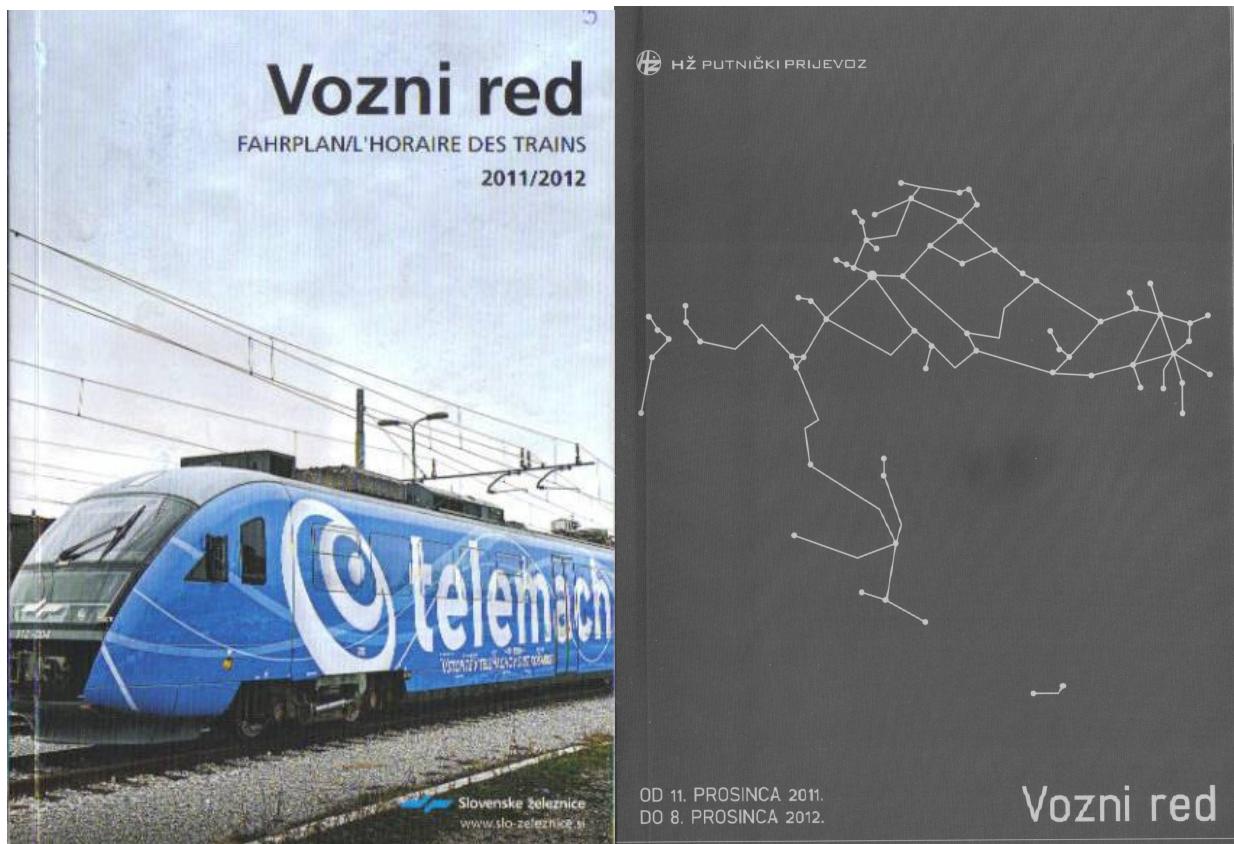




TABLE TALK

AUSTRALASIAN TIMETABLE NEWS

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Top Table Talk: 2011-12 European Railway Timetables

The new European timetable year started on 11 December 2011. **Victor Isaacs** describes his experiences obtaining timetables in January: In the past, this would have been the ideal time to obtain timetable books.

I obtained **MAV Hungarian** Railways, **SZ Slovenian** Railways (illustrated) and **HZ Croatian** Railways (illustrated) timetable books at station counters on these respective systems without any problem whatsoever. These are all attractive, well-produced and useful books.

I discovered that an **ÖBB Austrian** system book was not available, only local booklets or scrappy sheets. I subsequently discovered that ÖBB' had produced a system timetable book commencing on 11 December. But the new open access operator, Westbahn, which commenced operations between Wien and Salzburg from 11 Dec, in competition with ÖBB, took legal action against ÖBB because Westbahn's trains were not included in the timetable. Hence ÖBB withdrew the timetable from sale (although Samuel Rachdi did obtain copies for the AATTC Distribution Service!) (See February *Table Talk*, page 4).

Switzerland, the paradise of timetable production in the past, was not as I remembered it previously, when I was there just as a new timetable year started, I had seen masses of timetables, both official and privately published, on display at stations, and at bookstalls and bookshops. Now, in the internet age, none was on display. However, when I enquired at the **SBB** counter, an official SBB timetable book was produced without any fuss.

DB German Railways used to be the greatest producer of railway timetables of all types. How the mighty has fallen! Now there is almost nothing except local pamphlets. I had been led to believe (January *Table Talk*, page 10) that there was no longer any national German timetable book. When I enquired, to my astonishment, I was sold one. But to my greater astonishment, this was merely a compilation of the departure sheets from the major stations. I also obtained a well-produced timetable book for **Bavaria** in the useful, traditional format. But this is published not by DB, but by the Bavarian state government.

[To pre-empt any resulting question: Yes, the Rail section of the February *Table Talk* was edited in Budapest, Hungary – the positive side of the internet.]

