



# TABLE TALK

## AUSTRALASIAN TIMETABLE NEWS

No. 256, December 2013

ISSN 1038-3697 RRP \$4.95

Published by the Australian Timetable Association

[www.aattc.org.au](http://www.aattc.org.au)

## RAIL AND TRAM NEWS

### High Speed Railway

On 8 November the new Federal government abolished the High Speed Rail Advisory Committee.

On 28 November Federal Labor frontbencher, and former Transport Minister, Anthony Albanese, said he would introduce legislation to Parliament to facilitate work on the proposed Melbourne-Canberra-Sydney-Brisbane high-speed railway. The former government budgeted the project at \$114 billion, to be operational by 2065 with 84 million passengers a year. "If we don't start planning now for the possibility of high-speed rail, it will never happen," Mr Albanese said. "When Parliament resumes next week I will be introducing a private member's bill that would require the Commonwealth to begin work immediately on securing a corridor for a future high-speed rail line. The bill would include the establishment of a high-speed rail authority made up of federal, state and industry stakeholders. Mr Albanese said Australia's public transport system, including urban rail, has been shunned by the coalition.

### Inland Freight Railway

On 28 November Infrastructure Minister Warren Truss reiterated the new Federal government's commitment to deliver a fast-tracked completion of the inland freight railway. "This announcement builds on my commitment during the election campaign to provide Federal funding of \$300 million to get the project back on track," Mr Truss said, adding that an implementation group would be created to ensure deadlines are met. He said the line between Brisbane and Melbourne, passing multiple regional centres, with coastal branches, would boost "national productivity by linking eastern production zones".

Mr Truss announced the appointment of former Deputy Prime Minister John Anderson to lead a group to progress the project. This will determine construction priorities and ensure engagement with the community and stakeholders. "Its first priority will be to finally settle the alignment and reserve land for the route. The group will examine financing options and engage with private sector investors and those with significant interests along the line that will benefit from its construction, As Australia's longest serving Transport Minister, John has the experience and the networks to help bring this major infrastructure project to fruition. He has a strong record in making rail a central feature of the national freight task and a pillar of the economy, and he will bring people to the table to make our vision a reality and make it happen fast," he said.

Mr Truss said he has written to the Premiers of Queensland, New South Wales and Victoria seeking their cooperation and inviting them to nominate a representative to join the implementation group.

Mr Truss says the group will include Infrastructure Department Secretary Mike Mrdak and ARTC CEO John

Fullerton. "The Australian Rail Track Corporation will, under the guidance of the implementation group, work with interested parties to construct the inland rail project through a staged 10-year schedule," he said.

Mr Truss also declared the Federal government's commitment to looking at a new 24/7 dedicated freight line to the Port of Brisbane.

### Infrastructure: promises, promises

The Victorian Labor Opposition has promised expenditure of \$300 million to commence work on the Melbourne Metro cross-city underground rail line and removal of 50 level crossings, if elected, and contingent on a Federal contribution.

Deputy Prime Minister and Minister for Infrastructure and Regional Development, Warren Truss, has called for a review of Infrastructure Australia (IA). He has foreshadowed legislation, the Infrastructure Australia Amendment Bill 2013, to strengthen the role of IA as an independent, transparent and expert advisory body through a change in its governance structure and through better clarification of its functions.

Mr Truss voiced his support for IA, which was set up by the Labor government in 2008, but said the new government wanted a review of all major Commonwealth-funded projects (except Defence projects). "This government is committed to ensuring that Australia has the productive infrastructure we need to meet the challenges ahead. Australia's future growth will be significantly influenced by our capacity to deliver more appropriate, efficient and effective infrastructure and transport. Investment in nationally significant infrastructure is central to growing Australia's productivity and improving the living standards of Australians now and in the future," he said.

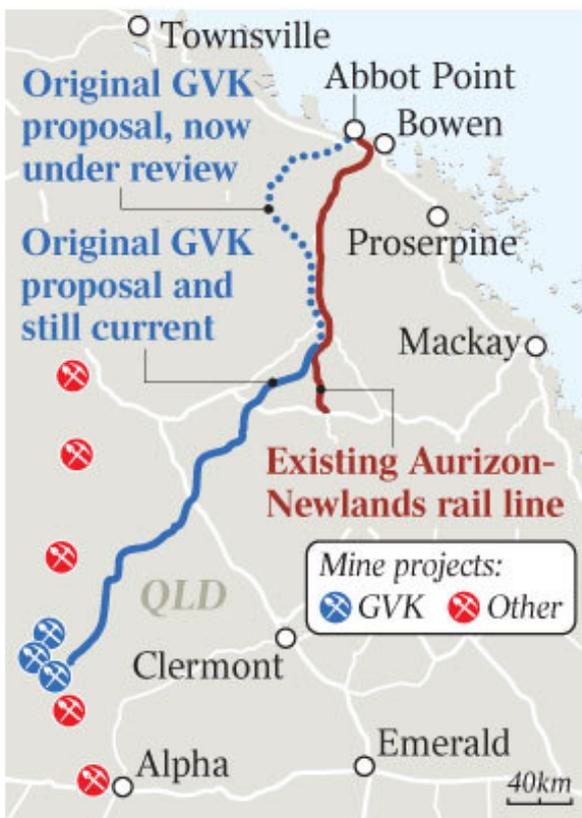
The bill received support from the industry body, Infrastructure Partnerships Australia (IPA). IPA's chief executive, Brendan Lyon, said that there was a wide recognition that deeper skills and a clear mandate would equip IA to deliver better outcomes. "The legislation will make IA a stronger organisation and equip it with the right accountabilities and expectations. The bill moved today will equip the agency with a clearer structure and make it much more focused on advancing projects and reforms, in partnership with the states," he said.

Australian Logistics Council managing director, Michael Kilgariff, stressed that the review of IA should focus on improving freight efficiency. He commented "ALC has long called for an enhanced role for IA to ensure the right projects are being identified, prioritised and funded to improve productivity and efficiency in the freight logistics industry. ALC believes IA should be the 'productivity commission' of infrastructure and needs to play a greater role in ensuring

limited public funding for infrastructure projects is targeted at the right projects.”

Meanwhile, the Federal Productivity Commission has invited submissions to an inquiry into ways to encourage private financing for major infrastructure projects. The terms of reference are to analyse and report on how infrastructure is currently funded and financed in Australia, including by the Commonwealth, the states and the private sector. The rationale, role and objectives of alternative funding and financing mechanisms will be examined. The Commission will also examine the cost structure of major infrastructure projects in Australia, including where infrastructure project costs have increased considerably, compared with other countries, and will provide advice on ways to improve decision-making and implementation processes to facilitate a reduction in the cost of public infrastructure projects. Finally, the Commission is asked to comment on other relevant policy measures, including any non-legislative approaches, which would help ensure effective delivery of infrastructure services over both the short and long term.

### North Queensland cutback I: Galilee Basin railway



Map from the *Australian*, 26 November.

The scale of the development of Australia's next coal region has been cut back drastically, with plans for a dedicated 500km railway line from the Galilee Basin to Abbot Point put on hold. Coal carrier Aurizon and mining company GVK Hancock said on 25 November they would instead work on a plan to run a 300km railway line from the Galilee Basin to the existing Newlands railway.

The original plan for a dedicated railway line involved a standard-gauge line. The new Galilee-Bowen line would be narrow-gauge. At the moment, the maximum coal load that can be carried on the narrow-gauge lines is about 12,000 tonnes, compared to 25,000 tonnes on "super trains" on standard gauge tracks. However, the Aurizon-GVK statement yesterday said the new 300km line would allow loads of 25,000 tonnes, even though it was narrow-gauge. The statement left open the possibility of a future dedicated

500km line, if world demand for coal and coal prices improved.

