



TABLE TALK

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TOP TABLE TALK: APPS CRUSH PAPER

by Geoff Lambert

Since AATTC last reviewed transport timetable apps in 2012, the field has burgeoned. For Android alone, there are some 700,000 apps in total and they have been downloaded 25 billion times. On average, then, every person on the planet has three Android apps. In the field of transport apps, there are thousands and for transport timetabling, many hundreds. Many of these are apps that can handle transport timetables of several modes and from multiple operators. A search of the [Google Play website](http://www.google.com) reveals some 70 apps for transport in Australia. About a third of these appear to be timetable apps. Similar numbers are available for the i-phone, but many fewer for Windows phones. World-wide here are about 500 rail timetable apps available from Google Play.

In Australia, many of the apps that have made the news have been oriented towards Sydney transport. It was not so long ago that Transport for NSW (at the time, Railcorp) threatened to sue developers of apps designed to provide timetables. That era began to fade late in 2012, when Gladys Berejiklian announced that Sydney Buses had entered into an agreement with three app developers to make both timetables and real-time information available:

*"Last year the NSW Government brought together some of Australia's most talented app developers to create the apps as part of a competition. The first three apps with real time bus information launched in December were **TripView, TripGo and Arrivo Sydney**. The apps contain data spanning some 8,200 stops, more than 1,900 buses and almost 1,200 routes across Sydney. All three apps provide a free 'lite' version or come at a small cost to access all features and are available at the Apple and Android App stores. "Real Time information for buses is changing the way public transport customers travel – they are now able to plan ahead, not just by looking at the timetable but by actually seeing where their bus is located on the route, and its estimated time of arrival," Ms Berejiklian said.*

Then it was RailCorp's turn:

"The launch of these real-time train apps follows the successful roll-out of the real-time bus apps in

*December. Ms Berejiklian said. "The train apps mean customers will know when to leave work or home to meet their train at the station and also provides the information customers need to make decisions about their journeys," Gladys said. Each of the six apps – **TripGo, Triptastic, TripView, Arrivo Sydney, Hidden City and TransitTimes** – offers different features for customers and there are free versions as well as versions costing up to \$2.99. The apps are available from the iTunes Store, Google Play and the Windows App Store. The apps will initially provide real-time train location information for trains on the Western, Bankstown, Inner West, Northern, Cumberland, Airport and East Hills, South and North Shore Lines as well as the Eastern Suburbs and Illawarra Line to Heathcote. The six apps have been developed in conjunction with app developers who won a competition organised by the NSW Government. Transport for NSW said it would continue to work with the developers to further improve and expand the information provided for future releases.*

According to Gladys, the Sydney Buses apps have been downloaded more than 1 million times. This is not the number of "hits", it is the number of downloads. On this basis it is fair to assume that there are 1 million bus users in Sydney who get their timetables out of the ether, instead of from a timetable rack or web-site. The hit rate is said to be 1 million per week. This represents 25% of the weekly passenger journeys. Presumably these one million people are using timetable apps for a purpose other than just interest or as toys J

The provision of real-time information and "vehicle maps" seems to indicate that app developers have been given access to the innards of the control centres of Sydney Buses and Sydney Trains- the latter's system is either the Metronet radio system or its new GSM replacement.

In the field of "Private Transport" drivers can now acquire applications which are clever enough to monitor congestion on the route ahead and then advise the driver by voice of the best strategies for avoiding it. When will someone develop such an app for V/Line, I wonder?

RAIL AND TRAM NEWS

Queensland Rail: Citytrain Inner City closedown

A closedown took place in inner Brisbane from late evening on Wednesday 5 June until the first trains next morning for work on the overhead wires. No trains ran from Milton and South Brisbane to Bowen Hills. However only a few passengers late at night were affected. Buses served the important inner city stations. The interesting aspect is that, like other closedowns in this area, late night trains continued to operate through from the northern to the southern suburbs and v.v., but operating non-stop via the Exhibition line.

Queensland Budget

The Queensland Budget presented on 4 June contained no new rail projects. There was funding of:

- \$178.8 million towards the Gold Coast Rapid Transit Project,
- \$170 million to continue the Moreton Bay Rail Link,
- \$151.7 million to build new train rolling stock,
- \$1.1 million to adjust signals on the Merivale bridge between Roma St and South Brisbane, to enable more trains to run.

More projects are noted in the Bus news section.

