



TABLE TALK

AUSTRALASIAN TIMETABLE NEWS

No. 248, April 2013

ISSN 1038-3697

RRP \$4.95

Published by the Australian Association of Timetable Collectors

www.aattc.org.au

TOP TABLE TALK:

MELBOURNE'S RAIL NETWORK: COPING WITH DEMAND

METROPOLITAN RAIL DEVELOPMENT PLAN

The Plan was released in late March. For the full version see www.ptv.vic.gov.au, from which the following is extracted.

Population growth, road congestion, petrol price rises and greater environmental awareness have all contributed to more Melburnians using public transport. There has been an unprecedented 70% growth in train patronage in the last decade and 40% in the last five years alone, which has stretched the capacity of the current network.

Detailed transport modelling undertaken by PTV underlines the challenge ahead: annual patronage across train, tram and bus services is forecast to hit one billion trips by 2031. On trains alone, average weekday boardings will more than double to 1.7 million passengers per day by 2031.

This plan is built upon the aforesaid transport demand modelling and is a 'bottom-up', suburb-by suburb, line-by-line, demand-led strategy for planning Melbourne's rail system over the next two to three decades. Concept timetables have been built for each stage of this plan. The Network Development Plan – Metropolitan Rail establishes a firm basis for expanding the capacity of Melbourne's rail network over the next 20 years and beyond. The key strategic objectives of the plan are:

To expand the capacity of the existing network to meet the growing needs of the city

>> To expand the capacity of the existing network to meet the growing needs of the city.

>> To redesign train services to maximise opportunities for seamless coordination with buses and trains

>> To extend the network to serve new growth areas.

The plan unfolds in four stages over 20 years and beyond:

1. Overcome existing network constraints and provide a strong foundation for further expansion of capacity in the future. Addressing current constraints will give passengers more frequent, reliable and convenient services, as well as maximising the use of existing infrastructure and providing the basis for future growth.

2. Introduce a metro-style train system which will provide more high capacity, high frequency services, allowing passengers to 'turn up and go'.

3. Extend the network into growth areas and existing areas without good access to rail services.

New lines and the electrification of existing lines will support.

Melbourne's high growth areas and places currently not served by the rail network.

4. Prepare for further growth and protect future options. As the city continues to grow and travel needs change, future options for the metropolitan rail network will be investigated, planned and protected.

The approach and initiatives in this plan will increase peak-hour capacity by 50% within 10 years, and by more than 100% within 20 years. A central focus of the plan is to regularly overhaul and simplify timetables and train operations, getting every extra service possible out of the existing system at zero or low cost, before turning to more costly infrastructure solutions.

The signalling system will be gradually replaced with new high capacity signalling to allow more trains to run on the network, and Melbourne will shift to new, high capacity trains that can carry up to 1100 passengers, with the capability to be further lengthened to carry up to 1600 passengers.

Major city shaping rail projects such as Regional Rail Link (fully funded, to be completed in 2016) and the Melbourne Metro rail tunnel form the cornerstone of major capacity upgrades within the next decade.

The plan also proposes a program of track duplications and electrification projects, major rail extensions, and important supporting works such as new stabling and maintenance facilities.

A new approach to modal coordination will improve the consistency and frequency of those services with high demand, better match the timing of services to the travel needs of passengers and make changing between travel modes easier and more convenient. Just as importantly, the plan is built around a fundamental shift in timetabling and train operations as Melbourne moves to a modern metro-style network common in major cities around the world – essentially a 'turn up and go' service across the network every day of the week.

The plan sets out a staged approach to strengthening and securing Melbourne's rail network:

Stage 1 – Overcoming constraints

Complete the Regional Rail Link in 2016:

The first stage, to be in place by 2016, focuses on overcoming immediate critical network constraints and providing the foundation for the future expansion of capacity. Stage 1 includes the following major changes:

- >> Regional Rail Link (RRL), including Tarneit and Wyndham Vale stations, and Southern Cross platforms 15/16
 - >> Seven new trains and associated stabling and power upgrades
 - >> Hurstbridge line upgrade and Eltham stabling
 - >> An initial order for up to 33 new high capacity trains, each capable of initially carrying up to 1100 passengers and of being extended up to 220 metres in length
 - >> 40 new V/Locity carriages
 - >> Williams Landing Station
 - >> Grovedale Station
 - >> Southland Station
 - >> High capacity signalling trial on Sandringham line.
- Supporting works and operational changes
- >> Further timetable changes to maximise use of existing infrastructure
 - >> Calder Park stabling
 - >> Geelong stabling upgrade
 - >> Ballarat maintenance upgrade
 - >> Network operational changes (loop access)
 - >> Restrict train stabling moves at peak times
 - >> Changes to crew changeover arrangements
 - >> Train interior modifications.

At the completion of this stage, V/Line operations will have been largely separated from metropolitan train operations, which is a major step toward segregated operations. This will allow a substantial uplift in capacity and reliability across most of the suburban and regional train services running through Melbourne's west and north.

Stage 2 – Commencing the introduction of a metro-style system: within 10 years

The second stage will commence the introduction of a metro-style system to Melbourne's rail network. This stage includes:

- >> The Melbourne Metro rail tunnel project, a nine-kilometre rail tunnel between South Kensington and South Yarra via the CBD and five new inner-city stations
- >> Duplication of the rail line to Melton
- >> Dandenong Rail Corridor Upgrade
- >> Deliver initial order of up to 33 high capacity trains, order and deliver a further 70 trains
- >> Installation of high capacity signalling on the Sandringham, South Morang and Hurstbridge lines and between Sunbury and South Yarra.

Supporting works and operational changes

- >> Carry out associated maintenance, stabling and power upgrades for high capacity trains, including at Pakenham East
- >> Major changes to timetables to adopt metro-style operations
- >> Werribee signalling upgrade
- >> Essendon turnback
- >> Brighton Beach turnback
- >> Upfield second platform
- >> Clifton Hill junction changes
- >> Heidelberg to Rosanna duplication
- >> North Melbourne stabling
- >> Lilydale stabling
- >> Toolern station
- >> Burnley junction changes
- >> Black Forest Road Station.

At this stage, the Melbourne Metro rail tunnel project will have allowed all rail corridors to be segregated from one another, except in locations where there is the need to

move trains to and from maintenance facilities. There will be a further major uplift in capacity on all key growth area lines, including the South Morang corridor, and improved reliability across the network.

Stage 3 – Extending the network: within 15 years

The third stage will focus on extending the metropolitan rail network to growth areas and existing areas not serviced by metropolitan rail, utilising the core capacity created in Stages 1 and 2. This stage includes:

- >> A new line to Melbourne Airport
- >> A new line to Rowville
- >> South Morang services diverted into a new tunnel between Clifton Hill and Southern Cross, allowing construction of a new line to Doncaster
- >> Electrification to Melton
- >> Order and deliver extra high capacity trains
- >> High capacity signalling (Northern and Cross-City groups)
- >> Continuation of Dandenong Rail Corridor Upgrade. Supporting works and operational changes
- >> Reinstatement of the Somerton to Upfield link
- >> Duplication from Dandenong to Cranbourne
- >> Baxter electrification and maintenance facility
- >> Duplication from Greensborough to Eltham
- >> Truganina Station
- >> Sayers Road Station
- >> Retirement of all remaining Comeng trains.

