



TABLE TALK

AUSTRALASIAN TIMETABLE NEWS

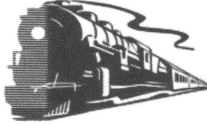
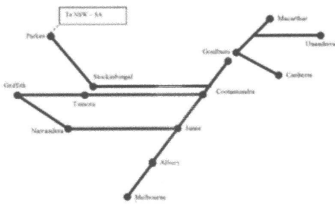
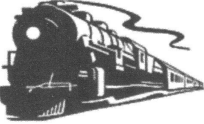
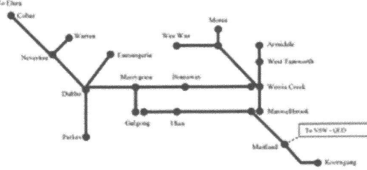
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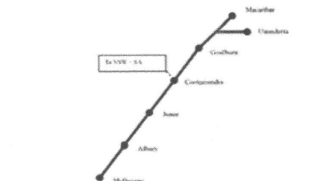
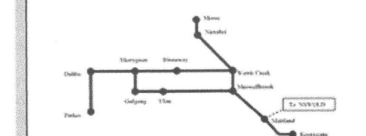
www.aattc.org.au

All change at ARTC!

From these....

<p>Master Train Plan</p>  <p>Freight and Country Passenger Services</p> <p>From 23rd October 2011</p> <p>NSW (Macarthur/Unanderra) - VIC (Melbourne)</p> 	<p>Master Train Plan</p>  <p>Freight and Country Passenger Services</p> <p>From 23rd October 2011</p> <p>NSW Hunter Valley Region</p> 
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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

Checklist of current or most recent Australian Railway Printed Public Timetables

Adapted and consolidated from checklists on the AATTC website, www.aatrc.org.au, contributed by Graham Duffin Stephen Gray, Steven Haby, Duncan MacAuslan and Michael Marshall, with additions and updates by Victor Isaacs.

QUEENSLAND RAIL TRAVELTRAIN & TOURIST	DATE
System	18 Oct 2011-28 Jan 2012 29 Jan 2012 Internet only?
Brisbane-Cairns "Tilt"	18 Oct 2011-28 Jan 2012 & 29 Jan 2012
Brisbane-Cairns "Sunlander"	18 Oct 2011-28 Jan 2012 & 29 Jan 2012
Brisbane-Bundaberg-Rockhampton "Tilt"	18 Oct 2011-28 Jan 2012 & 29 Jan 2012
Brisbane-Longreach "Spirit of the Outback"	18 Oct 2011-28 Jan 2012 & 29 Jan 2012
Brisbane-Charleville "Westlander"	18 Oct 2011-28 Jan 2012 & 29 Jan 2012
Townsville-Mt isa "Inlander"	18 Oct 2011-28 Jan 2012 & 29 Jan 2012
Cairns-Kuranda Tourist	1 April 2011 to 31 March 2012. Internet only?
Cairns-Forsyth "Savanahlander"	Undated. Internet only?
Normanton-Croydon "Gulflander"	1 April 2011 to 31 March 2012. Internet only?
QUEENSLAND RAIL CITYTRAIN	
Beenleigh	6 June 2011
Brisbane Airport	18 September 2006
Caboolture including Trainlink Caboolture-Bribie Island.	6 June 2011
Cleveland with connecting bus services	6 June 2011
Doomben With connecting Pinkenba Railbus 330, Pinkenba Citybus 302	6 June 2011
Ferry Grove with connecting bus services	6 June 2011
Gold Coast Including Trainlink Nerang-Surfers Paradise & Trainlink Robina-Coolangatta-Kingscliff	6 June 2011
Inner City	31 March 2008
Ipswich / Rosewood with connecting bus services	6 June 2011
Shornecliffe	6 June 2011
Sunshine Coast including Nambour-Caboolture Railbus	6 June 2011
AIRTRAIN CITYLINK LTD	
Brisbane Airport – Brisbane Central – Robina with Airtrain Connect Gold Coast transfers	December 2006

SRANSW COUNTRYLINK BOOKLETS	
North Coast	11 October 2009. Updated 23 October 2011
North West	23 October 2011
South	11 October 2009 updated 10 October 2010
West	23 October 2011
SRANSW CITYRAIL –SUBURBAN	
Airport & East Hills	10 Oct 2010
Bankstown	10 Oct 2010 reprinted Nov 2010
Carlingford	10 Oct 2010 updated Nov 2011
Cumberland	10 Oct 2010
Eastern Suburbs & Illawarra	10 Oct 2010 updated Oct 2011
Inner West / South / Cumberland	10 Oct 2010 updated Oct 2011
Northern line	10 Oct 2010 updated Oct 2011
North Shore	10 Oct 2010 updated Oct 2011
Olympic Park	10 Oct 2010
Richmond branch	Oct 2011
West / Cumberland	10 Oct 2010 updated Oct 2011
SRANSW CITYRAIL – INTERURBAN & REGIONAL	
Blue Mountains	10 Oct 2010 updated Oct 2011
Hunter line	10 Oct 2010 updated Oct 2011
Newcastle	10 Oct 2010 updated Oct 2011
South Coast	10 Oct 2010 updated Oct 2011
Southern Highlands	10 Oct 2010
SYDNEY LIGHT RAIL	
Central – Lilyfield & CBD Monorail	April 2011
SKITUBE	
Bullocks Flat-Perisher Valley-Blue Cow	10 June – 2 Oct 2011 Internet only?
V/LINE BOOKLETS	
South West	24 July 2011
West	24 July 2011
Northern	24 July 2011
North Eastern	8 May 2011
East	8 May 2011
V/LINE POCKET TIMETABLES	
Adelaide – Melbourne (via Bendigo / via Ballarat)	8 May 2011
Adelaide – Sydney (via Albury)	5 June 2011
Albury – Mildura	8 May 2011
Albury – Wangaratta – Shepparton – Bendigo	8 May 2011
Albury – Wodonga – Melbourne	30 Oct 2011
Ararat – Melbourne	4 Dec 2011
Bairnsdale – Melbourne (via Lakes Entrance & Lake Tyers)	5 June 2011
Ballarat – Bacchus Marsh – Melton – Melbourne (including Wendouree)	4 Dec 2011
Ballarat – Bendigo	8 May 2011
Barham – Cohuna – Melbourne	8 May 2011
Barmah – Melbourne	8 May 2011
Batemans Bay – Narooma – Melbourne (includes Genoa – Mallacoota)	8 May 2011
Bendigo – Kyneton – Sunbury – Melbourne	5 June 2011
Canberra – Melbourne (via Albury / via Bairnsdale)	8 May 2011
Casterton – Hamilton – Melbourne (via Geelong / via Ballarat)	4 Dec 2011
Daylesford – Melbourne (via Woodend / via Ballarat)	8 May 2011
Echuca – Melbourne (includes Deniliquin)	5 June 2011
Geelong – Ballarat	4 Dec 2011
Geelong – Melbourne	4 Dec 2011
Halls Gap – Melbourne Grampians link	4 Dec 2011
Inverloch – Phillip Island – Melbourne	8 May 2011
Lancefield – Melbourne	8 May 2011
Maffra – Melbourne (via Sale & Traralgon)	8 May 2011
Mansfield – Melbourne (includes Mt Buller)	8 May 2011

