traralgon where the train is divided with one set continuing to Sale and the other set stabled in the yard.

Meanwhile Baw Baw Shire has expressed concerns at overcrowding of trains from Warragul and would like capacity increased although no suggestions have been given. Since the introduction of the Regional Fast Rail timetables, patronage has increased significantly to the point where a single VLocity set is insufficient even during off peaks. With the exception of Bairnsdale services and a Sunday Sale service, all trains terminate at Traralgon. Warragul does not have capacity to terminate or divide trains.

Due to ongoing replacement of the down line with concrete sleepers in August, evening services have been replaced by buses from Traralgon. The 1750 up Traralgon and 1912 up Bairnsdale ex Traralgon are replaced and all down services after the 1820 down Bairnsdale are replaced by buses from Pakenham or Southern Cross. As of Friday 20 August, work was complete as far as Moe with the Moe - Traralgon section to be done. The cars and loco from the 1912 up Bairnsdale form the 0600 up Traralgon next morning. The 1741 down Traralgon, normally a loco and carriage set, is currently a VLocity set.

V/Line: UCI Road World Championship 2 & 3 October

Fifty additional V/Line services will be provided for the 2010 UCI Road World Championships cycling event in Geelong on 2 and 3 October. Trains will depart Southern Cross Station for Geelong every 10 minutes during peak event times on Sunday 3 October. There will be 13 special express trains on the Saturday and 42 special express trains on the Sunday. Reservations will be required on the 10 minute frequency trains on Sunday 3 October.

On Saturday 2 October:

- There will be at least 5200 extra train seats in addition to normal services (2400 extra Geelong-bound seats and 2800 on the return).
- The addition of six Geelong-bound express trains, providing a 20 minute frequency from Southern Cross Station from 1000 to 1300.
- An extra seven Melbourne-bound express trains to offer a 20 minute frequency between 1630 and 1950.

On Sunday 3 October:

- There will be more than 16,800 extra seats (at least 8400 extra seats each way).
- 21 extra Geelong-bound express trains, providing a 10-minute frequency from Southern Cross from 1000 to 1300.
- 21 extra Melbourne-bound express trains, providing a 10-minute frequency from Geelong Station from 1610 to 2000.
- Reservations required during the 10 minute frequency trains.
- Four extra Ballarat to Geelong and one extra Bendigo to Geelong bus each way.

Melbourne: Oldies to travel for free

Victorian Seniors card holders who use a myki card will get free weekend travel from 1 January 2011.

Melbourne Metro: Working Timetable & WTT Addenda 6 June 2010

Melbourne Metro has now placed electronic versions of its Working Timetable and WTT Addenda of 6 June 2010 on its website. Go to www.metrotrains.com.au/About-us/Access-Arrangement.html. The documents are also available from the AATTC Distribution Service. The Addenda is a detailed physical description of the network.

Metro Bus, err Train

Metro is seeking approval from the State Government for a bus service between Camberwell and Caulfield. About 2700 people a day change trains at Richmond, many of these traveling between Caulfield and Camberwell. That 16km rail journey takes about 25 minutes when trains are running well. Depending on traffic, a 7km bus trip along Tooronga Rd, connecting with the Glen Waverley line at Tooronga station, or along Burke Road, via Gardiner station, could save time.

Metro is also reported to be considering maintaining its own fleet of buses, to deploy quickly when train services are suspended.

Melbourne Metro's aim: No timetables

From the *Sunday Age*, 1 August 2010

All trains - and ideally buses - would run every five to 10 minutes on Melbourne routes under Metro Trains chief executive Andrew Lezala's plans for the network. But while the rail operator is aiming for greater frequency of services across the public transport system, Mr Lezala warned that it could take at least 12 months before any substantial improvements to reliability could be delivered. Mr Lezala told the *Sunday Age* that to achieve a 10-minute or better frequency Metro needed more trains, more reliable stopping mechanisms and more infrastructure. It would also have to untangle the city's train network of lines - a time-consuming and costly process. "We want to get to a ... 10-minute frequency on any given line," Mr Lezala said. "If we have a 10-minute frequency on our lines - and a 10-minute bus frequency on the orbital bus lines - then we have got a fantastic network because people will only ever have to wait, on average, five minutes.

The increased frequency of services could do away with the timetable, he said. "Because we have a spider [network], if we want to have a spider's web we have to have the buses connecting the legs up

effectively," he said. "The buses have a vital role to play." At present, only some train lines are able to operate at 10-minute intervals during peak hours, with the slowest line (Upfield) operating at 20-minute intervals. Metro does not control buses; these are mostly operated by state-government-subsidised private companies..... To achieve Mr Lezala's vision, Metro has started to make significant changes to the way the network is structured and maintained. Its first step was to start to disentangle the train lines, so that when one line suffers a critical fault within the area bounded by North Melbourne, Jolimont and Richmond stations it doesn't shut down the whole network. "When the services get to the centre, they cross over each other a lot," Mr Lezala said. "If you traced the path of all the trains it would be like spaghetti. We need to get it so it is more like lasagne, so we have got ... flow through the middle, so if one line is in trouble it doesn't affect another line."