Stage 4 – Preparing for future growth: within 20 years

The fourth stage will capitalise on the benefits already delivered and prepare for more growth. This includes:

- >> Order and deliver extra high capacity trains
- >> Reconfiguration of the City Loop to provide seven separate, independently operated lines through the Melbourne CBD
- >> Quadruplication from Burnley to Camberwell
- >> Duplication from Altona Junction to Seaholme and grade separation of Altona Junction
- >> Electrification projects to Geelong and Wallan
- >> Extension to Mernda and new stabling facilities
- >> Duplication from Mooroolbark to Lilydale and new stabling
- >> Extension from Werribee to Wyndham Vale
- >> Extension of South Morang – Southern Cross line to Fishermans Bend.

Long Term

The plan also anticipates the need for capacity expansion in subsequent decades, based on the current best understanding of growth needs. The focus of further planning is to protect potential options that could form part of the long term vision for Melbourne's rail network.

Funding

Critical to the delivery of this plan is the availability of funding for the identified initiatives. The plan also contains a range of low-cost operational improvements that can generate capacity while business case and development work continues for major projects that will require significant investment.

Major projects such as RRL and Melbourne Metro are either fully funded or have significant planning money allocated to them to enable early construction. Detailed planning work will continue to allow major rail projects such as Rowville, Doncaster and Melbourne Airport to begin as soon as necessary key infrastructure and supporting works are in place and as funding becomes

available. While a rail link to Avalon Airport is not part of the metropolitan network at this time, and not considered as part of this plan, the Victorian Government is committed to protecting a reservation and is currently undertaking planning and design for construction of a rail link to commence within the next five years.

The ability to deliver these projects will depend on funding from Commonwealth and State governments, which may include new funding models currently being examined by Infrastructure Australia and the Council of Australian Governments (COAG).

PTV will continue to work with both State and Commonwealth governments to provide sound business cases for the implementation of these projects. Investments have already been made in response to these growth pressures and further projects are being delivered. However, significant challenges remain if the rail network is to meet the current and future travel needs of a rapidly growing city. Population growth, road congestion, petrol price rises and greater environmental awareness have all contributed to more Melburnians using public transport. There has been an unprecedented 70% growth in train patronage in the last decade and 40 per cent in the last five years alone, which has stretched the capacity of the current network. Detailed transport modelling undertaken by PTV underlines the challenge ahead: annual patronage across train, tram and bus services is forecast to hit one billion trips by 2031. On trains alone, average weekday boardings will more than double to 1.7 million passengers per day by 2031.

Comment: Perhaps the biggest surprises are the suggested re-opening of the Somerton-Upfield line and proposed running of V/Line's Seymour trains this way; extensions of electrification as far as Wallan and Baxter; a new line to Fishermans Bend and, the proposed quadruplication from Burnley to Camberwell, but no triplication from Box Hill to Ringwood (although upgraded signalling is mooted).

MR LEZALA COMMENTS

Melbourne will have to move towards high capacity, nine-carriage trains carrying 1800 people and build new train stations in growth areas to meet expected demand in coming years, Metro CEO Andrew Lezala predicts. He said on 24 March that if Melbourne was to remain prosperous, the number of people using trains would need to grow from about 10% to 40 to 50% of journeys. He said the proposed Metro rail tunnel would need to be first of "16 underground lines in this city in 100 years".

Mr Lezala said a decline in train use in the past 12 months was a blip, and Melbourne train patronage would surge in line with population growth. He said train use would grow, because it had to for Melbourne to remain prosperous. He said in the next 10 years there would need to be new stations. "We want to extend to the west to Melton, Wallan in the north and to Baxter in the south – that's all in the plan," he said. He said government funding was needed for the new extensions. He said there was also a lot of work being done on trains, with much more capacity on the Dandenong corridor. "We ought to be running nine car trains, really, nine car high capacity trains, so 1800 people per trains instead of the 800 we have today." He said we also had to use our buses much smarter and not duplicate, tram and train routes. He said buses must be feeding trains stations. Mr Lezala said the long term aim was to have all train line groups separated to ensure that one fault did not close down the network. He said the aim was to have all lines on five or 10 minute timetables, so people

did not need to think about when the next train was coming. "That would drive patronage growth," he said.

Mr Lezala said Flinders Street station would also need to be upgraded to improve passenger flow with an "upper level western concourse" connecting to Elizabeth St.

FROM THE AGE 26 FEBRUARY:

Building extra lines and tracks in the outer suburbs and modernising slow signalling systems would do far more to ease rail congestion in Melbourne than a new tunnel under the city, the state's public transport lobby group says. In its submission ahead of the state budget, the Public Transport Users Association says the Baillieu government should put aside its top public transport project, the proposed Melbourne Metro tunnel, in favour of plugging the many gaps in the existing network. This includes duplicating nine sections of single track, building extensions to Doncaster, Rowville and Mernda and introducing high-speed signalling to enable trains to run closer together.

The association's president, Tony Morton, said these steps would do more to bolster Melbourne's rail network than the multibillion-dollar tunnel, and could be achieved sooner. "Several suburban railway lines and commuter belt regional lines still include sections of single track that limit capacity and cause delays to reverberate across the network when disruptions occur," Dr Morton said. "These could be duplicated much sooner and at lower cost than the government's current high-cost infrastructure wish-list."

The nine-km Melbourne Metro tunnel would run beneath the city from Kensington to South Yarra, linking the Sydenham and Dandenong lines. It is the top-priority rail project of both the state government and Public Transport Victoria, which argue it is essential to be able to run more trains and reduce crowding. Infrastructure Australia, which advises the federal government on funding major projects, has also given the proposal high priority, ranking it as "ready to proceed".

But Dr Morton said that while the project would help commuters in the west, it would do nothing for those travelling on the congested lines that service the south-eastern suburbs because the Dandenong line's ageing signalling could not let through more than one train every three minutes. "If we had a tunnel plug in at South Yarra, it's not actually going to add any useful capacity to those south-eastern lines, because the main capacity constraints on those lines are actually further out," he said. "If you look at the Dandenong line, the thing that's stopping you running more trains is the limited capacity of the signalling between Caulfield and Oakleigh."

Public Transport Minister Terry Mulder conceded the Dandenong corridor needed new high-speed signalling for the Melbourne Metro project to succeed, but he said the line's many level crossings also inhibited the number of trains that could run each hour. "Melbourne Metro will untangle inner suburban train lines," Mr Mulder said. "It will reduce the pressure on the St Kilda Road tram lines, the busiest tram tracks in the world." The tunnel would also ease pressure on the City Loop, which "is at or near capacity during weekday peak periods". "Train operations through Melbourne's CBD are currently restricted," Mr Mulder said. "Four of the six viaduct tracks between Flinders St and Southern Cross have sharp curves and very low speed limits. This restricts train throughput and is part of the reason that we need the Melbourne Metro."

