



TABLE TALK

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Graphic from the Premier's and Minister's "Sydney's Rail Future" announcement, 20 June 2012. The differentiation between the proposed "Rapid transit system" and "Improved Sydney Train services" may not be clear in black and white. The "Rapid transit system", ie, frequent single-deck trains, are the fuzzier lines to Cudgegong Road (NW line) Hurstville, Lidcombe via Bankstown and Liverpool via Bankstown.

RADICAL NEW THOUGHTS ON TRAIN OPERATION IN OUR BIG CITIES

Sydney: NW Railway – Private operation and stand-alone

The North West Railway will be franchised for operation by a private operator. The existing Chatswood to Epping line will be transferred to the operator. The operation will be as a stand-alone line. Passengers will be required to change trains at Chatswood to access the CBD. When the second Harbour Crossing is built, trains will operate through to the City – however, this may be 20 years away. Services on the NW line will be operated by single deck trains. Services are expected to operate every five minutes. NSW Transport Minister Gladys Berejiklian says the timetable will be rewritten to increase trains from Chatswood to the City from 16 to 20 in the peak hour. She has outlined how the line will fit in with her 20-year plan for the rail network. She says she has had to revise her vision. "I assumed

when I became Transport Minister that double decks were the way to go but expert advice, community input, industry input, demonstrates to me and also looking at what happens around the world, the best way to go for the north-west rail line is single deck," she said. The NSW government called tenders for the tunnelling work in late June.

The NSW government also envisages benefits from next year with more services across the rail network with the introduction of a new timetable. Planning work is to start for a second harbour rail crossing which will be constructed under Sydney Harbour and the CBD linking the North West to the city. There will be new CBD railway stations on the new line, easing congestion at existing city stations such as Wynyard and Town Hall.

The Bankstown line and the inner Illawarra line as far as Hurstville will eventually be converted to "fast, single-deck train services". According to the next article, other new operating strategies are also being considered.

Details of the NSW government's announcement are at www.haveyoursay.nsw.gov.au/article/sydneys-rail-future

Features of the 2013 timetable are in Rail News below.

CityRail

From the *Sydney Morning Herald*, 15 June 2012, by Jacob Saulwick:

More commuters would have to change trains to get to the city centre under a planned overhaul of Sydney's train system that will attempt to make trains run more frequently and reliably. The overhaul would mean commuters from a clutch of stations in Sydney's west and north-west would lose direct services to the city, but they would be promised better and more regular services on the express line when they change trains. The principles behind the planned redesign, which remain controversial inside the transport bureaucracy, are expected to be laid out in the coming weeks. They promise an easier to understand timetable and simpler and faster train movements. But they contradict a long-standing feature of Sydney's train system that enables commuters on any station to get a direct service to the core of the city. Presently, only commuters on the Carlingford line cannot take a direct train to the city in the morning peak.

The redesign will aim to reduce the number of train lines feeding into the western line, which runs from the Blue Mountains through Penrith, Blacktown, Parramatta and the inner west. The idea is that by merging fewer train lines into the western line it will be able to accommodate an increased number of trains in the morning peak. Under one scenario seen by the *Herald*, trains on the Richmond line would no longer continue through the city, but turn south at Granville and head to Campbelltown. This would mean commuters on these trains would need to change at either Blacktown or Seven Hills for services to the city. From Blacktown or Seven Hills, they would be able to transfer to express city services running every three minutes. The western line does not reliably operate services every three minutes. Another feature of the plan is that trains that run to the city from Epping via Strathfield, picking up passengers at stations such as Eastwood, Denistone, and the apartment-heavy area around Rhodes, would terminate at Central. Commuters on these trains with jobs in the inner city would have to transfer for Wynyard and Town Hall.

Multiple sources have told the *Herald* running this plan would require RailCorp to use more trains. RailCorp would have to retain old non-airconditioned train sets even as it receives more new Waratah trains over the next three years. It had planned to retire the older trains. The *Herald* put its understanding of the rail plan to the office of the Transport Minister, Gladys Berejiklian. She said: "Transport for NSW is undertaking the most fundamental rewrite of the rail timetable in a decade to ensure we get the most out of the current network for customers." "There is a lot of work to do and plans have not been finalised. The new timetable will be implemented late next year to improve service reliability and increase capacity," she said.

The plan being worked on would also affect commuters at smaller stations west of Parramatta. Commuters from stations such as St Marys, Rooty Hill, Toongabbie and Wentworthville would have to transfer at larger stations such as Blacktown and Parramatta to make it to the city.

The *Herald* this month revealed the government is preparing to commit to a second rail crossing of Sydney Harbour as its next major train project after the North West Rail Link is finished about 2019.

Metro Trains Melbourne

Metro plans to split Melbourne's rail network into five separate groups over the next five years to 2017. The aim is to provide a large boost to peak-hour train services. If the plan is successful commuters will benefit from increased levels of service frequency on some lines, with waits of five minutes or less between trains in some cases. The Frankston, Sydenham and Craigieburn lines will get 12 peak-hour trains under the plan, or one every five minutes. There will be nine trains an hour to Werribee, South Morang, Eltham, Glen Waverley, Pakenham and Sandringham. The Upfield line would get six peak-hour trains instead of the current three. And 18 trains will run along the Dandenong corridor.

But a handful of commuters will lose out. Trains will no longer run all the way to Hurstbridge, instead shuttling between Eltham and Hurstbridge stations. And Altona loop travellers, rated the network's most dissatisfied, stand to see no improvement to the current three hourly trains shuttling between Newport and Laverton stations.

Central to the plan is a proposal to "decentralise drivers" by removing them from their current city hub and basing them at five separate suburban locations. The new hubs would serve as the network's changeover points. The plan is being resisted by some drivers, who stand to be evicted from their hub at Flinders St Station and divided into five camps. They argue it will effectively deskill them by forcing them to run trains up and down the same lines every day.

Drivers have warned that the plan mimics the failed break-up of the network into two operators - Connex and Bayside - when Melbourne rail was privatised in 1999. "The initial privatisation of the system which saw it split into two separate operating companies was an absolute disaster, with drivers unqualified to run trains on both sides of the system," one driver said. "Metro now intends to go even further down this ridiculous path by dividing the system into five separate divisions. Drivers will be locked into one group. This will lead to constraints on available qualified staff to run the system." Public Transport Users Association president Daniel Bowen backs the plan. "Removing changeovers from Flinders St would be an improvement, given the delays there," he said.

A problem will be increased delays to road traffic at Melbourne' many level crossings. Another problem may be lack of paths for V/Line services.

RAIL AND TRAM NEWS

ARTC: WTT 8 July 2012

A new ARTC Master Train Program, aka as Working Timetable, is effective 8 July 2012. Tabular and graphical versions are on ARTC's website www.artc.com.au and are available from the AATTC July Distribution List.

ARTC brings maintenance in-house

The Australian Rail Track Corporation will bring the most of its asset maintenance in house once current contracts with two alliance partners, Transfield and Downer Rail, expire in December 2012. This will also apply to signaling maintenance in Victoria, consistent with what already is the case elsewhere. CEO John Fullerton said that "We are reaching the end of a huge period of investment in rebuilding and modernising our interstate rail network. The decision to bring our maintenance requirements in house means we will be better placed to take control of asset condition and have the ability to respond quickly to incidents when they occur. ARTC will continue to enter into specialised contracts for major works to build new sections of track or grow our existing infrastructure asset base as we currently do". The changes are expected to create around 200 new jobs within ARTC and maintain the regional base for work depots as well as creating new regional work centres. The new arrangements will start in December 2012, with the exception of works planned to be complete in 2013 which include signalling works for the Metropolitan Freight Network in Sydney, and the Broken Hill to Whyalla rerailing project.

National rail safety regulator

Rob Andrews, a British rail safety expert, will be Australia's inaugural national rail safety regulator. He has worked for the UK Strategic Rail Authority, the Office of Rail Regulation, the Health and Safety Executive, and most recently as program director for Crossrail and Thameslink at London Underground.

Queensland: Galilee Basin coal railways

The Queensland Government is negotiating with mining companies in the Galilee Basin about sharing a railway to transport coal to the coast. Indian company GVK and Gina Rinehart's Hancock Coal are planning to begin construction next year of a \$6 billion coal mine at Alpha. This has State government approval but is still awaiting Federal government environmental approval. The Queensland government wants all mining companies in the basin to use the same rail line to transport coal to the central Queensland coast for export. Its conditional approval includes a 500-km railway to the Port of Abbot Point near Bowen, north of Mackay. Deputy Premier Jeff Seeney says the State government wants to minimise the impact of future mine proposals and encourage a coordinated rail approach. "Those discussions will take on a new urgency and we will be moving quickly to find a solution. There are rail proposals that criss-cross that part of central Queensland like twisted spaghetti and we cannot allow that," he said.

Queensland Rail: Line closures

The Queensland government is moving to close the Hughenden-Winton, Mungar-Eidsvold-Biggenden-Monto-Taragoola, Dalby-Bell and Miles-Wandoan lines on which trains have not operated for some time. Recently, the Monto line attracted adverse attention because motorists are required to stop at level crossing stop signs, although no trains have run since 2008.

Queensland Rail: New timetables 18 June

New timetables from 18 June were issued for the Caboolture, Cleveland and Ferny Grove lines, simultaneously with the introduction of many new northern suburbs bus timetables (see Bus News below).

Queensland Rail: Doomben line extra train

The Doomben branch has a limited train service, generally hourly (supplemented by buses) with the last weekday departure from Brisbane Central at 1800. From 10 April until 30 June an additional train ran as a trial departing Central at 1905.

Queensland Rail: Cross Brisbane River plan slimmed down

Queensland Transport Minister Scott Emerson has said that Brisbane's Cross-River Rail project will not go ahead if the Federal government fails to provide the majority of funding. He has proposed a cut-price version of previous plans. He has also indicated interim measures to deal with inner-city capacity problems looming in 2016. The plans are similar to the former Bligh government's proposal, to build two rail tunnels between Yeerongpilly and Victoria Park Golf Complex and four new underground stations at Woolloongabba, Boggo Road, Albert St and Roma St. However, the new proposal, costed at nearly \$4.5 billion, no longer includes upgrades to other existing rail stations and removes plans to boost freight capacity south of the city, changes the government says will save between \$2 billion and \$3.9 billion. A three-person expert panel, employed by the Liberal National Party to review the previous Labor government's plans, found the original project was "beyond the scope required to address the immediate rail

capacity problem from the southern side of the river”. Under its “leaner” Cross-River Rail project, there will not be additional above-ground tracks south of Yeerongpilly or north of Victoria Park, nor upgrades to existing stations.

