



TABLE TALK

AUSTRALASIAN TIMETABLE NEWS

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TOP TABLE TALK



Public Transport Guides by *Hilaire Fraser*

Public Transport Guides of Wodonga describe themselves as producing "Street Directories for Public Transport Users". They have advised AATTC of their new webpage www.public-transport-guides.com.au

They have, so far, produced eleven guides as follows:

Melbourne

Belgrave Line
Box Hill Region
Craigieburn Line
Hurstbridge Line
Lilydale Line
Moonee Ponds Region
Oakleigh Region

Sydney

East Hills Line
Parramatta Region

Brisbane

Corinda Region

Canberra

Canberra South

Versions are available in A6 or A5 Full Colour Paper Format or A6 E-Book on USB Stick. The cost is \$14.95 plus \$5.00 shipping. They can now be ordered online.

RAIL & TRAM NEWS

ARTC: WTT 1 April 2012

ARTC has a new Working Timetable effective 1 April. It is, as usual on their website, www.artc.com.au in the "Operations" section. It includes the schedules for V/Line's third daily Melbourne-Albury train – see item below.

RailCorp: Freight WTT 31 March 2012

A new RailCorp Freight Working Timetable is valid from 31 March (Book 5, Weekends) and 2 April (Book 4, Weekdays).

RailCorp: Passenger WTT 18 June 2012

The next Passenger WTT will be introduced from 18 June. Once again, it will be deemed to be a "Reprint": Weekday Book 1: will commence Monday 18 June and Weekend Book 2: from Saturday 23 June. Some highlights are:

- 3 x 8car Waratah A sets to run on Sector 3A.
- Weekday and Weekend services have a "plus 1 minute" change at Granville, Harris Park and/or Pendle Hill, due to a Speed Board Update (40kph turnout between Granville and Harris Park).
- Build-up of selected Newcastle / Central Coast Services.
- 2 car K set, running between Gosford and Newcastle replaced by a 4 car OSCAR.
- All Sector 3 services will be shown as 8 car consists.
- 2 x 6R set rosters, on Sector 2, changed to 2 x 8S set rosters.
- 3L set rosters, running Olympic Park and Carlingford services, changed to 4S set rosters.
- Run Number changes on Sector 2 to accommodate future introduction of Waratah Sets.
- Run 30-A, 0345 hours Campbelltown Yard, runs via Airport, instead of Sydenham.
- Run 8--M, ex 1753 hours Bondi Junction and Run 5--K, ex Bondi Junction 1808 hours Bondi Junction will not stop at Penshurst and Mortdale.
- West Boundary will be shown as "CRN West Boundary" and running time is 2 minutes west of Lithgow.

Meanwhile, an "Updated" SWTT Tabulated Pages "Weekdays", commencing 2 April was issued incorporating all changes since October 2011. This was not a published document, it was setup for use by Train Planners.

NSW Country Regional Network: WTT March 2012

There are new Working Timetables for some lines in the NSW Country Regional Network to replace those introduced in January when John Holland Rail took over control. The new TTs cover the Canberra, Armidale and Walgett lines for various dates in March. However, it is not apparent what the changes, if any, are. See www.jhrcrn.com.au

QR Citytrain: Closedowns 17/18 & 24/25 March

One of the biggest ever closedowns in terms of effect upon services occurred on the weekend of 17/18 March when no trains could leave Roma St to the south and west because of planned maintenance on the lines and overhead. Buses replaced trains as far as Murrarrie, Yeerongpilly, and Corinda.

One of the biggest ever closedowns in terms of track length occurred on the weekend of 24/25 March when no trains ran between Northgate and Gympie North. Work was carried out on Narangba station upgrades, overhead power line maintenance, track reconditioning at Northgate, and other minor maintenance work.

Queensland Rail: Additional sunlanders

Six additional Sunlander services will run on the North Coast line between Brisbane and Cairns in the school holidays. Extra northbound services will depart Brisbane's Roma St on 11 April, 27 June and 4 July. Additional southbound trains will leave Cairns on 13 April, 29 June and 8 July,

NSW: Freight growth

Port Kembla Port Corporation CEO Dom Figliomeni told the Mudgee Mining conference on 20 March that freight, not just coal transport, would double in the next 20 years. And should the Mid-Western region see three new coal projects begin in the next five years there would be an extra strain placed on the Ulan-Bengalla railway. Speaking on rail infrastructure in central and mid-western NSW, Lacertus Verum director Paul Bugler said the current interstate rail model worked okay but raised problems when end-users (often coal producers) need certainty of access to train paths over the long term or required investment in track to meet capacity needs. He said a current challenge facing industries was the limited existing capacity on the Hunter Valley network. It is compounded by conflicting and competing demands as well as difficulty in securing investment. The director said positives in dealing with a growing demand was that investment was being concentrated in the Hunter network. The Hunter Valley Access Undertaking also provides a comprehensive mechanism for securing investment either through Australian Rail Track Corporation funding or direct user funding.

Railway management consultants

Lacertus Verum, referred to in the preceding item, is a railway management advisory company, see www.lacertusverum.com.au. For more rail advisory companies see www.dawnalliance.com.au

Sydney Monorail to be pulled down

The NSW government has bought Metro Transport Sydney, the company that owns the light rail and monorail for \$19.8 million, to clear the way for the monorail's removal. The Premier, Barry O'Farrell said "The monorail is not integrated with Sydney's wider public transport network and has never been truly embraced by the community. The monorail is reaching the end of its economic life and the NSW government cannot justify costly upgrades like the purchase of new vehicles required to keep it running. The monorail has struggled right from the start, with patronage figures in its first two years half that predicted by the Unsworth Labor government. The real problem with the monorail I think for most Sydneysiders is that it doesn't actually go anywhere that you want to go."

Transport Minister Gladys Berejiklian said tearing down the monorail would remove any constraints on the proposed new convention centre development in Darling Harbour. It is expected to be completed by 2015-16. She said the monorail, which came into service in 1988, could be pulled down in two to three years but the government would not know for another 12 to 18 months the exact date of its removal. Buying out MTS gave the government greater flexibility when it came to planning future public transport, particularly proposed extensions to the light rail network, she said. "It means our options have increased in relation to light rail. Our options have increased in relation to how we integrate the convention centre with other modes of public transport. The monorail's been around for 20 years, and many argue that its use-by date has arrived, and that is certainly the government's position," she said.