Aurizon, which was previously the government-owned QR National, will acquire a 51% in Gina Rinehart's Hancock Coal Infrastructure, which owns GVK Hancock's rail and port projects. As well as a railway line, the projects involve a development right for a coal terminal at Abbot Point. "Collectively the proposed development of the rail and port infrastructure is expected to attract an investment for Queensland in the order of \$6 billion and provide over 1300 jobs during construction and around 300 long-term jobs once operational," the statement said.

The Queensland government has a strategy to develop the Galilee as soon as possible, including offering incentives to mining companies to start operations quickly. But in the past few years the falling world price of coal has made the development of the Galilee, which is an extra 200km inland from existing coalmines, less viable. In recent months, Xstrata has cancelled plans for a giant coalmine at Wandoan, while companies such as BHP and Anglo have either cancelled plans for future expansion or cut back on current production levels.

### North Queensland cutback II: Abbott Point railway and port

BHP Billiton has scrapped plans for rail and port development at Abbott Point, near Bowen in north Queensland. BHP had planned to develop terminal two of the proposed Abbott Point expansion and a railway from the port to mines in the Bowen Basin. The \$5 billion plan would have transported up to 60 million tonnes of coal a year and was expected to begin in 2015, but BHP postponed the development in September and has now abandoned the idea. The decision follows a Centre for Policy Development report that found existing coal terminals are underused and further port expansions could be unviable. It says Queensland's coal ports are currently operating around 65% capacity. In October, BHP Billiton scrapped its port and rail project from Moranbah to Abbott Point and Glencore Xstrata says it is trying to sell almost half its capacity at Wiggins Island Coal Terminal near Gladstone in central Queensland.

### Queensland Rail CityTrain: Train diversion

On the weekend of 23 and 24 November, track works caused the replacement of trains by buses between Roma St and Corinda, plus the Springfield branch. Ipswich trains still ran, but were diverted via the usually freight only Corinda-Yeerongpilly line, then non-stop via South Brisbane.

### Brisbane Cross-River tunnel

The Queensland government on 17 November unveiled plans for a new \$5 billion Brisbane public transport tunnel. The 5.4 km tunnel is proposed from Dutton Park to Bowen Hills with stations at Woolloongabba, George St and Roma St in the city. The double-deck tunnel would have trains on the bottom level and buses on top. Transport Minister Scott Emerson says the tunnel will solve many congestion issues. "It is a once-in-a-generation and really a city-defining project for Brisbane". Mr Emerson said the plan would replace the \$5.2bn Cross River Rail tunnel plan, and the \$2.8bn Suburbs to City bus project – two projects with a combined estimated cost of \$8bn. By combining the projects and also putting that station in George St we do get a really great outcome for public transport users while giving a really effective use of taxpayers dollars." He said the current option is much more affordable than previous ones. "There were a number of projects already out there previously. They were very expensive and unaffordable," he said. Mr Emerson says construction will start in 2015 and be completed six years later.

The Queensland government is investigating ways to fund the tunnel. Treasurer Tim Nicholls says the government will ask the private sector to be involved.

Full details of the project are at <http://www.dsdip.qld.gov.au/resources/project/underground-bus-and-train-project/initial-advice-statement.pdf>

## **ARTC: Hunter Valley closedown 19-21 November**

A scheduled closedown of the Hunter Valley coal lines network occurred from Tuesday 19 to Thursday 21 November. NSW Train Link and coal trains were in general cancelled. Some of the works carried out were about 7.7km of ballast cleaning, approximately 13.6 km of new rail laid, 1.7 km of track reconditioned, renewal of two turnouts, 50km of track resurfacing and 64km of rail grinding. ARTC said that pre-planned network closures of this size are scheduled over 12 months in advance and balance the need to maintain and grow the network while minimising disruption to customers. John Holland Rail Country Regional Network scheduled a closedown of its Northern NSW lines to coincide.

## **ARTC: Cooks River**

Between 14 and 18 December control of Cooks River and Marrickville Junction will be transferred from Sydney Train's Sydneham Control Centre to ARTC's Junee Control. At that time ARTC will commission new signalling at Cooks River.

## **NSW Train Link: Mt Victoria – Lithgow re-opening**

Following progress with repair to bushfire damaged track and signalling between Mt Victoria and Lithgow, a limited number of trains were scheduled from Monday 11 November during the morning and afternoon peaks. Buses continued to replace trains at other times while repairs continued. From 0300 until 0730 direct trains operated from Bathurst and Lithgow to Central, in that direction only, departing Lithgow 5 minutes earlier and Bathurst, 15 minutes earlier than the normal timetable. From 1518 until 2300 direct trains operated from Central to Lithgow/Bathurst, to the normal timetable to Mount Victoria but arriving at Lithgow and Bathurst up to 15 minutes later than the normal timetable. NSW Train Link services to Dubbo and Broken Hill also resumed operating but with additional travel time of up to 45 minutes.

The full service resumed from Monday 2 December.

## **NSW Train Link: Shell Cove station**

Construction of Shell Cove station commenced on 18 November. Shell Cove is at 109 km on the South Coast line, and will replace the existing station at Dunmore (Shellharbour) at 111 km. Shell Cove station will cost \$39 million. It was originally going to be called Flinders.

## **Sydney Trains: Rosehill Races**

Train charters are unusual these days. One example is service to Rosehill Races. On racedays the Sydney Turf Club charters a 4K set to shuttle between Clyde and Rosehill, which is only a three minute journey each way. Special Train Notice 2321-2013 of 24 October refers.

## **Sydney Trains: Liverpool**

Between 2 and 13 January 2014 the Liverpool turnback and platform 4 at Liverpool will be brought into use. Platform 4 will be the main platform for down trains.

## **Sydney Light Rail extension opening**

The extension of the Sydney tramway from Lilyfield to Dulwich Hill is expected to open on 1 February 2014. Service frequency will be every 10 minutes. In July it is expected that the frequency will be improved to every 7.5

minutes. Running time from Lilyfield to Dulwich Hill will be 14 minutes, for a total of 36 minutes from Central Station to Dulwich Hill.

Operation of trams on the existing line resumed on the evening of 30 October, after track remediation.

## **V/Line: Trains return to Bairnsdale**

Passenger trains returned to the Sale to Bairnsdale line from Thursday 31 October. The first down train was the 0704 from Melbourne and the first up train was the 1235 ex Bairnsdale. Passenger train operation had already resumed on the Traralgon-Sale section on 21 October. This followed a long period of work to remedy faults in the track which caused track circuits to fail, meaning level crossing protection did not operate. It is thought that salty air caused the rail circuits to fail. The timetable as formerly operated has been re-instated.

## **Victoria: Christmas and New Year's Eve**

Travel on Victorian public transport will again be free all day on Christmas Day, and after 1800 on Year's Eve.

*Christmas Day – Wednesday 25 December:*

- Metro Trains will run a Sunday timetable.
- Yarra Trams will run a Sunday timetable (however with weekday start and finish times) and the City Circle service will not operate.
- V/Line will run a Sunday timetable with limited coach trips.

*New Year's Eve – Saturday 31 December:*

- Metro Trains will run a normal Saturday timetable with increased services from 1800 and all night services. Buses will replace trains on the Sunbury line from 28 December 2013 to 19 January 2014, including on New Year's Eve.
- Yarra Trams will run a Saturday timetable with increased services from 1800. All night services will run on all routes except routes 24, 30, 79, 82 and City Circle.
- V/Line will run normal trains on the Geelong/Warrnambool and Bairnsdale lines with some altered coach services. Additional late night services will run as per the regular Saturday night timetable. Buses will replace trains on the Ballarat, Bendigo, Seymour and Albury lines from 28 December 2013 to 19 January 2014, including on New Year's Eve.
- V/Line travel will be free on services that arrive in, and depart from, Melbourne after 1800. There will also be free travel on the first train departing Melbourne to each regional destination on New Year's Day. V/Line will operate a normal Monday timetable.