Mr Lezala said Metro was also abandoning the "run to failure" policy of previous operators and implementing a "reliability-centred maintenance" system that plots when assets are most likely to fail and replaces them before a failure occurs. He said the policy had been in use for 20 years on the "fantastic" Hong Kong network, operated by the same parent company MTR, and as a result their trains were "20 times more reliable" than Australia's.

The Public Transport Users Association, which has campaigned hard for increased train frequency, said a 10-minute timetable would make a huge difference to commuters. Association spokesman Daniel Bowen welcomed Mr Lezala's commitment to increasing frequency, but said it was also essential that buses had the same improved frequency because it was the combination that would improve reliability.

Melbourne's train network is notoriously fragile: if it is too hot, it shuts down; if it is too wet, it shuts down; and if a diagonal wire between two lines snaps, it shuts down. Mr Lezala said Metro knew what the problems were and was fixing them. "There are some no-brainers that just need fixing and we are doing that, but we are also doing the sophisticated stuff of understanding when assets fail," Mr Lezala said. Those "no-brainers" include replacing doors and faulty airconditioning that often causes train and system breakdowns, and fixing the traction problems of the Siemens trains. Other improvements less obvious to passengers would be the installation of a back-up power source for signal lines so that trains can still run if one power source fails.....

Asked whether Melbourne could ever expect Hong Kong reliability, Mr Lezala said it could "come close" within the confines of Melbourne's geography and layout but noted that the Hong Kong metro was purpose-built with separated lines. He said it could take another year before significant service improvements were delivered. "We are really sensitive to the plight of our customers, and their experience on Tuesday was awful. We really are focused on improving things for them and really sorry that we put them through it. There is a lot to fix," Mr Lezala said.

TransAdelaide: Noarlunga line stations

Hallett Cove Railway Station reopened from Sunday 29 August 2010 following an extensive upgrade involving construction of an architecturally designed shelter, platform realignment, additional car parks and the installation of improved lighting and CCTV. This will complement the future re-sleepering and electrification of the Noarlunga line and its extension to Seaford.

The completion at Hallett Cove means that now Hallett Cove Beach station has been closed from Sunday 29 August 2010 for approximately four months for a similar upgrade. Existing substitute bus services will continue between Hallett Cove Beach and Hallett Cove.

WA: Hancock/Posco 300 km iron ore railway

The WA government has approved the construction of a new railway from the Roy Hill iron ore mine, north of Newman, to Port Hedland. The railway will be built for Hancock Prospecting and Korean-based Posco. Construction of the 300 km line will commence in mid 2011 and be completed in 2014.

TranzScenic: Overlander's Christmas holidays

Due to major upgrade projects closing several parts of the line, the Wellington-Auckland Overlander will not run from Sunday 26 December 2010 to Sunday 9 January 2011.

Veolia Auckland

The Auckland Regional Transport Authority plans to finance extension of the hourly Waitakere trains to Huapai from February 2011. When electrification is introduced on the Auckland Western line as far as Swanson, there is likely to be a half hourly diesel shuttle service from Swanson to Huapai.

From 23 August the 1955 weekdays Waitakere to Auckland Britomart does not operate.

US commuter operations

Last year, Connex lost the contract to operate the Melbourne suburban system. Now, it has also lost the contract to operate Metrolink, the Los Angeles commuter trains. The new contract was awarded to

Amtrak. On the other hand, and on the other side of the US, Amtrak lost the contract to operate Virginia Railway Express commuter trains into Washington DC. That has been awarded to Keolis.

Amtrak timetable

Dean Ogle writes: Page 8 of the August *Table Talk* states “Amtrak has not produced its usual system timetable book this year.” Actually, Amtrak has produced an on-line version at least; the timetable is dated Spring/Summer 2010 (effective May 10) and may be downloaded from the “Timetables” tab at www.amtrak.com. I imagine there is a printed version also, but I haven’t yet managed to obtain one.