Sydney Lord Mayor Clover Moore said removing the monorail to accommodate an extension to the light rail network was the sort of "big, bold transport project" the people of NSW had been waiting for. "I welcome the purchase of Metro Transport Sydney which will help fully integrate the current light rail system into the expanded network now being planned, Removal of the ugly and intrusive monorail is also the right next step. Replacing it with efficient and effective light rail will improve transport access in central Sydney," She said.

Infrastructure Partnerships Australia chief Brendan Lyon said few people would miss the monorail. "It is an analogue mode in a digital world and is in the way of a range of important projects like Sydney's new convention centre," Mr Lyon said in a statement. The Sydney Business Chamber praised the monorail's removal, saying one of its "key restraints" was its isolation from the rest of the transport network.

"Replacing the monorail with an integrated light rail network makes sense if we want to improve public transport options through the CBD and inner city," Sydney Business Chamber executive director Patricia Forsythe said.

The change of ownership also means that the state government now owns the Sydney tram. Whether this will lead to more integration with other public transport remains to be seen.

CityRail: Easing peak hour crush

From the *Sydney Morning Herald*, 28 February, by Jacob Saulwick

The [NSW] state government is looking at speeding trains up, placing more staff on crowded inner-city platforms, and introducing "screen doors" between platforms and trains to alleviate Sydney's worsening peak hour crush. In the longer term, Transport for NSW continues to pursue plans to convert large parts of the CityRail network to higher-frequency single-deck train operations. But tender documents released by the department show it is trying to come up with a short-term fix for Sydney's peak-hour capacity constraints, well before it can try the radical transformation to higher-frequency trains. The documents show that the current maximum CityRail capacity of 24,000 people per hour through any point on the network will soon be reached at Central Station's Platform 16 in the morning peak hour. Transport for NSW has therefore asked consultants to come up with ways "to increase the capacity of the affected areas of the network to enable a reliable 27,000 passengers per hour in the most cost-effective manner". "This may be achieved by increasing the number of trains per hour and/or increasing the number of passengers per train or a combination of both," the documents say.

One of the options is simply running trains faster. But this might make them less reliable as they try to meet a more ambitious timetable. Another option is to use more RailCorp staff to help spread passengers along platforms and in trains, as happens at Wynyard and Town Hall. Another option is the introduction of "platform screen doors." These doors, the department says, would allow passengers to stand 50 centimetres closer to the edge of the platform. The idea is that this could reduce crowding on the platform. The disadvantage, however, is that the doors could add to the time taken for trains to stop at stations.

The analysis will feed into the development of the government's next transport plan, due to be finalised at the end of the year. Transport for NSW released a discussion paper last week and called for submissions on the plan. The discussion paper makes only marginal reference to the work Transport for NSW has already put into converting parts of the CityRail network to higher-frequency single-deck trains. Transport for NSW has also released tenders for a separate study into the technical difficulties of attempting this conversion.

Countrylink future

The NSW Legislative Assembly State and Regional Development Committee is conducting an inquiry into how inter-regional public transport can better serve the needs of regional NSW. Particular issues for consideration include:

- (a) how Countrylink services can be improved;
- (b) how network linkages between Countrylink train and coach services can be improved;
- (c) the potential for Countrylink services to carry light freight;

(d) how Countrylink can be better utilised to increase tourism in New South Wales;
(e) how the amount of inter-regional travel undertaken by public transport can be increased;
(f) the extent to which regional public transport networks are integrated and how they can be better integrated;
(g) the role local councils can play in improving inter-regional public transportation networks; and
(h) the type of buses and trains that will be required for the provision of regional passenger services in the future.
The Committee does not intend to consider the privatisation of existing government owned public transport, including Countrylink. For details, including how you can lodge your submission (deadline 18 May), see www.parliament.nsw.gov.au/stateandregionaldevelopment

From the *Sydney Morning Herald*, 19 March, by Jacob Saulwick:

Countrylink will be carved off from the rest of RailCorp and run by a separate operator under plans being drawn up by the [NSW] state government. This will not necessarily mean the privatisation of Countrylink, which runs long distance train services and regional bus routes, but will leave it under a separate management and operational structure that will make it easier to be run by a private company in future. Sources told the *Herald* the Countrylink proposals were likely to be among the first to emerge from an internal review of RailCorp that is almost complete.

The idea of separating Countrylink from RailCorp is to give it a new management structure, whose focus will be to encourage rural and regional transport. The Transport Minister, Gladys Berejiklian, said: "It is not the government's policy to privatise Countrylink."

Despite enjoying a brief revival in patronage recently, Countrylink faces big challenges. The train fleet is about 30 years old, it repeatedly fails its on-time running target, and it faces pressure from freight companies for track access. For most of the past decade, Countrylink patronage has been in steady decline. From 2.2 million passengers on its train and bus services in 2001-02, patronage slumped to 1.55 million in 2007-08. It climbed to 1.89 million in 2010-11, with one of the main reasons for the revival being the removal of an online booking fee imposed on pensioners between 2006 and 2009.

One of the first hurdles for any new operator of Countrylink will be the replacement strategy for its XPT and Xplorer trains, which were introduced into service from 1982. The government is also under pressure to find ways of increasing the proportion of freight that enters Sydney via train lines used by Countrylink.

The Legislative Assembly's state and regional development committee is conducting a review of inter-regional public transport. The committee chairman and Nationals MP Andrew Gee said the review would look at all options for improving services, including whether Countrylink should carry light freight, how to make the timetable more responsive and flexible to business passengers, and how the services could be used to promote regional tourism. "I don't think people in metropolitan areas really appreciate how important Countrylink is in regional NSW," he said.

Countrylink has not met its performance target of 78 per cent of trains arriving within 10 minutes of schedule since 2002-03. Last year, less than 73% of Countrylink trains were on time.

CityRail: South Coast line closedown

The line from Dapto to Nowra was closed from 25 February to 11 March with buses replacing trains while concrete sleepers and new ballast were installed on 2.5 km of track between Oak Flats and Minnamurra and at Kiama.

CityRail and TransAdelaide: Major disruptions

In mid-afternoon, Thursday 15 March a major signal fault stopped all trains in the Ashfield/Strathfield area at the centre of CityRail's operations. Although fixed within an hour, trains were still subject to major disruption through the evening peak. At least one Central Coast train was diverted to operate via Bankstown.

On Wednesday 14 March a lightning strike disabled TransAdelaide's signaling system, and the entire system was shut down for a major part of the afternoon.