The two new tunnels, expected to be built by 2020, will run underground from Yeerongpilly to a station north of the river - most likely near the Normanby Hotel and Victoria Park Golf Complex - stopping at Boggo Road, Woolloongabba, Albert St and Roma St. Mr Emerson said he would now prepare a submission for cabinet and continue to liaise with Federal Minister Anthony Albanese and Infrastructure Australia.

Mr Emerson told reporters the revised project would lose some freight capacity but would still deliver the same capacity increase for passengers. He said the Queensland government would be seeking about 80% of the funds from the Federal government, about \$3.6 billion, \$900 million from the state, potentially with help from the private sector, which could help fund train stations in return for commercial retail space in such locations. Mr Emerson said given the budgetary position of the state, it would be a “challenge” for the Queensland government to find the money to fund its portion of the project costs. Mr Emerson said the Cross River Rail could be built by 2020, with interim measures set to buy the government more time to deal with capacity issues, increasing capacity by 28%. These proposals are:

- Re-configure seats on trains and/or remove some seats from trains to increase capacity by about 5%;
- Provide real-time information to passengers to encourage them to choose less crowded services;
- Offer targeted off-peak discounts to encourage passengers shift to off-peak and “shoulder peak” services;
- Turn around about seven per cent of trains to achieve another trip in the two-hour peak period;
- Reschedule the Sydney to Brisbane XPT service outside peak hours to create two extra train paths for Gold Coast or Beenleigh services;
- Increase “shoulder services” for one hour outside the AM peak hour;
- Add more peak period services up to the limit of the infrastructure;
- Upgrade signalling to improve reliability of increased peak services;
- Improve “stabling facilities” for additional trains at locations that reduce junction conflicts and improve capacity; and
- Deploy sufficient new trains to support peak spreading and additional peak services.

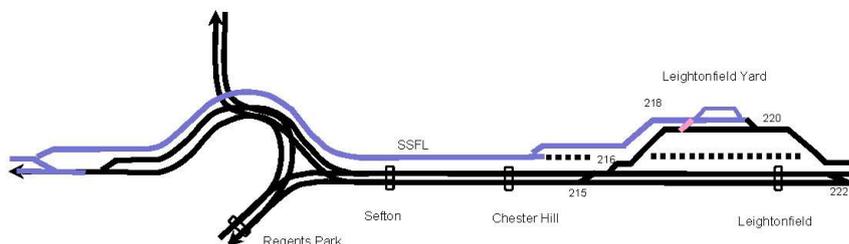
Mr Emerson confirmed the South Bank and South Brisbane platform upgrades, promised by the LNP in the recent election, was now cancelled, with the proposal failing to find favour with the expert panel. He said about 7% of trains travelling at peak times could be turned back to achieve another trip in the two-hour peak period.

Rail consultants in 2005 identified Brisbane had a major problem with inner-city rail congestion, because it has only one inner-city rail bridge across the Brisbane River, the Merivale Bridge at South Brisbane. The previous Labor government began planning the Cross River Rail project and submitted a business case for funding to Infrastructure Australia. However, at the March state election Premier Campbell Newman promised to pursue a more affordable alternative.

Queensland Rail: Brisbane track closedowns

Queensland Rail will negotiate with event organisers and publish a list of future track maintenance works to avoid future costly disruptions that recently hit the Ipswich and Caboolture shows. Transport Minister Scott Emerson asked QR to reschedule another Ipswich line closure that would have clashed with a V8 supercars event on 4/5 August. He said a list of maintenance track closures over the next 12 to 18 months would give certainty to football fans, music lovers, show goers and event organisers. Mr Emerson said QR would now consult with event organisers to ensure they could plan their events around track closures well in advance.

ARTC: Sydney Freight lines



The first section of the South Sydney Freight Line from Enfield to Leightonfield was finally brought into use from Sunday 24 June. From 8 July ARTC took over the Sydney Metropolitan Freight Lines. Sydney freight lines are controlled from the ARTC Train Control Centre at Junee. ARTC SAFE Notices 2-1707 and 2-1709 and RailCorp SAFE Notice 035-2012 refer.

NSW Country Regional Network: Train Order working

John Holland Rail is moving quickly to convert lines in the NSW Country Regional Network from Electric Staff or Ordinary Train Staff control to Train Order working. The lines are controlled from John Holland Rail’s NSW Train Control centre at Mayfield, Newcastle. The conversion dates are:

- 25 May: Narromine-Cobar and Nevertire-Warren.
- 8 June: Narrabri West-Walgett and Burren Junction-Merrywinebone.

- 22 July: Joppa Junction (near Goulburn)-Canberra. The infrastructure for this conversion has been in place for about two years.
- 6 August: Junee-Griffith-Hillston.
- 21 September: Stockinbingal-Griffith Temora-Lake Cargelligo and Ungarie-Naradhan.
- 12 November: The Rock-Boree Creek.
- 12 November Baal Bone-Charbon.

WTTs for some lines in the Country Regional Network were re-issued effective 8 July.

Countrylink: Temporary timetable alteration

From 17 July until 29 September ARTC will be conducting trackwork on the NSW NW line. Consequently, Countrylink's Xplorer DMUs will only operate between Sydney and Muswellbrook and v.v. The northbound (down) train departure from Sydney will be brought forward from 1005 to 0812 arriving Muswellbrook at 1208 (instead of 1354). This will allow one set to do the round trip. Buses will replace trains beyond Muswellbrook, and connecting buses have amended times. A temporary timetable flier was issued. Copies are available from the AATTC July Distribution List.

NSW RailCorp: Freight WTTs 7 July

NSW RailCorp has introduced new Freight Working Timetables: Weekdays, Book 4 and Weekends, Book 5, valid from 7 July. This is just three weeks after the preceding editions of 18 June.

RailCorp: Corporate Plan

RailCorp's Corporate Plan for 2012/13 is at

http://www.railcorp.info/__data/assets/pdf_file/0010/7021/RailCorp_Corporate_Plan.pdf

NSW: WesFreight

WesFreight will soon start transporting rail cargo from Newcastle to the central west, with hopes that a rail freight service can be established from Gulgong, through Mudgee, to Sydney's Port Botany. The company, headed by a former El Zorro train driver, Michael Hayes. He proposed that WesFreight add an extra wagon to the end of El Zorro's tri-weekly freight train from Newcastle to western NSW.

Sydney: Tram extension

John Holland has been awarded the design and construction contract for the \$176 million inner western suburbs extension of the Sydney tram line. Construction will start this month.

Sydney: From Monorail to No Rail

The Sydney Monorail will cease operation on 30 June 2013.

NSW Budget

The NSW budget presented on 12 June was a stringent one, but still included funding for ongoing transport projects. These were:

- the South West railway (\$397 million this year, \$1.4 billion over four years),
- the North West railway (\$360 million this year, \$ 3.3 billion over four years),
- improved access at railway stations, ferry wharves and transport interchanges (\$148 million),
- Rail Clearways program (Kingsgrove-Revesby quadruplication, additional platform at Macarthur, Liverpool turnback) (\$114 million),
- Northern Sydney Freight line (\$84.5 million this year, \$950 million over four years),
- Southern Sydney Freight line (\$9.86 million),
- Sydney Light Rail extension from Lilyfield to Dulwich Hill (\$116 million),
- Waratah suburban trains support works (\$95 million),
- Power supply upgrade (\$83 million),
- RailCorp maintenance including re-sleepering, bridge renewals, overhead wiring and station platform resurfacing (\$215.6 million),
- Country Regional Rail network re-sleepering, re-railing and bridge renewals (\$62 million),
- Wynyard Walk from Wynyard station to Barangaroo development (\$61 million),
- Automatic train protection (\$50 million),
- Digital train radio (\$50 million),
- Internal emergency door release systems (\$14.5 million),
- 99 additional outer suburban OSCAR carriages (\$32 million),
- A transport interchange at Granville (\$14 million),
- Upgrading of passenger information systems on trains (\$2.2 million),
- Opal electronic ticketing system (\$124 million),
- 269 new buses for the STA and private operators, 155 to be replacement vehicles and 114 to be 'growth' vehicles, 69 for the Sydney area and the balance to Wollongong, the Central Coast and Newcastle areas (105 million).
- New bus depots (\$42 million),
- New STA and private bus services (\$32 million),
- Sydney ferry improvements, (\$22 million, including \$4.6 million for ramps at Circular Quay and Manly wharves),
- Community transport (\$6.8 million).

Zig Zag Railway closed

The Zig Zag heritage enthusiast-operated railway near Lithgow, NSW closed from 17 June due to shortage of volunteers, which has caused multiple safety concerns. The NSW Transport Minister directed her Department to assist in overcoming problems; however she subsequently described the railway's problems as "insurmountable".

CityRail: New Bathurst-Sydney service

A daily Bathurst to Sydney and return passenger train will run commencing in October, using a refurbished Endeavour DMU. CityRail ticket prices and concessions will apply, including pensioner excursion tickets. The train will depart Bathurst at 0540, stop at Lithgow, Mt Victoria and Katoomba and arrive at Sydney Central at 0925. The return service will leave Sydney at 1755 and arrive in Bathurst at 2130.

The introduction of a daily commuter train between Bathurst and Sydney has re-invigorated calls to institute a similar service between Tamworth and Newcastle. Liverpool Plains Shire Council made a submission to the NSW government's regional transport inquiry that proposed the CityRail service between Newcastle and Scone be extended to include a Tamworth-Newcastle daily return service.

CityRail: 18 June Public timetables

The Newcastle & Central Coast line and South Coast line public timetable booklets have been re-issued designated Updated June 2012. They carry the original effective date of 10 October 2010 on the rear cover. They seem to be the only booklets to be reprinted for the 18 June changes

CityRail: 2013 Timetable

The Sydney Rail Future document released on 20 June (see article at page 2 above) provides some details of proposed changes to take effect with the 2013 CityRail timetable. The **Bankstown line** will receive additional peak services. The turnback at Lidcombe will finally come into use for Bankstown line trains. Trains services to the **South West** suburbs will be increased. The Kingsgrove to Revesby quadruplication will come into use. Journey times from **Newcastle** and the **Central Coast** will be reduced.