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 AATC 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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Membership of the AATC includes monthly copies of the **Times**, **Table Talk**, the Distribution List of timetables, and the twice-yearly Auction catalogue. The membership fee is \$60 (Adult) and \$36 (Junior) pa. Membership enquiries should be directed to the Membership Officer, P O Box 1253, North Lakes Qld 4509, (07) 3491 3734.

RAIL & TRAM NEWS

High Speed Rail

Former Deputy Prime Minister Tim Fischer has floated a radical idea of selling visas for \$1 million investment each to rich foreigners and using the money to build the East Coast High Speed Railway. Mr Fischer told the National Press Club on 1 February that it was now or never to make plans to build the HSR. The main argument against doing it was the huge cost of construction and buying land. The special permanent quota residence visas would be "aimed squarely at the nervous, rich middle class of parts of Asia, Europe and the Middle East who want bolt holes", he said. Mr Fischer, who finished a posting as Ambassador to the Holy See, said such a scheme operated in the US and could raise \$12 billion in the first five years. He said applicants would be charged \$1 million as an investment in infrastructure bonds and \$100,000 for administration and character, health and criminal checks. "Currently, rich citizens of the world have legal ways to enter, buy property and live Down Under. This idea could revamp entry and create a win/win." Mr Fischer said if Australia did not have high-speed rail it would need to build costly eight-lane highways and more airports. He said high-speed rail must be part of long-term thinking and the cost of the land would increase if it were not purchased now.

Mr Fischer is a new member of the AATC. Welcome!

V/Line: Third Albury train re-instatement

The third and final V/Line daily train in the Victorian NE SG line is expected to be in service by the middle of March. Buses were substituted for trains in November 2008 as part of a project to create the Wodonga bypass and convert the V/Line track between Albury and Seymour to standard gauge from broad gauge. The first V/Line train returned last June. A second service was added in late October. The daily early morning train from Southern Cross and the lunchtime train from Albury are the only V/Line North East trains yet to resume. Victorian Public Transport Minister Terry Mulder said progress was being made but could not commit to a return date. "I understand that good progress is being made on barriers to returning the third train such as the provision of specific signalling," he said. "It is not just V/Line and the Victorian Department of Transport involved. Both Victorian and NSW rail safety regulators have specific requirements. "There is a new requirement imposed by the NSW rail regulator with which V/Line will have to comply when its trains travel into the dead-end platform at Albury station."

State member for Benambra, Bill Tilley, said that the ARTC still had more work to do. "The number of speed restrictions on the standard-gauge lines is gradually declining," he said. "Train timekeeping is better than some months ago but still not as consistent as passengers would like it to be, with the midday train from Southern Cross more reliable than the 6.01pm to Albury. "The removal of some harsh speed restrictions is good because the locomotive-hauled North East trains are supposed to operate at top speeds of 115km/h along most of the track. Albury-Wodonga residents want this third return V/Line train back," he said.

ARTC: North – South Railway

ARTC is accelerating replacement of ballast and drainage on the Melbourne-Sydney railway. This follows some accidents caused by mud holes and criticism of the state of drainage. The work will take 18 months. Resources will be diverted from the NSW North Coast curve easing program. ARTC Chief Executive, John Fullerton, says the work would not close the line. "We are mindful that the condition of the track is causing speed restrictions, we know we are going to have to close sections of the track to do the work but that will be done in maintenance windows, But we don't want to impact too much more on services. The XPT and V/Line will continue to operate, the work undertaken

in maintenance windows, where there are gaps in the timetable. We expect to do most of the work in the next 18 months of what is a five-year program, because we want to get rid of the speed restriction," he said.

Great Southern Railway: another North-South railway

Following the significant damage caused by Cyclone Grant (see February Table Talk, page 4) the Ghan train remained cancelled between Katherine and Darwin until 29 February – a period of two months. Passengers were bussed between these points.

Queensland Rail and Countrylink: Floods

Due to track damage caused by heavy flooding west of Roma, the Westlander passenger train and freight trains to Charleville and Longreach were disrupted in the week beginning 6 February, but details are sparse.

On 25 February the main North Coast line was damaged by flood water at Pomona.

From 7 February until about 27 February passenger trains from Moree to Werris Creek were replaced by buses due to floods. There were 13 washaways between Narrabri and Edgeroi of between five and 60 metres in length. Formation and ballast was washed away exposing sleepers and rail lines. There were five washaways between Gurley and Moree. Countrylink buses in NW NSW were also subject to cancellation or significant alteration.

On the NSW Country Regional Network the Narrabri to Wee Waa line was reopened on 11 February. Between Wee Waa and Walgett the line remains impassable in some sections due to water levels and this prevents any track inspections to assess damage. Flood waters continue to prevent a full inspection of the Burren Junction to Merrywinebone line. An inspection carried out on the sections of line that are accessible found track and ballast partially or completely washed away in some locations. At this stage John Holland Rail (operators of the CRN) are unable to forecast a re-opening. More detailed inspections may uncover further damage once waters recede.

CityRail: Trackwork

From 4 to 12 February buses replaced most trains between Thirroul and Waterfall. Express buses operated between Wollongong and Waterfall. Trains operated between Nowra, Kiama, Port Kembla, Wollongong and Thirroul, to an amended timetable. Direct trains operated between the South Coast and Central during peak periods, in the peak direction. From 1530 until 1730 buses replaced trains between Port Kembla and Wollongong/Thirroul. Worn rail was replaced, ballast cleaned and parts of the track formation reconditioned.

NSW timetable development function transferred

On 6 February the Timetable Development function of RailCorp was transferred to Transport for NSW. It is claimed that this forms a key part of creating an integrated transport system for NSW. Planning and delivery will be coordinated across all modes of transport. The Train Planning unit, which is responsible for managing daily variations to the timetable, will remain within RailCorp.