British national rail timetable book

Derek Scrafton writes: Those of us and enjoy reading traditional printed timetables are saddened by their gradual demise. Yet sometimes compilers and publishers of such timetables can turn off even their keenest supporters. As an example, I was pleased that the TSO [The Stationary Office], having indicated it was withdrawing from publishing the GB timetable, decided to continue and published the Summer 2010 Edition, priced at £16 (\$A30). However, some of the compromises the TSO has made to the timetable are disappointing:

- Small typeface, with two pages to a sheet (an approach already adopted by another publisher[Middleton Press]).
- Associated with the ‘2 pages on 1’, page numbers have been eliminated (page numbers are important when such thin paper is required to keep the timetable a reasonable size).
- Mileages have been eliminated from the first page of each table.
- Footnotes have been largely eliminated, so the origins and destinations of many trains cannot be identified.
- Connections are virtually ignored. Using Table 26 as an example, the frequent connections available from Leeds to Bradford (both stations) and from Edinburgh to Glasgow Queen Street are not shown. Because connections are not shown, large areas of some tables are blank.
- There are omissions in the timetable. For example, the new Grand Central service from London Kings Cross to Bradford Interchange is mentioned under ‘What’s New’, which refers potential travellers to Table 26. Unfortunately, all you find in table 26 are the times for the London to Doncaster part of the journey. The lack of footnotes means the compiler is unable to include the Wakefield and Bradford times, which would require a footnote indicating Kirkgate and Interchange stations respectively, as the stations listed in Table 26 are Westgate and Forster Square, the stations served by East Coast’s trains. Similarly Table 41 is unable to advise that the destination of Grand Central’s trains is London.

In summary, except for through services, the new timetable is virtually useless, and will simply encourage travellers to turn to the separate timetables published by Train Operating Companies and/or to the websites which give a range of alternative services when an origin and a destination are entered. I can understand the need for the small typeface, even if I can’t read it without a magnifier, but the other omissions are difficult to comprehend.

This prompted the following reply from the TSO:

Thank you for your E-mail, from which we were sorry to hear that you are disappointed with the GB Rail Timetable Summer 2010 Thank you for giving us the opportunity to explain why the format has changed for this edition.

For this publication, the amount of data supplied to us by Network Rail was significantly more than for previous editions, and therefore our Production department had to explore the best way to publish the information provided. The information provided to us by Network Rail for the summer edition includes all train times rather than a note in tables explaining ‘the schedule applies at the same time past each hour until’ meaning there is a lot more information to print. Therefore, after much consideration, and in order to keep to a single volume, the production team had to reduce the print size.

Previous editions have had larger print sizes, and whilst we would always endeavour to return to this print size, we are reliant upon the information supplied to us, and also restrictions on how many pages we can bind into one edition. However, we have discussed this issue with Network Rail for them to consider for the future.

Thank you for also bringing to our attention your concerns over some of the content information. Although we publish this title and take great care to ensure the information we publish is correct, we have no control over the content information. We have therefore passed your feedback onto Network Rail directly for them to investigate. If you have any particular queries about the train services shown in the timetables you should contact the appropriate operator. Please see pages 11-40 of the GB Rail Timetable for the directory of train operators.

Any alterations made to the existing timetable can be viewed on the Network Rail website, <http://networkrail.co.uk>. Click on 'Electronic National Rail Timetable' in the 'For Passengers' section. Further amendments can be found in the 'Supporting documentation' section.

Please rest assured that as a valued purchaser, we have taken your comments on board and will ensure they are taken into consideration for the winter edition.

South African long distance passenger trains

A dispute between Transnet and the Passenger Rail Agency of South Africa resulted in all Shosholoza Meyl long distance passenger train services being suspended from mid August. Transnet has refused to certify trains that are not maintained by Transnet Rail Engineering.

Pakistan Railways woes

Already facing a serious financial crisis, which has led to discontinuation of services on many routes, the ongoing floods have brought more bad news for Pakistan Railways. Several hundred kilometres of line have been washed away. Besides, the government is reviewing its development budget, and according to an official, PR will be among severely affected public sector organisations. Only when the floodwaters flowed into the Arabian Sea would the PR management be in a position to estimate the overall losses. PR has recently come under severe criticism for closing down services on many popular routes, and the Minister for Railway has blamed shortage of funds. According to recent estimates made by PR authorities, there is a shortage of 50 to 60 locomotives mainly for freight operations. The estimated shortage of coaches is 220 which has been reduced to 139 after cancellation of train services on various routes. Only recently, the government has signed an agreement with Chinese Dongfang Electric Co, for 75 diesel-electric locomotives. This depends on availability of funds. Funds are also required for repair of 65 stations which burnt during unrest in the wake of the assassination of former Prime Minister Benazir Bhutto.

Recommended reading

A **railway atlas of Thailand, Laos and Cambodia**, by AATTC member Brendan Whyte, has been published by White Lotus in Bangkok. Details are on their website <http://www.whitelotuspress.com/bookdetail.php?id=E22637> In Australia, it will probably be available from railway and Asian bookshops. So if you can wait a few months, it may be cheaper than getting it posted from Thailand. Sadly White Lotus titles don't appear on Amazon.