Passengers on lines with smaller patronage may lose through trains and be required to change to travel to Sydney, according to the Minister for Transport. The Richmond branch has been specifically cited as an example. However, the government party MLA for the area denied this. One suggestion is that trains from Richmond will travel to Campbelltown. If so, this would be a very welcome restoration of full-time services for the Cumberland line.

CityRail: Working Timetables

Further to the report in the June *Table Talk* about new Standard Working Timetables issued by CityRail:

- In addition to new passenger WTTs from 18 June 2012, a new Freight WTT (Book 4) is in effect from that date. Also re-issued was Book 3, Instruction Pages.
- We were in error in reporting that an amended WTT was issued from 30 April. Although updated pages were issued, these were not a published document. The timetable section periodically incorporates all amending STNs into an updated version of the WTT, containing the timetable pages only. These are not official documents, merely a convenience for the compilers. No print copy usually exists and they are not normally distributed to other staff. These documents usually contain an updated Version number.

On a further point of clarification, CityRail uses the term "Standard Working Timetables". For the sake of standardisation and clarity especially for readers outside of NSW, *Table Talk* proposes to continue to use the common abbreviation "WTT".

CityRail: Ashfield

From the middle of July 2012, most of the crossovers at Ashfield, recently labelled as Ashfield Junction in the SWTT, will be Booked "out of use". This effectively "straight rails" Ashfield. Generally, these points don't get much use, and it is cheaper to not have them at all, rather than continually maintain them. The only two movements which will continue for diversions are Down Main Line to Down Suburban Line and Up Suburban Line to Up Main Line. Leaving just these points in place will still allow some flexibility if the Up and/or Down Main Lines, from Ashfield to Strathfield, are blocked for any reason.

CityRail: track closedowns

Trains on the Newcastle to Broadmeadow line were replaced by buses from 9 to 15 June for upgrading works. Telarah and Hunter Valley trains operated to/from Broadmeadow.

Trains on the Carlingford branch were replaced by buses from 23 until 29 June while timber sleepers between Clyde and Rosehill were replaced with concrete sleepers.

On the weekend of 23/24 June there was a major closedown of the Western line. Buses replaced trains between Parramatta, Strathfield, Bankstown, Merrylands, Clyde, Lidcombe and Olympic Park. For Lady Gaga concerts at Olympic Park on 23 and 24 June, train services were restored. These ran to Olympic Park from North Strathfield.

From 2 until 13 July services on the South Coast line between Wollongong and Waterfall were replaced, other than weekday trains in the peak direction.

CityRail: On-time running

From the *Sydney Morning Herald*, 18 June 2012, by Jacob Saulwick:

Only half of Sydney's busiest peak-hour trains run on time when using a tougher measure of train delays, a leaked internal analysis by RailCorp shows. The documents show just 46% of trains run within two minutes of their timetable on CityRail's Western Line in the busiest hour of the morning. The result is a far cry from RailCorp's published statistics showing more than 90% of trains run on time, based on a more relaxed definition of trains arriving up to five minutes late. The failure to achieve better on-time running can be annoying for commuters waiting for trains. But in the peak hours, when trains are scheduled frequently, late-running trains prevent RailCorp from running extra trains needed to reduce Sydney's chronic overcrowding.

RailCorp's analysis of on-time running for the first three months of this year, obtained by the *Herald*, shows a gulf between the published statistics and an efficient network that allows the maximum number of trains to service the rush hour. The figures show that during the 7.30am-8.30am peak hour for trains on the Western line, 90% of trains run on time if based on a five-minute measure. But on a three-minute measure the proportion drops to 66%; on a two-minute measure it drops to 46%; and on a one-minute measure it drops to 21%. Over the peak three-hour period in the morning, the figures are slightly better but well short of optimum levels. RailCorp changed the definition of "on-time-running" from three minutes to five minutes when it slowed the timetable in 2005. The move was criticised by Barry O'Farrell, who is now Premier, saying the trains were only running on time because RailCorp had changed the benchmark. Shortly before and after the Olympics in Sydney in 2000, the rail network reported 90% on-time running using the old three-minute measure. Now trains in the morning peak are already so crowded they make even the more relaxed five-minute definition difficult to achieve, because passengers take so long to board and alight.

Melbourne: New suburbs and their transport

Victorian Planning Minister Matthew Guy has announced the development of six new suburbs: Diggers Rest, Lockerbie near Greenvale, Lockerbie North, Manor Lakes in Wyndham, Merrifield West in the city of Hume and Rockbank North. Residents could be moving in within two years. He also said Melbourne's urban growth boundary would grow by almost 6000 hectares, with former farm and green wedge land opened up for development at Wallan, Point Cook, east of Pakenham and in Melton. The six new suburbs will have to rely on V/Line train services or public transport upgrades that are years from completion. V/Line services are currently generally very stretched at commuting times, with standing room only on many services. Plans from the Growth Areas Authority show Merrifield West residents will have to rely on the Donnybrook V/Line rail station or drive seven kilometres to the Craigieburn Metro station. Rockbank North and Lockerbie will be near busy V/Line rail stations, while a rail station is proposed for nearby Beveridge on the NE line. Diggers Rest will see Metro services later this year. Lockerbie will be one of the state's largest greenfield residential projects.

Metro Trains Melbourne: Bet on performance?

Sportsbet.com.au, a NT licensed online betting company, offered odds on whether Metro Trains Melbourne would meet their service targets in early June. Metro Trains reacted by saying that its 4100 staff members were banned from betting on it. Sportsbet offers many "novelty bets", such as election odds, who will lead Labor to the election, which country will leave the eurozone first, the names of Mick Molloy's expected twins or whether Lynx deodorant's "Clean Your Balls" television commercial would be banned. However by 14 June Sportsbet stopped taking bets following a request from Metro Trains in the interest of public safety as it was concerned the betting could provide "a financial incentive for members of the public to interfere with the safe and timely running of train services". Metro reserved the right to seek damages from Sportsbet for any personal injury or property claims or train delays which might result from betting, including performance penalties payable to the state government. Only \$763 had been wagered and Sportsbet refunded all bets.

Metro Trains Melbourne: Glen Waverley line closedown

The Glen Waverley will be closed beyond Darling, with bus replacements, from 7 until 15 July and again on 21 and 22 July. \$12 million will be spent on replacement of 45,000 sleepers, platform facing work, overhead wires and signalling.

Victoria: New rail line in South Gippsland?

Two companies, Exergen and Australian Energy, are preparing bids to extract billions of tonnes of brown coal from the Latrobe Valley, for possible export to Japan, under plans being promoted by the Victorian government. The plans could include a new railway from the Latrobe Valley to Port Anthony on the south coast near Welshpool.

V/Line: Regional timetable booklets, WTTs, Bus timetables

The five regional timetable booklets (SW, West, North, NE, and East) for the timetable change of 22 April finally appeared around mid May. V/Line's Working Timetables of this date are still not on their website.

V/Line bus service from Bairnsdale to Lakes Entrance and Orbost has been augmented as from 4 June and extended to the new destination of Marlo. Marlo has three buses Mon-Fri, four on Saturdays and two on Sundays. For more details see the final item in Bus news below.

V/Line & Country link: Melbourne-Albury closedown

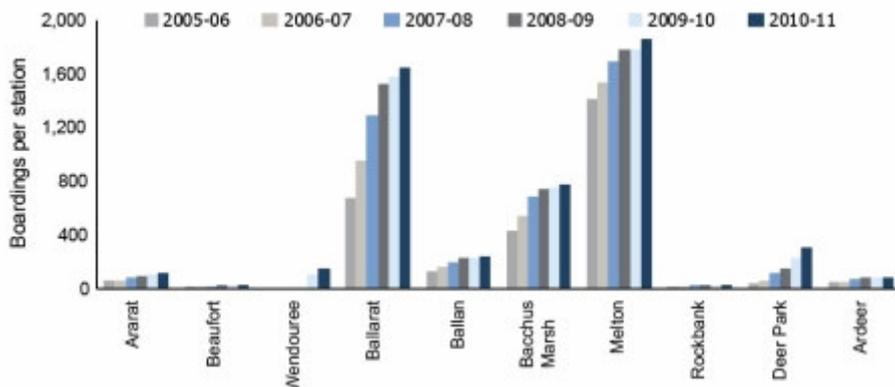
All Countrylink and most V/Line passenger trains on the Victorian standard gauge north east line from Melbourne to Albury will be replaced by buses from 7 until 15 July while more works are carried out by ARTC. The 0635 Albury-Melbourne and 1801 Melbourne-Albury V/Line services will remain as trains.

V/Line & TransPerth: Track closures calendars

Both V/Line www.vline.com.au and TransPerth www.transperth.wa.gov.au have recently added scheduled track closedown calendars to their websites.

V/Line: Ballarat line patronage

Over the three years from 2006-07 to 2009-10, the average weekday boardings on the Ballarat corridor grew by 47.5% to 9,193 per day. Average Saturday boardings increased by almost 78%, while Sunday boardings increased by almost 64%. At the Ballarat station alone, around 1,570 passengers boarded on an average weekday in 2009-10. From 2006-07 to 2009-10, boardings at the Ballarat Station grew by 66%. Larger numbers of passengers board at Melton. The average weekday train boardings at the Wendouree station has been between 100 and 150 boardings since its opening in 2010.



Source: Victorian Department of Transport Transport Research and Analysis Bulletin, no. 18, Winter 2012.

Yarra Trams: Overcrowding

From the Age 5 June:

Overcrowding worsened on several of Melbourne's tram routes last year but peak-hour crushes also eased on other routes that had previously suffered chronic load breaches. Where overcrowding eased, it was put down to a combination of larger trams being shifted to crammed routes, and commuters ditching tram travel. The figures are contained in the Department of Transport's latest six-monthly tram load standards report, completed in October and published online last week. Passenger numbers were recorded at dozens of tram stops during the morning and afternoon peaks.