RailCorp NSW: Future

Private company Infrastructure Partnerships Australia has proposed to the NSW government that:

- Countrylink be operated by the private sector;
- The Eastern Suburbs / Illawarra lines of CityRail be operated by the private sector; and
- The remainder of CityRail be reviewed.

The NSW Transport Minister, Gladys Berejiklian, has initiated a four month review of RailCorp by Booz and Co., but she has ruled out franchising sections to private companies.

ARTC: NSW NW line

On 13 February a new crossing loop was commissioned at Bells Gate at 399 km between Quirindi and Quipolly on the NW NSW Coal network.

V/Line: Regional Rail Link

In December the Victorian government let major contracts for the Regional Rail Link, currently the biggest public transport infrastructure project in the country:

- 7.5 km of new double track from Footscray to Sunshine, alongside the existing line,
- A significant upgrade of Footscray station. When the RRL opens this will become the interchange point for V/Line passengers transferring to/from Metro City Loop trains, instead of North Melbourne,
- A new station at West Footscray, 160 metres west of the existing station,
- Upgrade of Tottenham station,
- A significant upgrade of Sunshine station,
- Replacement of the two level crossing of Anderson Road, Sunshine with grade separation,
- Level crossing improvements at Ardeer and Deer Park,
- 25 km of new double track railway from Deer Park to West Werribee
- A new station at Wyndham Vale
- A new station at Tarneit,
- Placing the new railway in cutting through Manor Lakes,
- Twelve road overbridges over the new railway,
- Four bridges over watercourses,
- Installation of a new signalling system for the new railway,
- Approximately 15 km of fibre optic cable to support the signalling system, and
- A passenger information system at stations.

Contracts are still to be awarded for:

- New lines between Southern Cross station and Footscray including a major new bridge over the Maribyrnong River next to the existing bridges, and
- Works at the new junction at West Werribee.

On current projections the Regional Rail Link will open in July 2016.

Metro Trains punctuality and patronage

Official punctuality figures for Metro Trains Melbourne show an improvement. Between commencing its franchise in November 2009 and June 2010, 84.1% of trains arrived at their destination less than five minutes late. In the latest seven months between June and December 2011, this improved to 88.7%.

In the 12 months to September 2011, there was a 4.7% increase in public transport patronage in Melbourne. Patronage on Metro Trains rose 2.1% to 227 million passengers, Yarra Trams rose 5.4% to 185.7 million and bus patronage increased 9.1% to 110.9 million.

The Melbourne Age reported that train drivers have been given shorter breaks between trips under a new, computer-generated staff roster introduced by Metro on 21 February in an attempt to run the network more smoothly. But drivers and their union warn that the change - which gives drivers 10 minutes rather than 16 minutes between services - could fail because it places them under increased pressure to make up time for delays such as signal faults or sick passengers. "They're applying Swiss precision to an antiquated system," said Rail Tram and Bus Union divisional secretary Marc Marotta. "It might work if you had brand new signalling, but the system is old." But the union has agreed to Metro's new roster, despite its fears. "We're saying to the drivers, do what you're required to do - if you can't get there on time, you can't get there, it's as simple as that," Mr Marotta said. Thirty driver shifts have been cut from Metro's roster, but no positions have been culled. Before yesterday's change, a small number of drivers spent part of their shift on standby. Metro is currently struggling to fill a train driver shortage.

Victoria & NSW: Mildura line extension

Victorian Ports Minister, Denis Napthine, has mooted the possibility of extending the Mildura line to Broken Hill to connect with the transcontinental east-west line and to serve mineral sands developments north of Mildura. He said this provided the best opportunity to also standardise the Mildura line.

TransAdelaide: Service cutbacks from 27 February

TransAdelaide train services on the Tonsley branch will be discontinued for about a year from 27 February. This line has a fairly frequent service in the peaks but only an hourly service on weekdays between the peaks. Shuttle buses will replace all trains on the Tonsley branch operating to/from Woodlands Park station.

Grange to Woodville train shuttle

Grange Train Shuttle	Train	Train	Trains depart Grange every half hour from 6.01am	Train	Train	Train
Monday to Friday	AM			PM		
Train departs Grange	6.01	6.31		5.31	6.01	6.31
East Grange	6.03	6.33		5.33	6.03	6.33
Seaton Park	6.04	6.35		5.35	6.05	6.35
Albert Park	6.07	6.37	to 6.31pm	5.37	6.07	6.37
Train arrives Woodville	6.10	6.40		5.40	6.10	6.40

Woodville to Grange train shuttle

Grange Train Shuttle	Train	Train	Train	Trains depart Woodville every half hour from 5.47am	Train	Train	Train
Monday to Friday	AM				PM		
Train departs Woodville	5.47	6.18	6.48		5.18	5.48	6.18
Albert Park	5.50	6.21	6.51		5.21	5.51	6.21
Seaton Park	5.51	6.23	6.53		5.23	5.53	6.23
East Grange	5.53	6.25	6.55	to 6.18pm	5.25	5.55	6.25
Train arrives Grange	5.56	6.27	6.57		5.27	5.57	6.27

Grange train services will operate to their normal timetable after 7pm Monday to Friday and all day on Saturday, Sunday and public holidays.