Eastern Australia: The Big Wet

The extensive rains over SE Australia in early March resulted, inter alia, in the City of Bathurst being divided by the Macquarie River. **Countrylink** stepped in by providing a regular hourly passenger service between Bathurst and Raglan on 3 and 4 March with an Explorer DMU. The downside was that this set was unavailable to run the regular weekend service from Sydney to Griffith and return, which was replaced by buses. There were extensive alterations or cancellations of Countrylink buses in western and southern NSW. By 6 March flooding near Harden was delaying trains by up to 3 hours. On the western line, a freight train derailment near Roto contributed to difficult operating problems.

On 8 March, very severe rain and storms caused chaos in Sydney generally, including to **Cityrail** services for most of the morning.

Great Southern Railway's Indian Pacific departure from Adelaide to Sydney on 6 March was diverted via Melbourne, due to flooding and a derailment at Roto in western NSW, as was the IP from Sydney on 7 March. The derailment also caused the cancellation of Countrylink's Broken Hill-Sydney service on 6 March.

Flooding near Maryborough, Qld, especially around Tiaro, resulted in cancellations and alterations of **Queensland Rail's** Sunlander, Cairns Tilt Train and Bundaberg Tilt Train around 6-7 March.

V/Line bus services in the Goulburn Valley were diverted or cancelled from throughout March due to flooding.

Metro Trains Melbourne: 22 April timetable

Many significant changes will be introduced with Metro Trains' timetable of 22 April:

- A ten minute frequency on weekends between 1030 and 1900, replacing the current 20 minute service, on the busiest lines, Dandenong, Frankston, Ringwood and (on Saturdays) Clifton Hill.
- Passenger train services will be introduced on the new line from Epping to South Morang.
- New railway stations to open at Cardinia Road (between Officer and Pakenham) and Lynbrook (between Dandenong and Merinda Park). All Cranbourne trains to stop at Lynbrook with all off-peak Pakenham trains to stop at Cardinia Road. However only some peak trains will stop there, due to insufficient electrical substation capacity.
- Up to five minutes extra has been added to many weekend and daytime services to reflect journey times.
- The direction of travel for northern suburbs trains through the City Loop will be reversed on weekends. Trains that previously ran though the loop via Southern Cross will run in the other direction, partly in a bid to clear crowds from Etihad Stadium more quickly.
- An extra morning weekday peak train from Hurstbridge.
- An extra train to Greensborough in the afternoon peak.
- An extra morning weekday peak train from Dandenong.
- Two extra trains during both morning and afternoon peaks on the South Morang line.
- Changes to some **V/Line** rail and bus times.
- Changes to many metropolitan **bus** route timings, and
- Route 8 **tram** through South Yarra to have some extra Sunday morning trips.

An additional 353 extra weekly trips will be scheduled. Metro will now operate 14,353 services a week.

Full details are at www.metlinkmelbourne.com.au and www.metrotrains.com.au and printed timetables were available from 10 April 2012.

Metro Trains Melbourne: Hurstbridge line upgrade

Major works on the Hurstbridge line involve installation of power signaling to replace the present Electric Staff between Greensborough and Eltham and Ordinary Staff control between Eltham and Hurstbridge and construction of two new stabling tracks at Eltham. The upgrade is costed at \$60.8 million.

V/Line: patronage

Victorian Public Transport Minister Terry Mulder has admitted that V/Line is struggling. He says that V/Line is doing it tougher than Metro with skyrocketing demand and ageing infrastructure. V/Line chief executive Rob Barnett said at least 40 extra carriages were needed to cope with demand. "We're the fastest growing railway in Australia with 8 to 9% compounding growth. We're 85% full on average during the peak", he said.

V/Line: Third Albury train restored

The third daily V/Line standard gauge passenger train to Albury will, at last, commence operation from Sunday 22 April. It will depart Melbourne Southern Cross at 0710 and Albury at 1245. The full service is Melbourne SX depart 0710, 1200 and 1801 (plus Countrylink at 0830 and 1955); Albury depart 0635, 1245 and 1720 (plus Countrylink at 0415 and 1522). All passenger trains on this line have the unique characteristic of operating to the same timetable seven days a week.

V/Line: Seymour line closedown April

The broad gauge line to Seymour will be closed for substantial upgrading work from Friday 6 April until Sunday 15 April. About 40 buses will substitute, providing services to Seymour and Shepperton. Then from Monday 16 April until Friday 27 April trains will operate in peak hours only. Work to be undertaken will be:

- Up to 52,000 sleepers replaced.
- Track and superstructures on 10 bridges replaced including on four major bridges,
- A new bridge between Wallan and Kilmore East,
- Repairing 6 km of mud holes, and
- Replacement of the down platforms at Donnybrook and Wallan, and the up platforms at Wallan and Broadford to allow passengers to exit at any train door.

It is claimed that the works will contribute to bringing the Seymour line to a standard comparable to the Geelong, Ballarat, Bendigo and Gippsland lines. The bridge and platform works are scheduled to be completed by 30 April, with resleepering and ballasting works continuing to later in the year.

V/Line: Don't even think about traveling around Victoria at Easter

During the Easter break from 6 to 9 April V/Line almost ceased to operate within the Melbourne metropolitan area. Bendigo/Swan Hill trains commenced from Sunbury. Ballarat line trains commenced from Sunshine. Seymour line trains were replaced by buses completely (see preceding item) and Eastern line trains commenced from Pakenham due to infrastructure works by Metro. Only Geelong and Albury SG trains operated normally.

Buses also replaced trains between Melbourne-Sunshine-Sunbury on the weekend of 17-18 March, for infrastructure work connected with the Regional Rail Link and Sunbury electrification. There will doubtless be many more temporary closures as RRL work proceeds.

Melbourne: Think hard before traveling around Melbourne at Easter

Metro Trains undertook intensive maintenance and renewal between Dandenong and Cranbourne, involving large scale replacement of points, signaling, overhead wiring and installation of concrete sleepers during a closedown over Easter.

Yarra Trams used Easter to renew tram tracks on St Kilda Road, which they claim is the busiest tram line in the world.

Metlink: Updated website

Metlink is inviting feedback on its revamped website. The test website is at

<http://upgrade.metlinkmelbourne.com.au> New features include interactive maps, real time disruption information on the front page and more.

