



# TABLE TALK

## AUSTRALIAN TIMETABLE NEWS

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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. ABN 74248483468.

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## TOP TABLE TALK

### East Coast Fast Train

A Federal Government report into high-speed rail has identified a route between Brisbane and Melbourne, via Sydney and Canberra, with a cost approaching \$100 billion. The cost of building smaller segments would be significantly cheaper. Phase 1 of the report was issued by the Federal Minister for Transport, Anthony Albanese, on 4 August. It urges the Federal government to secure a corridor for the train as soon as possible, with the most likely stops being Brisbane, the Gold Coast, Newcastle, Sydney, Goulburn-Southern Highlands, Canberra, Albury-Wodonga, Tullamarine Airport and central Melbourne. Federal government sources have indicated there was little chance of starting construction on parts of the project within the next few years, but if the government introduced planning controls along parts of the proposed corridor, it would be easier to complete the project in the future.

Based on the preliminary study, an eastern seaboard network is expected to:

- Cost between \$61 billion and \$108 billion to build and involve laying more than 1,600 kilometres of new standard-gauge, double-track railway.
- Achieve speeds of up 350 kilometres per hour and offer journey times as low as 3 hours from Sydney to Brisbane, and 40 minutes from Sydney to Newcastle.
- Carry around 54 million passengers a year by 2036 including, for example, about half those who would have flown between Sydney and Melbourne - currently the world's fifth busiest air corridor.
- Offer competitive ticket prices, with one way fares from Brisbane to Sydney costing \$75 - \$177; Sydney to Melbourne \$99 - \$197; and \$16.50 for daily commuters between Newcastle and Sydney.
- Cut carbon pollution, with emissions per passenger a third of what a car emits and each full train - 450 passengers - equivalent to taking 128 cars off the road.

The community is encouraged to provide feedback by making submissions to the dedicated High Speed Rail Unit in the Department of Infrastructure at: [www.infrastructure.gov.au/rail/trains/high\\_speed/index.aspx](http://www.infrastructure.gov.au/rail/trains/high_speed/index.aspx). A full copy of the Stage One report can be downloaded from: [www.infrastructure.gov.au/rail/trains/high\\_speed/index.aspx](http://www.infrastructure.gov.au/rail/trains/high_speed/index.aspx). Appendix F discusses possible operational scenarios.

SEGMENT	SHORTLISTED CORRIDORS	LENGTH (km)	COST (Ap.\$ Billion 2011 Dollars)	TRAVEL TIMES
Brisbane – Newcastle	Direct Corridor via Beaudesert	676	21.7 - 35.9	2 hrs 10 mins
	Direct Corridor via Gold Coast	701	24.9 - 40.6	
	Coastal Corridor via Beaudesert	701	20.0 - 27.8	
	Coastal Corridor via Gold Coast	706	22.2 - 31.7	
Newcastle – Sydney	Central Coast Corridor	120	10.7 - 17.9	40 mins
Sydney – Canberra	Hume Highway Corridor via Southern Highlands	271	10.9 - 19.2	1 hr
	Princes Highway Corridor via Wollongong & Southern Highlands	290	15.0 - 24.5	
Canberra – Melbourne	Hume Highway Corridor via Wagga Wagga and Albury-Wodonga	552	19.5 - 25.6	1 hr 50 mins
	<b>TOTAL</b>	<b>1,619 - 1,668</b>	<b>\$61 - \$108 billion</b>	

	SHORTLISTED BY CITY STATIONS	CITY ACCESS & STATIONS	INDICATIVE REGIONAL STATIONS
Brisbane	Roma St or South Bank.	City access cost is \$3 billion and station is \$2 billion.	<ul style="list-style-type: none"> <li>▪ Gold Coast;</li> <li>▪ Far North Coast;</li> <li>▪ Northern Rivers;</li> <li>▪ Mid-North Coast;</li> <li>▪ Central Coast.</li> </ul>
Sydney	Central/Eveleigh, Homebush or Parramatta.	<p>Central or Eveleigh is \$10.8 billion for city access and station is \$3 billion.</p> <p>Homebush is \$6.8 billion for city access and \$1 billion for station.</p> <p>Parramatta is \$6.5 billion for city access and \$3 billion for station.</p>	<ul style="list-style-type: none"> <li>▪ Southern Highlands;</li> <li>▪ The Illawarra.</li> </ul>
Canberra	Civic or Canberra Airport.	<p>Civic access is \$2.4 billion and \$1 billion for station.</p> <p>Canberra Airport access is \$1.3 billion and \$0.4 billion for station.</p>	<ul style="list-style-type: none"> <li>▪ Riverina;</li> <li>▪ Murray;</li> <li>▪ Goulburn Valley.</li> </ul>
Melbourne	Southern Cross or North Melbourne.	City access for both Southern Cross and North Melbourne is \$3.3 billion and \$2 billion for the station.	

The figures exclude project management costs (estimated to be 10-15%) and operating costs (including rolling stock leasing cost). Stations closest to the CBD would generate the most demand for the HSR network.

## RAIL NEWS

### Queensland Rail weekend closure

The Beenleigh/Gold Coast line was closed beyond Dutton Park on the weekend of 6-7 August, with bus replacements taking up to an hour longer than trains. Work was undertaken on overhead electrics at Beenleigh, drainage at Woodridge and general track and other maintenance at several locations.