Unlikely extension no. 1: Rowville rail

A Victorian government study has found a rail link to Melbourne's outer southeastern suburb of Rowville is possible, but will be at least a decade away. It finds that 68,000 people would use the line daily by 2046. While the study found the Rowville line is feasible, upgrades will be required on the Dandenong line and the Melbourne Metro underground rail tunnel will need to be built. The state government has asked Infrastructure Australia to help fund both projects, but costings have not been released. Ian Dobbs, chief executive of Public Transport Victoria, estimated the Melbourne Metro tunnel would not be ready until 2022 at the earliest, even if funding was immediately approved. The Melbourne Metro rail tunnel project, which includes plans for five new Melbourne stations, will enable the rail network to move an extra 25,000 passengers per hour.

Unlikely extension no. 2: Doncaster rail plus Parkville tunnel

A railway along the Eastern Freeway has been identified as the best route to Doncaster, with a new underground line from Northcote to the city integral to the plan. A long-awaited feasibility study into a Doncaster link has pinpointed a preferred route to start at Doncaster Park and Ride, run along and under the freeway with stations at Bulleen and Kew and connect with the existing rail network at Victoria Park station in Collingwood. It would then go through stations in Richmond, on to Flinders St and through the City Loop. The solution would also need the South Morang line to be underground from about Northcote. It would travel via new stations at Merri, Clifton Hill, Fitzroy and Parkville in the proposed Melbourne Metro tunnel, before ending at a new Flagstaff Gardens station. The total cost could be up to \$11 billion.



Transport Minister Terry Mulder said the study showed a rail line to Doncaster could go ahead. More detailed costing and construction work would be done. The study predicted 56,000 people a day could use the line by 2031, with a trip from the CBD to Doncaster taking 25 minutes.

Project leader Tim Gosbell said the preferred route provided benefits to thousands of people for billions of dollars less than other options considered. But he said Doncaster couldn't be built without dealing with capacity limitations on the South Morang and Hurstbridge lines. Those lines are expected to reach capacity between 2016 and 2022. "That, we estimate, could be, on its own, \$4 to \$6 billion worth of work that would need to be done before you could build Doncaster rail, which in itself might cost \$3-\$5 billion."

The Doncaster Rail Study phase one draft report suggests the line could be extended to Doncaster Hill and Ringwood.

Unlikely extension no. 3: Airport rail

A railway to Melbourne Airport would run from the proposed Metro rail tunnel via Albion East, the Victorian government says. The route was not necessarily the quickest - it would take an estimated 30 minutes to travel from the airport to the Metro's proposed CBD North station. But Transport Minister Terry Mulder said it was the best option identified by a \$6.5 million feasibility study. "It comes out on top in terms of travel time, patronage, service connections, ease of construction and cost and impacts," he said.

The revised 28 km route would connect with the Metro tunnel at Footscray and join the Sunbury line via a

flyover between Albion and Sunshine stations, and continue on overpasses. Thousands of passengers an hour would continue down the median of the proposed Airport Drive and into a 1.3 km tunnel, before getting off at an underground station.

The report said a previous Albion East alignment via Southern Cross Station was no longer viable because of limited capacity. The tunnel would provide greater connections with south-eastern suburbs. The report said 2000 peak-hour passengers could use the link to get to the airport in 2031, and 4200 in 2061.

Mr Mulder said an airport link could be dovetailed into the tunnel construction but more planning was needed. "We are not that far advanced that we could give anyone an answer that on this particular date you could expect to step on a train. But we are doing all of the planning work and everything that is required to put us in that position."

The study identified 80 routes, before comparing the Albion East option with three others: a direct tunnel; a Craigieburn link using the existing line and a new track through Westmeadows; and a Flemington line using the existing line. Criteria included travel time of 30 minutes or less and services every 10 minutes around the clock.

Public Transport Victoria chief executive Ian Dobbs estimated last week the 9 km metro tunnel would not be ready until at least 2022, meaning an airport link is more than a decade away. Airport spokesman Anna Gillett said it agreed Albion East was the best route, and called on the State and Federal Governments to dedicate funding.

RAIL AND TRAM NEWS

High Speed Rail

Federal Transport Minister Anthony Albanese says he supports the concept of a high-speed rail link along Australia's east coast, but described it as costly and environmentally disruptive. He warned it may be too noisy and environmentally damaging to be a viable alternative. He said the proposed rail link from Melbourne to Brisbane would involve more than 140 kilometres of tunnelling, much of it in Sydney.

Mr Albanese said it needed to be built in a "substantial corridor" up to 200 metres wide, and in an almost straight line. "It's not going to be able to go around every area that people might have a problem with due to a flora and fauna issue," he said. "The high-speed rail line has got to go in a straight line." He added the noise level from a passing train would be up to 100 decibels. But he says he is not arguing against it. "I would like to see it happen, but people need to examine it based upon the facts," he said.

NSW Premier Barry O'Farrell would prefer a high-speed rail link to Canberra's airport, which is also supported by the Greens. Mr Albanese said that may change when the next stage of a study into high-speed rail is released in the next couple of months.

Gold Coast Tram

The consortium that holds the contract for the \$1.2 billion first stage of the Gold Coast's light rail system, GoldLinQ, has offered to cover most of the cost of the second stage to link it to the heavy rail network. One of the finance options put forward by GoldLinQ to the State government is for the second stage of the tram system from Griffith University to a heavy rail station at Parkwood. But it wants its operational contract extended from 15 to 28 years. GoldLinQ would need to raise \$400 million on the private capital market and the deal would be dependent on it receiving lucrative service fees from the government. If the proposal goes ahead, the immediate cost to Queensland taxpayers would be a fraction of the original figure expected and work on the second part of the project could start next year when stage one is completed.

There is no fixed timeline on the previous plan to link stage two of the light rail to Helensvale train station, which has an estimated cost of \$800 million-\$1 billion and is likely to require funding from all levels of government. Taking stage two of the light rail from Griffith University to a station at Parkwood is the preferred route identified in the Gold Coast Council's draft transport plan, released late last year.

Queensland: Galilee coal railway

A single rail solution is emerging to get coal from Queensland's undeveloped Galilee Basin to port at Abbot Point, but there is scepticism that the \$6 billion spend can be justified, given soft coal markets. On 11 March, Aurizon and the GVK / Gina Hancock partnership, announced a preliminary agreement to jointly develop the 500 km rail and port - potentially, the most expensive infrastructure project in Queensland's history. Aurizon would pay an unspecified amount to take a 51% stake in Hancock Coal Infrastructure, which would be jointly run.

Aurizon, GVK Hancock, Indian rival Adani and Clive Palmer had each proposed rail corridors to unlock planned coal mines in the Galilee Basin. GVK and Aurizon will now work together on the north-south corridor to develop a railway from the Galilee Basin to

Abbot Point and the proposed T3 coal terminal, with the capacity to export a potential 60 million tonnes per year of coal. The railway has state and federal approvals and would be open to third-party users.