Send feedback from the link at the top right hand side of the page, or

via <http://upgrade.metlinkmelbourne.com.au/feedback/beta-website-feedback/>

However it is a beta test version so don't rely on it for public transport information just yet - for this please keep using metlinkmelbourne.com.au

Melbourne: One grand plan proposed; one grand plan deferred

From the *Herald Sun* 9 March:

A big rail tunnel system from Ringwood to the city's north and Hawthorn is among three new options to boost train services to Melbourne's east. The alternatives have been put forward by the Baillieu Government's Doncaster Rail Study. A tunnel via Doncaster Rd and Kew Junction could attract development in existing residential and commercial areas, the Government said. The line could be built along the Eastern Freeway, part tunnel and part elevated, with feeder buses to remove road traffic. Or a railway could run from Doncaster to Box Hill, the first step towards an orbital line around Melbourne, including links to Monash University and Melbourne airport.

While \$6.5 million has been set aside for the study, there is no commitment to the project, which would run into the billions. Public Transport Minister Terry Mulder said a preferred route would be announced later this year. "Over the past four months, the study team has engaged with councils, residents and businesses to understand issues associated with a heavy rail line to Doncaster," Mr Mulder said. "The study team has shortlisted some potential corridor options, which will be presented at community workshops." He said the study was also examining possibilities east of Doncaster. "There are a number of complex land use, environmental, construction and operational considerations that need to be fully investigated before the final recommendations can be made," Mr Mulder said. Doncaster MP Mary Wooldridge said interested residents should attend the workshops. Public Transport Users Association president Daniel Bowen said Doncaster had been waiting more than 100 years for a train. "The City of Manningham is the only council area with no heavy rail access, and the result is daily traffic jams on many of its roads," Mr Bowen said.

From the *Age* 9 March:

A plan for a new rail line to Monash University and Rowville, floated by the Baillieu government before it won office, looks set to be shelved indefinitely. The Rowville Rail Study, provided to the *Age* yesterday by Victorian Transport Minister Terry Mulder, recommends building new tracks from Huntingdale station on the Dandenong line to Rowville. The new line would go underground from Huntingdale to Monash University's Clayton campus - which is currently served only by buses - and then on to Rowville via an overpass and another tunnel. But the line would only be feasible, the report says, if new tracks were built on the Dandenong line and several level crossings removed. It would also depend on the proposed but unfunded Melbourne Metro tunnel from South Kensington to South Yarra being built. The Rowville line, it says, "could not be provided for at least a decade". It suggests "further bus service improvements" as an interim measure.

Mr Mulder said last night it would be unfair to criticise the government for doing long-term planning. "There is no good in four or five years time putting your hand up to the federal government for funding and not having done the work. We have to have ... built a solid business case," he said. Public Transport Users Association president Daniel Bowen said a proposed metro tunnel should not be an excuse not to build the Rowville line. He was concerned the project would be put "permanently on ice". RMIT transport expert Paul Mees said the report was the kind designed to ensure nothing was ever built, by including "ludicrously over-designed tunnels and overpasses". The cheaper alternative was to build the rail line in a cutting along Wellington Road, he said. Monash's Paul Barton said a high-frequency shuttle bus from Huntingdale station put in place last year carried 17,000 passengers a week - underlining the need for a rail line.

Additional information from the draft report: New railway stations would be at Monash University, Mulgrave, Waverley Park and Rowville (two options), with an altered station layout at Huntingdale. A range of work would need to be undertaken on the existing Dandenong line and in the central network to provide capacity for any future Rowville services. By 2046, 68,000 passengers would board trains along a Rowville rail line on a typical weekday. A station at Monash University would drive significant patronage. While the study team favoured a six train per hour peak hour frequency which would require additional investment on the Dandenong line. Another possibility would be to divert some local Dandenong trains to or from Rowville to provide lower frequency peak hour trains. This would not require the other two projects to be constructed first.

NSW & Victoria: Wheat

Emerald Group has contracted with El Zorro Rail to haul grain. In February one train was transporting 1500 tonnes of wheat at a time from The Rock in southern NSW to Melbourne. This train will later be used to haul grain from Coolamon to Melbourne. Two more trains will be added from late 2012.

Following repairs to and re-opening of the Dimboola-Jeparit in line in western Victoria, wheat trains started operating in late February.

Victoria: Robinvale re-opening?

The mining company Iluka is investigating building a rail head at Robinvale, northern Victoria, to move material to its mineral sands processing plant at Hamilton, western Victoria. Iluka plans to build mines near Balranald and Euston, southern NSW. The company recently built a rail head at Hopetoun to move material from mines around Ouyen to Hamilton. V/Line's line is currently out of service between Manangatang and Robinvale, 53 km.

Adelaide Metro: Service changes Gawler, Grange and Tonsley lines, Feb & March

Progress on rebuilding the Gawler Central line has resulted in the restoration of train services between Mawson interchange and Salisbury from Sunday 11 March. Buses continued to provide services from Salisbury to Gawler Central. Work on this section of line was completed and the line re-opened for trains twelve days later from 1820 on Saturday 31 March.

The cutback in TransAdelaide train services on the Tonsley and Grange branches from 27 February arises not from electrification work at Adelaide station (as reported in March *Table Talk* page 4), but from work on expanding the convention centre above Adelaide station. Some local residents expressed fears that the current closedown of the Tonsley line is part of a plan to close the line permanently. On 17 March the Transport Services Minister, Chloe Fox, said that the Tonsley rail line will not be closed permanently and is an important part of Adelaide's rail network. "It would be very short-term thinking if we were to close the line down." Ms Fox said the Tonsley line's proximity to the Flinders Medical Centre and Flinders University meant a line extension had not been ruled out by the State Government. Despite the launch in 2008 of a study examining the possible extension of the Tonsley line to FMC and the university, Ms Fox said the Planning, Transport and Infrastructure Department was "still undertaking the investigation".

South Australia: Freight

Railing of sand from the Bemax siding near Broken Hill to Port Adelaide may increase from the current thrice weekly to daily to handle increased production. Bemax is also finalising a facility near Ivanhoe, NSW. This will necessitate railing from Ivanhoe to Broken Hill.

Oz Minerals has contracted with Genesee and Wyoming Australia (GWA), operator of SA intrastate freight trains, for haulage of copper concentrate from near Wirrida, north of Tarcoola on the north-south railway, to Port Adelaide or Darwin.

One Steel has contracted with GWA for haulage of iron ore from Whyalla to Wirrida. To handle this efficiently, construction of a south to west direct line is being considered for Port Augusta.