The worst example of overcrowding occurred on the route 48 tram, from North Balwyn to Docklands, where passenger numbers were more than 25 per cent above capacity by the time they approached the city in the morning peak. Seven of 21 breaches occurred on this line. Yarra Trams has blamed Metro timetable changes that led to some trains running direct to Flinders Street Station instead of through the city loop. "Jolimont has grown as a key interchange point due to Epping and Hurstbridge trains running direct to Flinders Street," a spokesman said. The second most overcrowded point was on route 112, outside St Vincent's Hospital on the city's northern fringe. Increased activity along Brunswick Street was blamed. But a sharp drop in breaches was observed on what has long been one of Melbourne's worst tram routes for overcrowding, route 55 from West Coburg, as passengers abandoned the chronically crammed route. There was a 5.4% drop in patronage, the report said, even as three new peak-hour services were added to the route, which is also one of the city's most scenic, running through Royal Park and past the zoo. A spokeswoman for Public Transport Victoria said timetables had been boosted on 11 tram routes. The first of 50 new low-floor trams are also due to arrive in Melbourne by the end of the year, and will be gradually introduced over the next five years.

MELBOURNE'S MOST OVERCROWDED TRAMS

ROUTE	STOP	PERIOD	% FULL
48	Wellington Parade	am peak	127.2%
1, 8	Corner Elgin and Lygon streets	am peak	113.3%
8	Corner Toorak and Punt roads	am peak	112.8%
72	Corner Commercial and Punt roads	am peak	110%
48	Wellington Parade	pm peak	109.2%
	Super stop, Swanston and Flinders streets	am peak	106%
5, 64	Dandenong Road and Hornby Street	am peak	104.9%
55	Corner Peel and Victoria streets	am peak	104.8%
112	St Vincent's Plaza	pm peak	104.2%
112	St Vincent's Plaza	am peak	103.6%

SOURCE: DEPARTMENT OF TRANSPORT

Yarra Trams: New line?

A major urban development is planned in the next few years in the Montague/Fisherman's Bend area. The plans include a new tram line along Williamstown Road and Todd Road.

Canberra: To the airport for the train?

Canberra Airport management has long supported the idea of a high speed railway from Canberra to Sydney. Their reasoning is that air traffic on this very short sector is congested and will become worse as Sydney Airport congestion increases. They therefore seek a high speed railway as the solution. They do not endorse the argument that Canberra Airport could become Sydney's "second airport". Rather they see the future of Sydney-Canberra traffic as being on high speed rail, rather than air, and they want to remain part of it. On 11 June Canberra airport unveiled their plans for a high speed railway station next to the new air terminal currently under construction. They claim that a high speed railway will provide a 57 minute journey to Sydney, and that at Canberra there will be seamless transfer to aircraft for continuation of journeys. Canberra Airport says that they have committed \$140 million to the cost of the station. More details of their reasoning is in their press release at

http://www.canberraairport.com.au/media%20releases/MediaRelease12_12Jun.pdf

SA Budget: Rail electrification deferred, Tram extensions scrapped.

Public transport was among many capital projects to suffer in a tough South Australian state budget presented on 31 May, which reflected what the SA Treasurer, Jack Snelling, called tough economic conditions.

Electrification of the Gawler and Outer Harbor railways was "suspended" until 2015/16, saving \$372.9 million. Mr Snelling said the electrification would be put on hold "while we wait for revenues to return to more normal levels". Electrification of the Noarlunga line to Seaford will continue with completion expected by late 2013.

Extension of the Seaford line to Aldinga was deferred for at least two years, saving the government \$12.9 million in 2012/13. The plan to extend the line was first announced in the 2008/9 budget. This is the second time the project has been delayed.

Plans to extend trams to Port Adelaide and Semaphore were scrapped. Standardisation of the line was to have started in 2015/16 to allow trams to run along the Outer Harbor line. The work would have meant trams running to the Port by 2018/19. The move will save the government \$35 million in 2015/16. However 600 extra park-and-ride spaces will be added at the existing tram terminus at the Adelaide Entertainment Centre funded, in part, by a doubling of parking fees. The tram ride from the entertainment centre into the city will remain free.

The budget allocated \$110 million as the state government's contribution to separation of the freight (ARTC) and commuter (TransAdelaide) lines at Goodwood. Work is expected to start next January and be completed by mid-2013. The Goodwood grade separation is the first stage of the joint State and Federal government's \$443 million upgrade of the Goodwood and Torrens rail lines. The second separation will be undertaken at Bowden in 2015/16.

TransAdelaide: Outer Harbor line

A new Grange and Outer Harbor train TT effective 1 July has been introduced and is on the Adelaide Metro website. It was introduced simultaneously with the introduction of many altered bus timetables (see Bus News below). The new timetable restores operation of most Grange trains through to the city. Peak services remain as shuttle trains.

The Outer Harbor line was closed and a substitute bus operated beyond Woodville from 9 to 11 June (Queen's Birthday weekend). Works carried out were demolishing the Cheltenham Racecourse platforms (disused for some years); relocation of signalling cables; spreading of tracks to meet required clearances; modification of pedestrian mazes; and resurfacing Cheltenham Parade level crossing.

TransPerth: Northern suburbs line extension

Construction of Butler station has begun at a cost of \$22 million as part of the 7.5km extension of the Joondalup (northern suburbs) railway. Services will begin on the Butler rail extension in late 2014. The station will have 930 car bays, 11 new bus routes feeding into it and Clarkson train station and three road-over-rail bridges.

TransPerth: Belmont Park station

The WA government is spending about \$140 million for a new Belmont Park train station to ferry up to 40,000 people an hour to/from a planned 60,000-seat major stadium at Burswood. The station will be slightly east of the existing Belmont Park station which is used for special events only. It will have six 150m platforms: two island platforms dedicated to special events will be between the main lines, one for northbound passengers on the Joondalup line on direct services and the other for Midland and Mandurah-bound passengers, who will need to catch special services to Perth station and then change. Side platforms will handle direct services to Perth/Fremantle and Armadale/Thornlie.

WA: Wheatbelt lines

The WA Parliamentary committee on environment and public has recommended the state government re-examine its decision to close tier three rail lines in the Wheatbelt and to keep them open at least until the end of 2014 to enable CBH Group to demonstrate the business case for the retention of the lines, and that the government commission the Wheatbelt Development Commissions to undertake an economic review of the appropriate grain transport infrastructure for the areas serviced by the central Wheatbelt tier three lines.

KiwiRail: Hamilton-Tauranga line upgrading

Two new passing loops are being built on the line between Hamilton and the important port destination of Tauranga at Tamihana (junction of the Kinleith branch) and Eureka near Hamilton. The existing loop at Apata (on the Bay of Plenty side of the Kaimai tunnel) is being extended. When completed in September, line capacity will increase from two to four trains an hour.

KiwiRail: Gisborne line closed

The railway from Wairoa to Gisborne on the east coast of the North Island has been closed. It was reported to be losing about \$NZ2.4 million per annum on its freight operation. The last straw was storms earlier this year resulting in four large washaways which would take about \$NZ4 million to repair.

TranzScenic: Capital Connection in jeopardy

The sole remaining non-tourist long-distance NZ passenger train, the Capital Connection Mondays-Fridays Palmerston North-Wellington and v.v., may cease operating soon. KiwiRail, (long-distance marketing arm known as KiwiRail) says that since extension of Wellington electric train service to Waikanae patronage has taken a substantial fall, and it is no longer viable without a government subsidy.

TranzScenic: Overlander becomes Northern Explorer

Further to the item in June *Table Talk* (page 11) about the Overlander train Auckland-Wellington being re-scheduled, there is now news that it will also be renamed. It is now called the Northern Explorer. The times advertised for the new train were altered before it commenced operation, and additional stops inserted at Papakura, Otorohanga and Waikanae. The times are below. A copy of the staff circular is available from the July AATTC Distribution List.

Mon, Thurs, Sat Read Down		
0750	Auckland	1848
	via Orakei	
0838-0840	Papakura	1753-1759
0955-1003L	Hamilton	1622-1630L
1038-1042	Ororohanga	1541-1545
1302-1307	National Park	1313-1318
1332-1337	Ohakune	1244-1249
1603-1616L	Palmerston North	0951-1004L
1723-1726	Waikanae	0848-0850
1823	Wellington	0756
		Tue, Fri, Sun Read Up

L: Change locomotives

In a weird move, TranzScenic seems to think that the public cannot cope with exact times. In the public timetable, all times are altered to the nearest five minutes – even when that means the advertised time is later than the working time! Nor does the public timetable recognize the three additional stops.

Swedish timetable derailed

The Samtrafiken, the Swedish timetable publisher, has decided that the Swedish Railway Timetable book will no longer be published, because “changes during the validity of the book have become too frequent.” Timetables on pdf files can be found at <http://www.resplus.se/Resplus/Tidtabeller/>. The following European countries are no longer printing timetables, or if something is printed, they aren't available: Turkey, Greece, Moldova, Ukraine, Russia, Belarus, Sweden, Latvia, Netherlands, Spain, Portugal, Bosnia, Serbia, France, Austria and several German provinces. NIR of Northern Ireland has still not decided if timetables will be printed again.

AATTC member Samuel Rachdi has published the following timetables: Montenegro 2011/2012, Estonia 2012/2013, and Lithuania 2012/2013. See www.fahrplancenter.com

hanks to Tony Bailey, Scott Ferris, Victor Isaacs, John Kain, Geoff Lambert, Michael Marshall, Samuel Rachdi, Lourie Smit, Tris Tottenham, *Courier-Mail* (Brisbane), *Daily Telegraph* (Sydney), *Northern Daily Leader* (Tamworth), *Queensland Times* (Ipswich), *Sydney Morning Herald*, www.vicsig.net.au and www.railpage.com.au for Railway news.

BUS NEWS

ACT – Canberra *by Ian Cooper*

ACTION introduced several route variations and a new network-wide timetable on 28 May. Changes in the route structure were announced in October 2011 as part of a community consultation process and feedback from the public resulted in further changes which have now been implemented.