Aurizon: Coal contract

Aurizon has signed a contract with a consortium led by BHP Billiton to transport 65 million tones of coal a year from its Queensland mines at Blackwater, Gregory, South Walker Creek, Poitrel, Riverside, Goonyella, Saraji, Peak Downs and Daunia. This is 100% of tonnes tendered for re-contracting in the Blackwater and Goonyella systems to the respective ports in Gladstone, and Hay Point and Dalrymple Bay near Mackay. It is effective from 1 July 2015 for the Blackwater system and 1 July 2016 for the Goonyella system. The new contract replaces the existing 2005/6 contract with up to a 12-year contract. This was the largest contestable haulage contract in the Australian coal market in a decade, being about a quarter of the entire Queensland coal haulage market.

Aurizon: Flood recovery

Aurizon reopened its Blackwater rail system on the Central Queensland Coal Network to diesel coal trains on 6 February following the repair of lines damaged by ex tropical cyclone Oswald. Electrically hauled trains recommenced next day. The Blackwater system connects mines in the southern Bowen Basin with Gladstone Port. Aurizon is continuing efforts to recover the Moura network which sustained flood extensive damage including the full replacement of three km of track and earthworks. The Goonyella and Newlands networks were unaffected.

Countrylink in SE Qld: Making things hard for us, and for themselves

Queensland Rail Travelink booking offices at Brisbane Roma St and at Robina ceased to act as agents for Countrylink from 11 March, although these are both major passenger points for Countrylink. Countrylink passengers in SE Queensland can no longer make bookings in person, only via phone or internet. Countrylink and QR Traveltrain continue to have a compatible passenger reservation system.

ARTC: 14 April Working Timetable

ARTC will introduce a new Working Timetable from Sunday 14 April - see

www.artc.com.au/Content.aspx?p=160. It does not include anticipated slower schedules on the Victorian NE line.

ARTC: Hunter Valley shutdown

A scheduled shutdown of the Hunter Valley network for civil engineering works took place from 12 to 15 March.

NSW RailCorp: March Freight Working Timetable

A new RailCorp Freight Working Timetable has been introduced. Book 4, Weekdays, is dated 29 March - which is strange as this was Good Friday and Weekday schedules did not apply - and Book 5, Weekends, is dated 30 March. This WTT still does not acknowledge the existence of the ARTC South Sydney Freight Line which has been in use since 23 December 2012.

NSW Countrylink & ARTC: NW line changes

From 15 April until 20 June ARTC trackwork on the NSW NW line will seriously impact on Countrylink services, with timetables varying on an almost daily basis, as follows:

- 15-24 April: Train Sydney-Gunnedah, bus Gunnedah-Moree
- 25-28 April: Train Sydney-Moree
- 29 April-8 May: Train Sydney-Gunnedah, bus Gunnedah-Moree
- 9 -12 May: Train Sydney-Moree
- 13 May: Train Sydney-Werris Creek, bus Werris Creek-Moree
- 14-17 May: Bus Sydney-Moree
- 18-22 May: Train Sydney-Gunnedah, bus Gunnedah-Moree
- 23-26 May: Train Sydney-Moree
- 27 May-5 June: Train Sydney-Gunnedah, bus Gunnedah-Moree
- 6-7 June: Train Sydney-Moree
- 8-9 June: Train Sydney-Muswellbrook, bus Muswellbrook-Moree
- 10 June: Bus Sydney-Moree
- 11-13 June: Train Sydney-Gunnedah, bus Gunnedah-Moree
- 14-16 June: Train Sydney-Werris Creek, bus Werris Creek-Moree
- 17-19 June: Train Sydney-Gunnedah, bus Gunnedah-Moree
- 20 June: Train Sydney-Moree

Down services will run up to 15 minutes later and up services up to 30 minutes earlier. This also affects the Narrabri-Wee Waa-Burren Junction bus. A temporary timetable is available in print and on Countrylink's website, under "Timetables".

NSW CityRail: Newcastle line timetable changes 21 February

Minor changes were made to Newcastle line services from 21 February:

- The 0745 Central to Wyong now divides at Gosford. The front four carriages proceed to Wyong, and the rear four carriages terminate at Gosford. It runs two minutes later from Gosford to Wyong.
- The 0815 Central to Newcastle no longer divides at Gosford. It runs six minutes earlier from Gosford to Newcastle, arriving at 1059.

NSW CityRail: New Timetable 15 April

A new CityRail Working Timetable will be introduced from 15 April. The alterations will be largely invisible to the public. They are:

- Commissioning of Kingsgrove to Revesby quadruplication and initial use of the East Hills mainline by Southern Highlands Endeavour services and changes to some runs to use the new tracks from Kingsgrove to Revesby.
- More preparatory work for increased Waratah running. Weekday runs 42, 45, 46, 47, 49, 51, 52, and 53, re-numbered in preparation for replacement to A set consist at a later date. Weekends run 55 re-numbered for replacement by A set consist. Weekdays and Weekends runs 651, 652, 653, and 654, changed to A set consist.

- Changes to stabling and maintenance cycles as a result of Waratah implementation.
- Reliability Growth Running for Waratah testing removed from the reprinted WTT.
- Reduction of dedicated Standby trains for Waratahs.
- Consist changes on selected North Intercity services by increased deployment of Oscar sets.
- Decreased Oscar Suburban running on weekends (ECRL) and replacement with K Sets (two rosters) with subsequent renumbering.
- Reduction in peak North Sydney terminations.
- Guard relocation time provided on relevant 8 car weekend South Coast services.
- Some minor changes for re-balancing, and some changes on the Illawarra Line.
- OSCAR runs 296 and 295 replaced by 8K set consist.