Queensland: Galilee Basin coal railways

Indian conglomerate Adani has applied for environmental assessment from the Federal government of a 300km rail line from the Galilee Basin in Central Queensland. The line to Abbot Point would have the capacity to carry 100 million tonnes. Adani says it will work with other Galilee proponents to transport coal to the port but the deal is a blow to the State government's hopes of one line. Indian company GVK and Clive Palmer's Waratah Coal are also planning major mines in the basin and earlier this year Aurizon and GVK signed a deal to jointly progress the development of rail and port infrastructure in the Galilee Basin.

A newly-approved coal mine at Kevin's Corner in the Galilee Basin has been approved by the Queensland Coordinator General. This mine, costing \$4.2 billion to develop, is being planned by Hancock Galilee, and is projected to be a 30 million tonne per annum underground and open-cut coal mine. To export the product, Queensland Minister for State Development, Infrastructure and Planning, Jeff Seeney, says it will have to use the rail infrastructure of the in-development Alpha Coal Project - which fortunately is owned, in part, by Hancock.

NSW Budget

The NSW government proposes to sell the port of Newcastle as part of its privatisation program and to finance major infrastructure projects such as the NW railway and WestConnex Motorway. This was announced as part of the NSW Budget presented on 18 June. Rail projects included in the Budget included expenditure of \$6.4 billion on significant public transport infrastructure projects. This included the first commitment of funds to the Eastern Suburbs light rail

line. \$423 million for a 12km light rail line connecting Circular Quay and Central via George Street, the Moore Park sporting and entertainment precinct, Randwick Racecourse, the University of NSW and Prince of Wales Hospital at Randwick which will allow the removal of up to 220 buses an hour.

Also announced was \$340 million for a light rail line from Wickham to Newcastle. This is on top of \$120 million already committed to this project. This is to replace the Wickham to Newcastle heavy rail line which the government proposes to close. Continuing projects financed in the Budget were:

- \$4 billion for construction of the 36km North West Rail Link, with the first tunnel boring machines due in the ground next year;
- \$3.6 billion for additional Waratah suburban trains,
- \$782 million for the 11.4km South West Rail Link between Glenfield and Leppington, due for completion in 2016 but currently running six months ahead of schedule;
- \$885 million for the Northern Sydney Freight Corridor, which will improve freight access, take 200,000 trucks off the road each year, and improve the reliability of commuter services from the Central Coast, inner west and northern Sydney. This is jointly funded by the NSW (\$214 million) and Commonwealth governments (\$840 million).
- \$224 million for Wynyard Walk, a vital pedestrian link under the city to link up to 20,000 public transport commuters an hour with Barangaroo; and,
- \$76 million for the Inner West Light Rail Extension, a 5.6 kilometre new line from Lilyfield to Dulwich Hill with nine new stops, due to open next year,
- \$195 million to upgrade Wentworthville, Ingleburn, Oatley and Waterfall stations.

"This Government is committed to addressing the public transport challenges in Sydney and here is the proof we are getting on with the job of delivering," Premier O'Farrell said.

NSW coal mine

A proposed \$1 billion coalmine project – Wallarah 2 - would transport about 100,000 tonnes of coal a week from Wyee to Newcastle along the main Northern line. Coal would be transported on up to six return train trips a day on six days a week. Each train heading to Newcastle port would carry almost 4000 tonnes of coal in 38 wagons – about 18,500 tonnes a day. The majority of the train trips would occur in the evening and very early morning.

Sydney NW Rail Link

NSW Minister for Transport Gladys Berejiklian has announced the North West Rail Link will be a fully-automated rapid transit system – an Australian-first incorporating driverless trains and high-tech customer safety and security measures. She says automated

systems optimise the running time of trains and increase the average speed of the system, allowing more trains to operate closer together and reducing the time it takes a train to slow down at stations, load and unload, and accelerate off.

Features will include:

- Driverless train operations, with trains monitored by a team of controllers at a control centre;
- Platform screen doors;
- Cooling and heating at underground stations;
- Multiple cameras and help points in trains and on platforms and stations, with links to the control centre; and
- Police Transport Command and transport officers patrolling the network.

A train at least every five minutes in the peak is promised.

The first of three major contracts has been awarded. The Thiess John Holland Dradados Joint Venture has a \$1.5 billion contract to build the tunnels and underground stations.

ACT Budget

The ACT Budget presented on 4 June included funding of \$1,400,000 for a Light Rail Master Plan for Canberra. The project has acquired the name of Capital Metro. The initial line planned is from the City to Gungahlin, but other possible lines will be studied. More ACT projects are noted in the Bus news section.