Maryborough - Melbourne (via Castlemaine and Ballarat) and Maryborough – Bendigo (via Castlemaine)	4 Dec 2011
Melbourne – Bright & Mt Beauty / Rutherglen & Corowa / Yarrawonga & Mulwala	30 Oct 2011
Mildura -Melbourne (via Ballarat / via Bendigo) includes Ballarat - Mildura (via Bendigo and Swan Hill)	4 Dec 2011
Mt Gambier – Melbourne (via Geelong / via Ballarat)	4 Dec 2011
Nhill – Dimboola – Horsham – Melbourne	4 Dec 2011
Ouyen – Hopetoun – Melbourne	4 Dec 2011
St Arnaud - Donald – Melbourne	4 Dec 2011
Sea Lake – Charlton – Melbourne	8 May 2011
Seymour - Melbourne	30 Oct 2011
Sunbury – Melbourne	8 May 2011
Swan Hill – Melbourne	8 May 2011
Shepparton – Melbourne (includes Cobram / Tocumwal)	5 June 2011
Traralgon – Warragul – Melbourne	8 May 2011
Warrnambool – Melbourne	4 Dec 2011
Warrnambool – Apollo Bay – Melbourne (via Great Ocean Road)	4 Dec 2011
Warrnambool – Ballarat	4 Dec 2011
Yarram – Leongatha – Melbourne	8 May 2011
METRO TRAINS MELBOURNE BOOKLETS	
Epping	28 Nov 2011
Hurstbridge	6 June 2010
Belgrave & Lilydale	8 May 2011
Alamein	8 May 2011
Glen Waverley	8 May 2011
Werribee, Williamstown & Sydenham	8 May 2011
Craigieburn & Upfield	8 May 2011
Pakenham & Cranbourne	8 May 2011
Frankston, including Stony Point	8 May 2011
Sandringham	8 May 2011
GREAT SOUTHERN RAILWAY BOOKLET	
Sydney-Adelaide “Indian Pacific”, Adelaide-Darwin “Ghan”, Adelaide-Melbourne “Overland”	1 April 2011 to 31 March 2012
TRANSADLAIDE	
Belair	12 Sept
Gawler Central temporary timetable during upgrading	18 Sept 2011
Glenelg Tram	24 July 2011
Noarlunga, Brighton & Tonsley	27 Sept 2009
Outer Harbor & Grange	27 Sept 2009
TRANSWA	
Perth-Bunbury “Australind”	7 February 2011
Perth-Kalgoorlie “Prospector”	28 March 2011
Midland-Northam & Perth-Merredin “Avonlink”	6 February 2011
TRANSPERTH	
Armadale & Thornlie	6 December 2009
Joondalup/Clarkson	6 November 2011
Fremantle	6 November 2011
Midland	6 November 2011
Mandurah	6 November 2011

For more checklists see the AATTC website, www.aatc.org.au

EDITORIAL

It seems that the high point of the provision of publicly-accessible information for Australian railways may have passed. In addition to the possible loss of Working Timetables of the NSW Country Regional Network (see our first and second news items below), other information that has disappeared from websites recently has been Metro Melbourne Working Timetables, Metro Melbourne detailed infrastructure information, QR National detailed infrastructure information and some of the infrastructure information relating to Queensland Rail (see our fourth news item). ARTC information relating to their network is very welcome, but some has not been updated since first placed there. V/Line places their Working Timetables on the internet but almost never includes amendments. The moral of all this is: Grab this information while you can. The fact that information is placed on the internet is certainly no guarantee that it will stay there and even more certainly no guarantee that it will be kept up-to-date. At least it is in the commercial interest of ARTC and V/Line to continue to make this sort of information available.

RAIL & TRAM NEWS

ARTC: Working Timetable 15 January 2012

A new Master Train Plan (Working Timetable) for ARTC lines is to commence from 15 January 2012. It can be found in the usual place on the internet – in the “Operations” area of www.artc.com.au It is a slimmed down compared to earlier versions, as it no longer includes the lines of the NSW Country Regional Network. These will be transferred to the control of John Holland Rail as from the day before, 14 January 2012. The following lines are no longer included:

- Joppa Junction-Canberra
- Stockinbingal-Temora-Griffith
- Junee-Narrandera-Griffith
- Werris Creek-Tamworth-Armidale
- Wallerawang-Orange-Dubbo
- Orange-Broken Hill
- Wallerawang-Kandos.

(Other lines in the Country Regional Network did not have scheduled trains and so did not have timetables.)

V/Line’s morning train from Melbourne to Albury and midday return still appear in the ARTC MTP although they have still not been re-introduced.

John Holland Rail: NSW Country Regional Network

John Holland Rail will assume control of the NSW Country Regional Network from midnight on 14/15 January 2012. It is not known if John Holland Rail will produce a Working Timetable, and, if so, whether it will be a publicly accessible document. John Holland Rail’s train control centre will be at Mayfield, Newcastle. There will be three control boards on weekdays 0600 to 1400: West, South West and North West. At other times there will be two control boards: South West and North West.

East Coast High Speed Rail Study

The second and final stage of the Federal government’s study into the economic merits and financial viability of an east coast high speed rail network commenced in early December with the retention of AECOM, the lead author of the interim report. Over the next 12 months, the findings in the interim report will be tested and refined. The consultants will determine with greater precision the alignment of the track and station locations, improve the accuracy of costs associated with building and operating the network, re-evaluate patronage projections, and recommend financing options along with possible governance arrangements.

Queensland documentation

The two Queensland railways no longer provide as much infrastructure information as formerly. Information on QR National’s website is sparse. Queensland Rail’s website includes useful diagrams of both their own lines and of QR National’s lines – look under “Network”.

QR National: Goonyella-Newlands line opened

The Goonyella-Newlands line, 69 km, opened on 19 December 2011. The project, referred to as the “missing link” or GAP (Goonyella-Abbots Point), built at a cost of \$1.1 billion, enables coal from the booming Central Queensland coalfields to be exported from Abbot Point (near Bowen), in addition to Hay Point. The line has the capacity of 50 million tonnes per year, with the possibility of increase to 200 million tonnes of coal.

QR National & Pacific National: coal haulage

Major coal miner Rio Tinto has shared contracts for coal haulage between Pacific National and QR National. PN will haul 8 million tonnes pa for ten years from Hail Creek and Krestrel to Dalrymple Bay (near Mackay). This means that PN will have nearly 30% of the Queensland coal market. QRN have gained contracts to transport 3 million tonnes pa for ten years from Blair Athol/Clermont to Abbot Point over the newly opened Goonyella-Newlands line and 500,000 tonnes from Krestrel to Dalrymple Bay.

Queensland Rail: Brookstead-Millmerran line closed

The Brookstead to Millmerran line 24 km, has been closed. Following flood damage in early 2011, the first section of the branch from Wyreema to Brookstead, 47 km, was repaired but it was judged that there is insufficient traffic on the outer section to justify repairs.

Queensland: Savannahlander local travel

The Savannahlander website www.savannahlander.com.au has always offered package trip fares. It now also offers point-to-point fares, meaning that travel is possible between individual stations.

Queensland Rail Citytrain: Christmas timetable

Citytrain operated an hourly service on Christmas Day (two-hourly to/from Nambour, half-hourly to/from the Airport). They issued an 18 page brochure, also available on the internet, with a full timetable.

Queensland Rail: Brisbane patronage

A Translink (SE Queensland transport coordinating agency) survey conducted in August/September showed that peak train use is up and overcrowding down as a result of additional services introduced in the 6 June timetable. It showed a 6.8% growth in morning peak train boardings and a 4.1% growth in afternoon peak use compared to 2010. Some of the most significant growth occurred on the two busiest lines during the morning peak with Ipswich/Richlands line growing by 7.3% and the Caboolture line by 9.9%. Overall patronage was 0.8% lower.

