



TABLE TALK

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TOP TABLE TALK:

Sydney Trains - Major 2013 Timetable changes

New infrastructure

The critical new infrastructure required to restructure the 20 October 2013 Working Timetable is the Lidcombe and Homebush turnbacks and Kingsgrove to Revesby Quadruplication. These projects have been commissioned into occasional use. They will be utilised fully for the 2013 WTT.

No new stabling locations are available for the 2013 WTT, and with the increase in trains required for the new timetable, stabling will almost be at capacity. Some spare stabling capacity will be available at Wollongong, Sydney Terminal and potentially Penrith, subject to traction restrictions. A previously restricted stabling spot at Gosford will be made available through the construction of a staff walkway, enabling closure of the cross-track walkway, which inhibited the ability to stable three 8-car Oscar trains at the Racecourse siding. A set of new decanting points are being constructed between Eveleigh Engineering Roads 1 and 2, which will provide a much-needed city facility for intercity and outer suburban trains.

New rollingstock utilisation

The delivery of new Oscars and Waratahs has provided the ability to increase capacity in the peaks. The increase in fleet size, plus the retention of some V-sets and S-sets intended for retirement, permit the timetabling of additional services as well as extending some 4 car consists to 8 cars for selected services.

New operational practice for “e” stops

To improve customer experience for longer distance passengers and allow operational flexibility, selected Up Intercity services terminating at Sydney Terminal will be permitted to depart Strathfield and Redfern early, once passenger alighting and boarding has been completed. These will be denoted with an “e” in the WTT.

Sector 1 Suburban operations

The Sector 1 timetable has been re-structured onto a 10-minute base pattern during peaks. The main features are:

- Removal of Rockdale and Kogarah from the longer distance services from Waterfall and Cronulla which are overcrowded in the AM peak - replaced with a 10 minute “turn-up-and-go” service from Hurstville.

- Increased services in the AM peak, and increased services in the late PM peak shoulder.
- Improved spacing of services, particularly for Waterfall, Mortdale and Penshurst.
- All services on the Illawarra line will stop at Wollongong for Airport connections, which means that they all need to merge onto the Illawarra main tracks before Wollongong.
- All Intercity AM peak and high PM peak services operate to and from ESR (Bondi Junction or Martin Place) to provide additional capacity and improve sectorisation from Sectors 2 and 3.
- All Sector 1 operations will be run with Tangaras and Oscars, which means that improved running times have been achieved, but these will not be suitable for S-sets.
- All Sector 1 stabling will be on Sector 1, apart from a handful of Oscars returning to Eveleigh. There remains some excess stabling capacity at Wollongong.

Sector 2 Suburban operations

The provision of two additional tracks between Kingsgrove and Revesby will enable the complete physical separation of slow and express services operating on the East Hills Line, with slow services operating via the Airport and express services operating via Airport and Sydenham. This separation of slow and express services between Revesby and Turrella will enable the line to operate more independently with less flow on delays.

The use of the newly constructed Homebush and Lidcombe Turnbacks will break the troublesome operation of Bankstown Line to Inner West Line services. This will provide both passenger and operational benefits.

The proposed basic operating plan is to:

- Start Bankstown services at Lidcombe and Liverpool and then run to the City Circle, thence return.

- Start all Inner West services at Homebush. After running round the City Circle, they form Airport & East Hills line trains to Campbelltown/Macarthur.
- All South line services will run via Granville, run round the City Circle and generally form trains to Revesby. Fewer South line services extend to Campbelltown, due to the reintroduction of the Cumberland line half-hourly service all day.
- Down Sector 2 services will operate via platform 4 at Ashfield due to operational requirements.
- Reduced requirement for city circle services to use Macdonaldtown Yard to turn back.
- Peak services will be re-introduced to use East Hills turnback.
- The origins and destinations of the re-introduced Cumberland line services vary. Some extend to Liverpool and some to Campbelltown, and they run to Blacktown and Schofields.

Some of the passenger and operational benefits of the infrastructure changes on Sector 2 are to:

- enable additional peak train paths where required,
- improve reliability of train services,
- reduce service interactions between Sector 2 and 3,
- relax operational dependencies on Sector 2 Inner West services,
- reduce junction movements at key timetable pivot points,
- divert lightly loaded trains from congested parts of the network,
- provide timetable recovery clear of the running lines.

The fleet mix on Sector 2 will include an increasing number of K-sets during the life of the timetable. At the start of the timetable, the Carlingford line will be the only non-air conditioned SWTT service on weekends, and that will be changed to K-sets by mid 2014. Stabling on Sector 2 will almost be at capacity from the start of the 2013 Timetable.

Sector 3 Suburban operations

The reduced dependencies between Sectors 2 and 3 will benefit customers on Sector 3. Sector 3 has been re-merged from the previous Sector 3a (Northern line) and Sector 3b (Western line and North Shore line), to match the new structure on Sector 2, and to deliver new simplified and consistent stopping patterns, improved spacing of services and improved running times. There has been an increase in peak services, including new 4-car services from Epping to Sydney Terminal in the AM peak, to reduce crowding on the existing quarter-hourly lower Northern line service. Other changes include:

- Stops at Blacktown, Westmead and Granville will be removed from all Blue Mountains services in the peaks. Fast trains will not stop at Lidcombe between 0700 and 0800. Lidcombe will still get 12 trains an hour (8 Souths and 4 Slow Wests) and these services will be better spaced than they are in the current timetable.

- Revised working between Penrith and St Marys with reduced number of services stopping at Kingswood and Werrington during the AM peak.
- There will no longer be any direct off peak services between Sydney Terminal and Olympic Park.
- All trains will stop all stations between Chatswood and the City all day (including Waverton, Wollstonecraft and Artarmon). This means that 40% of North Shore line passengers will not need to refer to a timetable.
- Hornsby Platform 4 will be used as a turnback throughout the day, removing the need for trains to shunt to the down turnbacks. Through services (ie Intercities, NSW TrainLink and freight) will all operate via platform 5 in the down direction.

The fleet mix on Sector 3 will include an increasing number of Waratahs replacing S-sets during the life of the timetable, and a relocation of most of the K-sets to Sector 2. Stabling on Sector 3 will almost be at capacity from the start of the 2013 Timetable.

Blue Mountains

Changes provide a new timetable structure and sequence of trains:

- Existing peak direction Springwood Oscar services are replaced by V-sets, operating to/from the upper Blue Mountains.
- A mix of fast and "all stations" services will provide journey time improvements for the majority of Blue Mountains passengers, including services no longer stopping at Westmead or Granville, peak services no longer stopping at Blacktown and all peak services now stopping at Strathfield.
- A reduction in services from Blackheath, Medlow Bath, Linden, Bullaburra, Lawson, Woodford, Faulconbridge, Valley Heights, Warrimoo and Lapstone to 2 trains an hour during peak periods.
- An increase in services terminating at Katoomba, together with services being overtaken and/or worked empty from Katoomba

Central Coast and Newcastle

Changes mostly affect operations outside the metropolitan area:

- Additional AM and PM peak services from the Central Coast to Central via the North Shore.
- Increased number of services operating to a standard fast pattern between Newcastle and Sydney, and increased operating span of these fast services.
- Minimum hourly frequency for every station, with a simplified off peak - 2

patterns - Fast Newcastle to Sydney and a slow all stations Newcastle to Sydney

- Improved and reorganised fleet utilisation:
 - predominantly V-sets on the fast pattern and Oscars on the slow pattern
 - improved allocation of 4-car and 8-car sets in the off peak to match demand – some services which currently operate as an eight-car consist will now operate as a four-car service
 - increased Oscars operating between Newcastle and Sydney to improve disabled access and selective door control for short platforms, and removal of Morisset terminations
 - replacement of the K-sets on local Newcastle services with Oscars providing toilets and CCTV.
- Reduced number of suburban stops on the intercity services via the North Shore and Northern line.