WA PortLink project

The WA government has allocated \$5 million and the Commonwealth government \$2 million to commence planning of the PortLink Inland Freight Corridor Development Plan. This envisages construction of an intermodal terminal and rail realignment in Kalgoorlie-Boulder, as well as a sealed road link between Wiluna and Meekatharra. WA Regional Development Minister Brendon Grylls said the aim of the PortLink project was to provide an important regional alternative to Perth as the central distribution point for interstate general freight. "Unprecedented growth in the State's resource-rich areas has created exceptional demand for goods and services. This has led to increases in freight from the Eastern States and an almost total dependence on Perth as a distribution point. If freight originating in the east can be diverted north along the Goldfields Highway at Kalgoorlie-Boulder, this will be a distance saving of about 600km. The PortLink concept ultimately links Port Hedland, Kalgoorlie-Boulder, Esperance and Geraldton, and has the potential to build a more robust and flexible freight network that will deliver economic development and employment opportunities in regional areas."

A future Phase Two of the PortLink project would examine the feasibility of linking the existing Esperance/Kalgoorlie-Boulder/Wiluna standard gauge rail into the Mid-West and Pilbara network.

QR National: Pilbara expansion

Qr National has lodged a land reservation notice for a possible railway in the WA Pilbara. The proposed 600 km, \$3.5 billion line would serve mid size and small iron ore mines such as Atlas Iron and Brockman Resources.

Transwa disruptions

The Australind and Prospector are often subject to short duration cancellations for planned maintenance, either wholly or within the suburban area. In addition, a lengthy cancellation was from Monday 12 March to Friday 16 March to allow the rail bridge at Pinjarra to be replaced. Replacement road coaches operated. Cancellations are advised well in advance on Transwa's website.

Auckland: New station at Parnell

Construction has commenced of a new station at Parnell between Britomart (the City terminus) and Newmarket.

Austrian computer information

ÖBB, Austrian Federal Railways, now provides every train driver with a computer notebook. These contain all rule books, the working timetable and speed restrictions and other information for his shift, replacing written information. The notebooks are updated at the beginning and end of each shift. ÖBB has bought 4500 notebooks for drivers.

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EDITORIAL

There are a number of reports in this edition of *Table Talk* about major railway closedowns for civil engineering works. These are included because of their significance, because of major impacts on services, or because of the major nature of the work undertaken, or because they are of significant duration. Nevertheless, it remains the policy of *Table Talk* not to report the majority of track closedowns. These are now such a common practice on all systems as to be usually routine and repetitive.

BUS NEWS

ACT - Canberra

Transport for Canberra strategy:

A seven-day bus timetable and increased frequency of bus services on both suburban and main transport corridors are the centrepiece of a Transport for Canberra Strategy, launched on 19 March by Chief Minister, Katy Gallagher and Minister for the Environment and Sustainable Development, Simon Corbell. The key features will be:

- 15 minute frequency public transport on the Frequent Network;
- 30 minute frequency public transport services within a 5-10 minute walk of everyone by 2021;
- public transport infrastructure: transitways, stations, park and ride and mass transit options like light rail or rapid bus transit;
- cycling and walking supported by a more compact city through integration of transport and land use planning;
- increasing public transport, walking and cycling to 23% of work trips by 2016; and,
- ring roads for traffic that integrate with central road corridors for public transport.
- 600 upgraded stops by the end of 2012;
- 12 major new stops at high patron locations by the end of 2012 and 8 additional stops by mid 2013;
- A very large 'Rapid' bus stop to be constructed at the ANU Exchange; and,
- 30km of new cycle paths across the ACT.

Mr Corbell said it was important to note that this was a long term strategy which would be rolled out progressively over the next 6-8 years, ensuring that all measures were implemented properly.

The Government has announced consultation on five new potential sites for bike and ride facilities across Canberra as well as six new potential sites for park and ride facilities which will supplement many popular facilities already being highly utilised by Canberrans.

In the shorter term, a new bus network is expected to commence on Monday 28 May 2012. All timetables will change and will be available two weeks prior from the ACTION website, MyWay Centres, Woden and Tuggeranong Bus Stations and Canberra Connect Shopfronts.

The new network, Network 12, is the first step along the way to delivering the improvements outlined in the Transport for Canberra Strategy. These changes will improve the current network and further planning is underway for a more extensive review. The network will continue to change as Canberra grows, new business districts develop and more buses join the fleet. Feedback received from consultations was considered however not all could be included. Feedback which has not already been included will be incorporated into a wider, more extensive review of the ACTION network currently being undertaken. Further changes will be implemented in 2013.

Additional Red Rapid Route 200 services and stops: More Red Rapid services will depart from Gungahlin Marketplace during the weekday morning peak operating every 10 minutes. Additional bus stops will be serviced.

Belconnen: Routes 318 and 319 (on the Blue Rapid line) will be extended to Kippax, providing 15 minute frequency between Kippax and Belconnen.

Canberra Railway Station: Route 80 timetable will be adjusted to ensure connection with arriving / departing trains. Red Rapid Route 200 will be streamlined to travel along Wentworth Ave and Canberra Ave. An extra bus stop on Wentworth Ave will be serviced by Red Rapid within walking distance of the Station.

Central Canberra: The original proposal to split Route 2 in the city has changed following community feedback. The current structure of Route 2 will be retained for cross city travel. Route 7 will be extended to City West, the Australian National University and the National Museum of Australia (not Route 2 as originally planned). As this is an extension at the end of the route, it is not expected to affect commuters. Route 3 will no longer travel via the National Museum of Australia (replaced by Route 7 - not route 2 as originally planned). This will reduce travel time to the City for ANU commuters. Routes 3 and 7 will combine to provide improved frequency through the ANU and City West. Routes 4 and 5 will be extended to service City West.

Fyshwick: Route 80 will be streamlined to provide a more direct service to Fishwick no longer travelling via The Causeway or Russell Offices. Route 80 will be redirected to travel along Barrier St and Isa St to ensure adequate coverage of this area. Red Rapid Route 200 will now travel along Wentworth Ave and Canberra Ave. A new Red Rapid stop on Canberra Ave will provide improved access for Narrabundah residents. Route 780 will no longer operate (replaced by Route 80 services).

The Causeway: With the streamlining of Route 80, the ACT government is working with residents as to how to best cater for their needs. This is part of the ACT Community Transport Review as well as the more extensive review planned for ACTION's bus network.