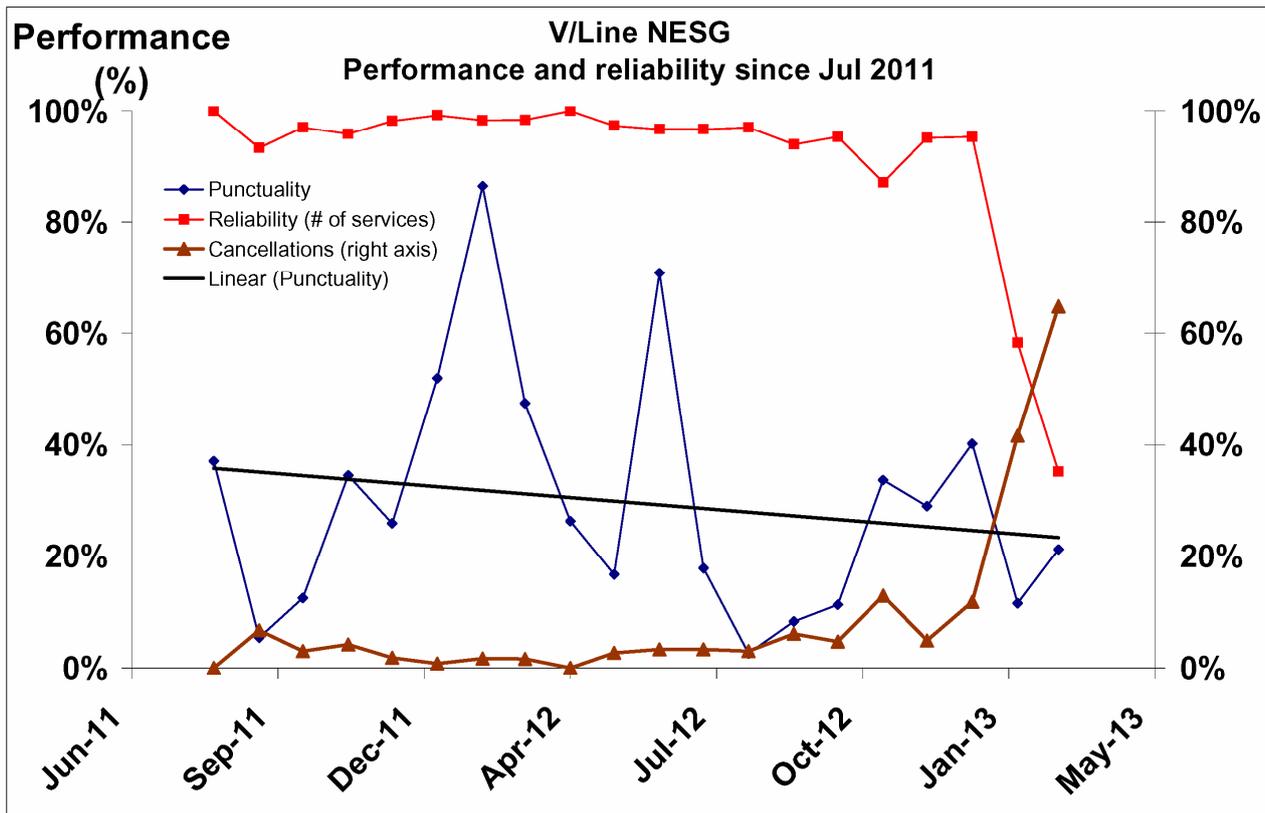
NSW CityRail: Kingsgrove-Revesby quadruplication

The quadruplication from Kingsgrove to Revesby on the East Hills line was commissioned on 29 March, Good Friday.

NSW CityRail: Richmond branch shutdown

Trains from Schofields to Richmond were replaced by buses from 18 until 28 March (in the evenings from Blacktown to Richmond). Work carried out, at a cost of \$8 million, was installation of concrete sleepers and new rails, improved overhead wires to increase the ability to accommodate air-conditioned trains, and improving the turnout at Clarendon.

ARTC & V/Line: NE line woes continue



Data collected and analysed by Geoff Lambert

In a seven day period in early February, faults with carriages and vandalism saw 25 of the 42 Melbourne-Albury V/Line trains replaced with buses. Two train sets are needed for the three daily services, with a third set in reserve. But the standard maintenance program means the third train is available for just one week each month and with one train in for major maintenance, there will be no spare set until at least May. V/Line say buses are the next best option. A spokeswoman for Public Transport Victoria also blamed the heavy maintenance schedule on the state of the ARTC's mudhole-plagued line. As the ARTC has continued to fix problems with mudholes in the track, the wear and tear on V/Line locomotives and carriages has significantly reduced. "Public Transport Victoria and V/Line considered the possibility of adding a fourth train set to the Albury line to manage this risk but have agreed that the best option is to continue the maintenance regime and have replacement coaches on standby. A V/Line spokesman said air-conditioning issues, which saw buses used for almost a week, were being remedied. These faults related to a safety switch and seal leak," he said. "The manufacturer is aware of the problem and has proposed a solution which we are implementing during the major service of the carriages. "The air-conditioning on the Albury line trains, upgraded as part of the standard gauge conversion, has up to this point been the most reliable system running on our N Set fleet. "When a fault occurs we replace the service with airconditioned coaches for passenger comfort." Public Transport Victoria says it will work with V/Line to find ways to improve reliability, including examining future fleet requirements

Then, an unusual accident on the last weekend of February took another train set out of use, leaving just one. A brake piston on a train's power van broke resulting in a ruptured fuel line. Buses therefore replaced four of the six services between Melbourne and

Albury and v.v. - the 1255 and 1730 up trains and 0730 and 1200 down. This continued at least up to the Victorian Labour Day long weekend, 9-11 March.

The V/Line cancellation rate for February was 39%. The cancellation rate for March, so far, is 67%.

On Friday 15 March the 1801 Southern Cross-Albury was cancelled and replaced by buses an hour after it should have departed. The next day five of six passenger trains were cancelled.

All trains on the NE line were cancelled over Easter to enable ARTC trackwork to take place. Then buses are replacing the up and down V/Line Albury midday trains from Tuesday 2 April to allow the ARTC "to accelerate its track repair program." These trains are scheduled to return on Sunday 30 June, 2013.

V/Line Acting Chief Executive Officer Ross Pedley said the decision to replace the two trains with coaches followed discussion with the ARTC and Public Transport Victoria. "During this three month track closure the ARTC will be able get a lot of necessary work done resulting in fewer speed restrictions and more reliable trains. V/Line has been assured that these works will mean a better train service for North East Victorians," he said.

ARTC works between Seymour and Wodonga, on both the east and west tracks will include:

- Ballast shoulder cleaning of the east track which removes fine material from the ballast shoulder allowing for improved drainage of the track;
- As part of the process also lifting the track and installing fresh ballast;

- Removing fouled ballast at key locations using track undercutting machinery and replacing it with new ballast;
- Ballast sledding, where the entire rail and sleepers are lifted up and fouled ballast is pushed out to create a new drainage path underneath the sleepers and track. New ballast is then laid across sledded sections of the track and it is "resurfaced" back to the right alignment;
- Track formation renewal works at a number of key locations to provide an engineered and strengthened track foundation; and
- Extensive drainage works to ensure drainage paths effectively drain the water away from the track structure.

A mixture of express and semi-express buses will be used. Buses will run to the current train timetable. Bikes cannot be carried on the rail replacement coaches. These trains provide the bus connection to and from Canberra.

On Saturday 2 March, **Countrylink** made use of the Broadmeadows standard gauge platform for the first time to terminate a late running train. The overnight service from Sydney was replaced by buses between Broadmeadows and Melbourne, as was the daylight return run.

[See also the Odd Spot item below].

V/Line: New 28 April timetable

New timetables will be introduced from Sunday 28 April for the Geelong, Ballarat and Bendigo lines and connecting buses. Some Kyneton/Bendigo trains will be slightly faster. Details of the changes are not yet available but will be included in next month's *Table Talk*.

V/Line: Toolamba-Echuca line to reopen

The Echuca-Toolamba line will be reopened for freight in the third quarter of this year. The \$7.1 million project includes resignalling at Toolamba. The reopening is to facilitate movements for SunRice from the Goulburn Valley and southern NSW to the Port of Melbourne. This follows the reinstatement of the company's Deniliquin and Coleambally rice mills, which were closed in 2007 due to drought.

V/Line: Warrnambool services

Transport Minister Terry Mulder has left the door open for more passenger trains to Warrnambool. He said the new \$10 million passing loop being built at Warnacoort would give operational flexibility it lacked and allow longer freight trains. However, he conceded V/Line's passenger rolling stock was in full use on week days and the 40 new railcars would be used on services closer to Melbourne.