Gungahlin

New Gungahlin suburbs of Bonner, Casey and Crace have all received bus services for the first time. Additionally, Forde, a relatively new suburb, received a substantial upgrade in its level of service. Forde and Bonner are serviced by route 55 on weekdays and 955, an identical route, at weekends; Casey is serviced by a diversion of route 51 on weekdays and route 951 at weekends and Crace is serviced by a diversion of route 58 on weekdays and 958 at weekends. Route 59, which previously supplied a service to Forde and the very edge of part of Bonner, has now reverted to being Amaroo's bus route. Route 58 no longer operates on the earlier somewhat tortuous zig zag route through the southern part of Franklin and across to Hoskins Street in Mitchell. Now, as soon as the route 58 bus leaves Harrison it runs to the City via Flemington Road, without any other deviations.

All new services in suburban Gungahlin have buses on a basic hourly frequency off peak with extras in the peak period – the now standard offering from ACTION in an increasing number of suburbs. Route 200 – a pseudo intertown service in weekday daylight hours – has received a considerable boost in the morning two hour peak period with frequencies increased, both from Gungahlin and Fyshwick, from every 15 minutes to every 10 minutes. A timetable for route 200 has been printed for the first time.

At weekends, route 951 now operates from Gungahlin Town Centre, direct to the City along Flemington Road and Northbourne Avenue, the first time such a direct service has been provided to Gungahlin at weekends. It is an intertown link in concept but not in frequency. Route 951 buses run every hour, all day and night on Saturdays and for only nine hours on Sunday.

On launch day of all the new services, 28 May, it appeared that no timetable boards had been erected at any of the stops on the route extensions in Gungahlin or Belconnen.

Inner Canberra

More buses now operate to City West and the Australian National University. Route 3 now has a more direct route to the ANU as it no longer services the National Museum. The Museum is now supplied with buses on an extension of Route 7 which skirts the eastern edge of the ANU. A very worthwhile move and ACTION claims that the combination of routes 3 and 7 provides improved frequency. Regrettably, for ANU passengers, the extra buses do not offer the maximum benefits as an excessive number of departures from the City are within a few minutes of each other and, in one instance, operate together. A great opportunity lost!

The City terminus of routes 4 and 5 has been moved from the City Bus Station to City West where the buses undertake a circuit of Alinga St, Marcus Clarke St, Edinburgh Avenue, London Circuit, University Avenue, Marcus Clarke St and the City West Bus Station, Alinga St and back to the City Bus Station. The terminus for buses departing City West for Woden is the intersection of Marcus Clarke St and Farrell Place.

Route 10 buses operate on an extremely circuitous route to the extensive sprawl of three business parks at Canberra Airport. The frequency of service has been improved with 12 more trips in the peak period to Majura Park, the newest of the three main districts. One extra return trip is scheduled to Fairbairn Park, the former RAAF base.

Fyshwick

Fyshwick routes 80 and 200 have undergone a major revamp. On weekdays Route 80 buses from the City now operate on a much more direct route and the degree of common running of routes 80 and 200 has been substantially reduced. Route 80 now operates via Commonwealth Avenue Bridge, deleting the deviations via Barton, Russell and Causeway while Route 200 continues to service Russell and Barton but the diversion via Mildura St and the Fyshwick Markets has been deleted. Route 980 to Fyshwick at weekends is substantially different to the weekday route, but similar to that operated in the past. The weekend service continues to terminate in Lithgow St.

Three extra stops have been added to Route 200 in South Canberra, plus two more stops in the north, slowing the Red Rapid bus on one hand but increasing its accessibility to more passengers. There is no replacement for the service into Causeway, one of Canberra's earliest housing settlements. An extremely low level of patronage (an average of 10 per day quoted by ACTION) was the reason for the deletion. Fyshwick passengers will benefit as the deviation was extremely time consuming.

Route 780, the solitary express service from City to Fyshwick, has been deleted, as the new weekday route 80 approximates the former 780. Route 80 continues to operate hourly off-peak making connections with other services difficult, especially when an excessive number of other services feeding the route 80 also operate hourly.

Woden and South Canberra

Route 4 has been extended from its dual terminuses at GeoScience Australia HQ in Symonston (daytime) and Narrabundah (night time) to Woden Bus Station at all times. Route 4 buses divert via GeoScience during working hours on weekdays. Routes 3, 4, 5 and 6 all depart from Platform 14 at Woden and combine to provide a high frequency service between Woden Bus Station and Canberra Hospital. For example between 0700 and 1000 26 buses depart from Woden Bus Station for the Hospital, on average every seven minutes. In the peak one hour between 0700 and 0800 10 buses depart Woden for the Hospital. A highly commendable development but again undersold by ACTION as there is no consolidated timetable.

Belconnen

An extension of both routes 318 and 319 from Cohen St Bus Station in the Belconnen Town Centre to Kippax in West Belconnen was the only significant development in Belconnen. Major roadworks at the intersection of Southern Cross Drive with Florey Drive and Starke St have caused ACTION to divert routes 318 and 319 via Moyes Crescent, Flack St and Hardwicke Crescent to facilitate access to the Kippax terminus. In order that the extra routes can be accommodated at the terminus, the previous shared access road off Hardwicke Crescent was converted to a buses only roadway on 28 May. Although the route along Southern Cross Drive is through very low density housing, which is difficult to access in parts of Page and Florey, the development potential of these extensions, which provide, combined, a 15 minute frequency all day on weekdays, is substantial when one takes into account the opportunity for park 'n ride at Kippax. It is understood that a park and ride facility is to be built at the intersection of Moyes Crescent and Southern Cross Drive with good access to extra stops to be established on Southern Cross Drive.

Belconnen Community Routes 73 and 74 have been diverted along Catchpole St in Macquarie, near Jamison Centre, the second time in recent years that an attempt has been made to service this area housing a large number of senior citizens.

Tuggeranong

Xpresso Route 170 was renumbered 770 to bring it into line with similar Xpresso service numbering. The only service change was the addition of seven extra route 300 services from Tuggeranong Town Centre to Woden and City between 5.30am and 8.30am, bringing the total number of 300 series departures out of Tuggeranong Bus Station to City to 37, or one every 5 minutes.

Comment on timetables

The Xpresso timetables have been consolidated into seven broad regional groupings replacing the separate timetable for each peak period service. Although produced to the same size and overall format, the design of all the new pocket timetables is less informative and more difficult to read than previous editions, especially the cover. The new timetables no longer have the major terminuses or a route description on the cover and the route number appears in a smaller point size. The designations "WEEKDAY" and "School holiday only service" are in a very small "soft" print and difficult to read. The covers of the Xpresso timetables are particularly hard to read and the headings inside all timetables including the reference to direction of travel are very misleading and confusing. A return to the long established headings, last used for Network 10, would be most welcome.

An enlargement of the City West/ANU area and at Kippax would be helpful in future as the current maps, both on the individual timetables and the consolidated network maps, are becoming very crowded. The weekend timetable book contains a diagrammatic map of the Canberra network, along the lines of those contained in ACTION's tourist service brochure – a useful supplement to the more detailed street based maps for the individual routes.

Of interest is a comparison of the covers of the consolidated 300 series timetables for November 2010 and May 2012. The wheelchair accessible symbol has re-appeared, now that it is quite rare to have a step entrance bus on these services. However, the Bike 'n Ride symbol has disappeared, presumably because of the use of 14.5m buses and pending arrival of artics, both types of which cannot be fitted with bike racks.

On-line timetables show which runs on each route are operated by low floor buses, a procedure which is in line with the bus services throughout the country, which have been publicising such practices for many years. As expected, there has been a massive increase in the number of services so designated. With a few notable exceptions, such information is not supplied on hard copy timetables.

Observations on Day One – time keeping, the new Intertown Blue Rapid Timetable and vehicle allocations

I travelled on eleven services in Belconnen and Gungahlin on Monday 28 May, including the revised Routes 55, 58, and 318/319. With one exception, all operated within a minute or so of their advertised times. The one exception was the 0925 ex Scullin on route 313 which arrived in the City 5 minutes late, much the same performance as before, simply because there is even less time allocated to these busy services which stop, like this bus did, at all nine stops between Belconnen Community Bus Station and City Bus Station.

On the first day of the new timetable one disappointing aspect of the revised 300 series Blue Rapid timetable came to light: there is no longer a memory timetable off peak on weekdays. While each of the six components of the Intertown service, routes 312-5 and 318-9 operate on a memory timetable, their departures from either end, Belconnen and Tuggeranong, have been adjusted, sometimes successfully, sometimes not, in an attempt to improve connections with other routes. For example, the headways on southbound services, Belconnen to Tuggeranong, between 1000 and 1100 are: 6, 9, 5, 4, 2, 4, 6, 7, 5, 4, 2 and 4 minutes or an average of 4.83 minutes. Northbound, between 1000 and 1100 the headways are 6, 3, 4, 9, 4, 2, 8, 3, 4, 9, 4 and 2 minutes, again an average 4.83 minutes.

On Day One of Network 12 the increased use, on the 300 series services of Mark III Renaults, especially those with a ramped entrance, was very noticeable. The six Blue Rapid services are now almost entirely operated by new or relatively new buses, although, even on 28 May, several orange Renault Mark IIs and IIIs were in peak and off peak service. The events of 28 May also highlighted the increased use of the 14.5m Scania on Route 300 services. All 26 of these buses are now in service and it is quite common to see consecutive departures operated by these higher capacity buses, much to the consternation of the bike brigade, because these buses cannot be fitted with bike racks.

ACT Budget and ACTION

A number of projects developing public transport were announced in the ACT budget handed down on 5 June.