South Coast

Changes affect operations both outside and inside the metropolitan area:

- Reduced Intercity stopping patterns during peak periods to 2 in each direction.
- Most peak hour intercity services now operating to and from Bondi Junction
- Standard hourly fast Intercity service between Sydney and Kiama. Journey time improvements of up to 10 minutes in the off peak.
- Standard off peak hourly shuttle service between Port Kembla and Waterfall (extended from Thirroul).

Passengers can change at Helensburgh to the hourly intercity service to/from Sydney.

- All South Coast intercity services stop at Wollie Creek for better airport connections.
- Two fewer train services in each direction between Kiama and Bomaderry, as a result of using only one Endeavour set in service.

Hunter, Southern Highlands, Bathurst, NSW TrainLink services

Changes mostly impact operations outside the RailCorp network. There has been an increase in the number of Southern Highlands trains, and they are much closer to clock-face than in previous timetables. NSW TrainLink Regional trains to/from the south will be re-routed via the East Hills line / Sydenham instead of Strathfield.

Weekend service changes

The weekend timetable is generally the same as the current 2010 timetable. Alterations have been made to:

- Align to the Sector 2 weekday off-peak structure, using the Lidcombe and Homebush turnbacks.
- Remove some inconsistent stopping patterns, such as West Ryde stops on Newcastle/Central Coast services
- Use platform 4 at Hornsby for turning back trains instead of shunting to the yard, removing one train from the weekend cycle.

Running times remain similar to the current timetable, due to the pathing requirements of the current structure. As far as possible, modern trains (Waratahs, Millenniums and Tangaras) have been timetabled on weekends, minimising use of the remaining "silver sets". This has implications for crew scheduling.

Preparation of the Working Timetable

An article about the process that Transport for NSW used to prepare the 2013 WTT may appear soon in our associated magazine, the *Times*.

RAIL AND TRAM NEWS

Infrastructure Australia

Infrastructure Australia released its 2013 National Infrastructure Priority List on 2 July. It contains projects worth more than \$80bn but few were recommended for Federal government funding support, including rail. Only four projects received IA's highest status, Ready to Proceed, out of 79 proposals submitted to IA. This status appears to guarantee that a project will receive Federal funding, with all projects since 2008 in this category now funded.

Brisbane's Cross River Rail was one of the four projects granted IA's **Ready to Proceed** status. The Queensland government is looking for 50:50 funding with the Commonwealth for Cross River Rail. However, whether the Federal Government will agree is uncertain, as just \$715m of the \$4.4bn total cost was allocated to the project in the 2013 Federal budget. While the 'core' Cross River Rail project was given IA's highest ranking, the Queensland government's separate submission to IA for the project's early enabling works – worth \$302m – received IA's lowest, 'Early stage' status. This

package of works is aimed at increasing the capacity of Brisbane's rail network to accommodate growth occurring *before* the delivery of the actual project.

Non-rail projects in this category are the Pacific Highway upgrade (NSW) and Monash Managed Freeway (Victoria – two projects),

The Victorian government's Melbourne Metro – 9km underground railway costed at \$9-11bn – was the only rail project to receive IA's second highest **Threshold** ranking.

Most rail-related submissions were placed in IA's third highest ranking, **Real Potential**. These are:

- ETCS (European Train Control System) level 1 signalling and trial of ETCS level 2 on the CityRail network (NSW).
- Dandenong rail capacity enhancement (Victoria),
- Western suburbs interstate freight terminal (Victoria)
- High capacity signalling pilot project on the Sandringham line (Victoria)

- Landsborough to Beerburrum rail duplication (Queensland)
- North South freight corridor enhancement (ARTC) (This makes reference to the proposed Inland Rail route, though no further detail is provided)
- East West corridor enhancement (ARTC)
- Green triangle freight transport program (SA).

Other large rail projects received IA's lowest, **Early Stage** ranking:

- Perth MAX light rail network and Perth airport rail line extension (WA)
- Sydney light rail (NSW), and
- Canberra light rail (ACT).

Urban rail projects funding

Federal Transport Minister Anthony Albanese says that a metropolitan rail tunnel must be the priority for **Melbourne** because other rail projects cannot go ahead without it. He said projects such as the Melbourne airport link and Doncaster rail line could not go ahead without the Melbourne Metro rail tunnel. The federal government has promised \$3 billion for the rail tunnel. But Victorian premier Denis Naphine, who argues the East West road link is the state's top priority, said Victoria is being discriminated against when it comes to federal transport funding. Dr Naphine wants \$1.5 billion in federal money for the road link, a project he says is ready to go. Infrastructure Australia has determined the rail tunnel was in its second-highest priority category. The East West link was placed in its third-highest priority category.

The Leader of the Federal conservative coalition, Tony Abbott, has confirmed that it would not fund urban rail projects in **Perth** (see June *Table Talk*, page 7, 1st item) and would instead back roads. The WA Liberals in the state election campaign earlier this year hoped the Commonwealth would pay 80% of the \$1.89 billion airport rail link project and 50% of the \$1.8 billion MAX light rail project. In April Mr Abbott apparently dashed Mr Barnett's hopes by saying his party had "no history" of funding urban rail. On 4 July he confirmed the state would get no funds for rail if the coalition wins the election. Mr Barnett now concedes that it would be harder to get the rail projects up without federal funding, but they would still be done.

Radio spectrum to railways

On 24 July Federal Cabinet agreed to reserve the 1800 MHz radio spectrum for use by railways. This protects railways' present and future ability to use this valuable spectrum to control railway safeworking and protects \$500 million invested in the technology. It will spare locomotives the need to carry different equipment to cross states. This spectrum has always been reserved for Railway use, but had recently been considered for auctioning to the highest bidder.

QR TravelTrain: September and October timetable changes

QR TravelTrain will introduce a new timetable from 2 September. The northbound 1100 Brisbane-Rockhampton Electric Tilt Train will no longer operate on Wednesdays, but will now run on Saturdays. The southbound Rockhampton train will continue to operate daily. The southbound 0515 Bundaberg-Brisbane Electric Tilt Train also will no longer operate on Wednesdays, but will now operate on Saturdays. The northbound Bundaberg train will still operate daily. The northbound Bundaberg Electric Tilt Train will be

extended to Rockhampton on Tuesdays and Sundays, instead of on Fridays and Sundays, as now.

It is believed that QR TravelTrain timetables may change again from 7 October.

QR CityTrain: Ekka services

The Brisbane Ekka (Exhibition) will be from 8 to 17 August this year. The usual Ekka circular service will run between Roma St, Central, Fortitude Valley and Exhibition stations approximately every 15 minutes from 0900 to 2200 (2000 on Thursday 8 August). Other additional weekday services will depart Petrie at 0910, Caboolture 0928, Ipswich 0915, Manly 0903, Cleveland 0936 and Beenleigh 0933.

On the Royal Queensland Show public holiday, **Wednesday 14 August**, services will run to a Sunday timetable on all lines, with additional morning and late night services except:

- Sunshine Coast where a normal weekday timetable will prevail, and
- Doomben line services will run every 30 minutes between 0700 and 2200

Saturday 10 and 17 August

- An additional morning service will depart Caboolture 0804 and Ipswich 0915
- A special late night Sunshine Coast service will depart Exhibition station at 2221 and arrive at Nambour at 0020.
- Doomben line services (usually restricted service on Saturdays) will run every 30 minutes between 0700 and 2200.

Sunday 11 August

- Additional morning services will depart Nambour 0736, Petrie 0834, Shorncliffe 0840, Ipswich 0754 & 0830, Richlands 0824, Beenleigh 0759 & 0859.
- Doomben line services (usually train-free on Sundays) will run every 30 minutes between 0830 and 2130.