V/Line: Geelong-Ballarat-Bendigo study

On 3 June Victorian Minister for Public Transport, Terry Mulder, released the findings of the feasibility study into returning passenger trains between Geelong, Ballarat and Bendigo via Meredith and Newstead (244 km). He said the report found that the costs of returning passenger trains to the complete cross country route were high. Daily patronage by 2031 is projected as less than 3000. The report acknowledged that current V/Line buses could better serve communities between Geelong, Ballarat and Castlemaine. "The government will carefully consider the report's findings. Trains may become viable in future years. Public Transport Victoria will consider the introduction of additional V/Line coaches so that passengers travelling between Geelong, Ballarat and Bendigo do not have to travel via Melbourne", he said.

V/Line: First Z class carriage returns to service

The first of 22 V/Line Z class carriages returned to service on 4 June following rigorous checks of the bogies. V/Line says it is hoped seven of the 22 carriages would return by next January. The carriages were withdrawn in January 2013 due to safety concerns relating to cracking in the undercarriages. Since then some trains have been one carriage short. Following several months of testing, a program is now in place to return seven carriages to service while V/Line arranges the manufacture of new bogies. The Z carriages are part of V/Line's classic fleet which operates locomotive hauled trains to Shepparton, Warrnambool, Swan Hill, Gippsland and in some cases, Geelong.

V/Line: Albury line trains

Return of the midday Albury line trains in each direction has been delayed from the scheduled date of Sunday 30 June until Friday 5 July because of Regional Rail Link works. There will be no trains on the weekends of 29-30 June, 13-14 July and 20-21 July for RRL works. These are:

- Significant road works to facilitate the removal of two level crossings on Anderson Road, Sunshine,
- Major bridge works at Dudley St, West Melbourne and Hopkins and Nicholson Streets, Footscray,
- Continued construction at Footscray, West Footscray and Sunshine stations,
- Track works between North Melbourne and Sunshine,
- Retaining walls at Footscray and Tottenham,
- Extensive foundation, overhead, signalling and lighting works,
- Service relocation works.

V/Line & Melbourne Metro: Closedown

A further very major closedown will occur during the July school holidays for Regional Rail Link works. From Saturday 29 June until Sunday 14 July no trains will run on:

- V/Line between Melbourne and Ballarat
- V/Line between Melbourne and Bendigo
- Melbourne Metro Sunbury line between Melbourne and Albion.

Timetables for the elaborate substitute bus services for the Ballarat and Bendigo lines were posted on www.victrip.com.au Some journeys will take up to 60 minutes longer than normal.

For Melbourne Metro, the same arrangements applied as for earlier RRL closedowns, with trains operating frequently from Melbourne to Flemington Racecourse, then connecting buses to Albion. This was a great opportunity to travel on a hard-to-do line.

V/Line: myki tickets

Myki tickets will be introduced to V/Line commuter services, starting with the Seymour line on 24 June. This will replace Single, Return, Weekly, Monthly, Date-to-Date and Off-peak tickets. The myki system will be extended to other V/Line commuter lines on:

- Traralgon line 8 July
- Bendigo line 17 July
- Ballarat line 24 July
- Geelong line 29 July.

El Zorro ceases operation

Niche rail operator El Zorro has ceased trading. It voluntarily shut down its operations on 5 June blaming the loss of a contract with mining company Iluka Resources and unpaid payments from Cargill for its financial problems. El Zorro Transport director Ray Evans said Cargill had stopped making payments for work carried out during the previous four weeks, a claim disputed by the grain trader. A Cargill spokesman said the grain trader was well in advance of its payments to El Zorro Transport. Cargill leased to El Zorro about 170 rail wagons it had built in China and shipped to Australia in 2009 and 2010.

"We are firmly focused on ensuring that we have operators to move our grain," a Cargill spokesman

said. "We have contracts with Pacific National and GrainCorp. We are looking at securing longer term rail logistics." Another company leasing rolling stock to El Zorro was Consolidated Rail Leasing. CRL has taken action in the Supreme Court of NSW to wind up El Zorro.

Other groups are also owed money by El Zorro. The Castlemaine and Maldon Railway Preservation Society said in a newsletter it had not been paid by El Zorro for the lease of one of its locomotives for nine months, straining its cash flow.