V/Line: Gippsland line woes

On 21 March V/Line suspended Gippsland trains beyond Traralgon to investigate level crossing safety concerns between Traralgon and Sale. V/Line is concerned that warning bells at 32 level crossings were ringing for inconsistent lengths of time. They were not detecting approaching trains early enough for warning bells and boom gates to activate for a full 25 seconds before trains reach the level crossings resulting in some instances where bells have provided a shorter than required warning.

V/Line's Easter

Good Friday 29 March: Sunday train timetable, with alterations to some bus times. **Saturday 30 and Sunday 31 March:** Normal timetables. **Easter Monday 1 April:** Saturday train timetable, with alterations to some bus times. However (there is always a "however"), throughout Easter buses replaced trains on the Ballarat and Bendigo lines because of Regional Rail Link works. Buses also replaced trains on the Seymour line because of track work and on the Albury SG line because of ARTC track work.

Metro Trains Melbourne: Williams Landing opens

The new station at Williams Landing between Aircraft and Hoppers Crossing stations will open on 28 April. It will serve fast-growing suburbs of Point Cook, Williams Landing and Truganina. All Werribee line trains will stop.

Irrelevant Footnote: Hoppers Crossing is believed to be the only suburb in Australia named after a level crossing.

ARTC: More CTC

On 8 March CTC (Centralised Traffic Control) was extended from Berrybank to Vite Vite, including an additional crossing loop at Tooli, on the Melbourne-Adelaide line.

Adelaide Metro timetables

TransAdelaide timetable offerings at Adelaide station have been moved from their former position at the foot of the ramp to the wall near the ticket windows and have been reduced to those relating to rail (including tram) services - no buses, except the current train-replacement buses.

Adelaide: Trams to the horses and to the music

On Monday 11 March 2013, Adelaide Cup Day, a special tram timetable operated to Morphettville Racecourse and for the Future Music Festival in Bonython Park. Trams departed Glenelg every ten minutes from 0800 to 2230 and to Glenelg every ten minutes from 0900 to 2330.

WA Wheat lines

Tier 3 wheat lines will struggle to continue to carry grain after this year without a significant cash injection, according to a report by the WA Auditor-General released in January. It finds not enough is being done to protect the State's rail assets into the future and the remaining eight Tier 3 lines were "likely to be taken out of service" after 2013 unless the government committed money to save them.

Pilbara iron ore railways

A rail access deal between Fortescue Metals Group and Atlas Iron appears to be firming –perhaps within three months. That is the schedule that Fortescue has outlined for the sale of a minority stake in its rail and port assets. While Atlas will not be a buyer of that \$2 billion to \$3 billion stake, a sale to an infrastructure company or pension fund looks likely to facilitate an arrangement where another miner uses Fortescue's railway. Atlas has about 30 million tonnes of growth assets located more than 400 kms south-east of Port Hedland, but close to the railways of both Fortescue and BHP Billiton.

TasRail: Log transport

The transport of logs on rail services resumed in Tasmania on 21 March after an absence of almost a decade. The resumption followed the signing of a

commercial agreement between TasRail and Forestry Tasmania. Up to three new services would operate each week. The logs will be picked up at the Brighton transport hub and delivered to woodchip exporter Artec at Bell Bay before being processed for export. TasRail and Forestry Tasmania said the feasibility of the new service would be assessed after a six-month trial. This train service was the equivalent of removing 300 B-double semi-trailer movements a month from the Midlands and East Tamar highways.

Tasmanian West Coast Wilderness Railway: Feds steam to the rescue

The Federal government announced on 24 February that it has agreed to provide up to \$6 million to restore the West Coast Wilderness Railway to an appropriate and safe standard, subject to the Tasmanian government finding an operator and underwriting its ongoing operational costs for the next four years. Federal Infrastructure and Transport Minister Anthony

Albanese said the national government was determined to do what it can to make sure this iconic part of Australian history had a bright and viable future. However, the Federal Group has ruled out continuing to operate the Railway.

European timetable books

Poland has ceased to publish paper timetables. Some other railways were very late in printing their timetables - for example Slovenia printed its December 2012 timetable in late February 2013.

Thanks to Tony Bailey, Scott Ferris, Victor Isaacs, Geoff Lambert, Geoff Mann, Samuel Rachdi, Roger Wheaton, Australian Railway Exploration Association, *Rail Express*, *Age*, *Australian*, *Border Mail*, *Countryman* (WA), *Gold Coast Bulletin*, *Herald Sun* (Melbourne), *Sydney Morning Herald* and the *Warrnambool Standard* for Railway news.

BUS NEWS

National

Transdev to sell European assets, cut debt as part of overhaul

The two French firms, Transdev and Veolia, joined forces in 2010, to become the combined entity, Transdev-Veolia, the operator of a significant number of transport operations in Australia and elsewhere in the world. At that stage Transdev, became partly owned by Veolia Environnement SA (VIE). The company, however, now plans to lower debt, sell assets and reduce global reach in a bid to raise profitability and increase sustainability. After a period of rapid expansion and rising revenue, it is now going through a withdrawal phase. It is in the throes of a reorganisation that will see the reach of its bus, rail and tramway activities reduced to about 17 countries from as many as 27. It will revert to the name "Transdev".

Transdev is preparing to sell assets with revenues of about 1.5 billion euros in coming months that include rail and bus businesses in Germany, Sweden, Finland, Belgium and the Netherlands, according to a statement released recently. The businesses to be sold either require a lot of spending on equipment or are slow growing. French loss-making contracts will be reviewed. However the businesses in Australia and the US are providing good margins and so will be retained.

Veolia-Transdev currently operates bus, ferry, light rail and monorail services in Sydney (still trading under both the Veolia and Transdev brands), bus & ferry services in Brisbane, bus services in Perth (trading as Southern Coast Transit & South West Coach Lines) and bus networks serving Bunbury & Buseton in regional WA. It seems likely that Veolia services will be rebranded Transdev in the future.

New South Wales

Busways – extra 887 service

On March 20 2013, Busways introduced a supplementary 'University Express' service between Campbelltown and University of Wollongong to cater for a growing number of students and staff making the 50km commute. The service departs at 07:10 to avoid overcrowding on the regular 887 service.

Later buses on Tweed Coast

Surfside Bus Lines have extended weekday services on Routes 602 (Banora Point), 604 (Vintage Lakes / Hillcrest), 607 (Flame Tree Park) and 608 (Bilambi Heights) by an extra hour, with last buses now departing

Tweed Heads between 6pm & 7pm. This is part of a 12-month trial costing upwards of \$70,000. Additionally, Route 607 & 608 services no longer through-route, although connections have been maintained.

Australia Wide Coaches Orange Express

A new timetable was introduced on Australia Wide Coaches service between Orange, Bathurst, Sydney & Sydney International Airport from March 1 2013. The Sunday & public holiday service now departs Orange at 06:00 instead of 10:45, matching the Monday to Saturday timetable, while some minor timing changes have been made for intermediate stops.

Forster – Sydney service withdrawn

Forsters Coaches withdrew their daily express coach service between Tuncurry, Forster, Newcastle & Sydney as of 1 April 2013. The service was introduced on 23 October 2011 after a similar service operated by Busways was withdrawn.