Some useful recent articles in the general press are:

- "American railways", *Economist*, 22 July 2010. This article provides an excellent overview of the American railroad industry, including proposed high-speed railways, Amtrak, freight railways, and the relationships between them.
- "Engines of growth", *Time*, 16 August 2010. A good account of **China's** astonishing rate of railway construction, including of high-speed railways.

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BUS NEWS

New South Wales – Sydney

Sydney Buses: To better improve the overall efficiency of bus schedules, changes to some departure times on Sundays for routes 507, 515 and 518 were introduced from 8 August.

As expected, with the introduction of Metrobus Route M52, new versions of timetables for routes 500 508 X00 510

523 524 with M52 frequency guide

520 with M52 frequency guide

are now on the Sydney Buses website. As they all contain major changes they would also need to be available in paper form.

Region 2 Busabout/Interline is issuing new timetables dated 2nd August 2010 for the following routes: 870, 871, 872 V4, 873 V4, 874 V3, 875 V3, 876 V3. There are no route changes – mainly fine tuning of trip times.

There has been two timetable changes in the **Busways** Rouse Hill & Castle Hill Timetable, one for T70 and one for T71, both dated 10 May 2010 on the website.

Hopkinsons commenced a new route 829 Parramatta - North Parramatta (Hassle Free Nights) Service which operates Friday and Saturday nights only commencing 30 April 2010. This is an official region 3 route and a website timetable available for this route – awaiting conformation that it is also available in paper form.

Hillsbus has reissued timetable for 620/1/2/42 (& 620X/642X) dated 28 June 2010 - in paper form. There is a new website timetable dated 5 July 2010 for (Hillsbus) route 674.

Queensland - Brisbane

Brisbane Transport route 391 Kelvin Grove to Gardens Point, Queensland University of Technology shuttles timetable change from 16 August 2010.

Park Ridge Transit route 540, P546 Acacia Ridge, Algester, Annerley, Beaudesert, Brisbane City, Browns Plains, Buranda, Calamvale, Coopers Plains, Gleneagle, Greenbank RSL, Griffith University, Jimboomba, Maclean, Moorooka, Park Ridge, Veresdale, Woodhill – new timetable from 26 July 2010.

Bribie Island Bus Service: From Monday 30 August, the \$4.2 million Bribie Island park 'n' ride will open to commuters. As part of the opening, TransLink is introducing improvements to Bribie Island bus services as follows:

Routes 640 and 643 will stop at the new park 'n' ride instead of the shopping centre - providing better public transport access for people travelling long distances.

There will be minor timetable changes to route 634 with some services leaving earlier.

Routes 641, 642 and 644 will stop at both the park 'n' ride and the shopping centre, with some minor changes to running times.

Queensland - Regional

Gold Coast: A Pacific Pines and Park Lake home pick up bus service will be launched on Wednesday 15 September. The service will allow booking a bus to come to passengers' homes for travel to Helensvale Railway Station or Westfield Town Centre. The service will operate seven days a week, all day, and Thursday evenings.

Mackay Regional Council introduced a Free City Shuttle Service between Canelands Central Shopping Centre and the city centre to coincide with Sunday trading in Mackay. The service commenced on Sunday 16 May 2010 and operated every 15 mins from 1000 to 1400 every Sunday until the end of July.

Whitsunday Transit and qConnect introduced a new tt for Proserpine and Whitsundays. There is now a separate service for Monday to Friday, Saturday and Sunday & Public Holidays. All buses operating to Proserpine now operate over the former Proserpine town service route, however Saturday and Sunday services to Proserpine have been reduced. Some services now operate via Abel Point Marina providing a public transport service for the first time.

Greyhound Australia introduced a twice daily (except Sun) service between Emerald and Blackwater from 18 January 2010. This is in addition to the existing Rockhampton - Emerald service which also serves Blackwater.

John's Kuranda Bus introduced a new service from Kuranda to Koah and Speewah from April 2009.

Tasmania - Hobart

More Buses for Kingston: Metro has increased the number of buses running between Kingston and Hobart with ten additional buses, five in the morning and five in the evening. The Minister for Sustainable Transport, Nick McKim, welcomed the extra services which will form the basis of Kingston's park and ride facility. "The Southern Outlet bus lane means buses bypass rush hour traffic congestion. The affordability of bus travel and the new Greencard ticketing system have also helped push the numbers of bus passengers higher. In the morning, the new Hobart-bound services will depart Denison St (where the new park and ride facility will be located) at 0702, 0724, 0731, 0745 and 0810. From Denison St, the bus will travel to Kingston Central, arriving three minutes later. New Kingston-bound services will depart from Stop P at Franklin Square at 1607, 1619, 1643, 1707 and 1755.