## **Victoria: Regional Rail Link works**

On the weekend of 22 to 24 November all V/Line trains on the Geelong, Ballarat and Bendigo lines and all Metro Trains on the Werribee, Williamstown and Sunbury lines were replaced by buses for Regional Rail Link works.

## **Metro Trains Melbourne: Non PSR trains**

The following list, extracted from information in the Metro Working Timetable, and published by [www.railpage.com.au](http://www.railpage.com.au), shows non-PSR, that is non-Public Service Requirements trains that currently run on the Melbourne network. These are trains that carry passengers, but are in addition to those required by the franchise agreement that Metro has with the State government. They do not appear in Public timetables and Metro may validly not run them, if circumstances so dictate.

## **BURNLEY GROUP**

### **Monday to Friday – Down**

0658 down Glen Waverley (express Richmond – Kooyong – Gardiner – Holmesglen – Glen Waverley)  
0733 down Glen Waverley (express Richmond – Kooyong – Gardiner – Holmesglen – Glen Waverley)  
0749 down Glen Waverley (express Richmond – Kooyong – Gardiner – Holmesglen – Glen Waverley)  
0757 down Ringwood (express Richmond – Burnley and Camberwell – Box Hill – Ringwood)  
0950 down Riversdale (express Flinders St– Camberwell)

## **NORTHERN GROUP**

### **Monday to Friday – Up**

1451 up St Albans (express St Albans – Sunshine – Footscray – Nth Melb)  
1502 up Watergardens (express Watergardens – St Albans – Sunshine – Footscray – Nth Melb)  
1513 up St Albans (express St Albans – Sunshine – Footscray – Nth Melb)  
1545 up Watergardens (express Watergardens – St Albans – Sunshine – Footscray – Nth Melb)  
1556 up Sunbury (express Sunbury - Watergardens – St Albans – Sunshine – Footscray – Nth Melb)  
1601 up Craigieburn  
1609 up Sunbury (express Sunbury - Watergardens – St Albans – Sunshine – Footscray – Nth Melb)  
1619 up Craigieburn  
1638 up Sunbury (express Sunbury - Watergardens – St Albans – Sunshine – Footscray – Nth Melb)  
1708 up Watergardens (express Watergardens – St Albans – Sunshine – Footscray – Nth Melb)  
1714 up Sunbury (express Sunbury - Watergardens – St Albans – Sunshine – Footscray – Nth Melb)  
1719 up Craigieburn  
1739 up Craigieburn  
1803 up Watergardens (express Watergardens – St Albans – Sunshine – Footscray – Nth Melb)  
1830 up Sunbury (express Sunbury - Watergardens – St Albans – Sunshine – Footscray – Nth Melb)  
1903 up Watergardens (express Watergardens – St Albans – Sunshine – Footscray – Nth Melb)

### **Monday to Friday – Down**

0643 down Sunbury (express Nth Melb – Footscray – Sunshine – St Albans – Watergardens – Sunbury)  
0714 down Watergardens (express Nth Melb – Footscray – Sunshine – St Albans – Watergardens)  
0732 down Watergardens (express Nth Melb – Footscray – Sunshine – St Albans – Watergardens)  
0750 down Craigieburn  
0811 down St Albans (express Nth Melb – Footscray – Sunshine)  
0814 down Newport (express Nth Melb – Footscray – Newport)  
0826 down St Albans (express Nth Melb – Footscray – Sunshine – St Albans)  
0847 down Craigieburn (express Nth Melb – Moonee Ponds)  
0902 down Newport  
0902 down Craigieburn  
0905 down Newport (express Footscray – Newport)  
0920 down Upfield (express Nth Melb – Royal Park – Coburg – Gowrie)

No Non-PSR trains on the Clifton Hill and Caulfield groups.

## **Metro Trains Melbourne: No December timetable change**

Contrary to the advice in the November *Table Talk*, there is no timetable alterations for Metro Trains in December. The implication of this is that it appears the new Regional Rail Link tracks from Southern Cross to South Kensington will not be brought into use immediately, but rather RRL tracks from Southern Cross to Sunshine will be brought into use next year in one operation. Progress on the RRL project has been

rapid. The RRL will not be easy to timetable, given the plethora of flat junctions.

## **Metro Trains Melbourne: Flooding**

A burst pipe caused flooding at Melbourne Central station in the morning peak on Thursday 21 November. Trains were unable to stop there.

## **Metro Trains Melbourne: Flemington Racecourse line resignalling**

The Flemington Racecourse line is being resignalled. The new equipment is expected to be commissioned in January 2014.

## **Melbourne Airport Railway setback**

The new Federal government has ruled out partnering with the Victorian government to build a railway to Melbourne Airport. Acting Prime Minister Warren Truss said on 29 October that this would need to be funded by the state government, despite its capacity to boost the national economy. "We see those as projects that are better provided by states and local governments," he said at the announcement of multi-billion dollar expansion plans for the airport. The renovations will reportedly see passenger numbers double to 60 million within the next 20 years, an increase that would swamp current transport options for getting to and from the airport.

## **TasRail website**

The new website for TasRail is <http://www.tasrail.com.au/> It includes a section on "Trainspotting".

## **Adelaide Metro: Noarlunga line re-opens**

The Noarlunga line re-opened on Sunday 1 December. It had been closed since 2 January for extensive re-building in preparation for electrification next year. Until electrification is completed, a temporary timetable is in force. All trains will start / terminate at Noarlunga. In the weekday peaks, trains will operate every seven / eight minutes. Alternate trains will skip different minor stations. During the day, there will be a fifteen minute frequency (this was 30 minutes before the closure). However, buses will continue to replace trains in the evening (at 60 minute frequency) and on weekends (30 minute day frequency, 60 in the evening), while work continues on electrification. The exception will be trains on the weekend of 7 and 8 December to cater for the Test cricket. The Tonsley branch will remain closed until February. It will have a substitute bus service at 30 minute frequency in the peaks and every 60 minutes off-peak. The temporary timetable (December to February) is available on Adelaide Metro's website. The extension of the Tonsley line to Seaford is expected to open in February 2014.

The opening of Wayville station has been delayed from November 2013 until February 2014, because of delays with the contractors. The temporary timetable, referred to above, foreshadows the new station, but calls it "Adelaide Showgrounds".

## **Perth Light Rail may be curtailed**

The \$2 billion light rail plan to connect Perth to suburban areas could stop short of the CBD. The Perth *Sunday Times* reported that Premier Colin Barnett is believed to be becoming increasingly concerned about extending the light rail through either of the malls on Hay St or Murray St. It comes after Perth Lord Mayor Lisa Scaffidi's publicity campaign saying the project would "obliterate" foot traffic in the area and affect heritage landmarks.

Under the Government's pre-election light rail plan, a 22km network would be built from Mirrabooka to the CBD and then branch out to the western and eastern suburbs. But, sources now say there is a widening difference of opinion between Mr Barnett and his Transport Minister Troy Buswell about the route. The *Sunday Times* reported on 24 November that

Mr Barnett and the Lord Mayor discussed stopping the line at Kings Square. Any extension, such as to the University of WA or Victoria Park, would be put on the backburner.

It's understood Mr Barnett, who is struggling to come up with the money for the project, was sympathetic to the new plan. Planning Minister John Day also shares concerns about running trams in Perth's busy malls.

## WA grain lines

WA's main grain handler and marketer, the CBH Group, has asked the Economic Regulation Authority to assist with negotiations with Brookfield Rail over access to grain rail lines. The lines are owned by the State government and leased by Brookfield for 50 years, with CBH the sole user of many of the lines. Brookfield Rail has been consulting with the co-operative over the future of Tier 3 lines. Hundreds of millions of dollars need to be spent to bring the lines up to scratch but it's in dispute which party is responsible for paying. The current rail agreement between CBH and Brookfield expires in June 2014. General Manager of Operations at CBH David Capper says despite four months of negotiations they haven't been able to agree upon what CBH believes is a reasonable access price. "The main focus has been on the performance of the track, the sustainability of the track and of course the price to access the track. The two parties have different expectations and we haven't been able to come together. We have formally commenced the process to seek an access agreement under the Railways Access Code. At this stage we think that outcome from that ERA process will be better than what we were able to achieve from a direct negotiation."