Northern Territory

Humpty Doo timetable changes

Minor weekday timetable changes commenced on 18 March. The 07:05 service on Route 445 from Humpty Doo to Palmerston now departs at 06:50 and has 15 minutes additional run time, while the 07:15 service on Route 447 from Humpty Doo to Palmerston now departs at 07:05 to accommodate a deviation to Good Shepherd Lutheran College in Howard Springs.

Queensland

South-East Queensland Network Review

Translink have released their major South East Queensland network review report, which has been underway since July 2012. A long list of proposed changes by route (including maps) can be found on the Translink website. Changes will be implemented progressively over 2013 & 2014.

Capalaba Park 'n' Ride opens

A new 204-space Park 'n' Ride opened on 11 March at the corner of Moreton Bay Rd and Redland Bay Rd, Capalaba. It is served by the following services:

- 251 Ormiston to City
- 260 Capalaba to QEII Hospital
- 267 Alexander Hills to City
- 275 Thornlands to City

New Gold Coast Network Map

Translink have issued a new Gold Coast Network Map dated January 2013. Unlike the former basic schematic map, routes are now shown to scale on a detailed map base, however criticism has been made that major roads remain unlabeled.

South Australia

2013 Footy Express Timetable

SA Lotteries is again sponsoring free bus services across the metropolitan area direct to AFL matches at AMMI Stadium during the 2013 season. A full colour brochure has been issued showing timetables for each of the 24 metropolitan services, along with 6 fare-paying regional services. Timetables vary depending on game times as well as if Crows or Power are playing.

Tasmania

Metro Shop Winter Hours

Metro have suspended Saturday trading at their customer service centre at the Elizabeth Street interchange after just two months from 23 March. The Saturday trading is planned to re-commence in October with the return of Daylight Savings, however they plan to open the centre during special events including ANZAC Day and AFL games in Hobart.

Hobart – Launceston – Devonport drops Sundays

Trassielink withdrew Sunday services on their Hobart – Launceston – Devonport express service from 1 April.

Victoria

Williams Landing network changes Several network changes will be introduced on 28 April in conjunction with the opening of the new Williams Landing Station on the Werribee line and to cater growth in Point Cook area.

Westrans Altona Routes 413 & 415 (Laverton – Hoppers Crossing) will be replaced in the Seabrook and Point Cook areas with five new services:

- 493 Williams Landing – Werribee East via Point Cook Town Centre, Old Geelong Rd & Hoppers Crossing Station. This service terminates at Victoria University's Werribee campus
- 494 Williams Landing – Point Cook South via Somerset Rd and Alamanda Boulevard
- 495 Williams Landing – Point Cook South via Point Cook Town Centre and Boardwalk Boulevard
- 496 Laverton – Sanctuary Lakes Shopping Centre via Central Square Shopping Centre, Central Ave & Point Cook Rd
- 497 Williams Landing – Saltwater Coast estate via Dunnings Rd, Point Cook Rd, Sanctuary Lakes Shopping Centre and Saltwater Prom

Buses are timed to meet every second train in peak times, with frequencies of 22 minutes common, however a flat 20 minute service is provided 14:30 - 17:00 when outbound trains are also running every 20 mins. Off-peak, evening and weekend services run every 40 minutes, with last buses around 21:00.

Routes 494 & 495 through-route at Point Cook South to form a loop, with services off-set to effectively provide a connection with every train. Extra Route 495 services depart Williams Landing hourly until 24:15 Fri & 24:25 Sat, each returning via Route 494.

Westrans Werribee's 446 service will also operate to Williams Landing in lieu of Laverton (Routes 400, 414 & 417 continue to serve Baldin Ave in Laverton North), providing a link from parts of Tarneit & Truganina. Unlike

routes in Point Cook, no increase of service frequency or hours has provided and bizarrely the timetable simply uses the former Laverton arrival and departure times for Williams Landing, despite changes to route distance (approx. 3km less) and different train connection times.

Route 414 (Footscray – Aircraft Station) operated by Westrans Altona will also be truncated at Laverton.

Updated 28 April timetables

PTV has also announced several other bus timetables will be updated from 28 April.

Metropolitan routes changing include:

- 453 Melton Station – Melton
- 455 Melton Station – Micasa Rise
- 456 Sunshine – Woodgrove Shopping Centre
- 477 Moonee Ponds – Broadmeadows
- 478 Moonee Ponds – Melbourne Airport
- 479 Moonee Ponds – Sunbury
- 500 Broadmeadows – Sunbury
- 688 Croydon – Upper Ferntree Gully
- 766 Box Hill – Burwood
- 770 Frankston – Karingal
- 771 Frankston – Langwarrin
- 772 Frankston – Eliza Heights
- 773 Frankston – Frankston South
- 774 Frankston – Delacombe Park
- 775 Frankston – Lakewood
- 776 Frankston – Pearcedale
- 779 Frankston – Belvedere
- 780 Frankston – Carrum
- 781 Frankston – Mt Martha
- 782 Frankston – Flinders
- 783 Frankston – Hastings
- 784 Frankston – Osborne
- 785 Frankston – Mornington East
- 788 Frankston – Portsea

Most changes are timing changes to improve connectivity with trains.

Sunday Route 456 services will now operate via Sri Durga Mandir Temple in Rockbank.

Route 772 will now operate hourly Monday to Saturday, eliminating two hours gaps on weekdays and three hours on Saturdays, allowing services on 773 to be simplified, including the removal of the Saturday loop along Overport Rd.

Disappointingly, the new weeknight timetable on 781, 784 & 785 sees outbound 781 & 785 buses operating one min of each other between Frankston & Mornington, followed by 40 min interval to the 784 service. As trains arrive Frankston every 20 minutes after 20:00, routes in this group should have been timetabled to depart Frankston 20 mins apart.

Regional routes with new timetables include:

- Bacchus Marsh Peak & Off-peak town services
- 10 Ballarat – Buninyong
- 12 Ballarat – Sebastopol
- 19 Geelong – Deakin University
- 20 Geelong – Deakin University
- 45 St Albans Park – Corio
- 61 Geelong – Breakwater
- 62 Geelong – Whittington
- 72 Jan Juc – Marshall via Torquay
- 73 Torquay – Wombah Park
- 74 Geelong – Jan Juc via Torquay
- 76 Geelong – Queenscliff
- 77 Geelong – Leopold

- 78 Drysdale – Clifton Springs
- 79 Geelong – St Leonards
- 80 Geelong – Ocean Grove
- 81 Drysdale – Ocean Grove
- 82 Ocean Grove – Queenscliff
- 83 Ocean Grove – Geelong
- Geelong – Bannockburn
- 1 Kyneton – Kyneton Station
- 2 Kyneton – Kyneton West
- 3 Kyneton – Kyneton South
- 4 Kyneton – Kyneton North
- 1 Portland North Town Service
- 2 Portland South Town Service

Melbourne Bus Link November changes

Revised timetables commenced on Melbourne Bus Link Routes 215, 216, 219, 220, 223 & 232 on 18 November 2012 along with timetable changes reported previously. Changes were largely limited to minor re-timings, however Saturday afternoon services on Route 215 (Highpoint – Caroline Springs) were reduced from hourly to every 75 minutes to regain some of efficiency lost when Route 460 (Caroline Springs – Watergardens) was transferred to Kastoria in May 2012.