Victoria - Melbourne

Changes in Melbourne's South East

Three new bus routes serving Waterways Estate (near Mordialloc), Epsom and Dingley will be introduced from later this year. Bus Routes 811 and 812 will be re-routed and extended to provide improved access to Dingley Village shopping precinct, and to provide public transport to the Tootal Road community for the first time.

Bus upgrades for the Bayside/Kingston area – to be implemented in late 2010:

- New Route 709 (Waterways Estate - Mordialloc Station via Governor Road and Epsom Estate): New route providing public transport to the Waterways and Epsom areas for the first time. Service will operate until 2100, seven days per week.
- Route 811 (Dandenong – Brighton via Springvale and Southland): Service will be re-routed to provide local Dingley residents with public transport access to Dingley Village shopping precinct for the first time, and provide services to the Tootal Road community for the first time. Additional peak hour services will be added to the timetable. Section of route along Springvale Road between Heatherton Road and Cheltenham Road will be replaced by the existing SmartBus Route 902.
- Route 812 (Dandenong – Brighton via Parkmore and Southland): Section of route along Lower Dandenong Road between Centre Dandenong Road and Howard Road will be replaced with modified Route 811. Service will be re-routed along Centre Dandenong Road into Dingley Village shopping precinct, then to Brighton.

Bus upgrades for the Boroondara/Glen Eira/Stonnington area - to be implemented in late 2010.

Route 627 (Elsternwick – Brighton via Oakleigh & Chadstone) will be split into two new routes:

- New Route 625 (Elsternwick - Chadstone via Oakleigh Railway Station): New route will replace part of Route 627. Service will operate until 2100, seven days per week, meaning Sunday and public holiday services for the first time.
- New Route 626 (Middle Brighton – Chadstone): New route will replace part of Route 627 and will be extended to Middle Brighton. Service will operate until 2100 seven days per week, meaning Sunday and public holiday services for the first time.

Closer to the start of service, detailed route and timetable information will be available by contacting Metlink on 131 638 or visiting www.metlinkmelbourne.com.au

Outer eastern Suburbs (Dandenong Ranges): Further to the report last month, the new trial Route 696 between Olinda and Monbulk commenced on 30 August and operates between 0900 and 1500, seven days a week. The extended Route 688 (Croydon to Upper Ferntree Gully) also commenced on 30 August 2010.

New route for the Inner East? Rail operator Metro is about to submit plans to the State Government for a shuttle bus between Camberwell and Caulfield Stations. Its studies show 2700 people a day change trains at Richmond, many of whom travel between Caulfield and Camberwell. The exact route of the service is yet to be determined, with possibilities mentioned being along Tooronga Road (currently traversed by Route 624 from Kew and Auburn) or more directly along Burke Road via Gardiner (which would be over the present tram route 72 as far as Gardiner then traversing the former bus route 24A between Gardiner and Caulfield).

New timetable issues: Ventura Bus Lines:

701/704 – 6 June 2010 No.34 v.1 (Jun 10)

703 – 6 June 2010 No.27 v.1 (Jun 10)

706 – 6 June 2010 v.1 (Jun 10)

734 – 6 June 2010 No.33 v.1 (Jun 10)

745/753 – 6 June 2010 No.23 v.1 (Jul 10).

Western Australia - Perth

Transperth is proposing changes to improve bus services travelling to Ellenbrook and east of Morley Bus Station. These proposed changes involve the introduction of new bus services in addition to route and timetable changes to routes 47, 49, 59, 61, 62, 63, 333, 336, 337 and 338.

New Routes:

- Route 334 - Ellenbrook Town Centre to Ellenbrook (Galatea Pass)
- Route 336 - Ellenbrook Transfer Station to Ellenbrook (Galatea Pass)
- Route 340 - Bassendean Station to Bennett Brook
- Route 341 - Morley Bus Station to Beechboro via Bassendean Station
- Route 342 - Morley Bus Station to Beechboro via Bassendean Station
- Route 343 - Morley Bus Station to Beechboro
- Route 345 - Morley Bus Station to Bennett Springs
- Route 955 - Morley Bus Station to Ellenbrook North
- Route 956 - Bassendean Station to Ellenbrook North
- School Route 758 - John Forrest Senior High School to Ellenbrook Town Centre

Routes to be replaced:

- Route 47 - Morley Bus Station to Beechboro via Bassendean Station (after hours route)

- Route 49 - Morley Bus Station to Beechboro via Noranda (after hours route)
- Route 59 - Morley Bus Station to Beechboro
- Route 61 - Morley Bus Station to Bennett Brook
- Route 62 - Morley Bus Station to Beechboro via Bassendean Station
- Route 63 - Morley Bus Station to Beechboro via Bassendean Station
- Route 333 - Morley Bus Station to Midland Station
- Route 336 - Morley Bus Station to Ellenbrook (Galatea Pass)
- Route 337 - Bassendean Station to Ellenbrook (Galatea Pass)
- Route 338 - Ellenbrook Transfer Station to Ellenbrook (Galatea Pass)

Routes not changing:

- Route 52 - Morley Bus Station to Midland Station via Caversham
- Route 335 - Ellenbrook (Coolamon) to Midland Station.