### ARTC: South Sydney Freight Line

RailCorp NSW Special Train Notice 1741-2011 amended the timetable of down freight trains departing Sydney to use the newly opened South Sydney Freight Line from Sefton to Leightonfield from 22 August. Replacement pages were issued for RailCorp's Working Timetable Book 4 (Freight Weekdays) and Book 5 (Freight Weekends). However (there is always a "however"), on 10 August, opening of the line was deferred until 24 September. Amended amendment pages were then issued for Books 5 and 6, version 3.24, valid from 20 August.

Leighton Contractors has been selected by the Australian Rail Track Corporation to deliver the final stage of the Southern Sydney Freight Line in an alliance contract worth \$150 million. The Alliance expects to start construction in October with completion scheduled for late 2012.

### ARTC: Victorian NE SG problems

V/Line has reduced the speed of its trains on the new Victorian NE SG line to 80 kph, citing the existence of mudholes. On 11 August the lead power car of the northbound Daylight XPT separated from the rest of the train just north of Broadmeadows. The train returned to Broadmeadows and passengers were bussed to Sydney.

On 16 August, the Federal Minister for Infrastructure and Transport, Anthony Albanese, asked the Australian Transport Safety Bureau to investigate operations on the Sydney-Melbourne line, specifically

- the operational condition of the interstate rail track and measures being put in place to maintain the safety of rail operations where track quality is below acceptable operational standards;
- actions undertaken by the ARTC to remediate the track and address the safety of operations;
- safeworking practices in relation to the track; and,
- a systemic review of safety systems, including signalling and the quality assurance of work undertaken on the track.

An extension to 1500 metres to the Donnybrook Loop came into use on 29 July.

## **ARTC: Hunter Valley coal network**

ARTC commissioned from 12 August a new loop at **Koolbury**, between Muswellbrook and Scone on the Hunter Valley coal network, at a cost of \$17.5 million.

The final stage of upgrading the Muswellbrook-Ulan line at a cost of \$57 million has been completed with the opening of a new passing loop at **Bengalla** from 12 August. Other new loops are at Bylong, Worondi, Aerosol Valley and Radio Hut.

ARTC has entered into contracts with three Gunnedah Basin coal producers for mine to port access to the Hunter Valley rail network following the ACCC approval of the ARTC Hunter Valley Access Undertaking in July. Details are not yet available.

## **Cityrail: 23 October 2011 Timetable**

### **Weekday Changes**

Trains terminating at Epping will not run to the turnback, and will instead turn around on platform 2. The train will form one earlier service on the up to that currently in the Working timetable. This effectively frees up 1 x 8 car train to work on the South Coast. As this turnaround is only four minutes, drivers will "Step-back", whereby an arriving driver will be relieved at Epping by another driver joining the train at the Sydney end. The driver who has just arrived at Epping will then proceed to the Sydney end of the platform to relieve the next incoming train.

Services to/from the Blue Mountains will be increased in consist. Some morning and evening services will be increased to eight cars. South Coast services will run to/from Martin Place during the daytime off-peak with OSCAR sets. Only two four-car "V" sets will remain on the South Coast from 23 October. (From February 2012, all South Coast Services will be run with OSCARs.) Sector 3 services will be run by 8-car trains throughout.

Epping Chatswood Rail Link (ECRL) services will have distinctive numbering in the 600 series (in preparation for Waratah sets working these services) ECRL will have reduced running times between Chatswood and North Ryde with recovery time removed. Sector 2 will retain six car rosters (11 x 6R sets required).

### **Weekend Changes**

There will be one additional morning Up service from Mt Victoria, and one additional Down service in the evening to Mt Victoria. Four car "V" sets will run the West services to the mountains throughout the weekend.

### **Infrastructure**

New arrangements at Schofields (provision of double track) will be brought into use one week after this timetable commences. The new Dunmore Loop and station arrangements are expected to come in December.

## **Cityrail: Dapto-Nowra shutdown**

The Dapto to Nowra line was closed from 13 August to 2 September, with bus replacements. On more than four km between Albion Park and Dunmore, timber sleepers were replaced with concrete sleepers and new rail and ballast installed. Work also continued on extending the loop at Dunmore to accommodate large freight trains. Expenditure was \$9 million. The next weekday closedown is currently scheduled for November/December.

## **V/Line: Catches up with rest of the world – Passengers can stay on trains**

Passengers on trains from Ararat and Maryborough are no longer obliged to leave their trains while the two sections couple together at Ballarat each morning. It has long been a Victorian custom to oblige passengers to detrain when carriages are coupled or decoupled, allegedly for safety reasons. This is not known to be necessary anywhere else.

## **V/Line Working Timetable 8 May 2011**

V/Line Working Timetables of 8 May 2011 are now available on the V/Line website. Look under "Track Access".

## **V/Line: Bus alterations 15 August**

From 15 August the 10:00 Mon-Fri Ballarat-Maldon-Bendigo bus is altered to arrive Bendigo three minutes later at 11:48, and the 15:20 Fridays bus in the other direction leaves Bendigo five minutes earlier at 15:15, arriving Ballarat two minutes earlier at 17:03.