NSW transport re-organisation

The NSW transport re-organisation came into effect from 1 July. The CityRail website is now www.sydneytrains.info and the Countrylink website is now www.nswtrainlink.info Although responsibility for interurban services to Newcastle, the Hunter Valley, Blue Mountains, Southern Highlands and Illawarra was transferred from CityRail to NSW TrainsLink, the timetables for these services are still on the Sydney Trains, not NSW TrainsLink site, although the TrainsLink site does have a link to them.

Transport for New South Wales: Working Timetables mandated

The NSW transport re-organisation mentioned in the preceding item was established by the NSW *Transport Administration Act* 2012. Schedule 1 of this Act specifies that Transport for NSW must prepare Working Timetables. This is possibly the first time anywhere that the provision of Working Timetables has become a statutory requirement. To read the full Act go to www.austlii.edu.au/au/legis/nsw/consol_act/taa1988305 The relevant Clause is:

5 Standard Working Timetable

(1) TfNSW has responsibility for determining the Standard Working Timetable for the delivery of transport services by public

transport agencies for all modes of transport in the metropolitan rail area. TfNSW may alter or replace the Standard Working Timetable from time to time.

(2) The "Standard Working Timetable" is the timetable that provides the specifications for the following aspects of the daily provision of rail, bus and ferry services by public transport agencies:

- (a) frequency of services,
- (b) daily service periods (that is, the times of first and last services),
- (c) size and carrying capacity of the trains, buses and ferries to be used to provide services,
- (d) movement of trains, buses and ferries when not in service,
- (e) access and non-operational times for maintenance and other operational purposes.

(3) TfNSW is to determine the Standard Working Timetable (including any alteration or replacement of that timetable) in consultation with the public transport agencies concerned.

(4) The Standard Working Timetable (as in force from time to time) is to be adopted by all public transport agencies as the timetable for the delivery of the transport services for which they are responsible.

(5) The Standard Working Timetable does not operate to prevent timetable changes due to incident management or maintenance.

(6) This clause overrides section 99D (Network control) and any order under that section, to the extent of any inconsistency with this clause.

NSW Freight Working Timetable 22 July

A new NSW Freight Working Timetable has been issued under the imprint of Transport for NSW. Book 4, Weekdays, Version 5.36, is effective from 22 July. Book 5, Weekends, is effective from 27 July. The changes are summarised in Special Train Notice 1861-2013. Copies will be available from the AATTC Distribution Service.

North-South freight

Pacific National has commenced a twice weekly freight service from the Ettamogah Rail Hub, just north of Albury, to Brisbane after securing contracts to shift up to 100,000 tonnes of freight annually from three major manufacturers in the border region.

ARTC: Hunter Valley strategy

ARTC has released an updated strategy for their busy Hunter Valley network. It contains details of present and anticipated volumes and how these can be handled. It can be found at

<http://www.artc.com.au/library/2013%20HV%20Strategy%20-%20Final.pdf>

It does not propose projects in the near future of the same size as the big upgrading projects recently carried out. The idea of a Werris Creek bypass has been dropped, in favour of additional loops north and south of Werris Creek. Many projects are discussed as possibilities in the future depending on how traffic develops. Projects envisaged in the next couple of years are:

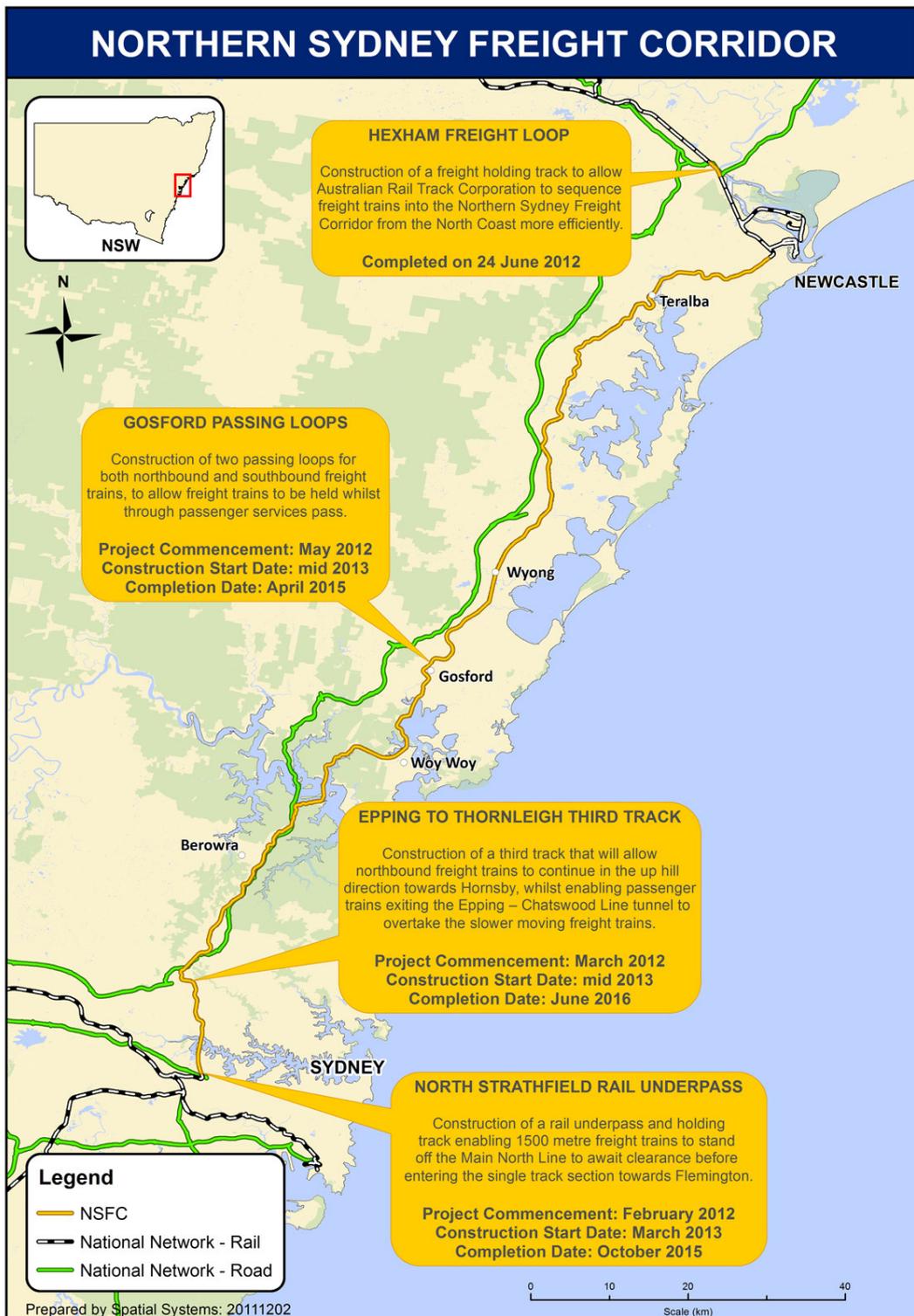
- Reconfiguration of Scone yard
- Gunnedah yard upgrade and South Gunnedah loop
- 311 km loop (previously Togar North extension)
- Wingen loop
- Collygra loop (504 km)
- Mt Pleasant loop (previously Bengalla West extension)
- Widden Creek loop
- Gulgong loop
- Gulgong-Tallawang CTC
- Ulan-Tallawang track upgrading, and
- Hexham holding roads.