Routes 955 and 956 will combine to operate every 15 minutes Monday to Friday off-peak from Bassendean to Ellenbrook North, 10 minutes peak. Route 955 will operate every 30 minutes Monday to Friday off-peak from Morley to Ellenbrook North, 20 minutes peak.

Fremantle Area - service changes (Effective 22 August 2010) From Sunday 22 August 2010, Transperth will implement changes to bus routes 105, 111, 148, 150, 158, 160, 500, 501, 502, 503, 505, 510, 511, 513, 514, 520, 526, 530, 531 and 532 to improve on-time running. Route 526 services will undergo route changes in Success from Cockburn Central to Hammond Park. Other routes have minor timetable changes.

Cloverdale and Kewdale areas: From Sunday 22 August 2010, Routes 342 and 343 will be renumbered to Routes 284 and 285. Route 285 (343) will also undergo a minor route change. Departure and arrival times on both routes will not change.

Thanks to Simon Aalbers, Tony Bailey, Hilaire Fraser, Paul Nicholson/vicrail-news/*Herald-Sun* Lourie Smit, Bob Wilson and various Department and operator web sites.

AIR NEWS

International

Malaysia Airlines will operate double daily non-stop flights from Sydney effective 1 November, departing Sydney at 1400 to arrive in Kuala Lumpur at 2030 and leaving Sydney at 2155 and arriving KL at 0320. There will be five weekly flights from Brisbane.

AirAsia X may fly between Australia & NZ by the end of 2010 but not to the major cities. The *Sydney Morning Herald* reports it is expected to designate flights from the Gold Coast and Perth to either Auckland or Christchurch. Air Aisa X has denied reports that it is considering services within Australia.

Strategic Airlines inaugurated a Brisbane-Port Hedland-Denpasar (Bali) route on 3 August. Weekly flights depart Brisbane on Tuesday at 0905, Port Hedland at 1255-1435 and arrive in Denpasar at 1650. The return flight departs Denpasar at 0745 each Wednesday, Port Hedland 0955-1150 and arrives Brisbane at 1810. The airline plans a second weekly service departing Saturdays from September.

From November Hong Kong based **Cathay Pacific** will return services to pre-global downturn levels. Sydney will receive an extra four flights per week to 28; Perth an extra four to ten; Brisbane and Cairns one additional flight each, making Cairns daily and 11 to Brisbane. Elsewhere, Cathay will increase capacity to Auckland, Toronto, Osaka and Paris.

Qantas has identified China as a potential base for its passenger and freight operations to Europe according to the *Sydney Morning Herald*. In January, Qantas' budget offshoot **Jetstar** chose Singapore as its main hub in Asia and is looking to fly to Athens and Rome with new Boeing 747 aircraft, the first of which are due to arrive in 2012.

Virgin Blue subsidiary **Pacific Blue** is to withdraw from the NZ domestic market from 18 October, claiming it cannot make a profit. The planes will be redeployed on the profitable trans-Tasman route and taking over V Australia's Fiji route. V Australia will focus on long haul services to the US, South Africa and Thailand. Immediately following Pacific Blue's announcement, **Jetstar** announced that it would augment its services in NZ, filling the gap created. **V Australia** is to withdraw from flying to Fiji.

V Australia will operate daily from Sydney to Los Angeles and increase services from Melbourne to Johannesburg, Los Angeles and Phuket from December.

Emirates will suspend its third daily Sydney-Dubai service on 1 November until the first half of 2011. When the service re-commences it will be operated by a new, larger Boeing 777-300ER. This type of

aircraft will be introduced on its Melbourne flights from 2 July and 2 August increasing capacity by 23%, and on the second-daily services to Perth and Brisbane from 1 November 2010 and 1 January 2011.

Domestic

Tiger Airways is to commence flying out of Avalon Airport from 10 November when it begins services to the Gold Coast. Up to eight destinations will be served by Tiger. Thrice weekly services to Alice Springs will be transferred from Tullamarine to Avalon. Tiger will axe flights on the Adelaide-Brisbane and Adelaide-Gold Coast routes from 10 November. It says it will consider restarting services in future if demand is sufficient. The changes are a result of Tiger's decision to base two aircraft at its new Avalon. It is evaluating options for a fourth Australian base.