## **Metro Trains Melbourne: 8 May 2011 timetable criticised**

### **From the Age, 10 August:**

A new rail timetable introduced by Metro in May allows so much extra time for trains to run on schedule that drivers say they are waiting for up to three minutes at some railway stations before leaving. Metro chief executive Andrew Lezala said last week that in July, the operator had achieved the best on-time running performance in five years. However, train drivers, their union and the Public Transport Users Association say the result has been achieved by building significant "slack" into a new timetable introduced in May. Public Transport Minister Terry Mulder approved the timetable early this year. Metro last month ran 91.9% of the trains within five minutes of their scheduled time. Mr Lezala said this result was the best since 2006 and patronage has risen 44% since. Key to the improvement was funding from the state government for Metro to install new equipment on the city's 36 Siemens trains to fix a long-running braking issue. As a result, 30km/h speed restrictions were removed at 61 locations across the network. But significant extra time had been built into the May timetable for delays caused by these speed restrictions. This is detailed in government briefs from January and in a report written by Metro and released to Greens MP Greg Barber.

The Rail, Tram and Bus Union is embroiled in an increasingly bitter fight with Metro over changes it is making to the rail system. Division secretary Marc Marotta said the new timetable had made it much easier for drivers to run trains

on time. "The change was really an increase in travel times, dressed up to make Metro look like they are doing a good job." Six Metro drivers questioned by the *Age* yesterday said the new timetable provided too much "slack". All said they were often forced to wait several seconds longer than they needed to at each railway station, or pause for between one and three minutes at a single stop along the line. This was happening predominantly on four lines: Frankston, Sandringham, Pakenham and Cranbourne. The president of the Public Transport Users Association, Daniel Bowen, said Metro had not adjusted its timetable to recognise that the Siemens brake issue had been resolved. Mr Bowen recounted a train trip where the train driver had stopped for about a minute at Hawksburn station. The driver, Mr Bowen said, announced to passengers: "Apologies for the delay. It's not because I'm a slow driver; it's because it's the slackest timetable I've ever seen." Mr Bowen said: "If trains are consistently running early, then it's making the trip longer than it needs to be." Metro spokeswoman Geraldine Mitchell said the May timetable had been developed a year before it was implemented. "At the time, it wasn't clear when speed restrictions would be lifted. Partial speed restrictions [on the Siemens trains] were one factor, along with dwell times and patronage growth, which contributed to the projected actual journey times," she said.

### **Yarra Trams: "Phantom" trams**

The "phantom trams" operated by Yarra Trams (see October 2008 *Table Talk*, page 2), that is, regularly operated trams, which do not appear in public timetables, are to be regularised. Approximately 2500 trams a week, or 8% of services do not appear in timetables. They run between depots, or to reposition them on the network. To indicate they do not go all the way along the route, they run with numbers such as 81, 121, 77 or 92, that don't appear on the network map or timetables. But they do carry passengers offering. However, with mysterious numbers on display, many passengers shun them.

Now, to reduce confusion and help passengers take advantage of phantom trams, Yarra Trams and the Department of Transport will introduce route number suffixes. They will show a parent route number, and the letter "a" or "d". An "a" will mean the tram will run along its regular mapped route but will stop before the end of the route. A "d" will mean the tram takes a detour for part of its journey. The trial of the renumbering system will begin at the end of August on services from the Essendon depot.

### **Adelaide Metro: Gawler line closedown**

The latest in the series of major line closures in Adelaide to enable complete reconstruction as a precursor for electrification will be of the Gawler line. It will close beyond the relatively new station of Mawson Interchange from 18 September, for approximately seven months. Substitute bus services will operate. As with Noarlunga line closedown, there will be a basic 15 minute bus service - one bus serving all stations from Gawler and a second servicing only Gawler Central, Gawler, Smithfield, Elizabeth and Salisbury. These will be augmented by extra peak express services from Gawler and also from Elizabeth. Trains will run between Mawson Interchange and Adelaide to a modified timetable. During the second half of the closure, train services will resume between Salisbury Interchange and Adelaide while works continue along the remainder of the line. At Salisbury where there are full turnback facilities, and also a much better road and interchange set up

### **Adelaide Metro: Royal Adelaide Show 2-10 Sept.**

As in recent years there will be Show Shuttle trains from the city every 15 minutes between 08:30 and 23:30. It seems that the Noarlunga trains, express from Oaklands, will not stop at Goodwood near the Showgrounds. Passengers will have to go to Adelaide and return. This happened last year, causing much grumbling. The former Gawler and Outer Harbor trains direct to the Show will not run this year. In fact the Gaol loop line used for this has now been removed.

### **Adelaide Northern Connector**

The SA government has released plans for the Northern Connector, a 31 km dual purpose rail and road corridor from near Dry Creek to near Virginia, with a rail junction towards Outer Harbor. It would provide a shorter and faster outlet from Adelaide for freight trains and GSR passenger trains. Transport Minister Pat Conlon said on 2 August that he was confident of winning future federal funding for the project, which has an estimated cost of \$1.19bn and a construction timeframe of around three years.

### **Westnet Rail**

Rehabilitation of the WA country network is proceeding. Resleepering of the Great Southern line by contractor John Holland commenced at Avon on 9 May and will continue south towards Narrogin until approximately October. John Holland commenced tracklaying from Narngulu to Mullewa on 21 July.

### **Thomas Cook Timetable**

The August 2011 edition of the *Thomas Cook European Rail Timetable* is the first to have expanded coverage to partially compensate for the closure from December of the *Thomas Cook Overseas Timetable*. Coverage has been expanded to include all of Turkey, Ukraine and Russia each month. A new 12 page "Beyond Europe" section will rotate coverage as follows:

- January & July: India
- February & August: South East Asia and Australasia
- March & September: China
- April & October: Japan
- May & November: North America
- June & December: Africa and Middle East.

Contrary to expectations, as well as Rail schedules, there is a very, very limited coverage of buses, to fill some gaps in Australasian networks. The Australian coverage occupies four pages.