In early May El Zorro lost its contract to haul mineral sands for Iluka Resources between Hopetoun and Hamilton in western Victoria to PN.

Southern Cross? Spencer St?

The Liberal Party of Victoria has passed a motion urging that the name of Melbourne Southern Cross station revert to its former name of Spencer St station. It is believed that this is now being considered by the State government. Spencer St is named after the third Earl Spencer, who was the British Chancellor of the Exchequer from 1830 to 1834 shortly before Melbourne was founded. Spencer never visited Australia, had no connection with Australia, and, as far as is known, had no interest in Australia. The motion did not state why he should be commemorated.

Yarra Trams

New route guides for routes 3/3a, 64 and 67 dated October 2012 have been sighted.

GSR timetable 1 April

Great Southern Railway has issued a new public timetable dated 1 April 2013 to 31 March 2014. It is in a new format. The previous DL folded brochure has been replaced by a double sided glossy A4 sheet.

SA Budget

Rail projects in the SA Budget presented on 6 June were:

- \$165.7 million in the existing program to electrify the Noarlunga/Seaford line,
- \$152.4 million for the first stage of electrification of the Gawler line, between Adelaide and Dry Creek. This will allow access to the new rail car depot, and is a useful first step,
- \$31.5 million (to match \$31.5 million from the Commonwealth) for partial duplication of the Tonsley branch, upgrading of Clovelly Park and Tonsley stations and operation of trains every fifteen minutes, and
- \$3 million over two years to reconfigure the main hall of Adelaide station, including new escalators at the southern end of the concourse.

TransPerth: Major closedown

The biggest shutdown in the history of the Perth rail system will happen in July and August as part of works to sink the railway, according to the Public Transport Authority. No trains will pass through Perth Central Station during two five-day blocks from 12 to 17 July and 31 July to 4 August, both of which include weekends. Commuters are being urged to car-pool, walk, cycle, take holidays or arrange with their employer to stagger work hours or work from home to cope with the service interruptions. The first shutdown

will include a Western "Derby" AFL game between West Coast and Fremantle at Patersons Stadium on Sunday 14 July. Another Fremantle Eagles home game falls on the second weekend on Saturday August 3 against Gold Coast.

The works are to allow the new Fremantle line tunnel to be connected to the network. The PTA says that there is simply no other way to get the Fremantle line up and running through the tunnel than to close these parts of the network while the work is being undertaken.

During the five-day blocks, Joondalup line trains will run south as far as Leederville, the Fremantle line will be completely shut, the Mandurah line will terminate at Esplanade and Armadale and Midland trains will both terminate at Mclver, or Claisebrook on weekends. The Thornlie line will be closed. Train replacement buses will operate on all lines except from Esplanade, which is deemed to be close enough to walk the rest of the way.

TransPerth: Burswood development

An upgrade of the existing transport infrastructure in the area of the Burswood sports precinct is planned to occur concurrently with the stadium development to cater for the expected increase in patronage. This will involve construction of two additional rail platforms and enlargement of the existing central platform at the Belmont Park Station which will become the new Perth Stadium Station (at present Belmont Park is open only on race days), and additional track, in places triplication, of the existing Armadale line double track line plus track realignment, between Goongoongup Rail Bridge and Burswood station. The length of track amplification will be approximately 1.9 km.

Oakejee project scrapped

The \$6 billion Oakejee project in WA has been officially "suspended". It would have connected Mid West mines to a deepwater port near Geraldton. It stalled last year after Japanese backer Mitsubishi scaled back funding and jobs. Proponent OPR now says it has decided to stop work on the project because it has been unable to secure another equity partner.

Veolia Auckland: Waitakere service to cease

In an anticipated move, trains between Waitakere and neighbouring Swanson will be replaced with buses once Auckland's new electric trains are operating on the Western Line. The Western Line will only be electrified and double-tracked to Swanson and no funding is available to expand or cut through the Waitakere tunnel to extend the electrified network.

Auckland Transport's decision to provide buses in place of a diesel shuttle service was based on a number of factors, including the high relative cost of operating and maintaining a diesel service in comparison to a bus service, low demand for public transport services at Waitakere, capital cost savings and comparative travel times (seven minutes by bus versus five minutes by train). Waitakere is a small village and patronage is very low. In 2010 there was an average of 90 boardings a day. The surprise is that suburban services to Waitakere have lasted until now.