Virgin Blue commenced daily services from Sydney to Uluru with a proving flight on 3 August.

Jetstar will launch of direct Perth-Brisbane services on 10 December and Perth-Gold Coast services on 4 April 2011. It will increase Perth-Melbourne schedules from 14 to 18 weekly and Perth-Sydney flights from seven to 11 weekly (but when not specified). It will increase Melbourne-Cairns and Sydney-Cairns services from twice to thrice daily from 4 April 2011. Flights from Brisbane to Cairns will increase from three to four per day from 13 January. Gold Coast-Cairns flights will move from thrice weekly to daily from 13 January.

Hinterland Aviation, which operate flights from Cairns to Dunk Island, Lizard Island and Bloomfield Lodge, took over the Cairns - Cooktown flights from Skytrans from 1 June.

West Wing Aviation, which operates in the Torres Strait, has taken over the Townsville - Palm Island service from Skytrans from 19 April. From 19 June services were extended from the former 9 to 13 weekday return flights and two on weekends.

QantasLink removed five Bombardier Q400 aircraft from service on 21 August following discovery of a fault in a main landing gear component, resulting in the cancelation of some Sydney-Canberra services for at least a week and operation of others by larger aircraft.

Thanks to Simon Aalbers, Tony Bailey, Tris Tottenham and the *Australian* for Air news.

FERRY NEWS

Sydney Ferries: Proposed new timetables 10 Oct 2010

by *Duncan MacAuslan*

On 6 August 2010 the NSW Government announced the first major changes to the inner harbour ferry services since the introduction of the Darling Harbour service in 1988 and the Parramatta River in 1990.

The new timetables affect all services except Manly with the major changes to the Darling Harbour, Balmain, Woolwich and Parramatta River services. A consultation period ending on 25 August was advertised under the banner 'Have Your Say' and promoted by a letterbox drop of handbills, posters, and advertising. The only drawback being that the only place full details of the changes were available was on Sydney Ferries' website. Mosman Council also publicised the proposals with brochures urging residents to protest as services would be 'slashed' and cause more cars on the streets of Mosman.

The new timetables will be introduced on 10 October 2010 which coincides with new train timetables resulting from the completely unrelated Cronulla line duplication.

The changes to the inner harbour services to Mosman and Neutral Bay are:

- to reduce the weekday off-peak and evening frequency from 30 minutes to hourly – whilst the peak load on these services is heavy, the off-peak carries very few passengers;
- retiming of morning and evening peak services which whilst giving a more consistent interval, also provides one less trip on each service in each peak period;
- a reduction in weekday service hours with a later start from Mosman (0620 instead of 0555) and earlier finish on both at around 2230 instead of after 2330;
- later Sunday evening journeys at 2025 to Neutral Bay and 2055 to Mosman.

The Taronga Zoo service is no longer connected with Mosman on weekends and has the frequency increased to 20 minutes all day with longer dwell times at the Zoo to reduce late running on busy days.

Also increased is the weekend frequency on the Watsons Bay service, from every 45 minutes to every 30 minutes.

More complex are the changes to Darling Harbour and Balmain. Until now these services have operated in a complex pattern. The new timetables are much simpler.

The Darling Harbour service will have one earlier trip, two more additional morning and evening peak trips and a later last service. The Darling Harbour terminus will be King Street instead of the Aquarium. Ticket gates are to be installed there which will significantly improve fare collection as MyFerry Tens will actually have trips deducted. Darling Harbour will be the only service to Balmain East (Darling Street), as the off-peak Woolwich service no longer stops there, resulting in many less daytime trips serving Balmain East. Three late night trips operate Circular Quay, Milsons Point, Balmain East, Circular Quay only. The only variation to the Darling Harbour pattern is the single morning and evening trip by Thames Street which has its roots in the old Nicholson Brothers service.

The new service pattern for Woolwich is much simpler. All trips will operate from Circular Quay to Balmain (Thames Street), Birchgrove, Greenwich and Woolwich with Cockatoo Island as the terminus rather than calling there in between Greenwich and Woolwich. The single trip from Drummoyne via Woolwich at 0812 ceases as does the 0652 Balmain East, Balmain, to Circular Quay trip. The last night three trips will be combined with the Parramatta River services as described below.

The Balmain West (Elliot Street) service will still operate but no longer serve Birkenhead Point or Balmain East. All morning trips inbound and evenings outbound will stop at both McMahons and Milsons Points but there is one less trip each peak, three instead of four.