Northern Sydney Freight line go-ahead

Approval has been granted for the Epping to Thornleigh Third Track Project and contracts have been let. This is the biggest of the four projects that form the \$1.1 billion Northern Sydney Freight Corridor. The new track will separate slower freight trains from SydneyTrains passenger services along the 1 in 40 gradient north of Epping, removing a major bottleneck on the interstate railway freight network through Sydney and providing additional capacity for northbound interstate freight trains.

Construction will begin in August. It is due for completion in 2016. The Leighton Abigroup Consortium has been awarded the contract to design and build the project. This includes:

- Construction of approximately six kms of new track on the western side of the existing track between Epping and Thornleigh; (as described in information released about this project, but, in fact, there are already four tracks between Pennant Hills and Thornleigh)
- An access upgrade to Cheltenham station including a new concourse (on the southern side of the existing buildings) for ticketing facilities, two new lifts and stairs to provide access to the existing platforms;
- Extension of Pennant Hills station concourse, including a new lift and stairs and modifications to Yarrara Road footpath and roadway
- Construction of a new rail bridge crossing the M2 Motorway and Devlins Creek
- Modifications to the pedestrian underpass and commuter car park at Beecroft station.



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- Reconfiguration of Scone yard
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- 311 km loop (previously Togar North extension)
- Wingen loop
- Collygra loop (504 km)

- Mt Pleasant loop (previously Bengalla West extension)
- Widden Creek loop
- Gulgong loop
- Gulgong-Tallawang CTC
- Ulan-Tallawang track upgrading, and
- Hexham holding roads.

ARTC: East-West line upgrading

The project to relay with heavier rail the East-West mainline from Cootamundra NSW – Parkes-Broken Hill-Port Augusta – Whyalla SA (711 km) was completed in early July.

Sydney Trains: Major trackwork closures

Previously when the **City Circle** was closed a brochure was issued under the name Operation CBD. For the weekend of 13-14 July there was a new format brochure using the name Trackwork – Alternative travel guide – City Circle and Inner West Line Saturday 13 and Sunday 14 July (no year mentioned). It carries the new orange Hop logo,

The **South Coast** line will be closed from 5 to 16 August between Oak Flats and Nowra. Work will be;

- Installing new track and concrete sleepers between Kiama and Berry
- Maintenance of track drainage
- Installation of communication equipment near Dapto
- Improving car parking at Kiama
- Embankment stabilisation between Gerringong and Berry.

Carlingford line trains were replaced with buses from 22 July until 3 August for installation of new rails and concrete sleepers between Clyde and Rosehill and upgrading overhead wiring between Camellia and Carlingford.

NSW TrainLink: Canberra services

The 0658 Sydney-Canberra and 1155 Canberra-Sydney trains will be replaced by buses between Goulburn and Canberra and v.v. on 16-24 July, 30 July-7 August, 13-21 August, 27 August-4 September and 10-13 September to enable replacement of wooden sleepers by steel sleepers.

NSW TrainLink: Future

Watch this space, or Rumour Department: The future of NSW TrainsLink is problematic. A European passenger train operator is believed to have been approached to take over operation. Morale is believed to be low following its transformation from the former Countrylink, and associated staff changes and shortages.

V/Line: Regional timetable books available

V/Line Regional public timetable booklets for the timetable change of 28 April finally became available around the end of June. These booklets are possibly the most useful of V/Line's public timetables but always take a long time become available. Copies are available from the June AATTC Distribution List.

V/Line: Warrnambool line

The new crossing loop at Warncourt, between Birreguarra and Colac, is expected to be commissioned by the end of August.

V/Line: Gippsland line

V/Line hopes to restore passenger train services between Traralgon and Bairnsdale in late October. Following unsuccessful attempts to obtain a rail grinder from interstate, it has now secured one from Europe. Trains were suspended in March because of level crossing safety concerns. The grinder will re-profile about 60 km of rail, to improve train detection at level crossings. V/Line crews will also install 20,000 concrete sleepers to replace wooden sleepers to further improve the quality of the line, concentrating on areas close to the 32 level crossings

V/Line: Albury line speed restrictions

Victorian Transport Minister Terry Mulder has accused the ARTC of failing to meet a deadline to remove speed limits on the Albury to Melbourne line. He said it had promised speed restrictions would be lifted by mid-2013. However, on 2 July, 33 km of the west line and 29 km of the east line (out of 307 km line) remain with temporary train speed restrictions. The ARTC chief executive John Fullerton said "we have been able to reduce a significant number of speed restrictions across the entire corridor" from Melbourne to Sydney but added there remained concerns in the North East. "The West track between Seymour and Wodonga is one area that will receive further work and we have planned these to occur with pre-existing track closedowns due to the Regional Rail Link project so we minimise overall disruptions on customers in the North East," Mr Fullerton said. Mr Mulder claimed Federal Transport Minister Anthony Albanese was responsible for the "debacle". A spokeswoman for Mr Albanese rejected the suggestion the ARTC was behind schedule. "We have always said that the majority of work in rehabilitating the corridor would be complete by mid-2013 as part of the five-year ballast rehabilitation program. The fact is that this program is on track," she said.

On 4 July ARTC issued a statement to mark 18 months of work of its four and half year program to improve the track between Sydney and Melbourne. It said that work and \$134 million of investment had vastly improved hundreds of kilometres of track. Works in the past 18 months have focused on reducing the severity of track speed restrictions impacting on-time performance, improving the quality of ballast and drainage and getting trains running back to as-near normal journey times as possible. ARTC claims that while temporary speed restrictions remain in place on some sections of the line, it has reduced a significant number of speed restrictions, and that most operators are performing on or near timetable.

The West track between Seymour and Wodonga will receive further work to coincide with closedowns planned for the Regional Rail Link project. ARTC said that they expect the winter period to present "some challenges" and there may be some "fluctuations in track conditions as a result". Over the past few months the Ballast Rehabilitation Program (BRP) has:

- Shoulder cleaned ballast and resurfaced much of the track between Somerton and Benalla (Work is currently underway between Benalla and Wodonga,
- Completed rail joint bending along the West track,
- Completed rail head track-grinding along the West track,
- Completed hundreds of metres of track undercutting and ballast sledding; and,
- Improved drainage.

V/Line advised on 26 July that “track works by ARTC have helped V/Line to improve travel times in recent months. As the works continue, trains are still subject to speed restrictions in some sections of the line. Customers should allow 15 minutes extra journey time between Melbourne and Albury”.

Geoff Lambert comments: The 15 minutes is an improvement on the 25 minutes advised in the November 2012 “Delay” Timetable and is probably supported by the statistics. The mean delays have been:

October 2012	26.1 minutes
July 2013	15.5 minutes

Just the same, June was the month which was promised to be the complete return to normal. However “normal” wasn’t defined. 91% of trains for which we have a report arrive late by the 11 minute standard. The cancellation rate for July is 22%.

Recent heavy rains may affect the track. Indeed, a speed restriction of 20 kph over 5 km of both East and West tracks near Seymour was imposed last week because of new mud-holes. All told, the speed restriction lengths and the increased travelling time are now:

West line	33.7 km	22 minutes
East line	31.8 km	21 minutes

This does not allow for the time spent in slowing to, and recovering from, the TSRs. This seems to make a mockery of V/Line’s assertion that delays had been reduced from 25 to 15 minutes.

V/Line: Cancel your Christmas travel plans

As was the case with the 2012-13 Christmas holiday season, V/Line will virtually cease running trains over the 2013-14 Christmas – January holiday period, due to work on the Regional Rail Link. Buses will replace trains on the Ballarat, Bendigo and Albury lines from 27 December 2013 until 19 January 2014.

V/Line: Ballarat-Maryborough

The North Ballarat to Maryborough line was converted from Train Order to Automatic and Track Control safeworking, with intermediate follow-on signals, from 13 June.