NSW: Sydney-Broadmeadow line improvements

On 7 December the Federal and New South Welsh governments signed an intergovernmental agreement to spend \$1.1 billion on improvements to the congested 162 km Sydney-Broadmeadow line. The project comprises:

- A rail underpass at North Strathfield, to remove conflicts between up freight trains to the Strathfield triangle and passenger trains;
- A third track between Epping and Pennant Hills;
- New passing loops near Gosford; and
- A holding track at Hexham.

Concord West and Cheltenham will also be converted to easy access stations.

The 20-year agreement also guarantees more freight trains better access to the corridor while continuing to prioritise the reliability of commuter services. Detailed planning for the work has taken almost three years. Work will start in February.

The two governments expressed the hope that speeded up freight trains will take up to 200,000 trucks a year off the roads and improve the reliability of passenger trains. At present, this line is the biggest bottleneck between Melbourne and Brisbane. When the project is completed in 2016, it is claimed that the corridor's carrying capacity will increase by 50% from 29 to 44 freight trains a day, helping to accommodate the threefold increase in interstate freight volumes that is expected over coming years. The project is expected to cut annual carbon emissions by more than 100,000 tonnes. The Federal government will contribute \$840 million and NSW \$214 million.

NSW: Hamilton-Newcastle line threatened

The proposal to close the Railway into the Newcastle CBD has raised its ugly head again. The NSW government is believed to be considering ripping up the line between Hamilton and Newcastle. Woodville Junction near Hamilton is understood to be the preferred terminus, with a "green corridor" left, allowing for a future light rail service.

Sydney: Christmas – New Year documentation by Geoffrey Clifton

NSW Transport has published a 'Christmas & New Year timetable 2011/12'. This is not a timetable as such but merely a list of which timetables will apply on CityRail, Sydney Buses and Sydney Ferries services between 24 December 2011 and 3 January 2012. For instance, you can find out that on Thursday 29 December CityRail is operating to a Saturday timetable but with additional peak hour services while Sydney Buses is operating to a Monday to Friday timetable with fewer peak hour service. You can also discover that Sydney Ferries are operating to a Monday to Friday timetable, except for the Manly Ferry which is operating to a Monday to Thursday timetable. A footnote indicates that there will also be track work affecting some CityRail lines and the list of affected lines is listed on the back cover.

This document suggests that efforts to provide an integrated and coherent public transport system in Sydney still have a long way to go. Passengers who are transferring from CityRail to a bus or ferry may find their connection to be different given that one will be operating to an enhanced weekend timetable and the other to a reduced weekday timetable and there is no mention made of the arrangements for the other bus and ferry operators or for the Light Rail. Integration is more than a common ticketing system and a common livery.

There is a separate document published by CityRail and not referenced in the first document with full details of the track work between Lidcombe and Granville on Monday 26 and Tuesday 27 December. Presumably there will be other brochures produced for the other track work taking place at the same time.

CityRail: Christmas – January closedowns

As usual, there were major closedowns on the CityRail network during the holiday period for civil engineering works:

- On 26 and 27 December buses replaced trains between Merrylands-Granville-Lidcombe and Olympic Park. A replacement train service operated from Glenfield at fifteen minute intervals alternately to either Penrith or Richmond making rare full use of the Cumberland line. Carlingford branch trains were (as is common) also replaced by buses. Blue Mountains trains operated to/from Blacktown. Works was undertaken on the track and overhead.
- From 26 to 30 December buses replaced trains between Chatswood and Hornsby. The Boundary St bridge was replaced with a new structure that has been under construction alongside for the past six months. Between Pymble and Gordon timber sleepers were replaced with concrete.

- During most of January the South line was partially closed. Buses replaced trains between Glenfield and Fairfield, and between Liverpool and Villawood. Trains operated to an amended timetable between Fairfield and the City via Granville. Trains operated between Macarthur and the City via East Hills as normal. Trains operated to an amended timetable between Villawood and the City via Bankstown. As is very common, trains did not operate on the Cumberland line. Express buses operated between Glenfield and Parramatta. 2.7 km of track at Minto, Ingleburn and Canley Vale was reconstructed in addition to overhead wiring, signal and track maintenance. Transport for NSW continued work on Glenfield Junction for the South West rail line and worked on the Liverpool turnback, while ARTC worked on the Southern Sydney Freight Line. **Countrylink** Sydney-Melbourne weekends trains ran only to/from Goulburn and Sydney-Canberra weekend trains were replaced by buses entirely.

CityRail: South Coast line timetable changes 5 December

From Monday 5 December 2011 changes to the South Coast timetable took effect following completion of the Dunmore passing loop.

Weekdays:

- 1310 Kiama-Central(i) departs Kiama at 1304 and runs 3 to 6 minutes earlier to Dapto
- 1357 Kiama-Martin Place departs Kiama at 1351 and runs 6 minutes earlier to Minnamurra
- 1122 Martin Place-Kiama departs runs 6 minutes earlier Albion Park to Kiama.

Weekends:

- 1423 Nowra-Kiama departs Nowra 6 minutes later at 1429, Berry 2 minutes later, Gerringong 3 minutes earlier and arrives Kiama 4 minutes earlier
- 1504 Kiama-Bondi Jnc departs Kiama 4 minutes earlier at 1500
- 0713 Bondi Jnc-Kiama departs Bombo 4 minutes later and arrive Kiama 4 minutes later
- 0950 Kiama-Nowra departs Kiama at 0953 and runs 3 minutes later to Nowra
- 1713 Bondi Jnc-Kiama departs Bombo 3 minutes later and arrives Kiama 3 minutes later.

In addition some trains between Dunmore / Kiama / Nowra depart 1-3 minutes later. STN 1832-2011 provides details.

NSW: Big wheat harvest to stretch rail capability

By John Thistleton, *Canberra Times*, 12 December 2011

This year's bumper wheat harvest has exposed a lack of investment in rail infrastructure, with the NSW Government lifting a long-standing curfew on grain truck deliveries, even though it will add millions of dollars to handling costs. GrainCorp says rail is no longer capable of adequately servicing Port Kembla terminal's grain export program, which now has approval to receive grain by road around the clock, as well as more than double the volume, from 200,000 tonnes to 500,000 tonnes, and more in exceptional circumstances. GrainCorp says since the NSW Government relinquished its rail monopoly freight capacity has decreased with fewer grain wagons, lines closures and long lead times building new lines. Without a shift from rail to road, GrainCorp was concerned grain exports could be lost to other ports because farmers believed that their grain would not be processed in time to meet shipping deadlines. The approval is despite objections from residents concerned about increased road traffic, pollution and noise.

Professor Philip Laird of the University of Wollongong calculated one million tonnes a year of grain moving from rail to road to Port Kembla would cost an extra \$10million. Greenhouse emissions would increase by 200,000t annually. He said silos at West Wyalong and Stockinbingal were designed to load trains quickly, at 800t an hour, including trains going to Melbourne, which would be a cheaper option than going by road to Port Kembla.

Australasian Railway Association chief executive Bryan Nye said investment had grown for coal and iron ore haulage. "But we have not invested in regional rail, particularly on the east coast, for over 50 years." Mr Nye said one of Australia's main challenges was countering the pricing differential between road and rail transport, not just for grain. "We've been arguing for some time for the need to optimise rail networks, otherwise more freight will go on the road - and nobody wants that," he said. "We are not anti-trucking, but it's madness that between Sydney and Melbourne only 5 per cent of the freight goes by rail and the rest goes by truck." He said one train pulling 55 hoppers equated to 110 trucks using roads, and would use less fuel.