Finally the Parramatta River services also are revised. The morning River Express services at 0700 and 0800 from Parramatta now are more like 'limited wharves' since they will stop at Cabarita and Abbotsford. The 0900 slips to 0930 then hourly so that from then River Expresses are co-ordinated with the all stops at Rydalmere with only a ten minute enabling better access from Parramatta to down river wharves. The evening service, previously Circular Quay and King Street Drummoyne then all wharves to Meadowbank all stops and express return from Meadowbank to Circular Quay will be all stops both ways and will include Birchgrove, Greenwich and Woolwich, have one trip (2125) extended to Sydney Olympic Park, have a later trip at 2225 up river, and take up to 63 minutes.

The overall changes seem sensible in trying to match service provision with demand and focussing on improving peak hour services. They contain no new services or wharves (in fact one less); rather they tidy up the existing timetables and regularise the stopping patterns. The evening Parramatta River combined Meadowbank and Greenwich could have been matched with a combined Mosman and Neutral Bay service but that would be far more radical.

Whilst the Minister promoted the changes the shadow Transport Minister Gladys Berejiklian rubbished them but made no alternative proposal.

It remains to be seen whether the few complaints raised so far, mainly on the north shore off-peak services will make the Government compromise.

New Western Port Ferry

The *James Grant*, a new \$1.5 million catamaran, has entered operation on the Phillip Island-French Island-Stony Point route in Western Port, SE of Melbourne, operated by Inter Island Ferries. It can carry 110 passengers and deal with the choppy seas of the bay. The MV *James Grant* is named after the British Royal Navy officer and navigator who first mapped Western Port in the early 19th century. This follows a tradition of naming French Island ferries after explorers who mapped and navigated this area of Victoria. The previous vessels were called MV *George Bass* and the MV *Matthew Flinders*. Detailed route and timetable information for the service is available at www.interislandferries.com.au or 03 9585 5730.

Queensland

From 12 June 2010, **Fantasea** withdrew the Abel Point Marina service with all ferries now operating from Shute Harbour. Fitzroy Island resort, near Cairns, reopened from 1 July 2010. Ferry services are operated by **Sunlover Cruises** on behalf of the resort.

Thanks to Simon Aalbers, Tony Bailey and Geoff Mann for Ferry news.



Members' News

- September 2010

Australian Association of Timetable Collectors

aattc.org.au

ANNUAL GENERAL MEETING: 17 OCTOBER

Our AGM will be on **Sunday 17 October** at 1400 (2 pm) at the Sydney Tramway Museum, Loftus. Note that this is one day later than previously advised. The formal notice is on the next page. Members are invited to meet beforehand in Sutherland at 1200 for lunch (venue to be advised). The day's events promise to be the usual convivial get-together.

DIVISION MEETINGS

Adelaide: Inquiries to convenor Roger Wheaton at rogertw@adam.com.au or 08-8331 9043.

Brisbane: The next meeting will be at Brian Webber's residence, 8 Coachwood Street, Keperra at 2pm on **Sunday 29 August**. Inquiries to bwebber@tpg.com.au, or 07-3354 2140. All welcome!

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, iancooper@goldweb.com.au or 02-6254 2431.

Melbourne: Meetings are held on the first Wednesday of odd months from March to November. Remaining meetings in 2010 will be on Wednesday 1 September and Wednesday 3 November. All meetings commence at 2000 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, 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

AATTC Members' News is compiled by Victor Isaacs, President. Contributions to abvi@inet.net.au please.

AUSTRALIAN ASSOCIATION OF TIMETABLE COLLECTORS INC.
ANNUAL GENERAL MEETING
SUNDAY 17 OCTOBER 2010, 1400 (2 pm)
SYDNEY TRAMWAY MUSEUM, LOFTUS

Notice is hereby given that the 2010 (26th) Annual General Meeting of the Australian Association of Timetable Collectors Inc. will be held on Sunday 17 October 2010 at 1400 (2pm) at the Sydney Tramway Museum, Loftus, NSW to consider:

1. Welcome and Apologies
2. Minutes of the 2009 (25th) AGM
 - 2.1 Business arising from the Minutes
3. Correspondence
4. Reports:
 - 4.1 President
 - 4.2 Treasurer
 - 4.3 *Table Talk* Editor
 - 4.4 *Times* Editor
 - 4.5 Production Manager
 - 4.6 Distribution Officer
 - 4.7 Membership Officer
 - 4.8 Auction
 - 4.9 Promotions Officer
5. Divisional Reports
 - 5.1 Adelaide
 - 5.2 Brisbane
 - 5.3 Melbourne
 - 5.4 Sydney
6. Election of Committee of Management
 - 6.1 President
 - 6.2 Vice-President
 - 6.3 Secretary
 - 6.4 Treasurer
 - 6.5 Five Ordinary Committee Members
7. General Business
 - 7.1 Location of 2011 (27th) AGM
 - 7.2 Any other business that may be permitted under the Constitution