Melbourne Metro: Patronage

Public Transport Victoria has released station data figures for Melbourne for the year ended June 2013. It can be found at <http://ptv.vic.gov.au/about-ptv/ptv-data-and-reports/research-and-statistics/#bulletins> The eighteen busiest stations in order are Flinders Street, Southern Cross, Melbourne Central, Parliament, Flagstaff, Footscray, Caulfield, Box Hill, Dandenong, Glenferrie, South Yarra, Frankston, Sunshine, Camberwell, Richmond, Glen Waverley, Essendon and St Albans. The least busy (204th) is Wattle Glen.

In the past four years since the Altona line became mainly a shuttle service and direct Werribee services improved, patronage has soared on the Werribee line, but declined on the Altona line by 30%. Only Epping experienced a similarly steep drop, and that mainly happened in 2011-12, when the Epping line was extended north to South Morang. Patronage at Werribee increased by 19%, at Hoppers Crossing by 22.5%, and at Laverton by 10%, now the 19th busiest station in Melbourne.

Adelaide Metro: Belair line re-opens

The Belair line re-opened from Saturday 20 July following progress with work to provide an underpass for the ARTC interstate line at Goodwood. The re-opening

was deferred from the originally scheduled Sunday 14 July because of signalling problems. There is a temporary timetable until the new Wayville station is completed in September replacing the present Keswick station. An innovation in the timetable is peak trains terminating/starting at Blackwood, providing a peak frequency of trains up to 15 minutes. The weekday off-peak frequency is half-hourly and hourly on weekends. Trains start earlier and end later than formerly. The timetable is in Adelaide Metro’s new format. It is available on their website.

Adelaide Metro: H tram operation

Heritage tram H 351 will operate on Sundays during August departing Glenelg at 1100 and 1300 and Adelaide Entertainment Centre at 1200 and 1400. This follows a \$70,000 refurbishment.

Genesee & Wyoming Australia: Penrice limestone trains

Limestone trains from Penrice to Adelaide have been reduced to twice weekly, on Tuesdays and Fridays.

TransPerth: 18 July timetables

New timetables were introduced from 18 July coinciding with re-opening of the Fremantle line after a five day shutdown for work to place the line underground next to the City. With these timetables, Fremantle trains return to working through to Midland and Armadale trains now again terminate at Perth.

Pilbara: Aurizon expands

Brookman, developer of iron ore deposits at Marillana and Ophthalmia in the Pilbara, has contracted with Aurizon for three years to develop and operate infrastructure for the project.

Tranz Metro: Shaky Wellington

Following the earthquake affecting Wellington around 1710 on Sunday 21 July, all train services were suspended. Following inspections of the lines, limited services resumed next day, Monday, around 1300.

Indian Railways timetables

New public timetables were published with effect from 1 July for all 17 of Indian Railways Zonal Railways, as well as the All India summary timetable book known as *Trains At A Glance*.

Thomas Cook Timetable to cease publishing! A very sad farewell to a very good friend.

But wait, there is hope.

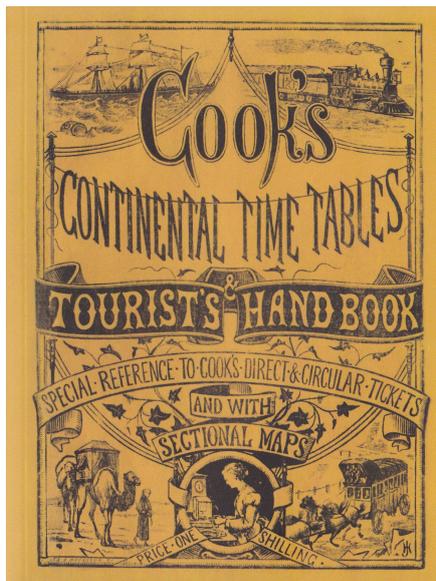
Very unhappy news is that the *Thomas Cook European Timetable* will cease publication after the August 2013 issue. This will end 140 years of service to holidaying and business travellers. Indeed, the entire Thomas Cook timetable and guidebook publishing department is closing. It is believed that the Timetable covers its costs. However, the Company considers that publishing is no longer part of its core operations. A glance at its main website confirms this – the site deals almost completely with package holidays.

There is no known replacement for one convenient and comprehensive timetable such as the Thomas Cook Timetable. Information is now available online. However, the information is spread over many sites, and in varying formats. The best such site is DB, German Railway’s site, which (English version) is www.bahn.de/i/view/GBR/en/index.shtml However, as

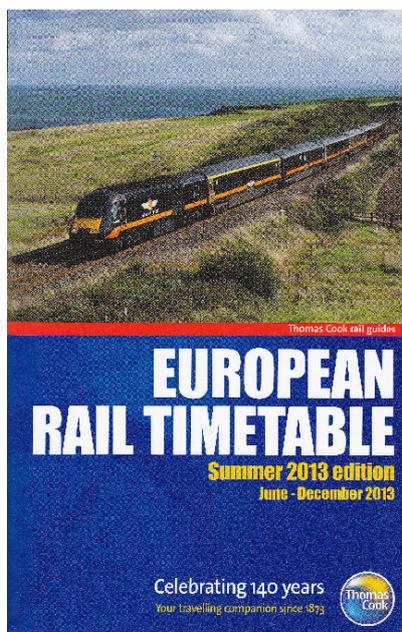
Mike Smith, the genius behind www.seat61.com the great website which details international train travel said, looking at online offerings is like "Looking at a large timetable through a tiny keyhole – you can only enquire for a limited time slot on a specific date." Copies of the

final August issue of Cooks can be ordered at www.thomascookpublishing.com

The staff of the Cooks Timetable are believed to be seeking to continue publication as a private venture. However, they are unable to say anything until they leave Cooks in early September.



The first Cook's Continental Time Table, March 1873



The final edition of the six-monthly edition, which is in addition to the usual monthly edition. This edition is designed for bookshop sales, and contains timetables of passenger trains throughout the world.

Thanks to Tony Bailey, Graham Duffin, Scott Ferris, Geoff Hassall, Peter Hobbs, Victor Isaacs, Geoff Lambert, Geoff Mann, Dennis McLean, Samuel Rachdi, Lourie Smit, Roger Wheaton, www.seat61.com, www.railpage.com.au, *Rail Express*, *Semaphore* (Signalling Record Society Victoria), *Age*, *Border Mail*, *Financial Review*, *Herald Sun*, *West Australian* for Railway news.

BUS NEWS

Australia Capital Territory

NXTBUS is coming

ACTION has announced plans to roll-out real time bus information across Canberra over the coming months, with the full system due to be live by December. Known as NXTBUS, it will include the installation of real-time information screens at major interchanges in coming months. Information will also be available online, via Smartphones and over the phone. Initial trials will commence in August. The system is being delivered by Trapeze.

New South Wales

Sydney Buses timetable updates

Updated timetables have been issued by Sydney Buses for the following routes in recent months:

- 139 & E65 (Freshwater – Manly & City) effective 15 July 2013 (version 4.0) – this included a new E65 service ex Wynyard at 18:07
- 151, 183, 184, E84, L84, 187, E87, L87, 188, L88, E88, E89, 190 & L90 (Palm Beach & Mona Vale - City & North Sydney) effective 25 February (version 4.1)
- 175 & L78 (Warringah - City & Milsons Point) effective 25 February (version 3.1)
- 400 & 410 (Burwood – Bondi Junction) effective 29 April (version 3.0)
- 431 & 433 (Balmain & Glebe Point – City) effective 13 May (version 3.0)
- 480 & 483 (Strathfield – City) effective 30 January (version 2.6)
- 502, 504 & X04 (Chiswick & Bayview Park - City) effective 12 May (version 3.0)
- E32 (Balgowlah Heights – Manly), E35 (Manly Vale – Manly), E36 (North Curl Curl – Manly) & E41 (North Balgowlah – Manly) – effective 29 July (version 1.0).