Grain belt shire councils have been campaigning for an old spur line to be re-opened through Cowra, Young and Harden. In a submission opposing the lifting of restrictions at Port Kembla, Weddin Shire said GrainCorp operated a 50,000t grain silo at Greenethorpe, near Young, which had traditionally been cleared by rail. "In recent years however the haulage has been contracted to road hauliers who travel from Greenethorpe via Young and Yass to Port Kembla for export purposes. "This increased heavy traffic has caused considerable road damage, especially when carried out in winter when the roadside is wet and the road formation weaker."

Trams expansion possible in Sydney

By Jacob Saulwick, *Sydney Morning Herald*, 8 December 2011

The NSW government has decided any light rail line in the central business district would run down George St and is considering four routes to extend the network to the eastern suburbs. Among a shortlist of connections to the east, the government is considering running trams from Central Station through Devonshire St to Anzac Parade but is also looking at a tunnel between the station and Anzac Parade. And there are two options for sending trams to the University of Sydney: one down Parramatta Road and then left on to Missenden Road, Camperdown, and another down City Road and then right on to Carillon Avenue and on to Missenden Road. The identified routes mark the first stage of the government's light rail feasibility study.

"The NSW government is committed to expanding the light rail network," the Transport Minister, Gladys Berejiklian, told the *Herald*. "Significantly, the George St alignment in the CBD was assessed as being the best option for the city and the NSW government looks forward to working closely with key stakeholders like the City of Sydney and business groups to further progress the potential of this route."

The government aims to finalise the route options by the middle of next year. The announcement shows Transport for NSW's light rail project team has decided that though it may be feasible to extend a George Street tram line around Hickson Road to Barangaroo, it is not looking at extending that line back through Sussex St to Central. One of the four proposed routes linking George St to Anzac Parade extends from Sydney Town Hall and along either Oxford or Campbell streets. Another runs back to Central. And two options run directly from Central through Moore Park to Anzac Parade. One is a surface line along Devonshire St. Another would be an expensive tunnel.

The options will be discussed by a roundtable, which includes representatives from government departments as well as the City of Sydney, Sydney Cricket and Sports Ground Trust, Centennial Park and Moore Park Trust, Australian Turf Club and NIDA. Earlier documents released by the government show it is aiming to award tenders for any extension of the light rail network by the start of 2014. It will spend the next two years working out how to restructure the bus network to accommodate tram lines, putting forward a business case and cost plan for light rail, and receiving expressions of interest to build and operate any extension.

ARTC: Vic NE SG closedown

The Victorian North East Standard Gauge line was closed completely from 27 to 29 December 2011 for works by ARTC. V/Line and Countrylink passenger trains were replaced by buses from Melbourne to Albury and v.v. Freight trains were cancelled.

Victoria: Regional Rail Link

Three major contracts were awarded in mid-December for:

- 7.5 km of new track between Footscray and Deer Park and a new station at West Footscray, as well as upgrading existing stations at Footscray, Sunshine and Tottenham. Work is expected to start in early 2012.
- 25 km of new track between Deer Park and West Werribee and build new stations at Wyndham Vale and Tarneit. Work is expected to start in mid-2012.
- Installation of a fibre optics network to support train control, signals and provide information to passengers at stations.

The contract for track and civil works from Southern Cross Station to Moonee Ponds Creek was awarded earlier in 2011. Two remaining major contracts – Southern Cross Station to Footscray and at West Werribee Junction – are expected to be awarded during 2012. Funding is coming from the Federal and State governments.

In a major timetabling change, trains from Geelong, Ballarat and Bendigo will no longer stop at North Melbourne when the Regional Rail Link is completed in 2016. Instead, V/Line passengers wanting City Loop services will have to change at Footscray, which will receive a major overhaul with new platforms and escalators. The RRL authority says that allowing V/Line passengers to continue getting off at North Melbourne would "add to congestion" at the station - which was rebuilt in 2009 at a cost of \$30 million.

Victoria: Free holiday travel

Free travel was provided on V/Line and Metro Trains Melbourne on Christmas Day and after 1800 on New Year's Eve. **V/Line** services were:

- 24 December - Saturday timetable
- 25 December - Sunday train timetable, reduced bus services
- 26 December - Sunday timetable except no Canberra-Bairnsdale bus
- 27 December - Saturday timetable except no overnight Mildura bus
- 31 December - Saturday timetable. except no overnight Adelaide bus
- 1 January - Sunday timetable
- 2 January – modified Saturday timetable

Metro Trains services were:

- 24 December - Saturday timetable
- 25 December - Sunday timetable
- 26 December - Saturday timetable without late-night services.
- 27 December - Saturday timetable without late-night services.
- 31 December - Saturday timetable. Additional services operated all night on all lines, through to the first scheduled service on Sunday.
- 1 January - Sunday timetable
- 2 January - Saturday timetable with extra services for the 20/20 cricket at Etihad Stadium and the VRC Races at Flemington Racecourse.

V/Line: 4 December alterations

The following minor alterations occurred to V/Line services from 4 December (the first three already recorded in December *Table Talk*):

- Maryborough line trains now stop at Clunes,
- Up Maryborough trains are six minutes faster,
- Down Maryborough trains are eight minutes faster on weekdays and nine minutes faster on weekends,

- The 0722 Geelong-Melbourne Southern Cross now departs five minutes later at 0727, arrives five minutes earlier at 0827 and no longer has First class (it is now a VLocity DMU rather than loco-hauled),
- 2135 Marshall-SX now departs at 2127, but has the same times from Geelong,
- 2235 Marshall-SX now departs at 2227, but has the same times from Geelong,
- 2053 Sundays South Geelong-SX now originates at Marshall at 2048,
- 0542 SX-South Geelong is ten minutes faster as far as Geelong and is extended to Marshall arriving at 0700,
- 1647 SX-Geelong now runs six minutes faster arriving at 1747 and no longer has First class (VLocity DMU instead of loco-hauled),
- 1732 SX-Marshall is two minutes slower after Geelong,
- 1754 SX-Marshall is six minutes faster arriving at 1903,
- 1816 SX-Geelong is seven minutes slower arriving at 1920 and now has First class (loco-hauled instead of VLocity DMU),
- 1935 SX-Marshall now departs at 1928, stops all stations and has First class available,
- All Great Ocean Road buses (Geelong-Lorne-Apollo Bay & v.v.) have additional stops at Marengo.
- Casterton buses stop at Sherwood Park instead of at Deakin University.

V/Line: Great Ocean Road summer buses

V/Line has issued an augmented timetable for its Great Ocean Road services, as has been the custom for the past couple of summers. The timetable is valid from 17 December 2011 to 27 January 2012. Additional weekday buses depart Geelong at 0650 and 1115 for Lorne. In addition the regular 1205 is extended from Lorne to Apollo Bay. Additional weekend buses depart Geelong at 0650 and 1205 to Lorne, and at 1205 and 1515 to Apollo Bay. Additional up weekday departures from Lorne are at 0825 and 1745 (originate at AB). Additional weekend departures from Lorne are at 0825, 1020 (originate AB), 1332, 1535 Sun (originate AB), and 1725 Sat (originate AB).

V/Line: Geelong upgrade sought – 20 minute off-peak frequency?

According to the *Geelong Advertiser*, V/Line hopes to dramatically improve services between Geelong and Melbourne at a cost of \$6 million per annum. It wants to run three trains an hour during off-peak periods. This would introduce about 24 extra services between 0900 and 1630 on weekdays. The rolling stock is available and the major expense will be the 20 extra drivers that would be needed. A spokesman for V/Line said the only thing he could say was to confirm there was a proposal but it was up to the State Government to make a decision.