“Beyond Europe” coverage in the August issue is:

Introduction, Summary of operators, Public Holidays outside Europe, Time comparisons,

Index for SE Asia & Australasia,

Map of SE Asian railways.

MALAYSIA KTMB Malaysian Railways: Hat Yai-Butterworth-Kuala Lumpur, KL-Gemas-Woodlands (for Singapore), Tumpat-Gemas.

Sabah State Railways: Tenom-Tanjong Aru.

Eastern & Oriental Express: Bangkok-Butterworth-KL-Woodlands.

THAILAND State Railway of Thailand: Bangkok-Pattaya & Aranyaprathet, Bangkok-Hat Yai & Sungai Kolok, Bangkok-Chiang Mai, Bangkok-Nong Khai & Ubon Ratchathani, Bangkok-Nam Tok.

VIETNAM Railways: Hanoi-Beijing, Hanoi-Lao Cai, Hanoi-Haiphong, Hanoi-Saigon.

INDONESIA PTKA: Sumatra lines summary, Jakarta-Bandung, Jakarta-Semarang-Surabaya, Jakarta-Yogyakarta-Surabaya, Bandung-Surabaya.

AUSTRALIA Map of railways.

Queensland Rail: Cairns-Kuranda, Normanton-Croydon, Townsville-Mt Isa, Brisbane-Townsville-Cairns, Brisbane-Longreach, Brisbane-Charleville & bus connections beyond to Cunnamulla & Quilpie.

Savannahlander: Cairns-Forsyth.

Greyhound Australia: Townsville-Mt Isa-Tennant Creek.

Trans North Bus & Coach: Cairns-Karumba.

Countrylink (all rail services only, no buses): Sydney-Broken Hill, Sydney-Brisbane, Sydney-Armidale & Moree, Sydney-Canberra, Sydney-Melbourne, Sydney-Griffith.

Cityrail: Sydney-Newcastle.

V/Line: Melbourne-Shepparton (including bus connections from Seymour), Melbourne-Albury (including the temporary bus connections from Seymour), Melbourne-Warrnambool (without indication of extra services Melbourne-Geelong), Melbourne-Bairnsdale (only services operating beyond Traralgon including bus connections, and with a note “Additional trains are available Melbourne-Traralgon”), Melbourne-Swan Hill (including bus connections from Bendigo) & Echuca (with a note “Additional trains are available Melbourne-Bendigo”), Melbourne-Ararat & Maryborough (including bus connections from Ballarat (but no indication of additional trains Melbourne-Ballarat).

Great Southern Rail: Sydney-Perth, Melbourne-Adelaide, Adelaide-Darwin.

Westrail: Perth-Kalgoorlie, Perth-Bunbury (trains only).

NEW ZEALAND Map of railways.

Auckland-Wellington, Picton-Christchurch (and ferry Picton-Wellington), Christchurch-Greymouth.

Atomic Travel, Intercity Coachlines and Newmans: “Selected South Island Bus Services” ie, Christchurch-Dunedin, Christchurch-Queenstown, Greymouth-Fox Glacier-Queenstown, Queenstown-Dunedin.

## China Railway Timetable

Member Duncan Peattie’s mightily impressive *China Railway Timetable* is currently available for no charge from his website [www.chinatt.org](http://www.chinatt.org). The temporary suspension of a charge is to make the Timetable more widely known. It has been updated to mid 2011, including the recently opened High Speed Shanghai-Beijing line.

## European Timetable year

Until 2001, European timetable changes occurred at the end of May. From 2002, the European Timetable Conference altered the annual timetable change to mid-December, approximating to the calendar year more closely. The timetable changes at midnight on the second Saturday in December. This is 8.12 at the earliest and 14.12 at the latest. The following Sunday, i.e. the first day on which the new timetable is valid, is thus always 9.12 at the earliest or 15.12 at the latest.

The first days of validity of timetables are:

15.12.2002, 4.12.2003, 12.12.2004, 11.12.2005, 10.12.2006, 9.12.2007, 14.12.2008, 13.12.2009, 12.12.2010, 11.12.2011, 9.12.2012, 15.12.2013, 14.12.2014, 13.12.2015, 11.12.2016, 10.12.2017, 9.12.2018, 5.12.2019, 13.12.2020, 12.12.2021, 11.12.2022, 10.12.2023, 15.12.2024, 14.12.2025.

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# BUS NEWS

## ACT - Canberra

### Infrastructure

On 28 July Transport for Canberra displayed preliminary plans for proposed public transport improvements on **Canberra Avenue** from Fyshwick to Wentworth Avenue, Kingston and in National Circuit, Barton. A major feature of this project is the installation of bus lanes from the intersection of Hindmarsh Drive to the Hume Circle roundabout at the intersection of Wentworth Avenue, Kingston. Upgrades of bus stops and pedestrian paths are also included. The intersection of Canberra Avenue and Hindmarsh Drive is one of the busiest in Canberra and buses can take up to five minutes to move little more than 100 metres. ACTION and Deane's will both benefit from any bus priority here.

An upgrade at **National Circuit, Barton** focuses on the installation of two new large shelters at the existing stops, (although the southbound stop received one new standard sized shelter in the last year).