Grange-Adelaide weekday daytime through trains will be replaced by both bus shuttles to/from Woodville station and by train shuttles to/from Woodville. Originally it was proposed to provide only bus shuttles. However, adverse public reaction led to train shuttles as well. This will consist of one train providing a half hourly service. On weekday evenings after 1900 and on weekends through train services will remain. The cutbacks are because of capacity problems at Adelaide station while electrification work is undertaken. Two of Adelaide's nine platforms will be closed on a rolling basis for installation of overhead. Transport Minister, Chloe Fox, said the Tonsley and Grange lines were

chosen because they would cause the least disruption. She apologised for the inconvenience. The extract above is of the shuttle train timetable from the web; however no hard copies were available before services started. There are also consequential timetable changes on the Noarlunga and Outer Harbor lines from 27 February, mainly more Noarlunga Centre trains stopping at all stations from Woodlands Park and most Outer Harbor trains stopping at all stations from Woodville. Usually the inner suburban stations are served by Grange trains during weekday daytime. There are more stopping all stations trains to replace the cancelled ones. Outer Harbour peak expresses in both directions to and from Ethelton now run express only to and from Woodville. On the Noarlunga Centre line the local stopping Brighton services during the day are cancelled. (There is no public mention of this in advertising the changes). This means all the Noarlunga Centre services 1000 to 1300 stop all stations, remaining at 30 min. intervals. There are several small changes in times during the peak hours. and the odd few services cancelled.

TasRail Tracking

TasRail now publish an informative quarterly newsletter entitled *Tracking*. See www.tasrail.com.au

CBH & Watco: WA wheat

The first fifty of an order for 574 standard gauge and narrow gauge grain wagons and 22 locomotives arrived at Fremantle in early February. They are ordered at a cost of \$165 million by CBH (Co-operative Bulk Handling) and will be operated by Watco on WA grain lines.

Rio Tinto Pilbara driverless trains

Rio Tinto will spend \$481.86 million on a project to run the world's first driverless long-distance, heavy-haul rail network. The first automated train will be launched in 2014 with completion of the project a year later. Rio Tinto says automated trains and trucks will help it address the significant skills shortage facing the industry and improve productivity at its Pilbara iron ore operation. Rio Tinto says the removal of the need for driver changeover times will lead to more flexible train schedules, helping achieve increased capacity. Trains will be controlled from a control room in Perth. Up to 500 train drivers fear losing their jobs. Clearly, after Rio Tinto, other mining companies may follow.

Thanks to Tony Bailey, Scott Ferris, Peter Hobbs, Victor Isaacs, Geoff Lambert, Roger Wheaton, *Newsrail* (ARHS, Victoria), *Adelaide Advertiser*, *Melbourne Age*, *Albury-Wodonga Border Mail*, *Melbourne Herald Sun*, Tamworth *Northern Daily Leader*, *Sydney Morning Herald Victorian Weekly Times* for Railway news.

BUS NEWS

New South Wales – Sydney:

Sydney Buses: Route 362: (Refer January *Table Talk*). A report in the *Southern Courier* indicates that this is a Beachrunner replacement with the costs now carried by TfNSW instead of the local council.

The closure of Neutral Bay wharf for six months from 20 February to enable the replacement of the existing wharf with a substantial pontoon has seen the introduction of route 222 as a shuttle service from Neutral Bay Wharf by Hayes St, Kurraba and Clark Roads to the intersection of High St. From there passengers can walk 500m along High St to North Sydney Wharf. This provides better access for aged people than the 700m walk and many stairs to access Kurraba Point wharf. Wheelchairs can't access either wharf so the suggestion is to catch a 225 to Neutral Bay Junction and catch a city bus or to Cremorne Point to catch a Mosman ferry. A coloured DL size Community Bulletin was published, see

http://www.sydneyferries.info/uploads/library/wharves/neutral_bay_wharf_community_update.pdf, explaining the options. Also provided online is the 222 timetable in the form of the bus stop timetables for stops 208935 (Neutral Bay Wharf) and 206097 (Clark Road) see

<http://www.sydneyferries.info/uploads/library/wharves/Shuttle%20Bus%20Timetable%20for%20Hayes%20and%20High%20St..pdf>. Buses meet every Neutral Bay ferry. Route number 222 was last used for the Bondi Explorer.

New South Wales - Regional

The University of Wollongong has issued (a) a combined timetable for Route 9, University of Wollongong - North Wollongong Station, and the unnumbered University of Wollongong - Gwynneville - Keiraville shuttle route, and (b) the University Transport Guide now called "Walk / Cycle / Bus / Train / Drive Connect: Access UOW." Both are dated 20 February 2012.

Red Bus Services, Central Coast: This operator has issued a revised timetable for The Entrance to Wyong, covering Routes 15, 16, 19, 24, 25, 26, 27, 29, 30, 45, 47 & 48, dated July 2011 (v1.2).

Port Macquarie (Busways): The NSW Transport Minister, Gladys Berejiklian, has ordered a report into bus services in Port Macquarie and the Hastings Region. She said the review should examine school bus stop locations and school bus service times. The review will look at all routes and timetabling, with particular attention to school services, the latest population figures, as well as passenger numbers, to establish whether buses are running frequently enough and are taking passengers where they need to go.

A Busways spokesman said the review would focus on route services to ensure buses linked people to places, as well as strengthening the school bus network to deal with the thousands of different travel demands created by the various schools across the region. "Port Macquarie has grown considerably over the last few years, and the service reviews are designed to look at existing patronage; identify new destinations; and allocate resources accordingly,"

the spokesman said. The community consultation program is expected to start in May and run for a minimum of three weeks.

Deanes Transit Group, subsidised by the Cooma-Monaro Shire, on 27 February commenced a three month trial of the Cooma Connector. This departs Cooma at 6.50am Mon-Fri, arriving Canberra Civic Interchange at 8.40, Canberra Airport 9 am. On return Canberra Airport 5.05 pm, Civic 5.30, arriving Cooma at 7 pm.