- A “Gungahlin to City Project Office” is to be created to develop and deliver rapid transport (BRT or LRT) from the northern suburbs of Canberra to the City, along Flemington Road and Northbourne Avenue. No funding for the creation of this office was allocated and the government has made no announcement of its preferred option. Environment and Sustainable Development Minister Simon Corbell advised the media on 6 June that the government would still reach a decision on either light rail or bus rapid transit for the corridor before the October election. Next day Chief Minister, Katy Gallagher, referred to the creation of a “Northbourne Avenue Development Authority”. The debate over BRT v LRT is likely to continue for the remainder of this year and beyond, focusing mainly on the apparent very large difference between the costs of installing BRT and LRT.
- In a related development, but not part of the budget, is the offer by the government of incentives for the redevelopment on Northbourne Avenue in order that the operation of BRT or LRT will benefit from a higher level of land use than is currently the case. Lease variation charge remissions will be provided for developments achieving high environmental standards and some Government charges will be waived for high quality construction.
- Ninety buses are to be purchased in the next five years at a budgeted cost of \$48.5m to upgrade the fleet and assist ACTION in meeting its DDA commitments. The first 13 buses in this replacement program, all Scania artics, will be delivered in 2012-13. 19 in 2013-14, followed by a further 19 in both 2014-15 and 2015-16 and 20 in 2016-17. It is expected that the acquisition of 90 buses will result in the replacement, over the next five years, of most, if not all, the Mark I and Mark II Renault/Mack PR100s and PR180s, large numbers of which are already between 23 and 25 years of age. It is also possible that in the latter years of the replacement program that a start will be made in replacing the first of the Renault Mark IIIs which, by 2016, will be 23 years of age.
- A feasibility study is to be conducted into the establishment of a major depot in Gungahlin or Mitchell (\$100,000). A depot in Mitchell was first investigated by ACTION in 1990-91.
- Real time bus information will be available from 2013 as part of a \$1.7m allocation over the next four years.
- A bus station is to be constructed on National Circuit Barton, between Kings Avenue and Bligh St, at a cost of \$1.5m, spread over the next two years.
- A further \$3m is to be spread over two years in constructing bus priority measures on the Belconnen to City route in Bruce – between the intersections of Cooina and College Streets and Haydon Drive and Battye St – and completion of current work on Barry Drive.
- Design work on a bus station/interchange at Erindale Centre in Tuggeranong is estimated to cost \$350,000. The facility is to be built on McBryde Crescent rather than on the site of the existing stops on Comrie St. Apparently there remains considerable concern among bus passengers over the usefulness of the related proposal to divert all Blue Rapid/Intertown buses via Erindale. Such a diversion would create additional travel time for passengers from southern and western Tuggeranong, mainly because of the convoluted street structure in Wanniasa.
- A total of \$250,000 has been allocated for the design of improved bus stops on Southern Cross Drive and improved bus terminals at Kippax Centre in Holt and at Charnwood shops. At present, no buses terminate at Charnwood.
- The Nightrider bus service is secure, at least for the next three years, with funding of \$100,000 per year allocated.
- Upgrading of bus stops to meet DDA standards is to be continued and new shelters are to be constructed at busy stops in the Parliamentary Triangle of a style similar to the recently constructed shelters in London Circuit in Civic. \$4.5m has been allocated.
- Ten new MyWay Agent terminals are to be purchased for \$100,000 to provide more recharge locations for commuters using smartcards.

Cross Border Trial on Deanes Transit Route 830

As from 4 June the ACT Government has lifted the long standing restrictions on DBL Transit’s ability to pick up and set down passengers in the ACT on Route 830 between Queanbeyan and Canberra Civic. DBL buses are now able to pick up passengers in Kingston, Manuka, Barton and Russell and Parkes travelling to City or any other stop on Route 830 in the ACT, including any boarding in Civic for travel to any of the above suburbs on the way to Queanbeyan. For ACT residents, a flat fare of \$4.50 (one-way adult cash fare) and \$2.50 (pensioners) will apply 7 days a week for travel between Fyshwick and Civic and any suburbs in between. These fares are priced at 50c more than the equivalent ACTION fares of \$4.00 and \$2.00 respectively. The ACTION fares also include a 90 minute free transfer. DBL Transit has also introduced off-peak fares for NSW residents on Route 830 services between 9.30am and 4.00pm on weekdays only. Off-peak one-way adult cash fares will be capped at \$6.00. Current weekend fares remain in place and discount card (smartcard) fares are not applicable to the off-peak discounts.

Murrays Coaches

After a couple of years with no paper timetable available, Murrays Coaches have issued a pocket/purse sized card timetable for its Canberra-Sydney express buses. There are departures every hour from 0600 until 1900.

New South Wales – Sydney Private Buses

Retendering of contracts

Further to the news in last month's issue, a summary of the proposed retendering process for metropolitan bus regions follows.

Region number	General area of Sydney	Lead operator	Proposed timetable for retendering
1	Outer west	Area 1 Management Co (including Westbus, Hawkesbury Valley and Busways)	Retender process to start July 2012
2	South west beyond Liverpool	Area 2 Management Co (including Busabout and Interline)	Retender process to start July 2013
3	South west between Parramatta & Liverpool	Area 3 Management Co (including Westbus, Busabout, Metro Link and Hopkinsons)	Retender process to start July 2012
4	North west – Hills District	Area 4 Management Company (including Hillsbus and Busways)	Retender process to start July 2013
5	Inner south west	Punchbowl Bus Co	Retender process to start July 2013
6	Inner west	State Transit Authority (South West)	After private regions have been done
7	Inner north west	State Transit Authority (North West)	After private regions have been done
8	Lower North Shore & Northern Beaches	State Transit Authority (Northern Beaches)	After private regions have been done
9	Eastern Suburbs	State Transit Authority (South)	After private regions have been done
10/11	South west beyond Bankstown & Sutherland, including Cronulla and Bundeena	Veolia Transport with Maianbar-Bundeena Bus Service	Renewal option of another seven years was taken up as from 1/1/2012
12	Upper North Shore & Northern railway to Hawkesbury River	Shorelink (Transdev)	Renewal option of another seven years was taken up as from 1/1/2012
13	Mid west	Veolia Transport	Retender process to start July 2012
14	Forest area	Forest Coach Lines	Retender process to start July 2013
15	Outer south west	Busways	Retender process to start July 2012

It appears that the further combination of regions, which had been proposed by the previous government as from 2012, will not proceed and the current region numbers will remain.

Interline/Busabout jointly

A new timetable for Route 850, Minto – Catherine Field – Oran Park, was introduced as from 14 May 2012. The route has been extended from Oran Park to Narellan via the new suburb of Gregory Hills. Service hours have been extended to Sundays. It now runs half hourly in peak hours and hourly at other times.

Veolia Transport

Some revisions not previously mentioned are:

- Route 901, effective 13 Sept 2010, revised 28 November 2011 v3. Last trip from Hammondville operates a couple of minutes later to give a better train connection.
- Routes 904/S1, effective 13 Sept 2010. Route S1 revised 20 June 2011 v2. Route now operates clockwise through Cabramatta instead of anticlockwise. This was because of stop problems after the introduction of the Cabramatta local Shuttle.

Busabout

A new timetable for Routes 855/856/857 (Liverpool – Rutleigh Park, Bringelly and Narellan) commenced on 12 March 2012. It involves a route change in Leppington, where construction work for the new South-West Rail Link has caused part of Rickard Road and Eastwood Road to be closed. This timetable was further amended from 14 May 2012, in conjunction with the routes in the next paragraph.

New timetables for Routes 851/852 (Liverpool – Carnes Hill via Prestons) and 853/854 (Liverpool – Carnes Hill via West Hoxton) commenced on 14 May 2012. There are no route changes, but some limited amendments to departure and arrival times. They are still dated 24 October 2011, with a new print date. Trips on 851/2 are generally through-routed with those on 853/4.

Hillsbus M2 motorwayroutes

Commencing 21 May, Hillsbus services that previously departed from Pitt St (opposite Central Station) were altered to depart from a new bus stop at the bus interchange in Lee St, Railway Square. All services on Routes 607X, 610, 610X, 613, 613X, 614, 614X, 615, 615X, 616, 616X, 617X and M61 now depart from Stand E, on Lee St, outside the

Mercure Hotel (behind Stand A). Hillsbus services no longer pick up at Pitt St from this date, and operate from Lee Street direct to George St. There was no alteration to departure times.

Previously there was a single booklet for Routes 613/4/5/6/8 (and equivalent "X" routes via Lane Cove tunnel) and 617X. Now there are separate leaflets for (a) Routes 614/614X, (b) Routes 616/616X and (c) Route 618. There is still a separate timetable for Routes M61, 610 and 610X.

A list of current routes from the City via the M2 motorway to the Hills district is:

M61 Castle Hill Metrobus
607X Rouse Hill via T-way
610 Rouse Hill via Beaumont Hills
610X Rouse Hill via Lane Cove tunnel and Beaumont Hills
613 Bella Vista
613X Bella Vista via Lane Cove tunnel
614 Crestwood
614X Crestwood via Lane Cove tunnel
615 Kellyville (Riley T-way)
615X Kellyville (Riley T-way) via Lane Cove tunnel
616 Rouse Hill via Kellyville Ridge
616X Rouse Hill via Lane Cove tunnel and Kellyville Ridge
617X Adelphi Street, Rouse Hill via Lane Cove tunnel and T-way.
*Full time routes. Others operate only in peak hours.

As this list demonstrates, there is an array of bus routes running from the City along the M2 motorway. In response to community feedback, it is proposed that all buses on Routes 613/4/5/6 be altered to run via Lane Cove tunnel, thus adding an 'X' suffix to trips on those route numbers. By changing routes 613, 614, 615 & 616 to operate express via the Lane Cove Tunnel, there will be more express services. There will be no change to the streets used by routes 613, 614, 615 and 616 west of the Oakes Road M2 Bus Station, although new timetables will be issued which will contain alterations to times to reflect the new express services. For passengers to Epping Rd/Lane Cove for onward connections, this transfer will be available at Barclay or Oakes M2 stops to Routes 602 and 612 (for Epping Rd/Lane Cove/North Sydney) or 611 and 619 (for Macquarie Park). The proposal was subject to community consultation.

Routes 611 and 630 (Blacktown – Macquarie Park)

A new timetable for these routes commenced on 28 May 2012. The changes relate to Route 611 which appears to have one less trip from Blacktown in the morning peak and four more afternoon trips from Macquarie Park. Further minor changes to Route 630 occurred from 18 June.

Parramatta-Rouse Hill T-way services

New timetables for T-way routes from Parramatta commenced on 18 June, providing additional trips in peak hours:

T63 Rouse Hill via Kellyville Ridge
T64 Rouse Hill via Beaumont Hills
T65 Rouse Hill direct via T-way
T66 Adelphi St, Rouse Hill via Mile End Road.