Construction of a new bus station in **City West** was scheduled to start in August as part of the Belconnen to City bus transitway. Kingsley St is to be widened and Hutton St reconstructed to accommodate buses for the first time with new stops on Hutton St and Marcus Clarke St to service the City West office blocks and the new student accommodation – Unilodge. Traffic signals are to be provided at the intersections of Barry Drive and Kingsley St and at Marcus Clarke St and Rudd St. Advertisements seeking comment on the new bus routes and bus stops refer to the project as the City West Bus Station. As there is already a City West Bus Station at the intersection of Marcus Clarke St and University Avenue, three city blocks to the south of the new facility, it is not clear whether the Hutton St stops are to replace the existing City West Station or the existing facility will be re-named.

Public comment has also been requested on the proposal to relocate the bus stops at the **Erindale** Centre in Tuggeranong from Comrie St and Sternberg Crescent to McBryde Crescent to the south of the centre. One of the possible proposals would involve changes to the traffic flow in the area.

### Marketing

Three new ACTION publications appeared in early August: a revised issue of the Network Bus Map, dated July 2011, supplemented by long overdue guides to accessing the Australian National University and The Canberra Hospital by bus. Both the latter guides feature route maps presented diagrammatically, a significant change from most previous such publications but one which is well suited to these two specific areas. No timetables are included.

Apart from the change of colours of routes 2, 3, 4, 5, 7 and 80, it appears that the only other change is the inclusion of the extension of Route 10 to Majura Park at the Airport.

The above mentioned colour changes on the weekday map is to ensure a consistency in the marketing of Routes 2 and 3 as a Tourist Route pair and Routes 4 and 5 as a Parliamentary Zone pair. Colours on the earlier map dated 15 November 2010 were inconsistent with the individual timetables of the same date which described Routes 2 and 3 as Gold Line services and Routes 4 and 5 as Green Line services.

### Operations

Although passenger loadings on Saturdays would, at times, warrant the allocation of high capacity buses on the Blue Rapid Intertown route 900, 14.5m buses cannot be used. The weekend route diverts through Wanniasa and the longer buses do not have Roads ACT permits to travel through Wanniasa, due to the route geometry.

### Buses

The contract for the supply of 74 MAN 18.320 diesel buses was extended in the financial year 2010-11 to include 15 additional units. Delivery of the first of the extra buses is expected later this year, with completion of the total order of 89 units in May 2012. The extra units will carry bodies to the same CB60 design as the first batch of 74 buses.

## New South Wales – Sydney

### Metrobus

From Sunday 4 September to improve reliability, minor timetable changes have been made to the first and last trip departure times for routes M20, M30, M40 and M50. Metrobus services will continue to depart every 10 minutes during the am and pm peak periods, every 15 minutes during the day and every 20 minutes at night and on weekends. A comparison of timetables for two of the routes from October 2010 and after 4 September 2011 shows that all (or most) trips have altered by a few minutes and the running times have also changed.

### Hillsbus

Commencing 8 August 2011, a number of weekday off-peak trips on Route 604 (Parramatta-Castle Hill via Winston Hills) have been diverted via Winston Hills Mall on weekdays in response to community feedback. These diverted trips replace previous trips diverted part of the distance as far only as Woodberry retirement village. Buses all leave their starting points at the same time, but extra running time applies to the diverted trips. A new version of the timetable has appeared in paper form.

Paper timetables have been sighted for these timetables, altered as from 1 August, mentioned in last month's news: 610/M61, T60, T61, T62, T63, T64 and T65/T66.

### Veolia/Parramatta City Council – Route 900 Parramatta free shuttle

A new version of the Parramatta Route 900 Free Shuttle bus brochure has been sighted, with the only difference noted being some different photos. Both old and new versions are undated and without a version number.

## **Veolia – updates**

Route 452 (Rockdale-Beverly Hills) 11 April 2011 v1

Routes 453 (Rockdale-Hurstville), 455 (Kingsgrove-Kogarah) 11 April 2011 v1

Routes 970, 971 (Hurstville-Miranda) 21 September 2009, revised 11 October 2010 v3.

## **New South Wales - Regional and rural**

### **The Entrance Red Bus Service - Route 41 Gosford Free Shuttle**

New brochure noted 3 August 2011 with three extra stops.

### **Kennedy's Nowra**

There is a new timetable dated September 2010 covering Route 728 (Nowra – Greenwell Point via Pyree/Brundee), Route 729 (Nowra – Culburra/Orient Point via Terara/Numbaa) and Routes 809/810 (Nowra - Kangaroo Valley). Kennedy's no longer run the full distance between Nowra and Moss Vale (previously weekdays at 09:30 from Moss Vale and 13:15 from Nowra). The only trips between those two points now are those of Berrima Coaches (who continue to run on weekdays at 07:05 from Nowra and 15:50 from Moss Vale, which are mainly for school children, although the service runs in school holidays as well).

### **Murtons Broken Hill**

New timetable for Routes 590, 591, 592, 593, 591A and 592A (Broken Hill locals) dated 1 August 2011.

## **Queensland - Regional**

**Simon Aalbers reports on a previously unknown bus service:** It appears that Aboriginal Islander Christian Communities Centre Limited, in conjunction with Carpentaria Shire Council, was granted funding under "Blueprint for the Bush" program to operate a community bus service in Normanton and Karumba. This service appears to have commenced in April 2008 operating six services on the mornings of Mon, Tue, Wed departing the hospital at 09:00, 09:30, 10:00 (drop off only), 11:00, 11:30, 12:00 (drop off only) and operating a set route around Normanton.