Gungahlin: A new weekday service, Route 55, and weekend service, Route 955, will service of Forde and Bonner. Both routes will travel to Gungahlin Marketplace providing a connection with services to the City and Belconnen. Based on feedback, Route 55 will be timed to connect with Route 757 from Gungahlin Marketplace to provide travel to Russell, Brindabella Business Park and Fairbairn. Route 51 will extend to Casey.

Weekend service, Route 951, will service Casey and extend to the City travelling via Gungahlin Marketplace and Flemington Road providing a more direct link between Gungahlin and the City. Weekend service, Route 952, will travel to Paul Coe Crescent via Moncrieff on to Amaroo, Gungahlin, Harrison, Franklin and the City. Weekend service, Route 956, no longer travels to Belconnen. The service will operate between Gungahlin Marketplace and the City via Palmerston and Mitchell. Route 958 will continue to travel from Gungahlin to Belconnen.

Route 58 will extend to service Crace and will be streamlined to travel via Flemington Road (no longer through Franklin and Mitchell). Route 57 will continue to service Franklin and Mitchell. Franklin commuters can access Route 58 and many other services from the stops on Flemington Road. Weekend service, Route 958, will service Crace.

More buses will depart the Gungahlin Marketplace during the morning peak on Red Rapid Route 200 - every 10 minutes. Bus stops on Flemington Road near Well Station Drive will be serviced by Route 200.

Majura Park: Additional Route 10 services will extend to Majura Park during the morning and afternoon peaks to meet growing demand.

Macquarie: To cater for aged residents, Community Route 73 and 74 will be redirected via Catchpole St.

Tuggeranong: Frequency will be improved connecting Tuggeranong, Woden and City with additional Blue Rapid Route 300 services during morning and afternoon peak periods.

Woden to Canberra Hospital: Route 4 will be extended to travel via Canberra Hospital to Woden Bus Station. Routes 3, 4, 5 and 6 will combine to provide a high frequency link between the Hospital and Woden Bus Station.

Weston Creek: Route 28 will depart earlier from Woden to accommodate Orana Steiner School. Route 25 and 26 departure times have been reworked to improve frequency for services from Woden to Weston Creek. Routes 25 and 26 combine to provide passengers with 30 minute frequency.

New South Wales – Sydney

Sydney Buses: Changes to services in the south eastern area occurred from Sunday 18 March. The phrase 'timetable changes will assist with improved reliability of services along the corridor by taking current traffic conditions into account' means longer journey times, some 392 journey times have increased as much as 13 minutes. This is really adjusting timetables to match the actual running times as has happened on many trunk routes. Consequently there are slight changes in departure times to allow same arrival times into the city.

On Anzac Parade there four extra services (3 X99s and 1 X94) and articulated buses have been added on several routes, providing extra seats and additional standing room.

Botany Road services 305, 308, 309, L09, X09, 310 and X10 also have extended journey times, up to 12 minutes.

The Government's policy to remove Station Access Fees at Mascot and Green Square stations has meant that some bus passengers have switched to travel to and from the City by train. Thus there are two less of both X09s and X10s in the evening.

Crown St services routes 301, 302, 303 and X03 have also had longer trip times, up to 6 minutes

Some 301 services have been converted to operate as 303s to better serve the growth in population around the new Victoria Park precinct along O'Dea Ave. An additional 303 commences from Mascot to the City at 5:41am on weekdays.

Cross suburban routes 353 and 357 have also had trip times extended and one morning peak time trip from Eastgardens to Bondi Junction added on the 353.

There have also been some changes to school services affecting Waverley College, Randwick Boys and Girls High School, Marcellin and Brigidine Colleges, Our Lady of the Sacred Heart Kensington, and South Sydney High School, again mainly journey time extensions and earlier start times.

The new timetables are:

Anzac Parade (all version 2.0)

- 391/392/X92 - La Perouse/Little Bay to City via Bunnerong Rd
- 393/394/L94/X94/399/X99 - La Perouse/Malabar to City via Anzac Parade
- 395/396/X96/397/X97 - Maroubra to City

Botany Road:

- 305 - Railway Square to Stamford Hotel (v2.0)
- 308 - Marrickville Metro to City (v2.0)
- 309/L09/X09/310/X10 - Port Botany/Eastgardens to City (v3.0)

Crown Street:

- 301/302/303/X03 - Sans Souci & Eastgardens to City (v2.0)

Cross suburban:

- 353 - Bondi Junction to Eastgardens via Coogee (V2.0)
- 357 - Sydenham to Bondi Junction (v3.0)

Also available is a February 2012 reprint of 406 Hurlstone Park to Five Dock (v2.2).

Sydney private bus

Veolia Transport – Rockdale/Hurstville area Routes 452, 453 and 455

Veolia Transport has put out a review brochure for review of region 10 routes 452, 453 and 455, which were not reviewed as part of the full region 10 review, with a closing date for comments of 6 April 2012. The plans show 455 (Kingsgrove – Kogarah) is to be made less circuitous and 453 (Rockdale – Carlton – Hurstville) shortened and reduced to a peak-hour-only route.

Hillsbus – new Route 602 plus more trips on other routes

Minister for Transport Gladys Berejiklian early in March announced the roll-out of 24 new buses and 46 new services during peak periods for Hillsbus commuters who live in Sydney's North West. The roll-out of these new buses started on 19 March and will be finished in June. This was said to be part of the 2011-12 Budget for 261 new buses worth \$118.8 million, including 95 buses for State Transit and 166 for private operators.

New Route 602, Rouse Hill Town Centre – North Sydney via the Parramatta-Rouse Hill T-way and the M2 motorway, started on 19 March. For this route, five new buses were allocated to Hillsbus and they provide for five morning peak trips to North Sydney and five afternoon peak trips in the reverse direction. While other Hillsbus routes run to Milsons Point, this new route runs only to North Sydney.

Also from 19 March, two new buses provide for two morning peak trips to Milsons Point and two afternoon peak return trips on 612, Riley T-way, Kellyville to Milsons Point.