## Tranz Metro Wellington: Station closure

Kaiwharawhara station, 2.6 km north of Wellington, is likely to close, because of the cost (\$NZ2.4 million) of repairing a badly corroded footbridge, and low patronage.

## New European Rail Timetable

Extremely welcome news is that a new European timetable is to be published, probably from February 2014. Some staff members from the Thomas Cook Timetable (discontinued August 2013) have founded a new company named European Rail Timetable Ltd and are currently working on the new production. They have established a website <http://www.europeanrailtimetable.co.uk/> which gives some early information about this venture. One section of this website gives a brief history of Thomas Cook Timetables. Thomas Cook has reached an agreement with a previous member of staff for the rights to the Timetable. The timetable will now be published by John Potter. Other members of the former Thomas Cook editorial team, David Turpie and Chris Woodcock will be employed. Between them, the three have worked on the Timetable for more than 46 years. The new Timetable will not use the Thomas Cook brand, however it will contain the same information.

The last editor under Thomas Cook ownership, Brendan Fox, worked on the timetable from 1982 and was Editor from 1985 until its demise in 2013. He has thanked everyone involved with the timetable, in particular the long serving and dedicated Editorial team, the Commercial team, various Heads of Department, and everyone in the railways and enthusiast fraternity who contributed information. He said, "Sadly Thomas Cook senior management would not allow any public mention of the timetable coming to an end, even in the last edition, and after decades of trying to serve our readers with honest and accurate information this was obviously devastating for the team. We trust you will understand that our hands were tied, and we wish all our former readers and correspondents many happy years of travelling".

The new Timetable will include the "Beyond Europe" section which was part of the former publication. This will provide

timetables of a different part of the world each month. The first section to appear in the inaugural February edition is expected to be of Australia, NZ and SE Asia. The former Editor, Peter Bass, has been persuaded to return from retirement to prepare this section. There is a possibility that "Beyond Europe" may be expanded in the future.

## Checklist of International Timetables

### British:

Bradshaw's Continental Guide: June 1847 to August 1914, and 1919? to August? 1939.

Cook's / Thomas Cook Continental / European Timetable (title varies): June 1873 to August 1939; and August 1946 (for staff) / November 1946 (for public) to August 2013.

Cook's / Thomas Cook Overseas / International Timetable (title varies): January 1981 to November 2010.

European Rail Timetable: from February 2014.

### German:

Reichs-Kursbuch: ? to 1945?, and 1950s? to 2000 (Covered all of Europe. In the 1910s, also the rest of the world (inc. Australia) in summary.)

### Austrian:

Österreichches Kursbuch: ? to 1918? (Concentrated on Eastern Europe and Middle East).

### French:

Livret-Chaix Européen: 1880s

Livret-Chaix Continental: 1910s?

Livret-Chaix Navigation, Les Grands Express Européens & l'Algerie, la Tunisie et la Corse: 1910s?

Livret-Chaix Colonial: 1910s?

Chaix International: briefly in late 1940s.

### United States:

Official Guide: June 1868 to 199? (Included Canada, Mexico, Central America, Cuba, and in 1980s summaries of Western Europe and in early 1980s Australia (Indian Pacific), South Africa (Blue Train) and Japan.

In addition, European railways published in their timetable books, or in separate volumes, international connections and/or detailed timetables for neighbouring areas. British Railways, for example, continued this until the 1980s.

Manifestly this list is incomplete. If you can fill any gaps, please email the Editor.

## Europe: Timetable change 15 December 2013: Likely changes

According to the extremely useful website about international rail travel, The Man in Seat 61, [www.seat61.com](http://www.seat61.com), expected changes to European train services from the annual timetable change on 15 December are:

- A direct Vienna-Venice daytime train will be reinstated, via the highly-scenic Semmering route, without the need to switch to an ÖBB-run bus at Villach. ÖBB will run this into Italy on an open-access basis like their Munich-Innsbruck-Verona trains, with no Trenitalia involvement.
- Direct TGVs may finally start between Paris and Barcelona.
- Russian Railways are likely to withdraw direct sleeping-cars between Western Europe and Moscow, including Basel-Frankfurt-Moscow, leaving them to concentrate on their complete trains Paris-Berlin-Moscow and Nice-Moscow. Warsaw-Moscow are unlikely to be affected, it's not known whether this will affect Vienna-Moscow or Prague-Moscow trains.

- Paris-Florence-Rome sleeper on Thello trains to go. The Paris-Milan-Verona-Venice sleeper will remain.
- Paris-Bern direct TGV-Lyria to be diverted via Basel, saving 15 minutes, but Neuchatel will lose its direct train to Paris.
- The Paris-Berlin/Munich/Hamburg City Night Line sleeper train will be re-routed via Strasbourg instead of Metz, (not that this makes much difference).
- Amsterdam/Cologne/Basel to Warsaw Jan Kiepura EuroNight sleeper train to be attached to a Berlin-Warsaw Express between Berlin and Warsaw, instead of running as a separate train. This might mean an hour or more later arrival in Warsaw eastbound, but at least it keeps it running.
- Direct daytime Warsaw-Prague EuroCity train likely to disappear.

## Turkey: Marmaray Tunnel opens

Although fairly short, one of the most significant railways in the world opened on 29 October 2013. The Marmaray Tunnel in Istanbul, Turkey, 76.3 kms (13.6 kms in tunnel).

three underground stations), opened under the Bosphorus, connecting Europe and Asia. It will be used by all categories of trains – local suburban, long-distance passenger on the new Turkish High Speed line from Istanbul to Ankara, and freight. It is expected that 1.5 million passengers will travel on trains through the tunnel each day. The cost was €3.3 billion.

## Amtrak: Track A Train

The website of Amtrak, the American long distance passenger train operator, has added a “Track A Train” facility providing real time information about the operation of their trains. From Amtrak’s home page, [www.amtrak.com](http://www.amtrak.com) look on the left hand side of the screen.

**Thanks** to Tony Bailey, Peter Bass, Agnes Boskovitz, Neville Fenn, Scott Ferris, Jim Fergusson, Peter Hobbis, Victor Isaacs, Geoff Lambert, Geoff Mann, Samuel Rachdi, Len Regan, Lourie Smit, [www.euronews.com](http://www.euronews.com), [www.railpage.com.au](http://www.railpage.com.au), [www.seat61.com](http://www.seat61.com), *International Railway Journal*, *Rail Express*, ABC News, *Railway Digest*, *Australian*, *Sydney Morning Herald* for Railway news.

# BUS NEWS

## Australia Capital Territory

### Free Nightriders

ACTION is again providing Nightrider services to ensure festive relievers could get home to Canberra suburbs after a night out. Buses will operate on the weekends of 6/7, 13/14, 20/21 December at 90 minute intervals, with a buses every 45 minutes on New Years Eve. Passengers boarding the bus are asked to state to the driver their destination and the bus will operate according to passenger requests. Routes include:

- 970 & 971 to Gungahlin
- 972 & 973 to Belconnen
- 974 & 975 to Woden
- 976 & 977 to Tuggeranong

Unlike previous years, the services will operate free of charge instead of a premium \$5 fare. The Territory government hopes the free service will make the service most attractive and therefore most cost efficient per passenger carried. During a 3 month trial in 2010-2011, with fares costing \$10 to the outer suburbs, the average cost per passenger was \$157. In 2012 with the fare reduced to \$5, the service carried 2847 passengers, at a net cost of \$33.23 per passenger. Standby buses will be on hand in case services become overcrowded as a result of the free fare.