A return service is operated from Normanton Airport to Karumba on Fridays. Despite changes to flight times since 2008 the community bus it does not appear to have changed, departing the airport at 11:20 (connected with flights from Mount Isa in 2008) arriving Karumba at 12:27 and Karumba Point at 12:35. Arrival back at the airport is 13:35 to connect with flights to Mount Isa and Cairns.

An undated brochure was available from the Tourist Information Centre in Normanton in June 2011.

**Bowen Transit** altered service times for the Collinsville - Bowen bus from early May 2011. The bus now operates two services a day from Bowen departing at 07:00 and 16:17, returning from Collinsville at 08:15 and 17:30.

Cairns Regional Council has advised that effective 1 July 2011 the **Daintree Shuttle** (a bus service from Mossman to Cape Tribulation operated by FNQ Bus Lines on behalf of Cairns Regional Council and funded by "Blueprint for the Bush") will cease as funding has come to an end and service usage is insufficient to warrant continuation of the service without government funding.

## **South Australia – Adelaide**

**Royal Adelaide Show**, 2-10 Sept.. Details of extra services to the show are on the Adelaide Metro website. As for previous years there is a 15 minute Shuttle bus service from Currie St. (City) to the show. Runs 08:00 to 23:20. There are also Show Express buses from Tea Tree Plaza every 30 minutes via the OBahn. Special Show buses that ran previously from Port Adelaide/West Lakes appear not to be running this year.

**The AFL Match** on 4 September was rescheduled from Football Park to the Adelaide Oval. The consequent Football Express services were due to run basically as normal except that after their various loadings they were due to run to a special interchange on King William Road between North Terrace and the Torrens River - both sides of the road. Similar arrangements applied after the game.

## **Victoria - Melbourne**

**Route 364 (Warrandyte – Ringwood via Ringwood North):** Route 364 has been extended from Warrandyte Bridge to Harris Gully Road from Monday, 8 August 2011. The new extension will improve connectivity with SmartBus Route 906.

**Melbourne metropolitan bus statistics:** Annual patronage for 2009-10 was 102.1 million boardings, a 3.9% increase from the previous year. Thirty four operators provided services over 336 routes with a total route kilometres of approximately 6,254. Total fleet size was 1,770, of which 1,389 are low floor.

## **Western Australia - Perth**

### **July 31 Changes**

The following timetables operated by Swan Transit were issued effective 31 July 2011:

#### **South Eastern 2**

506 Bull Creek-Parkwood

507 Bull Creek-Cannington via Parkwood

Saturday frequency on 507 improved from 30 minutes to 15 minutes.

**South Eastern 6**

206/207/517/518/850/851 Murdoch-Canning Vale Corridor Timetable

**South Eastern 18**

206 Murdoch Uni-Cannington via Fraser Rd

207 Murdoch Uni-Thornlie

208 Murdoch-Cannington via Bannister Rd

223 Huntingdale-Thornlie

Monday-Friday daytime 206 services improved from 30 minutes to 15 minutes Monday-Friday daytime 207 services improved from 60 minutes to 30 minutes

**Western 44**

23 Perth-Claremont via Beatrice Rd

24 Perth-Claremont via Waratah Av

25 Perth-Claremont via Princess Rd

Monday-Friday daytime 24 services improved from 60 minutes to 30 minutes

**Eastern 89**

294 Midland-Carousel

297 Midland-Kalamunda

304 Midland-South Midland

Time Changes On 294

**Eastern 96**

307 Midland-Helena Valley

321 Midland-Glen Forrest

322 Midland-Glen Forrest via Boya

Time Changes on 322

**Eastern 99 (new)**

955 Morley-Ellenbrook North

956 Bassendean-Ellenbrook North

Saturday 955 services to be improved from 60 minutes to 30 minutes.

**Eastern 101**

334 Ellenbrook Town Centre-Ellenbrook East

335 Midland-Ellenbrook East

336 Ellenbrook Transfer Station-Ellenbrook West

337 Ellenbrook Transfer Station-Ellenbrook Town Centre via Aveley new

Saturday services on 334 and 336 to be reduced from 30 minutes to 60 minutes.

**14 August changes**

The proposed City Beach and Inner North changes detailed in the August *Table Talk* were implemented on 14 August. Consequently Transperth issued the following timetables effective 14 August:- Western 43 (routes 81, 84, 91, 92), Northern 56 (routes 15, 401), Northern 58 (routes 402, 403, 404), Northern 60 (routes 410, 412), Northern 61 (routes 421, 422, 424, 426), Northern 77 (routes 400, 408) and Eastern 106 (routes 21, 22, 66, 67, 68). Also a new Eastern 93 (routes 52, 343, 345) was issued to include three new 345 services from North Beechboro to Morley to extend the 15 minute morning peak frequency to 10:45. In addition route 97 has an additional morning trip from Subiaco to UWA, however, timetable Western 41 is not being reprinted at this stage. All the above services except route 97 are operated by Path Transit. Route 97 is operated by Swan Transit.

**Proposed South Perth changes**

34 Perth-Cannington via South Perth will no longer operate via Mill Point Rd, South Perth. Mill Point Rd will be served by new 35 Perth-South Perth.

These changes will appear in a new South Eastern 19 timetable.