Other planned service improvements are:

- 619 Castle Hill to Macquarie Park - 2 new buses - 2 extra morning peak trips and 2 afternoon peak (return) - March/April
- 607X Rouse Hill Town Centre to the City - 7 new buses - 7 extra morning peak trips and 5 afternoon peak (return) - April/May
- 616X Kellyville Ridge to the City - 3 new buses - 3 extra morning peak trips and 3 afternoon peak (return) - April/May
- 611 Blacktown to Macquarie Park - 4 new buses - 4 extra morning peak trips and 4 afternoon peak (return) - End May
- T63 Kellyville Ridge to Parramatta - 1 new bus - 1 extra morning peak trip and 1 afternoon peak (return) - End June

New South Wales – Regional and Rural

Hunter Valley Buses – Routes 267 & 268, West Wallsend - Glendale – University

The timetable dated 28 November 2010 has been updated and reissued with date January 2012. The only changes noted relate to footnotes – one of which changed from using the letter S to L – possibly so as not to confuse it with school day only trips which usually use S.

Jones Brothers – Lithgow & Bathurst

Jones Bros Bus Co directors Peter and Graham Jones announced in mid-March that, after providing transport services to Lithgow and surrounding districts for more than 90 years, the company is to be sold to the Buslines Group from 2 April. Buslines is a well-established and experienced bus operator providing services in Lismore, Ballina, Dubbo, Orange, Tamworth, Berrima, Griffith and Picton. The Jones family has had a long history providing a transport service in the Lithgow and Bathurst areas, starting with a horse and dray service in Lithgow in 1922.

Jones Bros operates 24 vehicles from their Lithgow depot. Routes are from Lithgow CBD to:

- 100/101 Strathlone Estate
- 200/201 Barrs & Tweed
- Oakey Park
- McKellars Park
- Vale of Clwydd
- Portland
- Wallerawang
- Bathurst

The company also has 28 buses in Bathurst and surrounding areas providing services six days a week. Routes are from Bathurst CBD to:

- West Bathurst
- Kelso/Laffing Waters
- Gormans Hill/St Vincents Hospital
- Eglinton
- Raglan/Ashworth Estate
- Kelso/Pine View Estate
- University/TAFE
- South Bathurst
- North Bathurst/Bathurst Base Hospital.

Queensland - Brisbane

New **Brisbane Transport** timetables, all effective 20 February:

- P129 130 131 132 P133 136 P137 138 - replaces P129 130 131 132 P133 136 P137 139
- 66, 110 115, 135 155 134 145, 140 P141 P142
- 150 P151 152 153 156 P157, P179 180 181 186 P189, 184 N184 185, 192
- 213 214 215 P216 220 P221 N226, 227 232
- 302 303 (note 304 has been discontinued), 338, 396 397 398, 467 468

New **Veolia** timetables - all dated 27 February:

- 240 242 243 - replaces 240 241 243 – (242 is Wakerley to Carindale all stops)
- 251 252 255 - replaces 251 252 255 257 (255 is now Cleveland to Wellington Point link all stops)
- 253 254 256 258 259 - replaces 256 258 (258 is now Toondah Harbour to Cleveland link all stops & 259 is Cleveland to Ormiston all stops)
- 263 264 265 268 replaces 263 264 265 (269 is Capalaba to Sheldon (Parkwood Dr) all stops)
- 266 267 270 276 277 279 - replaces 270 271 277 278 279 (270 is now Victoria Point Jetty to Carindale & 276 is Victoria Point to Brisbane City via Point Halloran & Eight Mile Plains limited stops. 278 is discontinued. 279 is Victoria Point to Brisbane City via Eight Mile Plains limited stops)
- 272 273 274 275 280 281 - replaces 280 281 285. 285 is discontinued. 282 is now Victoria Point to Loganholme bus stn via Mount Cotton all stops & 283 is now Redland Bay to Loganholme bus stn via Carbrook all stops.

Thompsons Strathpine – New timetables all effective 27 February

670 Warner to Westfield Strathpine
671 Warner to Westfield Strathpine
672 Warner Lakes to Westfield Strathpine
673 Warner, Bray Park, Lawnton, Joyner
674 Lawnton to Westfield Strathpine
675 Petrie station to Murrumba Downs loop
676 Petrie station to Murrumba Downs
677 Griffin Heights to Petrie station
678 Warner to Petrie
679 Griffin Heights to North Lakes

Queensland - Regional

Greyhound replaces Stonestreet's: Stonestreet's Coaches has announced that Greyhound Australia has taken over the Toowoomba-to-Brisbane route to allow Stonestreet's to supply transport to mining companies in the Surat and Bowen basins. Greyhound Kevin Lyons says the number of services to Brisbane will not decrease. "Because we do have 11 daily services and we are modifying our schedules slightly to ensure that we cover off all the various time frames that they have within our schedule, we have sufficient capacity and we have the ability to put additional services on," he said. Passengers with existing tickets will not be inconvenienced. The two or three weeks of planning ensured that all customers including wheelchair customers and hospital patients are accommodated.

Sunbus services in **Cairns, Townsville and Magnetic Island** have been disrupted during March due to weather and road conditions. In Cairns, some sections of the Northern Beaches services were cancelled for some days but had resumed by 26 March. Passengers were kept informed with regular updates on the Sunbus website and through the local media.

South Australia - Adelaide

The State Government has announced that for the period 1/10/11 to 31/1/12/11 the three bus companies who run the Adelaide metro services have each been fined for late running, buses missing, aggressive drivers etc.

Victoria – Melbourne

New bus timetables have begun appearing on the Metlink website for timetable changes on Sunday 22 April. This is the date for the new Metro trains timetable which will see the opening of South Morang rail extension, opening of new stations at Cardinia Rd & Lynbrook and 10 min weekend train frequencies to Ringwood, Dandenong & Frankston. The listing is too long to include in *Table Talk*. Readers are referred to the ATDB website or to the Metlink website.

Victoria – Regional

Thirty bus routes operating under the trial Transport Connections Program servicing small Victorian towns will be axed by the State Government. The program was established by the former government in 2009 to provide 67 trial routes to address a lack of public transport servicing small regional communities. Sixteen of the 30 routes to be cut are in Western Victoria. The cuts to the Transport Connections Program bus services are expected to include:

- Bannockburn Loop
- Hamilton to Mt Gambier
- Hawkesdale to Warrnambool - school holiday service
- Lavers Hill to Colac - Friday
- Lavers Hill to Colac - Summer
- Macarthur to Warrnambool - Summer
- Moriac to Waurin Ponds and Torquay
- Mortlake to Terang

- Mortlake to Warrnambool - school holiday service
- Noorat to Warrnambool
- Port Campbell to Warrnambool - summer service
- Portland to Mt Gambier
- Queenscliff to Jan Juc
- Terang to Warrnambool - summer
- Timboon to Warrnambool- summer
- Winchelsea and Moriac to Waurn Pond and Torquay
- Boisdale to Briagalong
- Foster to Tidal River
- Lakes Entrance to Metung
- Seaspray - holiday service
- Venus Bay to Leongatha
- Trentham to Kyneton
- Flowerdale to Kinglake
- Goughs Bay to Mansfield
- Mansfield to Benalla;
- Tungamah to Cobram
- Yea to Yarra Glen/Healesville
- Lockington Rochester Station
- Ouyen to Sea Lake
- Rushworth to Shepparton via Murchison.