This timetable covers the four new Ferry Express buses to Manly reported in June's *Table Talk*. Ferry connections from E41 are as much as 15 minutes during the AM peak, which seems excessive and largely defeats the purpose of a dedicated service. These early arrival times also miss potential connections with the private Manly Fast Ferry operation (which doesn't accept MyZone fares), however most passengers returning home will have the option to connect from either ferry operation.

Route 740 sped up

Busways introduced a new timetable for Route 740 (Plumpton – Macquarie Park) on July 15. Morning peak trips have been sped up by as much as 16 mins following the competition of upgrade works on the M2.

Forest Service Improvements

Forest introduced a range of new timetables on 22 July, focused on streamlining & improving their CBD routes along with introducing a new route into North Sydney. Among the changes:

- Several additional PM peak services on 194 (St Ives Chase – City), with services ex St Ives Shops extended from 17:20 to 18:45 and buses leaving the City extended from 18:20 until 19:45
- Additional 197 trip from Macquarie Uni to Terrey Hills at 07:30 weekdays
- Introduction of new Route 260 (Terrey Hills – North Sydney) providing services every 30 – 40 mins in

peak times. Connections are available to/from other Forest routes in the region

- Route 270 was simplified to operate between Terrey Hills & City via Forest Way. Several off-peak services have been extended to Terrey Hills and now operate every 30 mins Monday to Saturday daytime & early weeknight evenings, 60 mins Sunday daytime and additional services during peak periods.
- Route 270 trips via Austlink Business Park & Glenrose Shops were renumbered 271, running every 30 minutes Monday to Saturday daytime & early weeknight evenings, 60 mins Sunday daytime and hourly at night
- Limited peak services on 270 to Killarney Heights now display 270K, with an additional inbound trip at 07:30
- 270 peak hour variations to Davidson now operate as Route 274, while off-peak passengers must now connect between Routes 281/282 and 270/271 at Frenchs Forest
- More weekday off-peak services operate to Terrey Hills or Belrose & Austlink Business Park instead of only operating between the City & Frenchs Forest
- Weeknight services have been improved. 270 & 271 alternately depart every 15 minutes between 19:00 and 21:00 instead of half-hourly 270 services, with new Monday to Friday trips running every half hour on Route 271 from 21:00 until 23:30 - previously last bus Monday to Wednesday was 21:00.
- Friday night services on the 270 / 271 corridor now extend until 01:00 instead of 24:00, however Thursday night services now finish 30 mins earlier at 23:30 (as per Monday to Wednesday)
- Saturday services on the 270 / 271 corridor now run every 15 mins during the day instead of hourly, while new 271 hourly trips operate in the evening, with the last bus ex Town Hall at 01:00 instead 19:15
- Daytime Sunday services on the 270 / 271 corridor now run every 30 mins instead of every 90 – 120 mins. Hourly services run during the early evening, with the last bus ex Town Hall at 21:00 instead of 17:30
- 280 (Chatswood – Warringah Mall) received 2 additional AM peak trips ex Chatswood

Interesting to note the changes to Route 270 came just shy of 21 years since the service commencing operation on 27 July 1992, initially operating as a limited weekday service.

Free Shuttle Bus Update

As reported in July's *Table Talk*, the NSW government has decided to discontinue several of the free shuttle buses operating in suburban centres across Sydney due to low patronage and duplication with fare-paying routes. The following shuttles were withdrawn as of last service on 4 August (Newcastle 3 August):

- Bankstown (950)
- Blacktown (720)
- Cabramatta (88)
- Campbelltown (777)
- Liverpool (999)
- Newcastle (555)
- Penrith (787)

Additionally, the Gosford Shuttle (41) will be downgraded to pre-shuttle frequencies on 5 August, the Kogarah Shuttle (430) will be extended to Calvary

Hospital, running half-hourly from 11 August, while as of 1 September the original free shuttle, 555 in the Sydney CBD will only operate along George St.

Quakers Hill proposal

Feedback was sort by Busways during July for proposed route changes in the Quakers Hill area, which include:

- Introduction of new Route T72 (Blacktown – Quakers Hill) replacing parts of 751 and 752 in Quakers Hill and The Ponds along with providing a more direct trip to Blacktown. Medium term plans would see the route extended to Rouse Hill via Schofields Rd as development continues
- T74 (Blacktown – Riverstone) modified to run serve Riverbank Dr and Ridgeline Dr in lieu of the temporary route along Waterfall Bvd
- 752 (Blacktown – Quakers Hill) would be extended to Rouse Hill via The Ponds along with a simplified & more direct route through Quakers Hill as a result of the introduction of T72. The 751 (Blacktown – Quakers Hill) discontinued

Existing frequencies and span of hours will be maintained.

Real-time roll-out expands

Since early July, real-time information has been available to commuters travelling on Newcastle Buses and Busways Blacktown services via the range of real time travel Smartphone apps listed on the 131500 website. Previously this information was limited to Sydney Trains and Sydney Buses.

Q-City Transit launches

ComfortDelgro Cabcharge, who purchased Deane's Bus Lines last September, have rebranded their Queanbeyan operation as Q-City Transit effective 8 July, although the familiar red, white and blue livery remains. The Yass – Canberra service continues to operate as Transborder Express. Media reports state that a review of the network and timetables will be undertaken over the next 3 to 6 months, including a public consultation phase.

Northern Territory

Darwin Show Buses

Free shuttle buses were provided on 26 & 27 July to enable patrons to attend the Darwin Show, with services operating from Darwin, Casuarina and Palmerston between 09:00 and 22:45. Services were largely hourly, however some additional buses home operated in the evening. Passengers choosing to use Route 8 (Darwin – Palmerston) along Stuart Highway were required to purchase tickets.

Queensland

SEQ bus review roll-out commences

Translink implemented the first stage of the controversial South-East Queensland Bus Review network changes on July 22, affecting several Brisbane Transport routes. Each of the changes were recommended by Brisbane City Council, rather than earlier and more radical report commissioned by Translink. Changes included:

- 77 (Chermside – Eight Mile Plains): Off-peak services downgraded from half-hourly to hourly to reflect loadings
- P88 (Indooroopilly – City): Service deleted due to duplication with other routes, including 111, 412 & 444 BUZ routes, and the large number of other services along both Coronation Dr and the South-East Busway, along with nearby train services

- 101 (Forest Lake – Oxley): the Oxley – Corinda section withdrawn due to low patronage, while the route has been significantly modified to serve Richlands Station and extend onto Forest Lake, improving access for residents in Doolandella. This also removed duplication with Route 100 City BUZ along Blunder Rd & local streets through Durack and Inala
- 102 (Inala – Oxley): As per 101, the Oxley – Corinda section has been withdrawn
- 103 (Inala – Darra / Mt Ommaney): To compensate for the removal of the 462, a peak loop has been added through Centenary Village
- 111 (Eight Mile Plains – Roma St): Minor timetable changes to improve running times and provide better connections to route 222 BUZ at Buranda Busway Station
- 118 (Forest Lake – City): Now starts on College Ave in Forest Lake and no longer stops at Eight Mile Plains Busway Station in a bid to alleviate overcrowding
- 369 (Mitchelton – Toombul): 369 no longer serves the Aviation Precinct or Airport DFO, passengers must change to the 590 at Toombul. Frequency was also downgraded to every 20 mins in peak times and half-hourly at all other times
- 460 (Heathwood – City): Route realigned to reflect population growth and now operates to Heathwood instead of Inala Town Centre – passengers along College Ave can use the modified Route 101. Additional peak shortworkings added between Heathwood and Richlands Station.
- P461 (Forest Lake – City): Route deleted to remove duplication with other services
- 462 (Darra – Heathwood): Route deleted to remove duplication with other services, including the new Centenary Village loop on Route 103
- 465 (Richlands – Heathwood): Route deleted to remove duplication with other services
- 466 (Richlands – Willaong): Route deleted to remove duplication with Routes 110 & 122
- 468 (Indooroopilly – Oxley); Services now operate 09:00 – 19:30 weekdays to reflect customer demand, with evening and weekend services withdrawn
- 590 (Garden City – Toombul): Services extended from Airport DFO to Toombul to maintain link due to the removal of 369 from the Aviation Precinct
- Other routes in the Forest Lakes area such as 100, 106, 107, 122, 450, 459 & 467 continue to operate their existing timetables