**Proposed Baldvis changes**

564 Rockingham-Baldvis South will operate by an amended route.

568 Rockingham-Baldvis North new

**Proposed Wanneroo Rd changes**

346 Perth-Wanneroo renumbered 389

347 Perth-Warwick via Hamersley to be replaced by 387 Perth-Warwick via Balcatta Industrial Area, 388 Perth-Warwick via Beach Rd

363 Perth-Marangaroo (combined 365/373 evening and Sunday service) replaced by extended operation of 365 and 373 (renumbered 386)

373 Perth-Marangaroo via Balga (renumbered 386)

Timetables issued will be Northern 57 (Wanneroo Rd Corridor 374, 386, 387, 388,389), Northern 81 (new, 387, 388, 449) Northern 82 (new, 374, 386, 389)

**Proposed Stirling changes**

Time changes and extra trips for 413, 414, 423, 425 and 427

428 Stirling-Warwick via Balcatta Industrial Area new

435 Stirling-Warwick (used for 425 trips diverting to the Charles Riley Dr section of 424-renumbered 425)

**Proposed Warwick changes**

Time changes and extra trips for 441, 442, 443, 444, 445, 446, 447, 449

452 Warwick-Whitfords (combined 442/443 evening & weekend service) replaced by extended operation of 442 and 443.

455 Warwick-Whitfords (combined 445/446 evening & weekend service) replaced by extended operation of 445 and 446.

457 Warwick-Whitfords (combined 447/449 evening & weekend service) replaced by extended operation of 447 and 449

#### **Proposed Ballajura, Alexander Heights & Alexander Dr changes**

Time changes and extra trips for 344, 885, 886, 887, 888, 889

#### **Proposed Mirrabooka changes**

Time changes and extra trips for 354, 365, 370, 372, 375, 376, 377, 378, 379, 870

**Thanks** to Simon Aalbers, Tony Bailey, Ian Cooper, Hilaire Fraser, Robert Henderson, Peter Hobbs, Duncan MacAuslan, Lourie Smit, David Whiteford and the ATDB.

## AIR NEWS

### Domestic

**Strategic Airways** will rebrand as **Air Australia**, probably in November, as it moves from a full service model to a low cost airline. It will adopt a low cost model on both its domestic and international routes after concluding it could not maintain a full service strategy. Strategic commenced a Fridays return trip from Perth to Derby WA from 5 August, so their schedule now is Mon-Fri Perth 06:00-Derby (Curtin) 08:20, Derby 09:30-Perth 12:20. Flights from Brisbane and Melbourne to Honolulu will commence in December. Two direct weekly flights to Hawaii will operate from both airports. Strategic will also launch a four times weekly service between Brisbane and Melbourne around the same time. China remains on the radar for Strategic. Strategic Airlines ceased services on the Brisbane-Gladstone route from 12 August. Services commenced on 18 April, however Strategic have cited price cutting by Qantaslink as the main cause. A similar situation happened to Rex when they tried to enter the Mackay-Townsville route - Qantaslink responded by undercutting their fare until Rex could not longer compete. Prices have since gone back up to pre-competition levels.

On 15 August **Virgin Australia** began a fancy new air shuttle service between Canberra and Sydney in an effort to capture a larger share of the lucrative business travel market. The new "Capital Connect" service will provide up to ten return flights each day, with complimentary snacks, drinks and newspapers.

**QantasLink** will launch services between Perth and Geraldton from 21 November twice-a-day on Mon-Fri and daily on weekends.

**Tiger Airways** resumed operation on the key Melbourne-Sydney route from Friday 12 August, and Melbourne-Brisbane from Thursday 18 August, following clearance from the Civil Aviation Safety Authority. Other routes will follow. It no longer operates from Avalon airport. Tiger Airways will resume daily flights between Melbourne and the Gold Coast from 31 August 31.

### International

On 16 August **Qantas** announced changes that will make its international operations mainly just those of a regional carrier. It will establish two new regional subsidiaries. From April 2012 Qantas will:

- Expand its partnership with British Airways, consolidating Qantas flights to London through Singapore with A380s.
- Continue daily flights from Sydney and Melbourne to London via Singapore.
- Fly Australia (Melbourne, Sydney, Brisbane, and Perth) to Bangkok and Australia (Melbourne, Sydney, Brisbane, Perth) to Hong Kong, with passengers transferring to a British Airways flight on to London at Bangkok and Hong Kong.
- Replace Buenos Aires as a destination with Santiago with non-stop Sydney-Santiago flights on Monday, Wednesday, and Saturday.
- Invest in a new as-yet unnamed full service airline based in Asia.
- Establish a new low-cost Jetstar / Japan Airlines / Mitsubishi joint venture to fly 17 domestic routes in Japan from July 2012 and international services before the end of the first year.

1000 Qantas jobs will be lost with these measures.

The ACCC has authorised joint Qantas / American Airlines operations between Australia/NZ and the US.

As part of the Qantas international cutbacks, **British Airways** will upgrade their London-Singapore-Sydney service from a B777 to a larger B747 and add an additional three services per week to their London-Hong Kong service. However, BA is halving its direct flights to Australia from two a day, to one a day, cancelling its London-Bangkok-Sydney service.

**Asiana Airlines** will reduce its Seoul-Sydney frequencies from daily to six times weekly from 30 October. (But still daily 14 December to 5 January).

**Cathay Pacific** will add three weekly non stop flights from Adelaide from Hong Kong beginning 24 November on Mondays, Thursdays and Saturdays.

**China Southern** will launch a thrice weekly service Beijing-Guangzhou-Perth service from 1 November.

**Strategic Airlines** will launch two weekly flights from both Brisbane and Melbourne to Honolulu from 14 December, rising to three per week from 25 March.