Grand Prix extra services

Melbourne Bus Link operated a Saturday timetable on Routes 600, 922 & 923 (St Kilda - Southland) on 17 March to cater for spectators attending the Formula 1 Grand Prix at Albert Park, although little promotion was made, causing confusion for those using the infrequent branches in Brighton, Hampton and Beaumaris. Unlike previous years Route 220 (Sunshine – Gardenvale) did not operate any additional services, leading to overcrowding.

Penshurst – Hamilton service kept

A return service between Penshurst and Hamilton on Thursdays introduced under the Victorian Government's Transport Connections program has been made permanent. The service was transferred from Trotters to Swan Hill Bus Lines as of 4 April.

Western Australia

31 March timetable changes

Transperth introduced timetable changes on 31 March affecting the following routes:

- 106 (Fremantle – Esplanade Bus Port): Additional M-F trips ex Fremantle at 05:00, Canning Hwy / Rome Rd to Fremantle at 06:19 & ex Perth between 18:00 & 19:00 to provide a 10 min frequency
- 111 (Fremantle – East Perth): Additional M-F trips ex Fremantle at 05:47, 08:10 & 08:30
- 160 (Fremantle – East Perth): M-F 08:17 trip ex Fremantle re-timed to 08:20
- 354 (Mirrabooka – Wellington St Bus Station): timing changes and two additional AM peak trips
- 365 (Mirrabooka – Kingsway City Shopping Centre): Additional M-F trip ex Kingsway City Shopping Centre at 08:37 & timing changes
- 371 (Warwick – Morley): Weekend services doubled to half-hourly, 15 min M-F inter-peak service between Mirrabooka & Morely increased from 30 to 15 mins, peak service upgraded to every 10 mins, timing changes
- 372 (Mirrabooka – Darch): Additional M-F trip ex Darch at 09:15 and timing changes
- 375 (Mirrabooka – Marangaroo): timing changes
- 377, 378, 379 (Mirrabooka – Alexander Heights): timing changes

- 391 (Joondalup – Banksia Grove): Route changes to better serve Banksia Grove
- 467 (Whitfords – Joondalup): M-F interpeak service double to every 30 mins
- 480 (Clarkson – Butler): Additional school day trip ex Clarkson at 15:34, deletion of M-F service ex Butler at 07:42
- 481 (Clarkson – Quinns Rocks): Additional M-F trip ex Clarkson at 14:31, changes to Clarkson Community College deviations
- 482 (Clarkson – Quinns Rocks): Additional M-F trips ex Clarkson at 15:02 & 15:40; changes to Clarkson Community College deviations
- 483 (Clarkson – Alkimos): Additional M-F trips ex Clarkson at 15:00 & 15:30
- 484 (Clarkson – Alkimos): Additional M-F trip ex Alkimos at 07:00 & Clarkson at 07:00, 07:20 & 08:22 terminating at Trades North Clarkson Campus
- 490 (Clarkson – Two Rocks): Additional M-F trip ex Marmian Ave / Cinnabar Drat at 07:36, replacing former 480 trip
- 870 (Mirrabooka – Wellington St Bus Station): 4 additional AM peak trips & timing changes
- 940 (Hamilton Hill – Perth): Additional M-F service ex Hamilton Hill at 05:36

TransBunbury changes

TransBunbury network changes commenced operation on 17 March. Including the introduction of Sunday services on popular routes, expansion of services to new areas, route changes, other service improvements as well as better coordination and extension of bus routes to common termini. Major changes include:

- 827 - Bunbury to Eaton: Service extended from Glen Iris to Eaton Fair Shopping Centre. Service frequency is unchanged, with services running Monday to Saturday (plus Sunday Australind connection service).
- 830 - Bunbury to Health Campus: Minor time changes and an additional service
- 831 Bunbury to Dalyellup: Service operates normal route to Crampton Ave, then extends via 843 route to Dalyellup providing a combined improved with 843.
- 832 - Bunbury to Health Campus: Slight route alterations
- 843 - Bunbury to Dalyellup: Hourly Sunday services introduced
- 845 - Bunbury to Eaton / Millbridge. No longer operates to the rail terminal. Service travels normal route to Bunbury Forum, then via Australind Bypass, Hamilton Rd and Eaton Fair Shopping Centre to Millbridge. Service operates Monday to Sunday with a major frequency improvement, now running hourly daily

Long Distance

Greyhound partly suspends Dalby services

Dalby - Brisbane Greyhound services were altered to commence at Toowoomba on 5 March until further notice. Mount Isa – Brisbane services continue to serve Dalby.

Cairns stop change

Greyhound commenced a one-month stop relocation trial in Cairns from 25 March. Services have moved from the Reef Fleet Bus Area to Cairns Travel Centre at 121 Abott St.

Thanks to: Tony Bailey, Jason Blackman, Ian Cooper, Robert Henderson, Victor Isaacs, Geoff Mann, Lourie

Smit and various contributors on *Australian Transport Discussion Board*.

AIR NEWS

Domestic

Perth Airport's much anticipated new domestic terminal was officially opened by Minister for Defence and Federal Member for Perth, Stephen Smith, on 28 February.

The second and final part of **Canberra Airport's** new terminal opened on 13 March. Over 3 million passengers used the Airport in 2012. This is forecast to more than double to 6.14 million over the next two decades.

The Foreign Investment Review Board announced on 13 March that it has no objection to **Virgin Australia** acquiring **Skywest**.

International

Sichuan Airlines inaugural flight from Chengdu to Melbourne arrived on 28 February.

Philippines Airways will introduce services to Brisbane, Perth and Darwin from 1 June.

Garuda Indonesia will re-introduce a service from Brisbane from 1 August, after a five year absence. It will fly from Brisbane to Denpasar and Jakarta.

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

ODD SPOT

On 10 March V/Line's 0710 Melbourne-Albury passenger train departed 70 minutes late. The reason? The locomotive was stuck in the EDI (contracted locomotive maintenance company) shed and they don't start work till 0700hrs.

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.

Editor, Rail and Tram, Air, Ferry: Victor Isaacs, abvi@iinet.net.au, 43 Lowanna St Braddon ACT 2612.

Editor, Bus: Craig Halsall, craig.halsall@gmail.com, 27 Edithvale Road Edithvale VIC 3196.

Production and Mailout: Geoff and Judy Lambert.

Proofreaders: Agnes Boskovitz, David Cranney and Geoff Hassall.

Original material appearing in **Table Talk** may be reproduced in other publications but acknowledgement is required.

Membership of the AATTC includes monthly copies of the *Times*, *Table Talk*, the Distribution List of timetables, and the monthly Auction catalogues. The membership fee is \$60 (Adult) and \$36 (Junior) pa. Membership enquiries should be directed to the Membership Officer at dbmclean@powerup.com.au.

Table Talk Newswire is an advance monthly email of Rail news. To obtain this, ask the Rail Editor at abvi@iinet.net.au