Westbus - Route 804

Westbus introduced additional Services Route 804 as from 25 June 2012. An additional 7 morning and 4 afternoon trips were added to weekday peak times between Parramatta and Liverpool via Bonnyrigg and Fairfield. The increased frequency provides additional services to reduce wait times between buses by providing a bus every 10-15 minutes during morning and afternoon peak times.

Hopkinsons/Westbus jointly - Route 803 service review

A survey is being conducted to review Route 803, Liverpool-The Valley Plaza, which runs in conjunction with Route 802. It is proposed that Route 802 will operate only between Liverpool and Miller Shops, then around Miller in an anti-clockwise loop, then proceed back to Liverpool, the same as Route 861 prior to 22 March 2010. Route 803 buses would no longer operate beyond Miller Rd to The Valley Plaza. Alternative travel options include Routes 802 and 804.

Busways – new Route 723

Busways introduced new Route 723 commencing 25 June 2012, linking Blacktown and Mount Druitt via Peter Brock Dr (Raceway Industrial Park) and Honeycomb Dr (Eastern Creek Business Park). This service operates in Monday to Friday peak hours at a 30 minute frequency. The new route is an advantage for workers in both of these growing areas, as their walk to the nearest bus stop has been reduced. Route 723 also enhances accessibility for residents who live near Reservoir Road, by providing a direct trip straight to and from Blacktown Station instead of having to travel via Walters Road and Arndell Park.

Services linking Mt Druitt and Eastern Creek Business Park (Interchange Dr) will increase to every 15 minutes during peak hours, through a combination of Route 723 and the existing Route 738. Minor frequency changes to route 738 occurred as a result of the introduction of Route 723.

New South Wales – Rural and Regional Private Buses

Lithgow and Bathurst bus services

The Jones Bros operation has been transferred to the Bus Australia group which will operate two separate operations as Bathurst Buslines and Lithgow Buslines. Routes 600, 601 and 636, which ran west from Lithgow to Bathurst, and which were operated from Lithgow, now appear in the Bathurst website. All timetables in both websites are dated 5 May 2012. There is no mention of routes 1, 2 and 3 in the Lithgow website.

Newcastle – Hunter Valley Buses

There are new timetables dated 28 November 2010 updated February 2012 for:

- Routes 140, 141 Raymond Terrace to Newcastle
- Routes 145 Green Hills to Newcastle Airport
- Routes 179, 180, 401, 402, 403 Singleton Services

Boorowa urgently wants a trial public transport route for the town – it's the only local government area in NSW without access to public transport, according to the Mayor. The town's future growth is impeded by its lack of public transport, Wendy Tuckerman says in a letter to a state inquiry into inter-regional public transport by the State and Regional Development Committee, regional media report. By providing bus services to Boorowa, as recommended in a 2010 CountryLinkUp Report, CountryLink's services can be improved and the amount of inter-regional travel taken by public transport can increase, she says. The lack of public transport was a significant issue raised by Boorowa residents in council's recent consultation forums in developing its draft community strategic plan.

Victor Isaacs comments: Boorowa is the largest town in NSW without any public transport connection. (Not that is all that large – current population 2335). That said, it is not far to nearby places that are served by Countrylink trains or buses, such as Harden, Galong, or Young. Nevertheless, as the Mayor says, none of these towns are within the boundaries of the Shire of Boorowa.

Queensland- Brisbane

New timetables for **Brisbane Transport** effective 18 June 2012 to coincide with the opening of a new section of the Northern Busway, including stations at Kedron Brook and Lutwyche, are:

- 77 Chermside-Eight Mile Plains
- 100/N100/118 City-Forest Lake
- 302/303 City-Pinkenba & Eagle Jct-Myrtle town
- 307
- 308 - route updated - Toombul to Chermside loop servicing Chermside, Wavell Heights, Nundah and Toombul.
- 321/923 City-Kalinga & City-Spring Hill
- 325 335 route updated - 335 is now Sandgate via Kirby Rd Taigum to City now also servicing Sandgate and Deagon.
- 328 route updated - Boondall to Carseldine local, servicing Boondall station, Taigum, Fitzgibbon and Carseldine station.
- 329 new route - Bracken Ridge to Carseldine local, servicing Bracken Ridge and Carseldine station enhancing services in the northern suburbs
- 330 N330 P331. 330/333/340 use the new section of the northern busway through Lutwyche & Kedron Brook.
- 333 P332 N330 340 - timetable now also includes the Carseldine to Woolloongabba BUZ.
- 334 City-Kedron
- 340/P341/P344 Woolloongabba-Carseldine
- 345/P344/P343 City-Aspley
- 354 Mitchelton-Chermside
- Route 358 has been decommissioned and replaced by Route 369.
- 369 - new route - Mitchelton to Airport DFO and Aviation Precinct via Toombul servicing Mitchelton, Stafford, Kedron Brook, Eagle Junction, Toombul, Airport DFO and Aviation Precinct.
- 370 City-Chermside
- P374/375/376 Bardon-Stafford
- 379 Grange to City
- 385/N385/382/383/P384 City-The Gap
- 393 - route updated - Teneriffe Ferry to RBWH loop servicing Teneriffe Ferry, Newstead, Bowen Hills and RBWH.
- 460/P461/N464 City-Forest Lake

Queensland - Regional

Sunshine Coast Council has announced the Route 623 Coolumb-Nambour trial bus service will be extended from 30 June 2012 until 30 October 2012.

From 23 June 2012, the Route 607 Caloundra-University and Route 636 Nambour-University services will no longer operate after 9pm due to low patronage. University of Sunshine Coast and Translink offered an after 9pm service from the University on each route as a trial in Semester 1 but services will now return to previous levels.

South Australia - Adelaide

Adelaide Metro new timetables from 1 July: The biggest overhaul of bus timetables in seven years will add up to 10 minutes to some trips, with 86 of 97 bus routes having an extra two to 10 minutes added to their schedules in a bid to get buses running on time after continual complaints of lateness. *The Advertiser* has been told an extra 45 drivers will need to be employed by contractors Torrens Transit, Southlink and Transfield Services to adhere to the new

timetables. There are 922 buses in the fleet, which will increase to 949 from 1 July. It is estimated there are about 1500 bus drivers in Adelaide. The changes will cost \$3 million for printing new timetables, signage and advertising the changes. Priority bus lanes will also be introduced in Grenfell and Currie Streets from early July to try to ease bottlenecks, especially in peak periods, while traffic will be restricted to one lane in each direction from 7am to 7pm. No existing routes will change and only one extra route has been added - from Virginia to the Salisbury interchange. New timetables are:

99C AdelaideFREE City Loop
100, 101 Arndale-Glen Osmond & Flinders Uni
115, 117,118 City-West Lakes/Pt Adelaide via Crittenden Rd
140, 144, 147, 148 City-Glen Osmond/Beaumont
141,142 City-Stonyfell/Burnside
150, 350, 352, 353 City-Pt Adelaide/Osborne via Port Rd
155/7, 376 City-West Lakes/Pt Adelaide/Largs Bay & West Lakes-Delfin Is
167,168, 169 City-Marleston & Glenelg via Richmond Rd
170, 172 City-Urrbrae/Kingswood via Duthy St
171,173 City-Mitcham Square & Blackwood via Fullarton Rd
174, 177, N178 City-Paradise/Newton via Payneham Rd
178,179, 579, N178 City-Athelstone/Paradise via Payneham Rd
190 City-Glenelg via Raglan Av
200, 200B City-Marion via Clapham
202, 203, 209F, N202 City-Tea Tree Plaza via Hampstead Rd
204, 208, 528 City-Northgate/Paradise
222 City- Mawson Interchange
224, 226F, N224 City-Elizabeth via Salisbury Hwy
225 Gepps Cross or Mawson Lakes-Salisbury via Northbri Av
228 City-Smithfield via Main North Rd
229 City-Para Hills via Pooraka
235, 237, 238, 239 City-Kilburn/Valley View/Mawson Lakes/Arndale
241, 245, 248 City-Warradale/Marion
262, 263, 265, N262 City-Marion via Glenelg
271, 273 City-Tea Tree Plaza via North East Rd
280, 281, 522 City-Klemzig/Paradise
287, 288 City-Henley Beach/West Lakes via Ashley St
300 Suburban Connector
333 Outer Harbor-Pt Adelaide
400, 421 Elizabeth-Salisbury North & Salisbury-DSTO
401, 403, 900 Salisbury-Paralowie/Virginia
404, 405 Salisbury-Paralowie
407 Elizabeth-Palms Lifestyle Village (new route)
411 Salisbury-Mawson Interchange via Parafield Gardens
415, 415H, 415V, 430 Salisbury-Greenwith/Hillbank
440, 441, 442, 443 Elizabeth-Munno Para/Smithfield
451, 452, 461 Elizabeth-Munno Para
491, 492, 493, 494 Gawler Local Services
500, 501, 502, N502 City-Elizabeth/Mawson Lakes
503, 507, RZ5 Paradise-Tea Tree Plaza via Holden Hill
506, 546 Paradise-Tea Tree Plaza via Para Hills
541, 541G, 541X, N541 City-Fairview Pk/Golden Grove
542, 542X, N541 City-Fairview Pk
543 City-Surrey Downs
545 City-Golden Grove via McIntyre Rd
556, 557, 559 City-Tea Tree Plaza via St Agnes
560, 565 Elizabeth-Tea Tree Plaza & Mawson Interchange-Ingle Farm
640, 719, 720, City-Flinders Uni/Old Reynella Interchange
681, 682, 683, 684, 685 Hallett Cove Beach Stn-Hallett Cove/Sheidow Pk
712 Old Reynella Interchange-O'Halloran Hill TAFE
721, T721, N721 City-Noarlunga Centre Interchange via Main South Rd
722, T722 City-Noarlunga Centre via States Rd
723, 733 City/Marion-Colonnades Shopping Centre via Woodcroft
724, 734 Colonnades Shopping Centre-Marion
725 City-Noarlunga Centre Interchange via Acre Av
727, 737 Chanders Hill-O'Halloran Hill TAFE
740, 741 Colonnades Shopping Centre-Seaford/Maslin Beach
743, 744 Hackham West Circuit
745, 747, T748 Seaford Circuit
749, 750, 751 Colonnades Shopping Centre-Aldinga Beach/Sellicks Beach
752, 753, 754, 755, 756 Willunga Local Services
820, 821, 862 City-Carey Gully & Stirling-Loreto College
823, 840, 863, 860, 864, N864, City-Aldgate & Mt Barker
830F, 834, 835 Lobethal-City/Verdun/Mt Barker