### November special events

Free Special event buses provided by ACTION during November included:

- Buses into the City from Thoroughbred Park between 16:30 & 19:00 on 5 November following the Melbourne Cup Race Day social event
- Beer Day Out patrons could catch free half-hourly buses between the City & Thoroughbred Park on the evening of 9 November. During the day, routes 951, 952 & 956 diverted into Thoroughbred Park
- Half hourly shuttle buses from the City to the National Arboretum for the Voices in the Forest Concert on 23 November.

## New South Wales

### Additional M2 services

Hillsbus continues to add additional services on their popular 607X & 610X services along the M2 between the Hills district and the CBD. Weekend services on 607X (Rouse Hill – City)

between 08:00 and 22:00 were doubled to half-hourly from 23 November, along with extending the Sunday span by one hour until 2310. Meanwhile, services after 22:30 weeknights were boosted on 610X (Rouse Hill – Castle Hill – City) from 18 November. The last Monday – Thursday departure is now at 00:35 instead of 23:30, with the last bus operating out to Rouse Hill arriving at 01:53. Interestingly, the updated timetables have been issued in the Hillsbus format rather than the new Transport for NSW style.

### Lane Cove & Chatswood proposal

Feedback was sought during late November & early December as Hillsbus plans for the introduction of their new 627 service which will provide a link between Castle Hill and Chatswood for the first time. It is proposed that 627 replace the existing 602 & 612 services along Epping Road, with passengers required to transfer to the 627 at the Oakes Rd Bus Station. The 602 & 612 would become 602X & 612X, offering faster trips into North Sydney via the Lane Cove Tunnel.

### Minor Busways changes

As of 18 November, the 661 departing Riverstone for Windsor at 14:56 was retimed to 15:00 while the 682 ex Whitby Way turnaround at 07:01 now leaves at 06:55 to meet its train connection at Richmond. Updated timetable booklet PDFs have been sighted online.

## Queensland

### Sunshine Coast & Ipswich changes begin

Sunbus introduced their new timetables on the Sunshine Coast on 25 November as part of the continuing rollout of the SEQ bus timetable changes across South-east Queensland. This also saw the opening of the new bus station at Maroochydhore.

Expanding on the summary in September’s *Table Talk*, noteworthy changes include:

- 600 (Caloundra - Maroochydhore): A more direct route through Cotton Tree with Weekday frequency improved from 15 mins to 12 mins between 07:30 & 17:30. Travel time generally extended by 3 mins.
- 601 (Caloundra – Maroochydhore): Limited stops service has been deleted.

- 602 (Caloundra - Maroochydore): Service now operates via Maroochydore Homemaker Centre. Travel time extended by 3mins. 06:00 & 20:00 southbound services withdrawn on weekdays. First northbound weekend bus now 08:00 instead of 07:00 with last southbound now 18:10 instead of 19:10.
- 603 (Bellvista - Corbould Park Racecourse) – First bus both directions withdrawn along with last bus from Bellvista Estate. Service now stops at 16:00 on weekends instead of 17:00.
- 605 (Caloundra - Landsborough): Service has been truncated at Caloundra (used to run to Kawana Shoppingworld) and the Little Mountain deviation has been withdrawn. Travel time generally extended by 5 mins. 7 extra weekday trips (06:28, 09:01, 14:23, 17:47 & 20:05 ex Caloundra to Landsborough and 10:00 & 10:58 ex Landsborough).
- 607 (Caloundra - University): Now operates via eastern Sippy Downs, Kawana Shoppingworld and Kawana Private Hospital, instead of Brightwater estate and Wurtulla Shopping Centre. The route provides “a fast and convenient one-seat journey for uni students from USC to the University Hospital and Kawana Shoppingworld.” Departure times from both USC and Caloundra are on the hour, except the 08:06 from USC
- Route 609 (Pelican Waters – Caloundra) Changed from a loop service to “a more direct and two-way service for residents in Pelican Waters and Golden Beach” This change received many comments and complaints in the local media, particular the proposal to delete services along Landsborough Parade, Golden Beach which services an large elderly population. Times are significantly changed with the first service depart Golden Beach at 06:30 then hourly until 18:30 arriving at Caloundra on the hour. The first outbound services depart at 06:55 from Caloundra arriving at Golden Beach at 07:25 then hourly to 17:55. On weekends the 06:30 from Golden Beach does not operate and the last service from Caloundra is an hour earlier at 16:55
- 610 (Nambour – Maroochydore) Service truncated at Maroochydore (used to run to Kawana Shoppingworld) and now operates along Maroochydore Road & Horton Parade to the new bus station, instead of Evans St and Plaza Parade (around the back of Sunshine Plaza). Interestingly services cease at 19:27 on Weekdays but 19:57 on Saturdays. The 06:50 & 19:57 weekend services now run Saturdays only.
- 612 (Nambour – Maroochydore): has been extended into Parklakes Estate in Bli Bli. The first eastbound service from Bli Bli to Maroochydore has been deleted daily as has the first westbound from Bli Bli to Nambour on weekends.
- 613 (Twin Waters – Maroochydore) has been deleted
- 614 (Kawana – Maroochydore) now operates hourly instead of half hourly on weekdays. The first southbound service has been deleted daily as has the first northbound service Mon-Fri and the last service on weekends.
- 615 (Maroochydore – Landsborough) There are 7 extra weekday trips (06:13, 11:46, 14:08, 16:03 & 17:32 ex Maroochydore plus 10:59 & 13:00 ex Landsborough). Friday only service now operates Mon-Fri.
- 616 (Maroochydore – University): Occasional extension to Landsborough (2 per day) removed. Extra services depart USC at 06:35 weekdays & 07:05 daily. Last service ex USC on weekends now at 20:05 instead of 21:03. Return services are unaltered, except for the last Mon-Fri service which has been deleted (last service is now 20:58 instead of 21:58).
- 617 (Maroochydore – Sippy Downs): Operates via Maroochydore Homemaker Centre instead of Maud St and no longer loops through west Sippy Downs (this is provided by 618 instead), providing those in the eastern side of Sippy Downs with a more direct route, with travel times reduced by 15 mins. An extra service operates from Sippy Downs at 07:00 daily. The last evening service has been deleted Mon-Fri (now 19:10 instead of 19:55). On weekends the 06:55 service has been deleted between Maroochydore and Sippy Downs (still operates from Sippy Downs at 08:00 to Maroochydore). Similarly the last service, at 19:10, now only operates to Sippy Downs.
- 618 (Sippy Downs - Kawana Shoppingworld): Those in Brightwater or the western side of Sippy Downs have convenient access to a local bus service to the USC and Kawana Shoppingworld. Service now operates hourly on Weekdays instead of half hourly. Travel time is now 40 mins to Sippy Downs. First service departs at 07:15 from Kawana Shoppingworld and 07:00 from Sippy Downs. Last service is 19:15 Mon-Fri or 18:15 Weekends from Kawana and 20:00 daily from Sippy Downs.
- 619 (Kawana – Maroochydore): Saturday services now finish 1 hour earlier than Mon-Fri, while Sunday services now start 1 hour later and finish 1 hour earlier than Mon-Fri. The last service Mon-Fri is now 18:05 instead of 19:10 ex Maroochydore and 18:36 instead of 19:45 from Kawana.
- 620 (Noosa Heads – Maroochydore): Evening deviation through Bli Bli has been removed providing a more direct journey. First Mon-Fri service from Tewantin to Maroochydore deleted and southbound travel time between Tewantin and Noosa Heads extended by 5mins to allow for increased traffic congestion around Noosa Heads. Travel time between Pacific Paradise and Maroochydore has also been extended by 2 mins. An additional evening service departs Tewantin at 23:00 and the last service ex Noosa Heads at 02:00 Sat morning now only operates to Mudjimba Beach. Evening short workings have been deleted, the 23:00 bus now departs Maroochydore at 22:40 Fri only. northbound. On Sun 06:20 ex Noosa Heads has been deleted, while the 06:50 now commences at 07:30 from Mudjimba Beach.
- 622 (Maroochydore – Noosa Junction): Route no longer operates through Bli Bli, operating directly along Sunshine Motorway, although travel times largely unchanged. This means Route 612 is now the only service to Bli Bli. The first two services Mon-Fri northbound have been deleted.
- 626 (St Andrews Dr – Sunrise Beach) Service now starts at 07:00 instead of 06:00 with the first service in each direction Mon-Fri deleted.
- 627 (Tewantin – Sunshine Beach): Service now starts at 07:00 instead of 06:30 on weekdays with the first service in each direction Mon-Fri deleted.
- 628 (Noosa Parklands – Noosa Junction): Travel time extended by 6 mins to 48 mins.
- 629 (Tewantin Central – Noosa Junction): reduced Weekend service times, now 09:00 to 17:00 instead of 08:00 to 18:00. The first service and last services Mon-Fri deleted.
- 630 (Noosa – Nambour): Extra weeknight trip ex Noosa at 19:41. Additional 5 mins travel time.
- 631 (Noosa – Nambour): The first bus of the day is an hour earlier at 04:50, getting very eager commuters to Brisbane at 08:08. There are also 2 extra weekday trips from Nambour at 11:35 & 17:30.
- 632 (Noosa – Cooran): route has now made a permanent part of the TransLink network, previously this was jointly funded between TransLink and Sunshine Coast Regional Council.
- 636 (Nambour – University): 06:30 service ex Buderim to USC is now 06:20 Nambour to USC.