Buses will provide a \$NZ 20.8 million cost-saving over 25 years. An estimated \$3 million would also be required to upgrade Swanson and Waitakere stations

to provide the infrastructure to support a diesel shuttle. A further \$3 million would be required to refurbish two diesel trains to provide the service. Annual operating costs for the diesel shuttle would have been more than \$1.5 million.

New Zealand suburban timetables checklist

Auckland suburban train timetables were re-issued from 12 October 2012. The following issues are current:

- Southern line including Onehunga and Manakau
- Eastern line including Manakau

Australia Capital Territory

New Airport timetable

A new timetable was introduced for the Canberra Airport Express on March 18. To achieve maximum efficiency, the service operates to a quite bizarre 47 – 48 minute frequency, rather than a flat hourly service with memory headways, which would seem more appropriate.

Budget initiatives for bus travel

ACT residents over 70 are now eligible for free bus travel, thanks to a 2013-2014 territory budget initiative. Previously the minimum age was 75. Other bus initiatives include \$500,000 towards the design of a City bus layover facility and \$2.5 million towards upgrading Woden interchange.

New South Wales

Update on Hillsbus June improvements

In addition to the previously reported route changes to 619, 620X & 632 effective June 17, the below routes now operate with substantially revised run times. Other improvements are noted where appropriate.

- 603 (Parramatta – Glenhaven)
- 607X (Rouse Hill – City)
- 610, 610X & M61 (Rouse Hill – City)
- 613X (Bella Vista – City)
- 614X (Crestwood – City)
- 618 (Norwest Business Park – City)
- 619 (Rouse Hill - Macquarie Park): extended from Castle Hill to Rouse Hill
- 620, 620N & 620X (Dural – City): 620N is a new route designation for former 620X trips that operate directly along New Line Rd skipping Cherrybrook (already operated inbound as 620X), while both 620N & 620X no longer serve Jennifer Rd. Several additional peak services have also been added to 620X & 620N.
- 621 (Castle Hill – Macquarie Park)
- 622 (Dural – North Sydney)
- 628 (Norwest Business Park – Macquarie Park)
- 630 (Blacktown – Macquarie Park)
- 631 (Castle Hill – Pennant Hills)
- 632 (Castle Hill – Pennant Hills): no longer operates to Hornsby
- 633 (Castle Hill – Peannant Hills)
- 635 (Castle Hill – Beecroft)
- 637 (Castle Hill - Glenorie)
- 638 (Castle Hill – Berrilee)
- 639 (Pitt Town Rd – Castle Hill)
- 640 (Porters Rd – Pitt Town Rd)

- Onehunga line
- Western line
- Britomart to Newmarket.

Latest **Wellington** train timetables are:

- Kapiti line 1 May 2011
- Johnsonville line 1 November 2011
- Hutt Valley & Melling lines 16 November 2011
- Wairarapa line and bus 20 Sept 2012.

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BUS NEWS

- 641 (Rouse Hill – Dural)
- 642 & 642X (Round Corner – City): 7 additional inbound & 11 additional outbound peak trips, extending span ex Round Corner from 05:20 instead of 05:45 and ex City from 19:57 instead of 19:27
- 644 (Castle Towns – Dural)
- 650X (West Pennant Hills – City)
- 651 (Castle Hill – City)
- 652X (Knightsbridge Shops – City)
- 653 (West Pennant Hills – North Sydney)

Free Shuttle Buses face axe

NSW Transport Minister Gladys Berejikian has announced 7 of the 12 free shuttle buses introduced by the former NSW Labor State Government in the lead-up to the 2011 election will be cancelled in coming months owing to low patronage & duplication with other routes. The services currently cost taxpayers around \$7 million per year. Patronage figures by kilometre range from 12.1 for the Paramatta shuttle, to as low as 0.7 for the Kogarah service & 0.6 for the Liverpool shuttle. The services in Bankstown, Blacktown, Cabramatta, Campbelltown, Liverpool, Newcastle, Penrith will be withdrawn, with the free shuttles continuing to operate in Parramatta, Sydney & Wollongong. The Gosford service will have a changed frequency and become a paid service, while the Kogarah service will continue as paid service on a 6 month trial, and be extended to serve Calvary Hospital.

Sharks Supporter Buses

The Cronulla Sharks in conjunction with the Sharkies Leagues Club are trailing a Sharks Shuttle service to NRL matches at Shark Stadium. On Saturday June 15 Veolia operated 5 routes from the Caringbah, Sutherland, Cronulla & Heathcote areas to the evening game against the Parramatta Eels.