837/841F, 842F, T842 City-Nairne
 838, 838H, 839 Mt Barker East & West
 850, 852 Aldgate-Macclesfield & Mt Barker-Strathalbyn
 861, N864 City-Glen Osmond
 865, 866, 867, 868 City-Aldgate & Crafers-Stirling
 892,893,894 Aldgate-Blackwood Stn
 B10, B11, B12, 312 Magill-West Lakes, Tennyson via Grange Rd
 C1, C2, 548, N1 City-Elizabeth & Greenwith
 C1, C2, G40, M44 Adelaide O-Bahn Mega GoZone
 G1, G2, G4, RZ3, RZ4 Golden Grove-Petworth Lakes/Greenwith
 G10, N10, N21, Blair Athol-Marion
 G20, G21, G22, 320, RZ22, N10, N21 City-Aberfoyle Hub
 G40 Golden Grove-Flinders Uni
 H20, H21, 580 Paradise-Glenelg via Marion Rd
 H22, H23, H24, H32, N22 Wattle Park-Henley Beach South
 H30, N30 Paradise-West Lakes via Henley Beach Rd
 H31 Rostrevor-Henley Beach via Cheadle St
 J7, 374 West Lakes-Marion
 J1, J2, 162, N1 Jetbus
 M44 Marion-Golden Grove
 W90, W91, Marion/St Marys-Marden

- 99C City Loop has a full published timetable and operates on a 20 minute frequency on weekdays instead of 15 minutes.
- 241/245/248 now travel to/from City via King William St, in lieu of Pulteney St to allow services to continue as 202/203/208. (Many of these 202-208 buses previously terminated in Victoria Square)
- 407 Elizabeth-Palms Lifestyle Village (new route)
- 411, 225 and 501 now use Main St Mawson Lakes instead of Garden Terrace.
- 421 now has a shorter deviation into the Defence Science & Technology Organisation.
- 442 has a small extension into Blakeview north of Craigmore Road.
- Every second 560 weekday trip now operates as 560P to do a loop past Florey Health Care Centre in Pooraka.
- 850/2 timetable no longer contains 856 Echunga-Mt Barker (am) & 857 Mt Barker-Macclesfield (pm) Tuesday only services.

Peter Hobbis comments: The interesting changes will all be on the Light City network where there are still problems. Unfortunately I do not use those services much. I do notice however most of Southlink services are revised. Why I am not sure. I of course use them daily and there are very few problems!

Holdfast Bay Council will axe its Blue Loop Bus service. Passengers on the Blue Loop, which runs on a fixed route around the Bay area three days a week from 10am-3.30pm, will instead have to call in advance to use the council's door-to-door community bus service. The council has argued the Blue Loop, which cost \$42,000 a year to run, was an inefficient service due to falling patronage.

Adelaide City Council's Connector Bus has a new route and timetable from Saturday 9 June. The altered route reflects a change in the city's traffic conditions over the past 5 years, and will ensure the service is timely and better assists the community's transportation needs. Changes to the service include new stops located on Finnis St, Stanley St and Mackinnon Parade will replace the existing Melbourne St bus stops. New stops located on Ward St and O'Connell St will replace the existing Pennington Terrace bus stops. New stops located on Sturt St and Halifax St will replace existing stops on Gilles and Gilbert St. The bus route will no longer operate along Currie St or Hindley St. The bus route will now operate along King William Road and Ward St to serve the Women's and Children's Hospital and O'Connell St. The new route will operate along Grote St between Victoria Square and Morphett St and new stops will be located near the Central Markets and Central Bus Station. It will continue to provide an hourly service departing at similar times to the existing timetable.

Victoria - Regional

A notice at the Hamilton Station coach stop advised that the Hamilton-Horsham service was withdrawn in February this year.

Latrobe Valley Late Night trial bus service from Sunday, 3 June

The bus service is operating as part of a 12 month trial to help people get home safely from the Traralgon CBD on Saturday nights. Three services will operate from the Traralgon CBD in the early hours of Sunday mornings and take people home to Moe, Morwell and Churchill. Services will depart from Traralgon Plaza Shopping Centre on Sunday morning at:

- Traralgon to Moe, via Morwell - departs 2.30am
- Traralgon to Churchill - departs 3.30am
- Traralgon to Moe, via Morwell - departs 4.30am

New timetables Bairnsdale - Orbost from 4 June

Bus services between Bairnsdale and Orbost were improved from Monday 4 June as a result of a recent review of services in the area. The improvements include 42 new services for Orbost and Marlo and 24 additional service connections for Lake Tyers Beach. Towns that will benefit are Orbost, Marlo, Lake Tyers Beach, Newmerella, Waygara, Nowa Nowa, Lakes Entrance and Bairnsdale.

Thanks to Simon Aalbers, *Adelaide Advertiser*, Tony Bailey, Ian Cooper, Hilaire Fraser, Robert Henderson, Peter Hobbis, David Hutton, Victor Isaacs, Michael Marshall and Roger Wheaton for Bus news.

AIR NEWS

Domestic

Brindabella Airlines has withdrawn its Canberra to Albury and Brisbane-Armidale services blaming low patronage and the carbon tax. **Regional Express (Rex)** has withdrawn its Melbourne-Griffith service from 1 July citing the same reasons.

Qantas will increase Perth-Melbourne services from 15 October to from 44 services per week to 68.

International

Qantas will increase Sydney-Dallas/Fort Worth services to daily from 1 July. Qantas will adjust its trans-Tasman schedule from 16 July. The morning services will be 10-30 minutes later on QF47 Sydney and Wellington, QF118 Wellington to Sydney, QF123 Brisbane and Auckland, QF124 Auckland and Brisbane as well as QF135 Melbourne to Auckland. Afternoon services will also depart later including; QF38 Welling to Melbourne, QF125 Brisbane to Auckland and QDF 136 Auckland to Melbourne. The moves are to "better support corporate itineraries" and to improve same-day east coast USA connections.

China Southern Airlines launched services from Sydney to London via Guangzhou on 4 June. It is aggressively marketing as a competitor for a significant portion of the Australia-UK market. In July it will increase services from Sydney from 11 to 14 weekly, and from Melbourne from seven to 14. It plans 55 flights to/from Australia within three years. **China Eastern Airlines** is looking to tap into the Queensland market with advanced negotiations to fly from Shanghai to Cairns twice weekly beginning later this year.

Scoot, the Singaporean low-cost airline, inaugurated flights to Sydney on 4 June (five a week) and the Gold Coast on 12 June (also five weekly). **Singapore Airlines** plans to increase flights from Australia from 102 to 112 per week before the end of this year.

South African Airways will add an additional Perth-Johannesburg flight from 16 August making the service daily.

Malaysia Airlines subsidiary **Firefly** will operate weekly between Kuala Lumpur and Christmas Island from 7 July.

Hawaiian Airlines' will begin a three times weekly service to Brisbane from 28 November. This will depart Honolulu on Wednesday, Friday and Sunday, returning on Tuesday, Thursday and Saturday. They also operate to Sydney.

Thanks to Tony Bailey, Tris Tottenham, *Canberra Times* and *Sydney Morning Herald* for Air news.

FERRY NEWS

Brisbane City Budget

Some of **Brisbane's** single hull inner-city ferries will be renamed 'City Hoppers' and run free of charge from 1 July. The 2012-13 Brisbane City Council budget, delivered on 20 June, allocated \$200,000 for re-branding as City Hopper. Overall the move will cost the council \$6 million over four years from its \$34.7 million budget for ferry operating costs. Other ferry announcements in the budget were a new CityCat terminal at Milton (\$5 million over four years) and a new "Maroon" CityGlider (\$9 million over four years), linking Paddington and Stones Corner.

The council has also set aside \$1.4 million for its proposed cross-river bus link to tackle congestion on the Victoria Bridge. A 3.6 km busway is proposed between South Bank and Fortitude Valley, comprising two sections; a new bus-only link from Melbourne St across the river to Adelaide St., over the Riverside Expressway, under Adelaide St, link to the existing busway network and come back to the on-street level at the intersection of Wickham and Ann Streets. The feasibility study will take about 18 months. Funding will be requested from state and federal governments once a proposal concept firms.

\$500 million is to fund:

- The first 90 of 360 promised new buses (\$42 million)
- Disability Discrimination Act compliance for ferry terminals (\$10.5 million)
- An accessible Public Transport Network in Brisbane suburbs (\$7.7 million).

Sydney Ferries: Final timetable checklist

With the Sydney Ferries operation to be taken over by Harbour City Ferries, www.harbourcityferries.com.au by the end of July 2012, the Sydney Ferries website will be decommissioned from 27 July 2012 and all customer information will migrate to Transport Info 131 500. This is a list of the timetables which are linked to 131500 and the Sydney Ferries website:

Service	Date Issued	Notes
Eastern Suburbs	10 October 2010	Reprinted Dec 2011 Reprinted Jan 2012
Taronga Zoo	Reprinted July 2011	Reprinted Dec 2011 Reprinted Jan 2012
Neutral Bay	24 October 2011	Reprinted Dec 2011 Reprinted Jan 2012
Manly	31 January 2011	Reprinted January 2012 Reprint date not shown on the 131500 version
Darling Harbour/East Balmain	17 December 2011	Reprinted February 2012
Mosman	24 October 2011	Reprinted Dec 2011 Reprinted Jan 2012
Woolwich/Balmain	17 December 2011	24 Oct 2011 Reprinted Jan 2012
Parramatta River	24 October 2011	Reprinted Dec 2011 Reprinted Jan 2012
Cockatoo Island	17 December 2011	Reprinted January 2012

Thanks to www.BrisbaneTimes.com.au , www.131500.info and Lourie Smit for Ferry news.

LETTER TO THE EDITORS

Tris Tottenham writes about the NSW state Budget:

It is interesting to note that the previously announced \$176 million for the extension of the Sydney Light Rail from Lilyfield to Dulwich Hill makes no mention of any additional vehicles. I would doubt if there are enough vehicles on the property to provide a 12 minute service to Lilyfield and a 24 minute service beyond.

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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