South Australia

Timetable changes for Belair return

Adelaide Metro made timing changes on several routes from 14 July to ensure connections are maintained with the new timetable for Belair line, however the return of train service was postponed until 20 July. An additional seven C1 services were also added between Paradise Interchange and the City on weekday mornings following the opening of 234 extra parking spaces at Klemzig, along with the doubling of bicycle storage to 60 spots. New timetables were issued for the following routes:

- 190 (Glenelg – City)
- 195 & 196 (Blackwood – City)
- 230 (Port Adelaide – City), 231 (West Lakes Centre – City) & 232 (Port Adelaide – City)
- 300 (Suburban Connector)
- 600, 601 (Aberfoyle Hub – Marion Centre), 605 (Darlington - Blackwood), 694 (Blackwood – Hawthorndene) & G30 (Blackwood – City)

- 645 (Seaview Downs – Marion Centre) & 646 (Seacombe Heights – Marion Centre)
- 892 (Urrbrae – Aldgate), 893 & 894 (Aldgate – Blackwood)
- C1 (Elizabeth – City), C2 (Greenwith – City), 548 (Greenwith – City) & N1 (Golden Grove Village – City)
- G10 (Marion Centre – Blair Athol), N10 (Marion Centre – City) & N21 (City - Aberfoyle Hub)
- M44 (Marion Centre – Golden Grove Village)
- Mega Go-Zone corridor along the O-Bahn

Tasmania

Launceston – Cressy timetable changes

Tasslink introduced a new timetable on their services between Launceston, Perth, Longford, Evandale & Cressy on 29 July. Changes included:

- Route 743 weekday service departing Launceston at 08:30 retimed to 08:00
- Additional Route 743 weekday service ex Cressy at 09:10 with the 11:00 Route 740 service ex Cressy cancelled
- 10:00 Route 740 ex Launceston on weekdays now runs a hour earlier at 09:00
- Route 741 ex Launceston at 13:00 on weekdays now runs via Evandale as does the 13:45 ex Longford which now departs 10 mins later at 13:55)
- Revised Saturday timings, with the 14:40 Route 743 ex Launceston now leaving at 15:00. The Route 745 trips to/from Longford have been renumbered as 741.

Main Road Transit Corridor Plan

The Tasmanian Government is currently exploring transit options along the Main Rd Corridor to Glenorchy through Hobart's northern suburbs. The plan includes the introduction of bus priority, optimising stop locations, improving pedestrian and cycling access to stops and along the corridor, the introduction of new timetables with smoother clockface headways and greater span, and a reorganisation of the bus network to make it easier to understand – currently 59 routes operate in the northern suburbs. Public feedback on the plan was invited during June and July.

As part of the plan, a year-long pilot of improved timetables is due to commence as early as August which will see maximum waits along the corridor of 10 mins on weekdays between 7am and 7pm, 20 mins on Saturday daytime and half-hourly on Sundays and evenings. Current timetables largely meet these guidelines, however there is scope for services into Hobart to be timed on a more consistent pattern, as is largely the case for northbound trips.

The full plan can be found online at: www.dier.tas.gov.au/passenger_transport/transit_corridors

Victoria

Transdev takeover date changed

The previously reported date for Transdev to commence operating the Melbourne Bus Franchise was moved from 1 August to 4 August, presumably to avoid the first day of operation being a Thursday. The SmartBus orbital bus routes (901 – 903) operated by Ventura, along with the Nationalbus and Melbourne Bus Link operations will operate under the banner of Transdev Melbourne as part of the new contract.

Port Melbourne-St Kilda demand responsive shuttle finishes

With the conclusion of Melbourne Bus Link's contract, the Port Melbourne-St Kilda demand responsive shuttle was withdrawn on 2 August. The service was introduced by The Met in the late 1980s to transport less mobile passengers, including those in wheelchairs, around the local area and into the CBD following protests that the conversion of the former rail lines to light rail would make them inaccessible. The service operated between 07:00 and 22:00 on weekdays, although bookings were required at least 24 hours in advance. Since 2001, trams and stops on both light rail routes 96 & 109 have progressively been upgraded to make them DDA-compliant, and along with low floor buses on local routes, the need for the service has disappeared. Patronage has also declined over several years.

Grade Separation works affect buses

As preparation works commence to eliminate level crossings at Mitcham Rd, Mitcham and Springvale Rd, Springvale, local bus services have undergone minor changes. As of 1 July, Ventura Routes 736 (Mitcham – Blackburn), and 765 (Mitcham – Box Hill) depart on the northern side of the station on Station St instead of the southern side interchange, while 740 (Mitcham – Vermont East) leaves from Brunswick Rd. A temporary timetable was introduced, with departures from Mitcham four minutes earlier than normal. Meanwhile, the Springvale terminus for Route 885 (Springvale – Glen Waverley) was relocated from outside the station on Sandown Rd to Springvale Rd (about 100m north of the level crossing) on 8 July. Both changes are expected to remain in place for several months until works are complete.

School Holiday Bus in St Andrews

A community bus service operating on Saturdays between Hurstbridge, St Andrews & Patons Hill in Melbourne's outer north-east was expanded over the July school holidays to offer local teenagers the opportunity to get around on Tuesdays & Fridays, with a 40 min service provided from late morning to late afternoon on 2, 5, 9 and 12 July, connecting with trains at Hurstbridge.

Western Australia

July timetable changes

In conjunction with new train timetables introduced on 18 July, Transperth updated bus timetables for selected routes:

- 97 (UWA – Subiaco)
- 291 (Gooseberry Hill – Kalamunda)
- 294 (Midland – Westfield Carousel)
- 297 (Midland – Kalamunda)
- 304 (Midland – South Guildford)
- 307 (Midland – Helena Valley)
- 308 (Midland – Swan Districts Hospital)
- 310 (Midland – Upper Swan)
- 311 (Midland – Muchea)
- 312 (Midland – Baskerville)
- 314 (Jane Brook – Midland)
- 315 (Stratton – Midland)
- 320 (Midland – Mundaring)
- 321 (Midland – Glen Forrest)
- 322 (Midland – Glen Forrest)
- 323 (Midland – Swan View)
- 324 (Midland – Jane Brook)
- 325 (Midland – Stratton)
- 326 (Midland – Midvale)
- 327 (Midland – Swan View)

- 328 (Midland – Wundowie)
- 330 (Mundaring – Sawyers Valley)
- 331 (Mundaring – Wundowie)
- 332 (Mundaring – Parkerville – Stoneville – Mundaring)
- 334 (Ellenbrook – Ellenbrook Town Centre)
- 335 (Ellenbrook - Midland)
- 336 (Ellenbrook – Ellenbrook Transfer Station)
- 337 (Ellenbrook – Ellenbrook Transfer Station)
- 340 (Bassendean – Caversham)
- 341 (Morley – Beechboro)
- 342 (Morley – Beechboro)
- 955 (Ellenbrook North – Morely)
- 956 (Ellenbrook North – Bassendean)

The following timetables were reissued:

- Western 41 (97)
- Eastern 86 (314, 315, 323, 324, 325, 326 & 327)
- Eastern 89 (291, 294, 297 & 304)
- Eastern 91 (308, 310, 311 & 312)
- Eastern 96 (307, 321 & 322)
- Eastern 97 (320, 328, 330, 331 & 332)
- Eastern 99 (955 & 956)
- Eastern 101 (334, 334, 336 & 337)
- Eastern 104 (340, 341 & 342)

Further timetable changes were implemented on 21 July on the following routes:

- 228 Thornlie – Gosnells)
- 229 (Carousel Shopping Centre – Maddington) – upgraded to every 20 mins peak and hourly Saturday
- 230 (Kenwick – Maddington) – services replaced by upgraded 229
- 251 (Armadale – Byford)
- 252 (Armadale – Mundljong)
- 253 (Armadale – Jarrahdale)
- 254 (Armadale – Byford)
- 400 (Scarborough – Perth) – weekday 408 services now extended into Perth as 400
- 408 (Scarborough – Glendalough)

The following timetables were reissued:

- Northern 77 (400 & 408)
- South Eastern 5 (228 & 229)
- South Eastern 21 (251, 252, 253 & 254)

Thanks to: Tony Bailey, Jason Blackman, Ken Chapman, Hilaire Fraser, Robert Henderson, Victor Isaacs, Lourie Smit, Roger Wheaton & various contributors on *Australian Transport Discussion Board*.

FERRY NEWS

Hobart plan

On 8 July Tasmanian Sustainable Transport Minister Nick McKim announced expenditure of \$30,000 on consultation with potential operators on a mass-transit ferry on the Derwent River between Hobart and Bellerive. "It's an idea whose time has come," he said. "Hobart is a linear city, it is laid out fantastically for

ferries." But Mr McKim said the move was only the first step to increasing the number of people using the river for transport. Hobart Water Taxis at present operates daily commuter services between Bellerive and Hobart.

Thanks to Tony Bailey and the Hobart *Mercury* for Ferry news.

AIR NEWS

International

Air India will return to the Australian market for the first time in 16 years from 29 August, when it will introduce a triangular Delhi-Melbourne-Sydney service.

Malaysia Airlines will return to Darwin for the first time in 11 years from 1 November when it will introduce a five times a week service. Other international carriers to Darwin are Jetstar, SilkAir, Philippine Airlines and AirAsia Indonesia.

From 24 November **Air Asia X** will increase from five times weekly to daily its flights from Kuala Lumpur to the Gold Coast. It has already increased flights to Sydney from seven to ten weekly.

From 21 November **China Southern** will increase flights from Guangzhou to Brisbane from four weekly to daily

Thanks to Tony Bailey and the *Australian* 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.

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Proofreaders: Agnes Boskovitz, David Cranney, Geoff Hassall and Michael Smith.

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



Members' News

- August 2013

Australian Association of Timetable Collectors

aattc.org.au

AATTC ANNUAL GENERAL MEETING, SATURDAY 19 OCTOBER 2013

Notice is Hereby Given that the Annual General Meeting 2013 and a Special General Meeting of the Australian Association of Timetable Collectors will be held at 1400 (2 pm) on Saturday 19 October 2013 on the ferry *South Steyne* at the Sydney Maritime Museum, Darling Harbour Sydney.

The AGM will, as usual, be preceded by the always convivial annual AATTC lunch. The lunch will be at 12 noon probably in the food hall of Galleries Victoria next to Town Hall station – this will be confirmed in a later edition of *Members' News*.

The AGM is scheduled for the day preceding new Sydney Trains, NSW TrainLink, Sydney Buses, and private bus timetables coming into operation. Hence, as well as coming to Sydney for the lunch and AGM, an extra incentive will be to collect lots of new timetables.

This year we will have two unusual items of business to consider. These are:

- That the Australian Association of Timetable Collectors change its name to Australian Timetable Association, and
- That the Association adopt the Model Rules provided by Consumer Affairs Victoria as its Rules

Members will recall that the 2012 AGM discussed a possible change of name for the Association. In a straw poll, that Meeting indicated a preference for the name of Australian Timetable Association and directed the Committee to conduct a plebiscite of members to provide further guidance. Subsequently, an information paper and polling paper were sent to all Members. The result of the plebiscite was:

Australian Timetable Association	83 votes (85%)
Australian Association of Timetable Collectors	15 votes (15%)

Accordingly the Committee will put before members the name Australian Timetable Association as our new name.

The Association is incorporated in Victoria. New legislation, the Victorian *Associations Incorporation Reform Act 2012*, obliges us to consider new Rules for the Association or retain our old Rules. Options are:

- A) Adopt the Model Rules provided by Consumer Affairs Victoria, which are subject to the insertion of the name of the Association and the Aims of the Association, or
- B) Draft our own Rules, or
- C) Retain our existing Rules which are based upon the Model Rules of the now repealed *Associations Act*.

The Committee considers that adoption of the new Model Rules is preferable as this will bring us in line with the new Act. These Model Rules suit our Association in all respects. Drafting our own Rules is likely to be a lengthy process, and will then be subject to consideration and possible vetoing by Consumer Affairs Victoria. Retention of our existing Rules means that we will have to seek approval of Consumer Affairs Victoria when any amendment is proposed. The Committee has therefore decided to recommend to Members that the Model Rules provided by Consumer Affairs Victoria be adopted by the Association.

The Committee considered how best to proceed given these two unusual items. We decided that Members should consider the Reports of the past year as usual as part of the AGM, but before

proceeding further to election of office-bearers, would need to know the outcome of the two special items. Hence, we have inserted the two special items (items 6 and 7) at this point in the AGM Agenda.

To see the *Victorian Associations Incorporation Reform Act 2012* please go to http://www.austlii.edu.au/au/legis/vic/consol_act/aira2012376/ or contact the Secretary. For an explanation of the effect of the new Act see <http://www.consumer.vic.gov.au/clubs-and-not-for-profits/incorporated-associations/adapting-to-the-new-laws> As far as we are concerned the only significant practical change is that the position of Public Officer is abolished and the functions of Public Officer are now performed by the Secretary. For a copy of the Model Rules see <http://www.consumer.vic.gov.au/clubs-and-not-for-profits/incorporated-associations/running-an-incorporated-association/rules#model-rules> or contact the Secretary. For a copy of the existing AATTC Rules contact the Secretary or President.

A further complication will occur in the event that the Federal Election is held on Saturday 19 October, as it is known that this will inconvenience some Members. Therefore, in that event, the sole item of business will be:

That this Annual General Meeting be adjourned for one week until 1400 (2 pm), Saturday 26 October 2013.

A Nomination Form and a Proxy Form will be attached to next month's *Members' News*. We ask you to consider nominating for one of the positions on the Committee. If you will be unable to attend the Meetings, please fill in the Proxy Form. If you wish to have these forms earlier, contact the Secretary or President.

Victor Isaacs
President

TIMES COLOUR COVERS

Our new printer is providing good service, and is doing so with a huge saving compared to our former printer. One welcome consequence is that we can now afford colour covers for the *Times* (our historical and analytical magazine) as a regular feature. We are able to afford this without any effect on our subscription rate.

AATTC PUBLIC OFFICER

The note above about the forthcoming AATTC AGM refers to the need to change our Rules as a consequence of new legislation, the *Victorian Associations Incorporation Reform Act 2012*. Another consequence of the new Act is the abolition of the position of Public Officer. Our Public Officer of many years, Paul Nicholson, has therefore resigned. The Committee thanks Paul very much for his excellent work for the Association during this period. The new Act provides that functions of the former Public Officer are now performed by the Secretary.

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 roger@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@iinet.net.au 0421 174 951 or to Victor Isaacs, abvi@iinet.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.

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