## Ipswich changes begin

Bus Queensland Ipswich introduced their new SEQ review timetables across their western suburb services in conjunction with the opening of the Springfield Central rail extension and updated timetables on the Ipswich / Roselands line on 2 December. Timetables for the Bus Queensland changes are in an updated pocket size format.

Bus Queensland Park Ridge also introduced an interim timetable for Route 534 (Orion Springfield Town Centre – Browns Plains) on 2 December incorporating an additional stop at Springfield Central Station. This timetable has been issued in the previous Translink design.

A summary of the route changes across the Ipswich region was published in September's *Table Talk*.

## Moreton Bay SEQ review changes

Community information sessions for Translink's SEQ changes in the Moreton Bay region were conducted during November. Changes will affect services operated by Bribie Island Coaches, Caboolture BL, Horinbrook BL, Kangaroo BL & Thompsons BS and include:

- 315 (Redcliffe – City): will become a pre-paid service & have an additional stop in Fortitude Valley
- 640 (Bribie Island – Caboolture): additional peak services and extended to North Wooring
- 641 (Banksia Beach – Bongaree) & 642 (Bellara – Bongaree): 641 now incorporates Jasmin Drive, Protea Drive & Cotterill Avenue loop from 642. Goodwin Dr & First Avenue now served by 640. Reduced weekend span on both routes
- 643 (Bribie Island – Caboolture): 06:15 & 06:45 services on weekdays merged into a 06:30 departure
- 644 (Sandstone Point – Bribie Island Park 'n' Ride): No longer serves Bribie Island RSL. Weekend span reduced.
- 651 (Caboolture North West – Caboolture): Weekday frequency boosted to half hourly & extended to serve Market Drive
- Reduced span on Routes 652 (Caboolture – Beachmere), 653 & 654 (Caboolture – Morayfield), 655 (Caboolture Central – Caboolture Hospital / TAFE / QUT), 656 (Morayfield – Upper Caboolture)
- New 657 service between Caboolture North & Caboolture Station during the weekday interpeak
- 661 (North Lakes – Deception Bay) deleted. Passengers can continue to make this journey by transferring between 660 & 680
- On request services removed from 663 (Narangba local loop), 664 (Burpengary local loop), 665 (Morayfield local loop) & 668 (Deception Bay – Narangba)
- Interpeak shopper service 669 (Warner – Strathpine) becomes permanent with a modified route in Lawnton and extension through Bray Park north along Baker St and Gillam Cr to Warner Village Shops. Translink website states additional morning and "evening" services will be provided, however the span will be merely upgraded to 08:18 – 16:14 (currently 09:30 – 14:05)
- Reduced span for Routes 670 & 671 (Warner – Strathpine) & 672 (Strathpine – Warner Lakes)
- 673 (Joyner – Strathpine) no longer operates as a loop service instead operating in both directions along Francis Road & Kensington Way and is extended to key local destinations of Bray Park Station & Westfield Strathpine. Reduced span.
- 674 (Warner – Strathpine): No longer serves Paisley Drive industrial area, instead serving Lawnton Pocket Road, which is earmarked for resident development. Extended from Lawnton to Warner Village Shops via Toods Road. Incorporates former 669 & 673 alignment north of Lawnton State School. Reduced span.

- 676 (Petrie – Murrumba Downs): No longer serves Tulip Tree Rd. Reduced span.
- 678 (Warner – Petrie) dropped due to poor patronage
- 679 (Murrumba Downs – North Lakes) extended from Griffin to Murrumba Downs, reinstating direct off-peak link between Murrumba Downs & North Lakes removed in February 2012
- 680 (Redcliffe – Chermerside): Now commences at Humpybong Esplanade
- 681 (North Lakes – Petrie via Mango Hill): No longer commences from North Lakes Station
- 682 (North Lakes – Mango Hill): No longer serves Petrie Station and frequency halved to hourly
- 683 (Kallangur – Petrie), 684 (North Lakes – Kallangur) & 685 (Petrie – Kallangur): 683 longer serves Ann St or Sheehan St, replaced by 684 & 685 which now serve the area east of Old Gympie Road.
- 686 (Frenchs Forest – Petrie): Offers new peak services to Petrie and offpeak provide greater urban coverage. 05:30 trip dropped due to low use.
- 687 (North Lakes – Petrie): Additional weekday services including a 16:25 service ex Petrie
- 688 & 689 (North Lakes loop): Extended from Bounty Bvd to Aurora Bvd and serve North Lakes Medical Centre. Service maintained to North Lakes Tavern despite initial SEQ review advice
- 690 (Redcliffe – Sandgate) will receive a boost to weekday services and now operate directly along Scarborough Rd, to be replaced by new 698 & 699.
- 698 & 699 (Kippa Ring – Redcliffe): New services serving Newport and North Scarborough residents currently served by 680 or 690
- Only alignment changes for Routes 649, 660, 675, 693, 694, 696 or 697, however unclear if timetables are being revised

New timetables are due to commence on 20 January in conjunction with the changes to rail timetables. Maps, frequencies & span for the proposed network can be found on the Translink website.

## Redlands SEQ review changes

Redlands commuters also see the implementation of their SEQ review bus changes on 20 January affecting services provided by Mt Gravatt Bus Lines & Transdev. Among the changes:

- 243 (Capalaba park 'n' ride – City): Service will terminate at Capalaba park 'n' ride instead of Thorneside Station
- 250 (Redland Bay – Cairndale – City): Off-peak services will terminate at Cairndale where passengers will need to change buses to reach the City
- 251 (Ormiston – City): will now extend to the McCartney St loop in Ormiston Point, providing residents with peak services due to scrapping of 259
- 253 (Capalaba – Thorneside): 05:30 service dropped due to low use
- 254 (Capalaba – Wellington Point): Two hourly Sunday service introduced between Birkdale & Capalaba
- 255 (Cleveland – Wellington Point): Extended to serve Birkdale & Wellington Point shops and realigned in Cleveland to provide access to retirement villages along with Wellington Point High & Redlands College
- 256 (Cleveland Point – Redlands Hospital): Discontinued due to low use. Passengers can use upgraded 272.
- 259 (Cleveland – Ormiston): Discontinued due to low patronage. 251 extended to Ormiston Point in peak periods or passengers can use the realigned 255
- 260 & 262 (Capalaba – QEII Hospital): Now operate via Gardner Road & the south-east busway providing Rochedale estate residents with their first all-day

service. Weekend service to operate a reduced span & public holiday service to be dropped