Queensland- Brisbane

New Thompson's Bus Service Network: The new network for Thompson's Bus Services in the outer northern suburbs of Brisbane as outlined in the November 2011 *Table Talk* commenced on Monday 27th February 2012. The new network comprises:

- 670 Strathpine-Warner via Strathpine West
- 671 Strathpine-Warner via Bray Park
- 672 Strathpine-Warner Lakes
- 673 Strathpine-Warner via Lawnton
- 674 Strathpine-Lawnton via Strathpine East
- 675 Petrie-Murrumba Downs
- 676 Petrie-Murrumba Downs via Kallangur Fair
- 677 Petrie-Griffin Heights
- 678 Petrie-Warner
- 679 North Lakes-Griffin Heights

Three new timetable leaflets have been issued for routes 670/1/2/8, 673/4, 675/6/7/9

New Veolia Eastern Region Network commenced 27 February: Details are:

- 240 Capalaba-Wynnum (no change)
- 241 Chandler-Wynnum to become 242 Carindale-Wakerley, with introduction of Saturday services)
- 243 Brisbane City-Thorneside Peak Hour Service (now runs via Eastern Busway)
- 250 Brisbane City-Redland Bay (no longer stops at Woolloongabba, Coorparoo, Carina and Camp Hill to reduce journey times. Passengers for these stops are required to transfer to Brisbane Transport services at Carindale)
- 251 Brisbane City-Ormiston via Alexandra Hills North Peak Hour Service (1 new AM inbound trip, 1 new PM outbound trip)
- 252 Capalaba-Cleveland via Alexandra Hills North (now has a more direct route through Ormiston)
- 253 Capalaba-Thorneside via Birkdale East (minor route alteration)
- 254 Capalaba-Wellington Point via Birkdale Central (all morning trips now operate to/from Wellington Point rather Birkdale Station)
- 255 Cleveland-Birkdale (shortened to Cleveland-Wellington Point to avoid duplication with 254 along Birkdale Rd)
- 256 Cleveland Point-Redland Hospitals (minor route alteration)
- 257 Brisbane City-Ormiston via Wellington Point Peak Hour Service (discontinued, alternative services provided by 252, 253, 255)
- 258 Toondah Harbour-Ormiston (split into 258 Cleveland-Toondah Harbour, 259 Cleveland-Ormiston, Redland Hospitals now served by 256 & 272)
- 263 Capalaba-Sheldon (split into 263 Capalaba-Sheldon (Avalon Rd), 268 Capalaba-Sheldon (Parkwood Dr))
- 264 Capalaba-Alexandra Hills Shops via Maridale Park (1 new AM outbound trip)
- 265 Brisbane City-Maridale Park Peak Hour Service (no change)
- 266 Capalaba-Alexandra Hills South (no longer waits after serving Hanover Dr loop)
- 267 Brisbane City-Alexandra Hills South Peak Hour Service (PM trips reduced from 4 to 3)
- 270 Capalaba-Victoria Point Jetty (to become Carindale-Victoria Point Jetty, peak hour extensions to Brisbane City discontinued, however, connections with Brisbane Transport services to/from City can be made at Carindale, now approaches Victoria Point Jetty via Benfer Rd rather than Colburn Av. Colburn Av served by extended 274. Sunday services introduced.)
- 271 Brisbane City-Victoria Point Jetty via Point Halloran Peak Hour Service (renumbered 276, now via South Eastern Busway, further on the publication of the 276 timetable this route was shortened to operate Brisbane City-Point Halloran being an extension of 277)
- 272 Cleveland-Victoria Point Shops via Thornlands East (11.30pm trip departing Cleveland Mon to Fri discontinued)
- 273 Brisbane City-Thornlands West (no change)
- 274 Cleveland-Victoria Point Shops via Thornlands West (extended to Victoria Point Jetty)
- 275 Brisbane City-Thornlands East (minor route alteration)

- 277 Victoria Point Shops-Victoria Point Jetty via Point Halloran (to become Victoria Point Shops-Point Halloran)
- 278 Victoria Point Shops-Victoria Point High School (discontinued, alternative services provided by 270, 274, 277)
- 279 Brisbane City-Victoria Point High School Peak Hour Service (to become Brisbane City-Victoria Point Jetty via Benfer Rd)
- 280 Griffith University-Point Talburpin (minor timetable adjustments)
- 281 Brisbane City-Point Talburpin (one new PM outbound trip)
- 282 Redland Bay-Loganholme via Bayview Estate (to become Victoria Point Shops-Loganholme via Redland Bay and Bayview Estate to integrate discontinued 285 route)
- 283 Redland Bay-Loganholme via Carbrook (5pm trip departing Redland Bay Mon to Fri discontinued)
- 285 Victoria Point Shops-Redland Bay (discontinued)
- PM Peak Services will now commence at William St operating via Elizabeth St, Creek St and Ann St entering the Riverside Expressway via the Ann St ramp)

New timetable leaflets have been issued for routes 240/2/3, 250/N250, 251/2/5, 253/4, 256/8/9, 263/4/5/8, 266/7, 270/6/7/9, 272/3/4/5, 280/1, 282/3.

Richlands to Springfield

A peak service between Richlands Station and Springfield Town Centre, operated by Bus Queensland Ipswich commenced on 27 February. This bus service will assist to establish travel patterns to be taken over by the railway extension from Richlands to Springfield.