The Department of Transport confirmed that the 30 services would be cut. A spokeswoman said the department evaluated all 67 of the connection program bus service trials. She said services were evaluated on cost-effectiveness, passenger numbers and feedback from the local community. "As a result of this review, 27 services have now received recurrent funding, 10 have had their trials extended for further review and 30 services have been discontinued," she said. "These 30 services have been discontinued due to poor patronage, low cost effectiveness and poor alignment of trial outcomes with program objectives."

Western Australia - Perth

Previously not reported are the following timetables introduced on 19 February 2012:-

South Eastern 15 (routes 72/75)

Joondalup Cat 205 (routes 10/11/13)

A new Eastern 103 timetable (routes 41/42/43/44/48/55) was issued on 18 March 2012 incorporating minor time changes and additional inward morning trips on route 42.

Also a new Southern 133 timetable (routes 591/592/594) was issued on 25 March 2012.

The following timetables were issued on 1 April, 2012:-

South Eastern 7 (routes 240/241/250) incorporating a route change on 240.

Northern 56 (routes 15/401)

Northern 59 (routes 413/414/415) incorporating new route 415 Stirling-Mirrabooka

Northern 60 (routes 410/412)

Northern 61 (routes 421/422/424/426)

Northern 62 (routes 423/425/427/428)

Northern 68 (routes 381/456/458) incorporating minor time changes on 381

Northern 70 (route 371)

Northern 74 (routes 365/372/375)

Northern 75 (routes 376/377/378/379)

Northern 79 (route 407) incorporating minor time changes

Eastern 106 (routes 21/22/66/67/68)

The new Northern TTs allow for stand changes at Mirrabooka and Stirling.

And also a new Southern 121 timetable (routes 530/531/533) was issued on 8 April.

Proposals have been released for a new 254 route Armadale to Byford via West Byford

Thanks to Tony Bailey, Hilaire Fraser, Craig Halsall, Robert Henderson, Peter Hobbis, David Hutton, Victor Isaacs, Duncan MacAuslan, Paul Nicholson, Lourie Smit, Brian Weedon, Roger Wheaton

AIR NEWS

Domestic

Norfolk Air's operation to Norfolk Island ceased from 29 February. **Air New Zealand** is taking over the Australian Government subsidised operation from 1 March, but ANZ has dropped the direct Melbourne to Norfolk route. Norfolk Air, a Norfolk Island Government Business Enterprise, has been flying to the Island since June 2006, in partnership with **Our Airline**, the trading name of the Nauru Air Corporation, the latter organisation supplying the 737-300 aircraft, the captain and first officer. Cabin crew and terminal staff were supplied by Norfolk Air.

Tiger Airways has established a base at Sydney airport. It will base three A320 aircraft there to operate over 10 additional daily return services, including new Sydney-Brisbane and Sydney-Gold Coast services. Both routes will operate four times daily. Sydney to Melbourne frequencies will rise from nine to 11 daily.

Qantas will resume its usual Winter service from Sydney to Mt Hotham and v.v. from 29 June until 29 September.

Virgin Australia will provide an extra daily service between Hobart and Melbourne from September, and a new lounge at Hobart Airport.

Airnorth will commence an additional service from Darwin to the Pilbara from 4 July. This new service increases Airnorth's Pilbara services to three flights per week, providing a direct link between Broome, Port Hedland and Karratha. Operating every Wednesday, it has a flight time of a little over three hours from Darwin.

International

Star Alliance offers a screen saver showing their scheduled flights in either real or accelerated time:

<http://www.staralliance.com/en/services/screensaver/>

Fifty-three international scheduled airlines operated services to/from Australia during December 2011 (including four dedicated freight airlines but excluding those only on code share arrangements). International scheduled passenger traffic in December 2011 was 2.664 million compared to 2.577 million in December 2010 – an increase of 3.4%. Passenger traffic for the year ended December 2011 was 28.122 million, a 5% increase over the figure for the year ended December 2010. Total seats on international scheduled operations to/from Australia during December 2011 were 3.369 million – an increase of 3.8% compared to December 2010.

	Dec 10	Dec 11	% Increase
Passengers carried (millions)	2.577	2.664	3.4
Freight (tonnes)	72218	75747	4.9
Mail (tonnes)	4920	4689	(- 4.7)
Available seats (millions)	3.245	3.369	3.8
Flights	13240	13688	3.4
Aircraft movements	14100	14350	1.8

Qantas and China Eastern have teamed up to create a new Asia-based budget airline, **Jetstar Hong Kong**. Serving short haul routes in Asia, it is expected to launch next year with three aircraft, expanding to 18 aircraft by 2015.

Qantas has returned to South America. A service from Sydney to Santiago de Chile will operate thrice weekly from 26 March 2012.

Air India will launch non-stop Melbourne flights at the end of 2012.

On 26 March, **SilkAir** commenced flights to Darwin. On Mondays, Wednesdays, Fridays and Sundays flights depart Singapore at 1930 and arrive in Darwin at 0145 the next day. On return, the flight arrives Singapore at 0530.

A little more than a year after launching flights, **AirAsia** will pull out of flights between Darwin and Bali from 29 April. These had operated four times weekly. The cut is part of a review that will also see the termination of services to Paris, London, India and Indonesia.

Silk Air, the regional wing of Singapore Airlines, commenced its four times weekly Singapore- Darwin service on 26 March.

Aerolineas Argentinas will operate direct services from Sydney to Buenos Aires from 1 July with a non-stop thrice weekly service, dropping its Auckland stopover.

Thanks to Tony Bailey, Geoffrey Clifton and Ian Cooper Air news.

ODD SPOT



Prahran, Victoria – photo found by Geoff Lambert

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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Membership of the AATTC includes monthly copies of the *Times*, *Table Talk*, the Distribution List of timetables, and the twice-yearly Auction catalogue. The membership fee is \$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.



Members' News
- April 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.

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. It is suggested that each attendee bring a "favourite"/interesting timetable for discussion.

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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