- 265 (Maridale Park – City) will no longer serve Brosnan Dr, instead running along Frost St and Callaghan Way
- 268 (Capalaba – Sheldon): deleted to duplication with Routes 263, 265 & 280
- 270 (Victoria Point Jetty – Cairndale): Span and frequency reduced, with services only running every 2 hours after 17:30 Monday to Saturday
- 272 (Victoria Point Jetty – Cleveland); Improved frequency to provide better access to Redland Hospital
- 274 (Victoria Point Jetty – Cleveland): Reduced frequency and span
- 280 (Point Talburpin – Garden City – Griffith Uni): Late night services and weekend span reduced
- 282 (Victoria Point – Loganholme): Span reduced
- 283 (Redland Bay – Loganholme): Axed due to low patronage although school buses introduced to serve schools in Carbrook
- 299 (City - Rochdale via Brisbane Technology Park) will now operate via the south-east busway to Eight Mile Plains and no longer serve Rochedale, McGregor, Nathan or Sunnybank, providing a faster trip and avoiding duplication with 130/140 to Sunnybank and Griffith Uni, and 260/262 for Griffith Uni and QEII Hospital.
- Minor timetable changes to 240, 242, 252, 258, 261, 263, 264, 266, 267, 273, 275, 276, 277, 278, 279 & 281
- CBD stops will be rationalised to improve on-time running, with stops 107 on William St and 108 on George St no longer served

Translink again held information sessions in late November to allow the community to learn more about the upcoming changes.

## South Australia

### December timetable changes

In conjunction with the partial reinstatement of train services to Noarlunga, Adelaide Metro made timetable changes to the following routes on 1 December:

- 190 (Glenelg – City)
- 195 & 196 (Blackwood – City), 197X (Coromandel – City)
- 222 (Mawson – City)
- 224 (Elizabeth – City), 226F (UniSA Mawson Lakes campus – City), N224 (Gawler – City)
- 230 & 232 (Port Adelaide – City), 231 (West Lakes – City)
- 281 (Paradise – City)
- 286 & 287 (Henley Beach – City), 288 (West Lakes – City)
- 640 (Marino – Marion), 719 (Flinders Uni – City) & 720 (Old Reynella – City)
- 681 (Hallett Cove Beach – Flinders Uni), 682 (Hallett Cove Beach – Sheidow Park) & 683 (Hallett Cove Beach – Hallett Cove South)
- 721 & T721 (Noarlunga – City) & N721 (Moana – City)
- 722 (Noarlunga – City) & T722 (Seaford – City)
- 723F (Colonnades Centre – City), 723X (Woodcroft – City) & 733 (Colonnades Centre – Marion)
- 724 (Noarlunga – Old Reynella) & 734 (Colonnades – Marion)
- 725 (Noarlunga – Old Reynella)
- 737 (Chandlers Hill – Old Reynella)
- 740 (Seaford – Colonnades Centre) & 741 (Maslin Beach – Colonnades)
- 744 (Hackham West circuit) – updated temporary timetable in conjunction with Southern Expressway works – see November *Table Talk*
- 745 & 747 (Seaford circuit) & T748 (Noarlunga – Seaford Rise)

- 749 (Aldinga Beach – Colonnades Centre), 750 (Sellicks Beach – Noarlunga) & 751 (Aldinga – Noarlunga)
- 752 (McLaren Flat – Colonnades Centre), 753 (Willunga – Colonnades Centre), 754 (Sellicks Beach – Colonnades Centre), 755 (Aldinga Beach – Seaford) & 756 (Port Willunga – Seaford)
- B10 (West Lakes – Magill), B11 (City – UniSA Magill campus), B12 (West Lakes – City) & 312 (West Lakes – Tennyson loop)
- H33 (Henley Beach – Rostrevor)

Most timetable changes are minor. Notably, a new 286 service has been introduced to serve Cheedale St in Henley Beach replacing weekday daytime 287 services. The daily return 725F service into the City has been dropped, but a new 197X has been introduced running one inbound and two outbound trips. H31 has been renumbered as H33 with route changes in Henley Beach & Fulham Gardens.

The timetables do not list the trial additional after midnight buses added on Saturday nights from 6 October in conjunction with new 3am curfew laws for CBD licensed venues (see November *Table Talk*).

It would appear that the free shuttle buses introduced on October 8 between Hove & Oaklands and Seaford & Noarlunga were discontinued with the reinstatement of train services on the Noarlunga line, although online information is unclear that this was the case.

### Real-time expands

Following the successful introduction of online real-time information for Obahn services in late October, Adelaide Metro expanded the service to cover buses operating across the inner north, north-eastern and southern suburbs in mid-November.

### Light City fined again

Punctuality on Transfield's Light City Buses dropped from 69.5% to 68.7% in the April-June quarter, despite the operator losing eight poorly performing routes to Torrents Transit in May. The operator copped another \$16,459 fine as result of their poor performance, with total fines issued to Light City since 2011 now exceeding \$400,000.

### O-Bahn nears the end

Concerns were raised that the O-Bahn track is nearing its expected 30 year lifespan as the Transport Department repaired a section of damaged track in late October. A permanent speed restriction was placed on the track in late 2012 reducing maximum speeds for 100km/h to 85km/h, although officials claim this has only added less than 20 seconds to average journey times.

### Timelapse visualisation for Adelaide Metro

Adelaide Metro is among the latest networks in the world to have a timelapse visualisation created showing the networks activity across a typical 24 hour day, thanks to the team at Sumus Technology in Canada. The video can found on Youtube on the STLTransit channel by searching for "Adelaide Metro: one day of Activity".

### Buses stop at Showgrounds for exams

To assist students attending University of South Australia exams, Goodwood Rd buses offered an additional stop at the Adelaide Showgrounds from 16 to 30 November. Normally many routes run express past the stop.

# Victoria

## Brimbank bus proposal

In late November PTV released plans for network changes in the Brimbank area, which encompasses Sunshine, Deer Park, St Albans, Sydenham & Kelior.

- The flagship of the new network is the new 420 service between Sunshine, Brimbank Central Shopping Centre & Watergardens along Glengala Rd & Kings Rd, with weekday services operating every 20 mins and weekend services every 20 or 40 mins. The service would replace parts of the existing 422, 451 & 454 services.
- Sunshine West is to be served by two new routes, through-routed to create a circular route running every 40 mins in either direction. 427 runs via Forrest St & Fitzgerald Road, while 428 serves Hampshire Road & Wright St. The 427 would replace parts of the 451 & 454, while the 428 has the potential to eliminate the confusing and low patronised South Sunshine, Sunshine Park & Sunshine West sections of the cross-city 219.
- Residents in Derrimutt are set to benefit from increased peak services on Route 400 to Sunshine with a bus every 22 mins instead of every half hour, but services between Derrimutt and Laverton would be downgraded to 44 mins. On weekends frequencies would drop from 30 to 40 mins to better align with trains. Route 400 would also operate between Sunshine & Derrimutt after 7pm for the first time.
- Routes 400, 414 & 417 along Bladin St in Laverton North would be better off-set
- Route 451 will be replaced in Deer Park by modifying Route 423 to operate via Billingham Road & Tamar Road.
- 423 & 424 departures from St Albans & Brimbank Central would be off-set, allowing passengers to travel via either service & take full advantage of the through-routing. Currently buses depart at the same time due to the off-setting of 422 & 424 along Gillespie Rd in Kings Park.
- 418 (Caroline Springs – St Albans) will now operate every 20 mins in peak periods, strengthening the route's role as a direct service along Taylors Road. Instead of operating through Kealba it will now operate along Arthur St in St Albans.
- Services in Albanvale & Kings Park will be rationalised with the frequency upgrade to 418 and introduction of 420. 422 between Delahey & St Albans will be scrapped altogether, while 424 would operate more directly to St Albans along Main Road West. 425 will now serve Gillespie Road & Kurung Drive, removing service from Braeswood Road.
- 460 (Caroline Springs – Watergardens) will operate directly along Melton Highway, with 476 diverted to replace 460 in Hillside. Peak services on 460 are proposed to increase from hourly to every 20 mins.
- 421 (St Albans – Watergardens) will now incorporate Kelaba and Keilor Lodge, allowing Routes 418 & 419 to operate along more direct alignments. The new route alignment however provides faster access to Kelior Plains Station – currently the bus gets within 400m of the station before operating to Centro Keilor first.
- 408 (St Albans – Highpoint) will be modified to operate via Berkshire Road instead of Suffolk Road, providing much greater coverage in Sunshine North, including new estates being built at the northern end of Duke St. It will also operate a new alignment between Ginifer Station & Main Road East along Mulhall Road & Novara Parade, improving access for the St Albans east community.
- No changes are proposed for routes 215, 216, 219, 220, 410, 456, 461, 462, 471 & 903, however some changes

are likely in 2015 with the introduction of Transdev's greenfields network.