**Thanks** to Simon Aalbers, Tony Bailey, Victor Isaacs, Tris Tottenham and the *Canberra Times* for Air news.

# FERRY NEWS

## Kangaroo Island ferry

On 14 August, as one of SeaLink's KI ferries was undergoing routine maintenance, the other ferry suffered mechanical failure, leaving the Island isolated.

## Cairns – PNG container ship

A weekly shipping container freight service from Cairns to Port Moresby commenced on 29 August using the MV *Southern Tiare*.

Thanks to Tony Bailey and Roger Wheaton for Ferry news.

## LETTER TO THE EDITOR

*Tris Tottenham writes about Canberra bus plans:*

I note with interest Page 8 of Issue 228 (August 2011) *Table Talk* the reference to the lack of any plans to extend Canberra bus services into the new areas of West Macgregor, Bruce and parts of Gungahlin. The *Sydney Daily Telegraph* of 7 August 2011 carried an article detailing the release of stage one of the new development in the Molonglo Valley suburbs of Wright and Coombs. Presumably no bus services will be provided until well after people have moved in if the note that no review is to be carried out into Canberra bus services until 2013 eventuates. It appears that this new development of 13 suburbs will eventually have a population of some 55,000. When will they learn to provide public transport from the outset?

## BOOK REVIEW

**Trains Unlimited in the 21<sup>st</sup> Century** by Tim Fischer, (ABC Books, ISBN 978 07333 2834, purchasable through [www.booktopia.com.au](http://www.booktopia.com.au)

Review by Ted Hayes

This book is a seriously good read. However it is not just serious but is light hearted and often tongue in cheek while never missing a trick on the benefits and shortfalls of rail infrastructure and train travel. It has serious information, great history and is a trivia buff's dream.

While *Trains Unlimited* is a book of Australian origin and deals in detail with the Australian situation, it also tackles the world wide condition of rail so that the reader will come away with a broad knowledge of the development of trains, rail gauges (track widths), stations, passenger and freight traffic, how it all meshes and what is yet to be done, as well as some great travel tips. It is not a book that you can't put down – you have to; there is much to absorb and think about. But it is a book that you can't put away, and will bear much revisiting. The train enthusiasts will feel immediately at home while the yet to be converted will find fertile territory for an absorbing new interest.

The text of *Trains Unlimited* is interspersed with vignettes covering items of interest related to, but separated from, the text giving short histories and delicious facts (look here for the trivia). You could put these items in a book all of their own for a quite separate good read.

However you will need to have handy a fairly respectable atlas since the book has good photos but does not include any maps and there is a lot of geography, with a section on every continent and just about every country which runs or ran a railway.

Just some of the things covered: How a steam train works; why are there so many different track gauges; where are the twelve best stations in the world; what are the twelve best heritage railways; what are the speed records for each type of train; where is the highest railway in the world; what drives the construction and routes for a rail network; how have railways and rail vehicles developed and where are they heading next (lookout airlines). Want to know the answers? Read the book.

This book should be required reading for all (Australian) politicians; recommended reading for the geographically challenged (you will end up knowing where everywhere is); top of the list for Christmas, Father's Day, birthdays and especially for those on long flights, be they male or female.



# ***Members' News***

## ***- September 2011***

### **Australian Association of Timetable Collectors**

**aattc.org.au**

#### **AATTC AGM: 15 OCTOBER 2011, 1400, QUEANBEYAN**

The AGM will be on Saturday 15 October at 1400 (2 pm) at Queanbeyan Railway Station. The AGM will be preceded by our usual social lunch. This will be at the Central Café, 111 Monaro St, Queanbeyan at 1230. The AGM is being hosted by the Canberra Division.

#### **DIVISION MEETINGS**

**Adelaide:** Meetings are held twice a year at 2c Bakewell St Tusmore 5065. Inquiries to Adelaide Convenor Roger Wheaton at [rogertw@adam.com.au](mailto:rogertw@adam.com.au) or 08-8331 9043.

**Brisbane:** The next meeting will be on Sunday 20 November at 1400 (2 pm) at 8 Coachwood Street Keperra. Attendees are invited to bring a favourite timetable for discussion. Inquiries to Brian Webber [bwebber5@bigpond.com](mailto:bwebber5@bigpond.com), 07-3354 2140 or 8 Coachwood St, Keperra.

**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](mailto:iancooper@goldweb.com.au) or 02-6254 2431.

**Melbourne:** Meetings are held on the first Wednesday of odd months from March to 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, [G.Clifton@itls.usyd.edu.au](mailto:G.Clifton@itls.usyd.edu.au) or GPO Box 1963, Sydney NSW 2001.

#### **AATTC AUCTION**

The next AATTC Auction is coming up in November. Our Auctioneer, Stephen Ward, would like to hear of any items you may have for sale. Please note his altered contact details:  
Mail: Unit 12, 1219 Centre Road, Oakleigh South, Vic 3167, or  
E-mail: [swar3841@bigpond.net.au](mailto:swar3841@bigpond.net.au) or [Stephen.ward@lnnf.com](mailto:Stephen.ward@lnnf.com),  
Phone 03-9544 2735, or 0429892263.

#### **BRITISH TIMETABLES**

A talk from the UK National Archives is at [www.nationalarchives.gov.au/podcasts/40574-play.htm](http://www.nationalarchives.gov.au/podcasts/40574-play.htm) about railway history as revealed in timetables of the London, Brighton and South Coast Railway from 1860 to 1901.

*AATTC Members' News is compiled by Victor Isaacs, President. Contributions to [abvi@inet.net.au](mailto:abvi@inet.net.au) please. The deadline is the last weekend of each month.*