Neutral Bay ticket kiosk closes

The Sydney Buses ticket office at Watson St, Neutral Bay was closed as of July 1 with passengers directed to near-by ticket reseller outlets.

Northern Territory

July timetable changes

As funded in the 2013-2014 state budget, improved bus services were introduced in Darwin on July 1. These include:

- 2 (Casuarina – Wanguri – Lyons – Leanyer – Wulagi – Wagaman - Casuarina): Replaced in

Lyons by new route 24. Expanded coverage in Wagaman

- 24 (Casuarina – Wangurl – Lyons – Muirhead – Casuarina): New route
- 72 (Palmerston – Gunn – Bakewell – Rosebery – Palmerston): Part of route in Rosebery replaced by new route 77
- 74 (Palmerston – Indigenous Village – Farrar – Palmerston): Now includes Zucolli
- 77 (Palmerston – Rosebery – Bellamack – Palmerston): New route. Bellamack previously only received peak period services on Route 76.

Routes 24 & 77 both operate 7 days a week with frequencies & span matching other local routes across suburban Darwin.

Queensland

New bus stations in the budget

A number of upgrades to bus stations have been funded in the 2013-2014 Queensland state budget, including Browns Plains (\$8 million), Redland Bay Marina & Victoria Point Jetty (\$10 million), Deception Bay (\$5 million), Carins CBD (\$3 million) along with upgrades to the existing stations at Carindale & Toombul (\$2 million). A further \$2 million has been set aside for disability access upgrades at local bus stops across the state.

Brisbane Council budget

Brisbane Council's 2013-2014 budget states a predicted loss of \$16 million by its public transport operations. To address this, and as a response to the South East Queensland bus review, Brisbane Transport plans to spend \$3.2 million on targeting efficiencies in timetables & operations, while the Richlands depot will close with the opening of the new Eagle Farm depot. \$4.6 million is being spent on bus stop upgrades to reach the council's target of 90% of Brisbane's 6000 stops being accessible by 2017. 90 buses will be purchased in 2013-2014, dropping to 60 buses each year in coming years due to the state government's decision not to fund growth buses over future years.

South Australia

Cost of fixing north-south buses may increase

The cost of the fixing the north-south bus route in Adelaide at \$2 million per year may increase if the initial measures to fix the corridor aren't successful. In May, 8 routes were transferred from Transfield (Light City Buses) to Torrents Transit in conjunction with timetable changes. Reports now state that the an additional \$6 million dollars per year has been budgeted if required. Punctuality on the corridor rose from 61% to 69.5% in the last quarter of 2012.

Glenelg proposal opposed

A state government proposal to remove buses out of Jetty Rd, Glenelg and run them via Partridge, Pier, Moseley and High Streets has been abandoned following concerns by local residents and traders. The proposal had aimed to improve punctuality for buses while removing duplication with tram services. A similar proposal had previously been put forward in 2011.

Extra stop for exams

To cater for University of South Australia exams held at Adelaide Showgrounds from June 22 until July 6, express and limited stop services served stop 2 on

Goodwood Rd upon request. The stop is normally only served by Routes G10, W90 and W91.

Victoria

Amended Route 624 timetable

Driver introduced a new timetable for Route 624 (Kew – Oakleigh) on June 3 2013, less than a month before the operation is taken over by CDC. A long standing discrepancy which had seen the printed timetable showing most weekday departures from Chadstone towards Kew 5 mins earlier the online timetable has been resolved, with AM buses now leaving 5 mins earlier and PM departures now departing as per the printed timetable. Two afternoon trips from Oakleigh also revised running times.

Melbourne Airport stop moves

The bus stop for Routes 478, 479, 500 & 901 was relocated on June 17, with previous concerns about security, parking congestion and access charges being resolved. Buses now stop outside Terminal 1 (QANTAS and Jetstar flights), instead a isolated stop beyond Terminal 4 (Tiger flights) that had no passenger shelter. Prior to the introduction of the 901 orbital SmartBus in September 2010, the infrequent suburban bus services provided to Moonee Ponds, Broadmeadows and Sunbury departed outside Terminal 2 (International flights).