Brisbane Transport Changes effective 20 February

- Increased services for 29 Woolloongabba-Uni of Queensland, 209 Carindale-Uni of Queensland and changes to times for 192 City-Uni of Queensland
- New 138 runs from Calamvale to the CBD via Gateway Motorway
- New High Capacity Vehicles 14.5m (rigid) or 18m (artic) long provide more seats on routes 66, 109, 111, 130, 137, 139, 140, 142, 150, 160 and 169.
- Additional trips provided on 136 Algester City Precincts and 155 City-Calamvale.
- 467 Oxley to DFO Jindalee extended to Mt Ommaney.
- 462 Darra to Forest Lake, 465 Richlands to Heathwood and 466 Richlands to Willawong provided with more reliable services.
- Hourly Sunday and Public Holiday Services introduced on 224 Wynnum-Manly loop.
- 213 Cannon Hill to Carindale, 215 City to Carindale and 225 Wynnum to Carindale provided with more reliable services.
- Minor timetable changes made to bus services running through Wishart, Mansfield, Mt Gravatt East and Holland Park.

Queensland - Regional

Sunshine Coast Sunbus: From Monday 20 February, throughout semester one, routes 607 and 636 have run an additional late night service - leaving the University of the Sunshine Coast at 9.10pm on weeknights. These new services will operate as a trial during the university semester only (20 February and 22 June 2012) and are fully funded by the University of the Sunshine Coast. The number of passengers using the services will be monitored during the first semester and a decision made if they should continue beyond this time.

South Australia - Adelaide

An article in the *Adelaide Advertiser* was headed "Taxis fill for buses too often". Based on figures released by the Transport Department, it was reported that substitute vehicles (i.e. taxis and minibuses) were used 859 times on Adelaide's bus routes during the last financial year. – 0.5% of the 2.7million services operated during each year. The contracts allow bus companies to to use minibuses and taxis if they could not meet their commitments for various reasons. These included mechanical reasons and unexpected late running due to road closures. Such arrangements are only implemented when absolutely necessary. It was a better option than having passengers waiting for a cancelled service or one which was running excessively late.

The Opposition spokesperson (Vicki Chapman) said it was happening too frequently. She also said that the Government should be monitoring private companies operating public transport services more closely as taxis were inappropriate for public transport routes. Not only were they inefficient but potentially unsafe for children. The Minister for Transport Services (Chloe Fox) said that third party vehicles were only used to minimise disruption to passengers.

South Australia – Regional

A new edition of the **Premier-Stateliner** Riverland service dated 1 February 2012 has been sighted. The only change appears to be the removal of the details of the official agent at Truro –the Golden Grill Restaurant. Buses will still stop there but all services are now on request only. There is no change in the style and format of the timetable.

Tasmania - Hobart

The following additional **Hobart Metro** services have become effective from 8 February, 2012

- A new weekday service on new route 60 from Tolmans Hill at 7:25am to Hobart City via the Southern Outlet. The service arrives in Hobart at 7:39am. Also, the route 158S weekday school day only service departing Tolmans Hill at 8:46am has been renumbered to route 60S.
- A new school day only service on route 61S from Hobart at 7:48am to Kingston via Sandy Bay Road and Channel Highway. The service arrives at Kingston at 8:26am.
- A new school day only service on route 450S from Kingston Central North at 8:28am to Hobart College via Browns Road and Southern Outlet. The service arrives at Hobart College at 8:40am.
- A new weekday service on route 632 from Hobart at 2:58pm to Lauderdale via Rosny, Shoreline and Oakdowns. The service arrives in Lauderdale at 3:43pm.

New web timetables effective 8 February have become available for Mt Nelson/Tolmans Hill, Kingston via Channel Hwy and Lauderdale.

Victoria – Melbourne

Skybus has issued a new timetable effective 1 February 2012. Bus departure times are unchanged but are now in the 24 hour format. Fares have increased to \$17 single and \$28 return.

Western Australia - Perth

Transperth introduced the following new timetable brochures effective 19 February 2012. The new timetables brought about some minor time changes and the introduction of some additional trips.

- South Eastern 4 (routes 212, 214)
- South Eastern 10 (routes 210, 211, 212, 213, 220)
- South Eastern 11 (routes 210, 211, 231, 232)
- South Eastern 20 (routes 100, 101)
- Western 31 (routes 102, 107)
- Western 32 (route 103)
- Western 33 (routes 27, 28)
- Western 44 (routes 23, 24, 25)
- Western 45 (routes 23, 78, 79, 102, 107)
- Northern 58 (routes 403, 403, 404)
- Northern 80 (routes 352, 450, & new trial route 451 from Greenwood-Kingsway)
- Eastern 90 (routes 38, 39, 284, (39 now replaced by 37 in Kings Park on weekends))
- Eastern 100 (route 37 upgraded to quarter-hourly on Saturdays between Kings Park sand Belvidere St, Belmont)
- Southern 117 (routes 515, 516)
- CircleRoute 200 (routes 98 clockwise, 99 anti-clockwise, 98 and 99 now contained in the one booklet)

New Zealand - Wellington

Every bus route in Wellington is set to change in the first major review of the city's network in about 20 years. Greater Wellington regional council is preparing to go public with the proposed revamped bus network and the public will have one month to provide feedback. As part of the changes, about 105 of passengers will need to change bus at new interchanges, the core route from Seatoun to the railway station would bypass the Golden Mile, instead looping onto the Terrace, and some peak services could be sent along the waterfront to ease congestion. Key Points include:

- 75% of people within 10 minutes walk of the core bus network, compared to 58% now.
- The number of bus trips would increase by 15%.
- Aim of one bus per minute through the CBD.
- Three types of route: core, secondary, and peak only.
- Core route run every 15 minutes and run seven days, from early morning to late evening.
- Secondary routes run every 30-60 minutes. Most would run seven days, from early morning until mid-evening. Some would run into the CBD, but some would stop at suburban interchanges.
- Peak only routes would be driven by demand, providing express services to areas serviced by secondary routes, to minimise connections.
- The core route from Seatoun to the Railway Station - most similar to number 11 bus now - would have one of the biggest changes, going through Miramar, and bypassing the Golden Mile, instead travelling along the Terrace.
- Some peak services could travel along the waterfront instead of the Golden Mile to ease congestion.
- There will be interchange points at the Miramar shops, Kilbirnie, Wellington Hospital, Island Bay, Brooklyn, Karori, Zealandia, the Railway Station, Johnsonville and Newlands.