V/Line: Swan Hill upgrade urged

Options to improve public transport between Swan Hill and Bendigo have been proposed by the Southern Mallee Transport Connections Partnership, to overcome the problem of Swan Hill residents who need to be in Melbourne in the morning:

- An extra V/Line train from Swan Hill to Bendigo to connect with Bendigo-Melbourne services;
- An early morning bus to Bendigo, with passengers then joining a train;
- Changing the departure time of the early weekday train from Swan Hill to 0530, or
- Running four smaller VLocity trains between Swan Hill and Bendigo each day.

An additional train service to and from Swan Hill is also an idea V/Line supports, and earlier this year it submitted a business case for the move to the Department of Transport. At present, the first V/Line train departs Swan Hill on weekdays at 0711 and arrives in Melbourne at 1130.

Victoria: Iluka mineral trains

During late November a ten day trial took place of the operation of mineral trains from Hopetoun to Hamilton for Iluka Resources. Heavy mineral concentrate from the Ouyen area went by road to Hopetoun and then 300 km on the standard gauge rail line to Hamilton. This \$9 million project involves Iluka providing \$5 million and the Victorian government \$4 million for a rail loading facility at Hopetoun and an unloading facility at Iluka's Hamilton Mineral Separation Plant. These trains, seven days a week, are in the ARTC Working Timetable of 15 January 2012.

Melbourne: Metcard out, Myki in

Online sales of Metcard, plus annual tickets, ceased from 1 January and remaining sales of Metcards will be progressively withdrawn in the first half of this year. Passengers will have until December to use their Metcards before they become worthless. But, in a sweetener for public transport users, the cost of buying the myki will be cut. Full-fare mykis will drop from \$10 to \$6, and concession cards from \$7 to \$3. The \$9.80 administration fee will also be abolished, allowing people with unused credit to get a full refund. But the price reductions come into effect at the same time that fares increase by an average 8.6%.

Melbourne: Upgrading proposed

New Melbourne public transport advocacy group, Smart Passengers, proposes a suite of improvements to improve rail transport. The cornerstone of the plan is a Caulfield lines quadruplication and grade separation project - a 3-4 year project to upgrade Frankston, Pakenham and Cranbourne lines for all-day express services, at the same time removing nine level crossings. This is coupled with a Newport-Laverton capacity upgrade - a 2-3 year project to upgrade the Werribee line for faster journeys and better on-time running, including a new station at Maddox Road and the removal of three level crossings. Other major improvements include:

- Minimum 10 minute off-peak frequency for most suburban trains
- 5 minute off-peak tram frequency on key tram corridors and 8 minute City Circle frequency
- Ten new and upgraded SmartBus routes

- 64 new VLocity cars, including some with buffet facilities
- Saturday, Sunday and Public Holiday timetables (on rail, tram and bus) to be merged into a single "weekend" timetable, equal to or better than today's Saturday timetable in service level.

The group has published the proposals in detail in *Transport Plan – An Alternative Option: The 2010-2020 Plan* and on line at www.smartpassenger.org.au

Metro Trains Melbourne: Epping line timetable 28 November

A new timetable for the Epping line was issued dated 28 November to reflect duplication from Keon Park to Epping. The extension from Epping to South Morang is expected to open in March or April.

GSR: Reduction in services

Great Southern Rail has reduced operation of the Ghan and Indian Pacific. They now only operate once a week, except at the very height of the tourist season. In an alarming move, in December 2012 and January 2013, they both will only operate once per fortnight! The Ghan will be twice weekly only during June to September 2012, and the Indian Pacific only during September to October 2012. The October trip of the upmarket Southern Spirit Adelaide-Melbourne-Brisbane and v.v. has been cancelled, leaving departures from Adelaide on 7 May, 4 June and 9 November and from Brisbane six days later. The Overland will not run on Christmas Eve or Christmas Day 2012, but otherwise is unaffected - ironically, the Overland was once regarded as the most endangered of GSR's services. A revised GSR timetable has been issued to agents, but is not yet available in print or on their website.

GSR: Mardi Gras Indian Pacific

Great Southern Railway will operate a special Indian Pacific to the Sydney Gay and Lesbian Mardi Gras departing Adelaide early on 2 March 2012, stopping in Broken Hill, and arriving Sydney at 1015 on 3 April.

TransPerth: Timetables 6 November 2011

TransPerth has re-issued timetables for all suburban lines effective 6 November 2011. These show the new early morning weekend trains (see August 2011 *Table Talk*, page7).

TransPerth: Mt Lawley temporary closure

Mt Lawley station was closed from 3 to 22 December and will be closed again from 14 to 30 January to facilitate an upgrade. During the closures replacement buses operate from Mt Lawley to Maylands.

Veolia Auckland: Holiday shutdown

As usual, there were major closures on the Auckland railway system during the holiday period as work continued on electrification. In particular, the line leading to the central city Britomart station was closed:

- Christmas Day: Full network closure, no bus replacements.
- 26 Dec-3 Jan: Full network closure, buses replaced all trains.
- 4-15 Jan: Newmarket-Britomart and Papakura-Britomart via Glen Innes closed
- 16-18 Jan: Newmarket-Britomart closed.

Veolia Auckland: March 2012 additional services

Auckland Transport, regulator of services, and Veolia, the operator, have provided details of the March 2012 timetable changes:

- Introduction of train services on the new branch line to the important south suburban centre of Manukau. There will be three trains an hour during the peak and two trains an hour at all other times. Buses will be re-routed to Manakau station.
- Introduction of six trains an hour from Henderson, on the western suburbs line, during the peak Monday to Friday. AT notes that the infrastructure works to allow this level of service were completed in August 2010 and patronage has now grown to a level that warrants this service capacity.
- Beyond Henderson to Swanson, there will be a half-hourly service during the core of the day on weekends.
- Onehunga line (the branch re-opened in 2010) services will be increased to half-hourly throughout the day and at a weekend, to accommodate further growth.
- On the Southern line, services beyond Papakura to Pukekohe will be increased from 75 minutes to every 60 minutes during the day midweek in response to customer demand.

AT says these timetable changes will be the last major revision until the introduction of electric trains during 2013-14, and "represent the mature diesel peak timetable which can be delivered with existing rolling stock". AT says electrification is on schedule with the first 3 car unit scheduled for arrival fourth quarter 2013. It's still vague exactly when the first electric trains will be running –AT says early to mid-2014 saying 8 to 10 EMUs will be needed to be up and running to provide a workable service.

Veolia is reported to be considering its involvement in the provision of transport services.

Switzerland: Working Timetables December 2011

Swiss Railway Working Timetables – both for the Federal Railways and private railways – in the usual European graphical format, valid for a year from 11 December 2011, are at www.fahrplandfelder.ch/en/archives/graphic-timetables/

European timetable books 2011-12

The new European timetable year started on 11 December 2011. Hard copy timetable books continue to be hard to obtain for many countries. The situation is:

- Germany: Apart from the online version of the complete timetable, only some regional volumes are still printed: Baden-Württemberg, Bayern, Nordrhein-Westfalen, Sachsen-Anhalt, Thüringen, and Schleswig-Holstein. It is also possible to get some local timetables from regional transport organisations (Verkehrsverbände), such as Berlin-Brandenburg or Frankfurt/Main, but these are only available at local ticket selling points or tourist offices.
- Denmark: A timetable book for rail only may again be available.
- Sweden: The railway timetable book has been published.
- Finland: two small booklets are available, one containing Helsinki suburban services, the other one the long-distance trains. In contrast to other countries, Finnish railways changed their timings in October and the timetable will be valid until March 2012.
- Norway: Two small brochures for Oslo suburban and long-distance services may again be printed this year.
- Netherlands: Still no news if NS Dutch Railways will publish a timetable book (it wasn't printed for the 2010/2011 period) or if the association of public transport users (Rover) will do it.
- Belgium: A Timetable book will be published.
- Luxemburg: Printed timetables may be available, but for the moment it is unclear if they will be a book, or like last year, a set of leaflets.
- France: No printed timetables.
- Spain: No printed timetables.
- Portugal: No printed timetables.
- Great Britain: Middleton Press will continue to publish *Train Times*.
- Northern Ireland: Timings may change during 2012, but it is unknown if NIR will publish anything on paper.
- Ireland: Irish Rail published a timetable book in Sept 2011 and this may again be valid for over a year.
- Italy: *Il Treno* will again be available with the normal delay of up to a month. It is published in Winter and Summer.
- Switzerland: The three volume timetable (one volume for Rail and two for Bus) is again available, but distribution to retailers is slow and unreliable.
- Austria: The well known timetable book was published, but it is believed it will be last one.
- Czech Republic: Timetable book is available.
- Slovakia: Timetable book available.
- Hungary: Timetable book *Menetrend* is available.
- Poland: A timetable book has been announced and may soon be available.
- Romania: Timetable *Mersul Trenurilor* has been printed and distribution commenced.
- Bulgaria: Uncertain what will happen.
- Macedonia: A small booklet has been announced. Late delivery is the rule and the quantities are far from the demand.
- Serbia: Timetable book again announced but not yet available.
- Bosnia-Herzegovina: Both parts (Sarajevo and Doboj administrations) will again print some timetables, but the quantity available will be far too low against the demand.
- Croatia: Timetable book is printed and will be available soon.
- Slovenia: Timetable book announced, but not yet distributed.

Timetable books for Europe (and elsewhere) are available from the Fahrplancenter timetable shop. See www.fahrplancenter.com

Thomas Cook Timetable

The Thomas Cook European Rail Timetable continues publishing "Beyond Europe" sections every month, gradually covering all the world. (See September 2011 *Table Talk*, pages 5-6, for a description of how this process works and which regions are published when.) The December 2011 edition contained summary timetables for Africa and the Middle East. It shows the dire situation of passenger railways services in most of Africa. (North Africa has generally good services.) The worst services are those in the so-called "Democratic" "Republic" of Congo. Most trains are shown as operating twice a month. But the worst service must be that on the line from Kisangani to Ubundu, 125 km, Table 4180, page 571. This is shown as "A service runs approximately every 2 months. No schedule available". This must surely be the worst service in the world.

The Thomas Cook travel group, publisher of the Timetable, is currently undergoing financial restructuring, after facing severe financial difficulties.

Netherlands services

The government has agreed that NS, Netherlands Railways, will retain its monopoly concession covering passenger services on the designated core network for a further ten years from 2015. The concession will be merged with that covering the South high speed line. NS will spend €7bn on new trains, and will pay the state €2.4bn. The main routes will have services running up to every 10 min, with night-time intercity trains between main stations. Reflecting public concerns about recent rolling stock, the trains will be required to have toilets.

Thanks to Tony Bailey, Geoffrey Clifton, Scott Ferris, Victor Isaacs, Geoff Lambert, Samuel Rachdi, David Whiteford, *Age*, *Australian*, *Canberra Times*, *Geelong Advertiser*, *Herald Sun*, *Newcastle Herald*, *Railway Digest*, *Sydney Morning Herald* and www.vicsig.net for Railway news.

BUS NEWS

New South Wales – Sydney

Sydney Buses

Three years ago the state government was told that by 2016 the number of buses crossing the Harbour Bridge into the city in the morning peak hour would rise from 270 to 350. But 370 buses an hour already cross in peak hour. This tide of buses from the rail-deprived north-west and northern beaches that clog a narrow city corridor sometimes embarrasses the Transport Minister, Gladys Berejiklian, when she catches the bus to work from Willoughby. "Sometimes it takes me 20 minutes to get from that pylon to the next one," Ms Berejiklian said yesterday on board the 272, pointing to the northern end of the bridge. "That's when I go like that," covering her face. But she acknowledged that extra minor, and some major, changes will be necessary to prevent a slow entry to the city from the north from getting worse.

December's changes meant four northern beaches morning peak routes - E86, E87, E88 and E89 - diverted at the southern exit of the bridge, turning left into Grosvenor Stand then onto George St rather than travelling via York St. There were also some diversions for Victoria Road buses - 502, 505, 508, 510, L37 - which now enter the city via Bathurst and George Streets, rather than Druiit St

Ms Berejiklian blames the failures of the previous government, but recognises it is now up to her to deliver solutions. "People always ask, how long's it going to take? And I always say, not a month, not a year, it's going to take several years."

Light rail could be part of the answer, though putting trams down the CBD would require some bus commuters to get off at the edge of the city and switch to trams. Would people be prepared to swap? "I think if people had reduced travel times they definitely would," Ms Berejiklian said.

Woolwich/Balmain: Due to a new Sydney Ferries timetable for Woolwich/Balmain, there have been slight timetable adjustments to routes 505 and 538 to meet ferry services.

The 4.01pm route 505 service will now depart Harrington St at 3.51pm arriving at Woolwich Wharf at 4.29pm to meet the ferry. The 4.50pm route 538 service will now depart Woolwich Wharf at 4.40pm arriving at Gladesville at 5.02pm.

Sydney private bus timetable news:

Veolia - Routes M90, M91, 905, 906, 907, 908, 909, 911, 927

Updated timetables were introduced effective 28 November 2011 on:

- M90 Liverpool-Burwood
- M91 Parramatta-Hurstville
- 905 Bankstown-Fairfield
- 906 Parramatta-Fairfield
- 907 Bankstown-Bass Hill-Parramatta
- 908 Bankstown-Auburn-Merrylands
- 909 Bankstown-Regents Park-Parramatta
- 911 Bankstown-Chester Hill-Auburn
- 927 Padstow-One Tree Point

Metrobus Routes M90 (Liverpool to Burwood) and M91 (Hurstville to Parramatta) have new timetables for weekend services, to improve reliability and better reflect traffic conditions. Some weekday trip times were also adjusted. There were no changes to frequencies. There were also some changes to first and last trip times on weekends. The M90 timetable no longer includes 913 and 914. A separate timetable for the latter appears to be on the website only at present.

Route 927 Saturday services have been discontinued due to low patronage – alternative service is available by nearby Route M91.

Only minor timing changes were made to Routes 905, 906, 907, 908, 909 and 911, with some trip times altered by a few minutes.

Routes and stops also changed at Auburn Station and Auburn Shops, as follows:

- Route 908 buses to Merrylands no longer stop at Auburn Shops in Auburn Rd, in Mary St (near Auburn Rd), in Park Rd (at Trinity College) and at Auburn Station on the station side. The new stops are in Beatrice St (Auburn School), in Queen St (near Civic Rd) and at Auburn Station on the shops side of South Pde.
- Route 909 buses to Bankstown no longer stop at Auburn Station on the station side or in Mary St near Auburn Rd. The new stops are at Auburn Station on the shops side of South Pde and in Park Rd opposite Trinity College.

Hillsbus – New Route 607X

A supplementary Route 607X service, outbound only, City (Railway Square) – Rouse Hill Town Centre, operated during the evening, departing from the City on Wednesdays, Thursdays and Fridays during the three weeks before Christmas. This service operated express via the M2 to the North West T-way and Rouse Hill Town Centre. It departed Railway Square half hourly between 7.15 and 10.45pm, with two additional departures on 21-23 December.

In later news, Route 607X is to become a permanent route as from 3 January 2012, operating between the peaks on weekdays, at night and throughout weekends. It is shown on a new timetable along with Route 617X, which has not changed. Both routes follow the same route between Riley T-way station and the City. They complement each other in that 617X runs in peak hours and 607X at all other times. It means that passengers from many T-way stations now have a full-time bus service direct to the City.