Docklands PTV Hub

Public Transport Victoria opened a second PTV Hub on July 1 at 750 Collins St, Docklands, the same building which houses the PTV offices. This follows the consolidation of the Met Shop (at Melbourne Town Hall), Central Pass Office, myki information centre and customer service window at Southern Cross into a central PTV Hub at Southern Cross last November. This combined centre had proved inadequate to serve more complex enquires, with most staff simply roaming the centre's small floor space rather than being behind a counter. The PTV hub at Docklands is open 8am – 6pm weekdays, while the Southern Cross hub continues to be staffed 7 days a week. Along with ticketing & travelling enquires, both centres stock timetables for all services across Melbourne.

Orbital timetable reprints

In addition to the previously reported PTV timetable reprints for Grenda's Routes 901 (Frankston – Melbourne Airport) & 902 (Chelsea – Airport West), the Ventura Route 903 (Mordialloc – Altona) timetable dated April 26 2010 has been reprinted, carrying a print date of 01/13 on the rear cover, while reprints of the individual section timetables for Routes 901 & 902 with a print date of 11/12 on the rear have also been sighted. These booklets cover shorter portions of the routes, such as Route 902 Section A Chelsea – Glen Waverley.

Geelong Footy Buses trialed again

A second night AFL match between Geelong & Fremantle was played at Geelong's Simonds Stadium on June 29. PTV again trialed additional buses after the match on Routes 10/12, 14, 19, 50, 62/61 & 77. Unlike the game on June 1, the only buses left at 22:40, with the 23:10 services dropped.

Taxi reforms

Amongst the proposed reforms made by the Victorian Government's report into the taxi industry, taxi operators in regional areas will now be able to operate services to set-routes and timetables to encourage share rides, and will now be allowed to tender for & operate low-demand public transport services. More sustainable reforms include changes to driver pay conditions, a knowledge test for drivers, changes to fare structures, additional operating licenses & removal of red-tape currently imposed premium hire car operators.

Western Australia

June timetable changes

Transperth timetable changes on June 2 saw time changes & improvements to the following routes:

- 32 (Perth – Como)
- 33 (Perth – Karawara)
- 38 (Perth – Cloverdale)
- 39 (Perth – Redcliffe)
- 70 (Perth – Curtin Uni)
- 72 (Perth - Cannington): Additional trips on weekdays between Perth & Curtin Uni
- 75 (Perth – Canning Vale)
- 98 & 99 (Circleroute): Now operates along Barry Marshall Pde & Discovery Way to Murdoch Uni
- 201 (Cannington – Bentley – Cannington)
- 202 & 203 (Cannington – Beckenham – Cannington)
- 281 (Pickering Brook – Kalamunda)
- 282 (Kalamunda – Perth)
- 283 (Kalamunda – Perth)
- 284 (Belmont – Curtin Uni)

Timetable booklets reissued include:

- South Eastern 14 (Routes 201, 202 & 203)
- South Eastern 15 (Routes 72 & 75)
- South Eastern 16 (Routes 32, 33 & 70)
- Eastern 90 (Routes 38, 39 & 284)
- Eastern 94 (Routes 281, 282 & 283)
- Circleroute 200 (Routes 98 & 99)

Meanwhile, further time changes & improvements on June 30 included:

- Introduction of a new Green CAT service linking Esplanade Busport and Leederville Station via St Geroges Tce, West Perth & City West Station. Services operate on weekdays, every 15 mins 06:00 – 06:30 then every 8 mins until 19:30. The Green CAT replaces the limited Route 5 service between Esplanade Busport & West Perth
- Red, Blue & Yellow CAT routes received additional weekend services, increasing daytime frequency from 15 mins to 10 mins
- Yellow CAT service now operates along Collin St in West Perth in lieu of Havelock St
- 23 (Claremont - Perth): Extra trip ex Perth at 09:15
- 24 (Claremont – East Perth)
- 25 (Claremont – East Perth)

- 27 (East Perth - Claremont): Additional peak trip in each direction
- 28 (East Perth – Claremont)
- 102 (Perth – Cottesloe)
- 103 (East Perth – Fremantle)
- 107 (Perth – Fremantle)
- 586 (Mandurah – John Tonkin College & Murdoch Uni): Time changes to ensure a co-ordinated service with amended 587
- 587 (Mandurah - Lakelands): 587L extensions to Latitude Village were discontinued, and route now operates along long-term alignment via Pebble Beach Bvd in Meadow Springs
- Stand changes at Esplanade Busport to various routes

The following booklet timetables were reissued:

- Western 31 (Routes 102 & 107)
- Western 32 (Route 103)
- Western 33 (Routes 27 & 28)
- Western 34 (Routes 140, 150 & 160)
- Western 36 (Routes 104, 105, 106 & 111)
- Western 39 (Routes 148 & 150)
- Western 44 (Routes 23, 24 & 25)
- Western 45 (Routes 23, 78, 79, 102 & 107)
- Western 46 (Route 940)
- Southern 118 (Route 881)
- Southern 132 (Routes 583, 584, 586 & 587)
- CAT Timetable 203 (Blue, Green, Red & Yellow CAT routes)

Fremantle Nightrider concludes

Along with the cancellation of the 4am ultra-late train services effective June 16, Transperth also discontinued the Fremantle Nightrider services. The Nightrider services were introduced in October 2006, and had previously been modified to fewer trips due to declining patronage. Patronage in May had dropped to 78 passengers for the entire month with an average of 2.4 passengers per trip, leading to subsidies of almost \$80 per passenger carried.

Long Distance

Darwin – Broome & Darwin - Jabiru changes

As of July 1, the service departing Broome for Darwin at 6pm no longer operates Sundays, while the Darwin to Broome coach at 07:15 will no longer operate Saturdays. Previously these services operated daily. Meanwhile, the Monday, Wednesday & Friday service from Darwin to the Kakadu National Park will now depart at 08:30 instead of 06:30 and terminate at Jabiru rather than continuing to the Gagudju Lodge in Cooida. The return bus now originates at Jabiru at 13:30 instead of 16:30.

Thanks to: Tony Bailey, Jason Blackman, Geoffrey Hassall, Robert Henderson, John Hoyle, Victor Isaacs, Ben Knight, Lourie Smit, Roger Wheaton & various contributors on *Australian Transport Discussion Board*.

AIR NEWS

Domestic

The Federal government states that it has guaranteed regional flights to/from Sydney Airport until 2016. The Assistant Treasurer has updated rules to provide that Sydney Airport cannot increase charges above Consumer Price Index levels.

International

Emirates Airlines commenced a second daily A380 flight between Dubai and Sydney on 3 June. It leaves

Dubai at 0215 and arrives in Sydney at 2205, then departs Sydney the next day at 0605 arriving Dubai at 1430.

Philippine Airlines launched its inaugural Perth to Manila service on 3 June flying four times weekly on Monday, Wednesday, Friday and Saturday. Philippine Airlines is the eighteenth international airline to operate from Perth Airport.

Thanks to Tony Bailey for Air news.

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 invited and are very welcome. Please send these to the appropriate Editor. ABN 74248483468.

Editor, Rail and Tram, Air, Ferry: Victor Isaacs, abvi@inet.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.

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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@inet.net.au



Members' News

- July 2013

Australian Association of Timetable Collectors aattc.org.au

AATTC AUCTIONS

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

DIVISION MEETINGS

Adelaide: Adelaide meetings are usually at the home of the Adelaide Convenor, Roger Wheaton, 2C Bakewell St, Tasmore, 5065. Inquiries to rogerw@adam.com.au or 08-8331 9043.

Brisbane: Brisbane meetings are usually at the home of the Brisbane convenor, Brian Webber, 8 Coachwood Street, Keperra at 1400 (2pm), Sunday 12 May. For more information phone 07 3354 2140 or bwebber5@bigpond.com. Please bring an interesting timetable.

Canberra: The Canberra Division meets at 1830 on the second Thursday of **every** month at the Ainslie Club, Wakefield Avenue, Ainslie. Good conversation and a meal are features. Enquiries to David Cranney, cranney@inet.net.au 0421 174 951 or to Victor Isaacs, abvi@inet.net.au 02-6257 1742. David Cranney has been elected the new Canberra Convenor.

Melbourne: Meetings are held on the first Wednesday of odd months from March to November. All meetings commence at 2000 at the home of David Hennell, 3/29 Croydon Road, Surrey Hills, which is a short walk from Chatham Railway Station on the Lilydale/Belgrave line.

Sydney: Sydney meetings are held at 1500 on the first Saturday of February, May, August and November at St Peter's Presbyterian Church School Hall, 181 Blues Point Road, North Sydney. This is a short walk from North Sydney Railway Station on the North Shore line. All members and non-members are welcome. Large grab tables for the exchange of timetables, and cake, are always features. Inquiries to the Sydney Convenor, Geoffrey Clifton, Geoffrey.Clifton@sydney.edu.au or PO Box 5062 Old Toongabbie NSW 2146, ph: 0405. 387478.

Please note the changes to both venue and starting time for Sydney meetings.

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