Greater Wellington economic well-being committee chairman Councillor Peter Glensor said the proposed changes aimed to simplify the network, which had become over-complicated as additional services and routes were added

without changing existing routes to suit. "There's an ongoing issue of congestion through the CBD and we want to have a network in place that will allow for long-term growth." The aim was to increase the frequency, so core routes would have services every 15 minutes, and others every 30 minutes throughout the day, he said.

Services would also run more frequently on weekends. But while buses would be more regular, the trade-off for some passengers would be the need to change buses if they want to get to the city centre. In particular, the Miramar hills, Strathmore, the Southern bays, Karori South, and suburbs north of Johnsonville, including Churton park and Grenada Village, would be affected, with buses throughout the day taking them to interchange points where they could link with core services running into the city. "About 10% of passengers would need to make a connection where they don't currently make a connection. What we will ensure is that those connections are safe, rapid, and comfortable," Mr Glensor said.

For many areas, such as the Southern bays, people would get a higher level of service than they do now, project manager Doug Weir said. Any bus changes within the same company would be free, and there would be express services so people could get directly into the city without switching buses in peak periods, he said. Every bus route would experience some level of change. The changes will be done within the existing budget of about \$35 million a year on the network. After consultation, more detailed plans will be developed, with the first changes rolled out next year.

Alan Wickens comments: "There are some major implications in this review, particularly for trolleybuses which it seems at first glance could be hit. For instance the Route 11 Seatoun to Railway currently goes through the 'Golden Mile' so if rerouted via The Terrace would mean either dieselisation or new wiring, and the latter is very unlikely as it would cost big dollars. The current Route 9 to Aro St operated by trolleys seems doomed as the route is being extended and again it is unlikely more wires will be put up."

Thanks to: Simon Aalbers, Tony Bailey, Hilaire Fraser, Robert Henderson, Victor Isaacs, Duncan MacAuslan, Geoff Mann, Lourie Smit, Roger Wheaton and Alan Wickens.

AIR NEWS

Domestic

QantasLink will boost services to rural Queensland. Flights to Emerald will increase from 76 to 84 flights per week. Roma will have an additional two flights per week. Four extra flights will operate to Bundaberg. Cairns-Weipa flights have been increased to 34 per week and a twice weekly service added Townsville to Moranbah.

Tiger Airways will resume Melbourne-Cairns services from 25 April, months after it was forced to suspend operations due to safety concerns. Services will depart from Melbourne 0850 and arrive in Cairns at 1215 and return from Cairns at 1245 landing in Melbourne at 1610.

Tasair has gone into voluntary liquidation. Its last Hobart-Devonport-King Island service operated on 3 February. It is the sixth airline serving King Island to collapse in the past 15 years. **Airlines of Tasmania**, which operates from Wynyard to King Island, will add flights from Devonport.

Domestic & International

Air Australia went into bankruptcy on 17 February. All flights were suspended. This is less than four months after it was renamed. It was formerly it was known as Strategic. It operated about 40 flights a week, partially within Australia mainly to mining centres, and overseas to Phuket, Bali and Hawaii. **Skywest** took over the Perth-Derby WA route commencing 20 February. It will operate five times a week for at least three months. Flight XR23 departs Perth at 0600, arriving in Derby (Curtin) at 0845. XR24 turns around for Perth at 0930, arriving at 1215.

International

In response to a \$215 million loss, **Qantas** has announced changes that will see up to 500 job losses and withdrawal from unprofitable routes. It will discontinue flying Singapore to Mumbai and Auckland to Los Angeles effective 6 May.

Jetstar, Qantas' low-cost subsidiary, will discontinue its thrice weekly service between Brisbane and Christchurch, seven years after it commenced. A spokesperson said there was lower than expected passenger numbers. Jetstar's Darwin-Ho Chi Minh City services ceases on 25 March.

Air Asia X will fly Kuala Lumpur depart 2340, arrive Sydney 0945, Sydney depart 1055, KL arrive 1730.

Air Austral has staged a u-turn and will retain its Sydney services. This French carrier announced in December that it was withdrawing its Reunion-Sydney-Noumea service with the last flight due to depart Sydney on 20 March. It blamed the economic climate and rising fuel costs for the decision. But it has now decided to retain the flights. Under the new schedule, Air Austral flight UU 951 initially will depart Reunion every Sunday, arriving in Sydney on Monday at 0705. The return flight, UU 952, will depart Sydney every Tuesday at 1315, arriving in Reunion at 1830. From 9 May, when the second flight is added, UU951 will depart Reunion every Thursday and Sunday, and fly from Sydney on Tuesdays and Saturdays.

Royal Brunei Airlines will increase its frequency to Melbourne from four per week to daily service in March.

Air Vanuatu will add a new Tuesday service to its Sydney-Port Vila route from 26 June, taking it to a daily frequency. From 21 June, Melbourne will be served by Thursday non-stop flights in both directions over the peak period through to 7 October with similar services to be added over Christmas and New Year.

Singapore's new low-cost carrier, **Scoot Airlines** will make Gold Coast its second international route after Sydney, with a five times weekly service commencing on 12 June.