Hillsbus – Other Christmas special arrangements

- Additional evening 610X services on Saturdays 10, 17, 24 December.
- New Years Eve, 31 December - More daytime buses were to run into the City and North Sydney to get customers to the firework spectator areas. Route 610X – leaving Rouse Hill Town Centre to City at 3pm until 7pm. Route 612 – leaving from Riley T-way to North Sydney from 3:30pm until 6pm. Route 607X – leaving Rouse Hill Town Centre via T-way to City from 4pm until 6pm.
- After the 9pm and midnight fireworks, additional buses were to return. Route 610/X – leaving from Clarence St, Wynyard from 9:41 pm until 3:40 am. Route 610X – leaving Wynyard to Hills District 24 Hours service. Route 612 – leaving from Pacific Highway, North Sydney from 9:40pm until 2:30am. Route 607X – leaving Wynyard to Riley and express via M2 to the North West T-way and Rouse Hill Town Centre from 9:45pm until 1:30am.

There was to be a slight reduction in weekday peak city services from 28 December 2011 to 6 January 2012.

Westbus – Route 787, Penrith free shuttle

A new undated brochure shows that the route has been substantially altered and no longer includes the Panthers Leagues club. The date on which the change was made appears to be 12 December 2011. This date has been determined from where the timetable changes on 131500.

Westbus - Route 782 returns to North St Marys. The former Route 782 bus service, which ran Penrith – Werrington – St Marys prior to October 2009 through North St Marys, will be reinstated to provide local residents with a direct link to Penrith. An interim shuttle bus service, Route 782E, commenced from Wednesday, 21 December 2011, until a permanent extension of Route 782 is implemented in mid-2012. This bus provides a bus connection between Werrington station and St Marys Station, via Griffiths Street, Jackaranda Road and Maple Road. This Route 782E shuttle “extension” operates hourly, Mondays to Saturdays, in each direction, between 9.30am and 3pm until mid-2012. It will then be replaced with a full Route 782 which will operate between Penrith and St Marys Station via North St Marys.

Interline/Busabout – Routes 870, 871, 872

A new timetable for these routes between Liverpool and Campbelltown has been noted effective 10 October 2010 (v 6.1), but revised 24 October 2011.

New South Wales - Country/Regional

CDC Newcastle

There is a 29 August 2011 PDF timetable on the CDC website for routes 269/270/271 (Toronto to Charlestown, Glendale and University) - version 2. Of note, selected weekday route 271 trips now divert via Woodrising in both directions (in lieu of the normal route via Marmong Point).

Busways North Coast

The latest timetable for Routes 380, Grafton - Maclean –Yamba, and 386, Iluka – Maclean, appears to be dated 3 December 2003, revised December 2004.

Dions

A Route 1, Austinmer to Wollongong, timetable dated December 2011 now shows Hassle Free Nights services on Friday and Saturday nights.

Tasmania - Hobart

On January 3 O'Driscoll Coaches took over the operation of the 140 Hobart-Bothwell service from Metro Tasmania. As the O'Driscoll service was not able to service passengers within Metro Tasmania's operating area between Brighton and Hobart, Metro introduced a new 800 Hobart-Brighton Express service operating express between Hobart City and Claremont. The new 800 operates one morning journey inwards departing Brighton at 7.00am and one evening journey outwards departing Hobart at 5.40pm. Journey time is 52 minutes. The Brighton and Gagebrook timetable has been re-issued effective 3 January 2012 including the new route 800.

Victoria – Melbourne

Route 606 extended

From Monday 12 December 2011 Westrans' route 606 Fishermans Bend to St Kilda which ran basically as a morning and afternoon peak service only was extended to Elsternwick station. The hours of operation were also increased to 7 days a week. The route extended from the former terminus in St Kilda operating via Carlisle St, Barkly St, Mitford St, Broadway, Ormond Rd, Bent Av, New St, Rusden St and Horne St to the terminus at Elsternwick station. Frequencies are 40 minutes on weekdays and hourly at weekends and holidays. On weekends the 606 terminates in Bay St Port Melbourne and does not travel to Fishermans Bend. This route serves the industrial area at Fishermans Bend and at one time required semi-trailer buses to transport workers. Frequencies had declined greatly in recent years. The extension and increase in operating hours and frequencies is most welcome for this little known inner suburban route.

Yarra Ranges, Knox and Maroondah 5 December changes

- 663 Belgrave – Lilydale now run every 30 minutes during peak periods. All services run via Swansea and York roads with no deviations via Hereford Road.
- 664 Chirnside Park – Knox City changed to run via Ramsay St instead of Hamilton St. Services along the entire route now run every 20 minutes during the peak and every 30 minutes during off-peak.
- 670 Ringwood – Swinburne University services boosted during school peak periods. More weeknight services run via Eastland Shopping Centre.
- 671 Croydon - Chirnside Park has been changed so all services run via Chirnside Village. Peak services no longer deviate via Exeter Road and Maroondah Highway.
- 672 Croydon - Chirnside Park now runs to a standard route without deviations except for the off-peak Telebus service, which continue to operate. Services run every 30 minutes during peak periods and all services run via Chirnside Village.
- 675 Chirnside Park – Mooroolbark now runs during peak periods.
- 676 Lilydale East Loop received a new timetable with some changed service times.
- 677 Lilydale Station - Chirnside Park services now extend to Chirnside Park during peak periods. There are also six extra services on Saturdays.
- 679 Chirnside Park Shopping Centre – Ringwood now run every 20 minutes during the peak and every 30 minutes during the off-peak. Services on weeknights have been increased to run every 30 minutes. More weeknight trips will operate via Eastland Shopping Centre.
- 680 Lilydale – Mooroolbark now operates every 30 minutes during the Monday to Friday peak. All services now run direct to Lilydale Station via Maroondah Highway. Travel to Swinburne University is available via Route 670.
- 691 Boronia – Waverley Gardens now run every 20 minutes during the peak and services are extended to 9pm on weeknights. The route will be simplified with some extensions removed. Access to Monash University Clayton is available via routes 631 and 900.
- 693 Belgrave – Oakleigh now run every 20 minutes during the peak and every 30 minutes off-peak. The route will be simplified with some deviations removed.

All the above services are operated by Invicta and new timetables effective 5 December 2011 have been issued for 663/691/693, 664/670/679, 671/672/675 & 676/677/680,

Westrans 12 December changes

The following timetables were issued effective 12 December 2011:-

- 411/412 Laverton-Footscray
- 413/416 Laverton-Hoppers Crossing. Previously 413 had operated Laverton-Werribee Plaza and 416 Aircraft Station-Hoppers Crossing
- 414 Aircraft Station-Footscray
- 415 Laverton-Williamstown. Previously Aircraft Station-Williamstown
- 417 Laverton-North Laverton

Dysons 19 December changes

The following timetables were issued 19 December 2011:-

- 508 Alphington - Moonee Ponds via Northcote & Brunswick
- 513 Eltham - Glenroy via Greensborough, Lower Plenty
- 517 Northland - St Helena via Viewbank, Greensborough
- 562 Humevale - Greensborough via Whittlesea, Mernda and Bundoora. Services operating until a later time on Saturdays. All services will now run via Schotters Road.
- 563 Greensborough - Northland via Mill Park, Plenty Rd, Diamond Creek Rd
- 565 Kinglake - Whittlesea via Humevale. Connection maintained with route 562 in Whittlesea. All services will now start and terminate at Kinglake Police Station.
- 566 Lalor - Northland via Plenty Road, Childs Road, Grimshaw Road.