From November 2011, **Air China** has increased its Sydney - Beijing direct flight to a daily service. Sydney - Shanghai - Beijing flight maintains 4 flights per week (Monday/Wednesday/Friday/Sunday). Melbourne - Shanghai - Beijing flight maintains 5 flights per week (Tuesday/Thursday/Friday/Saturday/Sunday). A new Melbourne - Beijing direct service added 3 flights per week (Monday/Wednesday/Friday)

Air Mauritius will axe its Sydney and Melbourne services as part of a major cost saving plan on the back of massive losses in the third quarter. Its weekly services from Sydney and Melbourne will be suspended from May 29/30, with an additional frequency from Perth to be added from June 5/6, taking the service to twice weekly. It hopes to add a third weekly service "sooner rather than later".

The Sunshine Coast will have its first international services with two **Air New Zealand** flights to Auckland from mid-year.

Thanks to Tony Bailey, Ian Cooper, Tris Tottenham and the Hobart *Mercury* for Air news.

FERRY NEWS

Sydney Ferries

The NSW Independent Pricing and Regulatory Tribunal has released interim reports into Sydney Ferries, which refer to its high cost structure. A consultant has recommended cutting back Parramatta River services west of Cabarita where patronage is low. The State government has reiterated its intention of franchising the ferries to private operators.

Spencer Gulf

A new \$12 million ferry for Spencer Gulf commenced service on 21 February with two services a day between Wallaroo on Yorke Peninsula and Lucky Bay, near Cowell, on the Eyre Peninsula. A former service ceased two and a half years ago. SeaSA has had a purpose-designed ferry, *Aurora V*, built in Indonesia. It can accommodate up to 85 cars and 300 passengers.

Thanks to Tony Bailey, Roger Wheaton, Sydney *Daily Telegraph*, *Sydney Morning Herald* and *Adelaide Advertiser* for Ferry news.

LETTERS TO THE EDITORS

Simon Aalbers provides the following comments regarding the January issue of Table Talk:

Opening of Goonyella - Newlands Line (page 5): The article makes reference to "missing link" and GAP. I believe these are two separate projects, one being undertaken by CoalConnect and the other by QR Coal Alliance. The first project is the NML (Northern Missing Link) which is the construction of a new line from Goonyella to Newlands. The second project is GAP (Goonyella Abbot Point) which involves upgrading the existing Newlands line to C50 (50 million tonnes per year). The latter involves new passing loops on the branch, new sidings at the Pring rail yard near Merinda and duplication of the main line between Merinda and the Abbot Point line. My understanding is that the NML was opened on 19 December 2011 but do not know whether this included all the GAP project as well.

Current QR Citytrain Rail tts (page 2) - Noted on Translink are the following new tts

- Caboolture - 12 December 2011 - printed copy has been obtained
- Doomben - 14 November 2011
- Gold Coast - 12 December 2011 - printed copy has been obtained
- Ipswich/Rosewood - 12 December 2011
- Richlands - 11 July 2011
- Sunshine Coast - 12 December 2011 - only available on the internet (Nambour station were issuing A4 copies printed from the internet (in reduced size as they are not designed for A4 printing) as they had not received any printed copies as at early Feb).

We holidayed in the Gulf during June/July and I can confirm that "**Gulflander**" tts are readily available in printed version at all Visitor Information Centres in the Gulf country. They are generally in a brochure format but do contain the same level of information found on the website. I couldn't, however, find any tt for "Savannahlander" - brochures were only general and referred to their tours rather than train times.

Tris Tottenham writes about the Yarra Trams route guides reviewed in the February Table Talk:

The worst route guide is the 112/11, which shows the 112 for the seven days, but one direction for the route 11 on Mondays to Thursdays only and is a complete mish-mash. Evidently no-one proof reads anymore. These guides certainly are not friendly to tourists or casual users. At least there is a tram and train route map in the public transport fares guide.



Members' News

- March 2012

Australian Association of Timetable Collectors

aattc.org.au

AATTC AUCTION

Items for the AATTC Auction, for sale by commission on your behalf, or donated to the AATTC, should be discussed with our Auctioneer, Geoff Hassall by email at geoffrey.hassall@gmail.com or at 19 Yara Crescent, Maryland NSW 2287. It is best to contact the Auctioneer first, rather than send unsolicited material. We anticipate that our next Auction will be in mid-2012.

FOR YOUR E-BOOK COLLECTION

Copies of the AATTC's two magazines, the *Times* and *Table Talk*, as well as *Train Times: Passenger Trains of Australia and New Zealand* (a homemade timetable by an AATTC member) are now available via ebooks. We merely add that this happened without any approach or advice to the AATTC. To find google "ebooks" times, "table talk", etc.

DIVISION MEETINGS

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

Brisbane: The next meeting is set for Sunday 25 March at Brian Webber's residence, 8 Coachwood St, Keperra at 2pm - contact Brian on 07 3354 2140 or bwebber5@bigpond.com.

Canberra: The Canberra Division meets at 1830 on the second Thursday of every month at the Ainslie Club, Wakefield Avenue, Ainslie. Good conversation and a meal are features. Enquiries to Ian Cooper, GPO Box 1533, Canberra ACT 2601, iancooper@goldweb.com.au or 02-6254 2431.

Melbourne: Meetings are held on the first Wednesday of odd months from March to November. 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. Enquiries to Melbourne Convenor, Stephen Ward, swar3841@bigpond.net.au. Stephen will be stepping down as Melbourne Convenor early next year, as he will spend some time travelling. The March meeting will select a new Convenor.

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, Geoffrey.Clifton@sydney.edu.au or GPO Box 1963, Sydney NSW 2001.

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AATTC Members' News is compiled by Victor Isaacs, President. Contributions to abvi@iinet.net.au please. The deadline is the last weekend of each month.