Western Australia - Perth

The following TransPerth timetables were issued effective 18 December 2011:

- Northern 78 (routes 481/482/483/484)
- Northern 83 (routes 480/490)
- Western 34 (routes 140/150/160)
- Western 36 (routes 104/105/106/111)
- Western 37 (routes 511/513)

- Western 39 (routes 148/158)
- Western 46 (routes 940)
- Western 47 (routes 503/504/505)
- Eastern 87 (routes 36/40/295/296/299 Perth-Redcliffe only)
- Eastern 89 (routes 294/297/304)
- Eastern 94 (routes 281/282/283/291)
- Eastern 100 (routes 37)
- Eastern 108 (routes 285/286/287/288/293/298)
- Eastern 109 (routes 36/40/295/296/298/299 Full Schedule)
- Southern 116 (route 514)
- Southern 118 (route 881)
- Southern 132 (routes 583/584/586/587)
- Southern 136 (routes 588/589)
- 36 Perth-Midland and 40 Perth-Redcliffe have now their full schedules detailed on Eastern 109 leaving only 37 Perth-Domestic Airport on Eastern 100.
- New route 480 Clarkson-Butler via Marmion Av is co-ordinated with upgraded 490 Clarkson-Two Rocks to provide a bus every ten minutes in peak, every 30 minutes off peak and every 60 minutes on weekends between Clarkson and Marmion Av, Butler.
- 484 Clarkson-Butler via Ridgewood now extended to Alkimos.
- 588 Mandurah Stn-Silver Sands, 589 Mandurah Stn-Madora Bay renumbered 583, 584 respectively and operate directly to Mandurah Stn via Allnutt St rather than via Mandurah Foreshore
- 590 Mandurah Stn-Mandurah Foreshore replaced by new 588 Mandurah Shuttle (clockwise) and new 589 Mandurah Shuttle (anti-clockwise).

Western Australia - Regional

Quindalup Stopping Point: Due to planned road reconstruction work along Geographe Bay Road, the Transwa stopping point at Quindalup will be temporarily closed from Tuesday 22 November 2011.

Thanks to Hilaire Fraser, Steven Haby, Robert Henderson, Geoff Lambert, Duncan MacAuslan, Lourie Smit, *Sydney Morning Herald* and David Whiteford for Bus news.

FERRY NEWS

Sydney Ferries

From Saturday, 17 December 2011 until 29 January 2012, summer timetables apply. There are additional services to/from Manly with 20 minute frequencies, and minor amendments to the Woolwich / Balmain and Darling Harbour / Balmain East timetables. The timetables include summer event information for public holidays on Christmas, Boxing Day, New Years Eve and Day and Australia Day. The following new website timetables have been noted:

- Cockatoo Island
- Darling Harbour / Balmain East - including minor adjustments to some departure times. Balmain (Thames St) is no longer serviced on this timetable. There are additional evening services. These changes are permanent.
- Manly Ferry including extra services, with 20 minute frequencies during the day. This timetable applies from Saturday, 17 December 2011 to Monday, 29 January 2012.
- Mosman
- Neutral Bay
- Parramatta River
- Eastern Suburbs
- Taronga Zoo
- Woolwich / Balmain including a minor adjustment. The weekday 1610 from Circular Quay to Woolwich / Cockatoo Island is altered to 1600.

All timetables show the previous date with Reprinted December 2011, except Many which shows Effective 17/12/2011 to 29/1/2011 and Cockatoo Island, Darling Harbour / Balmain East and Woolwich / Balmain which show date Effective 17/12/2011.

Brisbane Ferries

A new timetable of 2 October saw the extension of services from Apollo Road to Northshore Hamilton. On weekdays a peak hour an express service is provided. On weekends/PH a full service is provided from 0856 to 1601.

Darwin ferries

Sydney company Fast Ferries has been awarded a two-year contract to operate the Mandorah to Darwin ferry service. Darwin company Sea Cat has been running the service for 13-years and now has three ferries, but no work. Both companies have been engaged in a tender process for several months. The NT government has changed its mind twice and the tender process was scrapped entirely earlier this month.

Fullers Auckland Ferries

A trial of an improved weekend ferry service offering between Auckland City and Bayswater, Birkenhead, Northcote Point and Half Moon Bay has commenced and will operate until 26 February. This may be extended subject to customer uptake.

Thanks to Tony Bailey, Lourie Smit and Tris Tottenham for Ferry news.

AIR NEWS

Domestic

From 28 November **Qantas** added three return services between Perth and Karratha each week, four additional flights between Perth and Newman and three new Perth to Paraburdoo services per week.

Virgin Australia will launch an additional weekday flight between Brisbane and Mackay from March 5 taking the total weekly flights to 39 each way.

Air New Zealand has won a government tender to operate flights from Brisbane and Sydney to Norfolk Island. The proposed schedule will see flights departing Sydney on a Monday and Friday, and Brisbane on Tuesday and Saturday from 2 March. ANZ already operates weekly service between Auckland and Norfolk Island.

International

Scoot, the new low-cost offshoot of Singapore Airlines, will provide a daily service to/from Sydney from mid-2012.

Singapore Airlines' regional full service airline, **Silk Air**, will begin a service between Singapore and Darwin four times weekly beginning 26 March 2012 with **Virgin Australia** complementing these services with daily flights between Darwin and Sydney beginning 2 April 2012.

The long-awaited Boeing 787 Dreamliner has now entered commercial service with Japanese carrier **ANA**, and will progressively join other airlines. Among the first to introduce what is claimed to be the world's most fuel-efficient airliner will be **LAN Chile**, which next year receives the first of 32 Dreamliners, initially for deployment on routes between Latin America and the USA.

The Samoan government and Virgin Australia have rebranded the regional national carrier, **Polynesian Blue** to **Virgin Samoa**.

On 23 December **Jetstar** launched flights between Sydney and Wellington. It will also provide an additional weekly service Melbourne-Wellington and two extra weekly flights to Auckland.

Air Austral will withdraw Reunion – Sydney – Noumea and Reunion – Bangkok flights from March 2012 and focus on flights between Reunion and France. The Reunion-based airline reviewed its long haul operations and came to this decision due to difficult economic climate and rising jet fuel prices. The last flight will depart Sydney on 20 March.

Air Australia will start three times weekly services to Shanghai and Ho Chi Minh from Melbourne and Brisbane in June 2012 pending regulatory approval. It marks the latest expansion for the fledgling airline which last week began service to Hawaii. It will increase frequencies to Honolulu and Phuket from 25 March to thrice weekly services from both Melbourne and Brisbane.

Jetstar Japan is planning short haul flights from Tokyo Narita and Osaka to China and South Korea in addition to preparing its domestic operation in Japan. The low cost start up, a venture between Qantas, Japan Airlines and Mitsubishi, is in "active talks" with Sapporo, Fukuoka and Okinawa airports for its domestic network. Flights will begin in late 2012.

Singapore Airlines will increase flights to Adelaide, Brisbane and Perth from 25 March to 27 October. Adelaide services will increase to 10 times per week from seven, while Brisbane and Perth will each be served 21 times per week, rather than 19 and 18, respectively.

Thanks to Tony Bailey and Tris Tottenham for Air news.

AND FINALLY – ODD SPOT

Tasmanian Travelways provides details of tourism and travel in Tasmania. It has been published regularly since 1960. The most recent issue, December 2011, is 76 pages. It sometimes appears as a promotion in the *Canberra Times*, but not, as far as is known, in any other newspaper in Australia's North Island. So, approximately once a year, and most recently on 5 December 2011, the lucky residents of Canberra receive full, detailed timetables for many of Tasmania's rural bus services!