Community information sessions were held during the last week of November and public feedback is welcomed until 9 December. The new network is due to be implemented in the first half of 2014.

## Eastland redevelopment

Work is underway on a \$575 million expansion of Eastland Shopping Centre in Ringwood. As of 18 November, buses have not operated via the centre's access road. Instead, those seeking to catch Routes 670 or 679 must go to Ringwood Station, while passengers for Routes 270, 271 & 742 can board buses at a temporary stop on Ringwood St near Bond St, which also serves Routes 364, 366 & 906 (which previously did not operate via the centre). Departure times from Ringwood Station are unchanged although updated timetables and route maps omitting Eastland have been made available on the PTV website.

## Rooks Rd roadworks

Due to grade separation roadworks in the vicinity of the Rooks Road level crossing in Mitcham, Ventura Route 738 (Knox City – Mitcham) began operating via Lucknow St & Mitcham Road from 30 November. This in addition to detours affecting Routes 736, 740 & 765 as works continue at the neighbouring Mitcham Road crossing and Mitcham Station. At the time of writing, Transdev's Route 273 service between Nunawading & The Pines was continuing to use the Rooks Road level crossing.

## Route 892 change

Duplication works on Hallam Road in Hampton Park will see the closure of the median break at the Horizon Way intersection. As a result, Cranbourne Transit's 892 (Casey Central – Dandenong) service is to be modified from 10 December to operate via Ormond Road. The changed route follows the existing alignment of 895 (Narre Warren South – Fountain Gate). 895 previously operated via the same streets as 892 prior to network changes in December 2010.

## Route detours at Roxburgh Park

Due to safety concerns following recent rock attacks and youths attempting to take control of a bus, Transdev's Route 901 (Melbourne Airport – Frankston) service has been bypassing Roxburgh Park station after 7pm on Friday & Saturday evenings as of 15 November. Other local routes to the station do not appear to be affected. This measure follows a previous deviation away from McDonalds Road in South Morang in mid-2012 following similar rock throwing incidents. Roxburgh Park Station is yet to be manned by the state government's protective service officers, which could potentially deter future incidents.

## 902 timetable reprint

Following on from last month's article, PTV has also reprinted the timetable booklet for Route 902 (Chelsea – Airport West), dated 5 April 2010, with a print date of August 2013, showing Transdev as the operator.

## Golf Shuttles

Patrons attending the World Cup Masters at Royal Melbourne Golf Club from 21 to 24 November were able to access special shuttle buses departing Moorabbin station every 5 minutes between 07:00 & 19:00. Ventura & Kastoria vehicles were noted on the shuttle. The previous week saw the course host the Australian Masters, but for that event PTV advised patrons to utilise 825 services which only operate hourly on Saturday afternoons and Sundays.

## Additional NightRider services

For a third year, PTV is providing additional NightRider services on Routes 966 (Lilydale), 968 (Belgrave), 970 (Morningside) & 980 (Dandenong) on 30 November & 1, 7, 8,

14, 15, 21 & 22 of December to ease expected heavy loadings from those attending festive celebrations and reduce demand for scarce cabs. Buses will depart every 15 minutes between 2am & 3:30am.

### **BusTracker postponed**

While other capital cities continue the rollout of real time information to bus passengers, media reports in early November suggest that expansion of Melbourne's multi-million dollar BusTracker system was suspended indefinitely during September due to concerns of system unreliability, despite being fitted to over 1400 buses. PTV is reported to be considering the cost effectiveness of alternative systems.

The system will continue to be used for now to feed the SmartBus information screens and to track the reliability of Transdev's services, who will be subject to contract penalties if they failed to operate services to schedule once their Greenfields timetable is implemented in 2015.

Northern suburbs operator Dysons has expressed their disappointment in the delay of the roll-out, as not only would be useful for their customers, but they had look forward to using the system internally to design more reliable & accurate timetables.

BusTracker is the State government's third attempt at real-time tracking of bus services in Melbourne, following the withdrawal of the internal AVM system used by MetBus in the 80s and 90s, followed by replacing the original SmartBus tracking equipment installed in 2001-2002 with the current system in 2006.

### **Timetable changes delayed**

Transdev has deferred the planned introduction of new timetables for their services from November until at least April after failing to have new timetables approved by Public Transport Victoria. The operator has stated in the interim it will introduce updated rosters and shifts to provide longer layovers and additional time for deadhead trips, which should aid reliability. One example given highlighting problems of the existing timetables and shifts was buses on Footscray depot routes turnaround on themselves with short layovers, compounding problems of outdated running times for cross-town services, with Transdev's spokeswoman stating even on Sundays buses could be running an hour late by the end of the day.

Among the roster changes, selected trips on the DART routes (905 - 908) are now operated by North Fitzroy depot

in lieu of Doncaster depot, while Footscray & Sandringham depots now jointly operate Routes 219, 220, 600 & 922. Previously under Melbourne Bus Link, Sandringham depot solely operated services on Routes 600, 922 & 923 in the southern bayside suburbs.

### **Yarrowonga Flexi-ride**

Town bus services in the north-eastern border townships of Yarrowonga and Mulwala were replaced by a new PTV funded Flexi-ride service on 25 November, provided by Yarrowonga Mulwala Taxis. Taxis depart the town centre at 90 minute intervals Monday to Saturday. Passengers must pre-book the service if they wish to be picked up at one of over 50 fixed stops around town. The former town bus network provided by Thomsons since February 2007 was poorly used, with trips carrying on average of just 2 passengers a trip. The former ALP government previously issued a media release in late 2009 urging the community to make use of the town bus to ensure it remained variable.

### **Koo Wee Rup run changes hands**

As part of the contract renewals reported in *Table Talk* in October, the Pakenham – Koo Wee Rup service contracted was awarded to charter operator Kingston Tours, replacing previous operator Sunshine Tours who had operated the service since November 2009. The new contract commenced on 25 November. The timetable is unchanged and continues to provide timetable connections at Koo Wee Rup with V/line coach services serving South Gippsland.

## **Western Australia**

### **Red CAT change**

As of 1 December, the Red CAT no longer operates along King St, instead operating via William St, bypassing the Wellington St Bus Station.

### **Gwelup community consultation**

Transperth are seeking input from Gwelup residents regarding a possible change to Route 424 (Stirling - Karrinyup). Buses would operate along Careniup Avenue in lieu of North Beach Road.

**Thanks to:** Simon Aalbers, Jason Blackman, Damo Cooper, Matthew Ellen, Hilarie Fraser, Peter Hobbis, Victor Isaacs, Michael Marshall, Peter Parker, Hayden Ramsdale, Alex Smith, Lourie Smit, Roger Wheaton & various contributors on *Australian Transport Discussion Board*.

# AIR NEWS

## International

US regulatory authorities have approved the merger of **American Airlines** and **US Airlines**. The merged company will be worth \$US 16 billion and will be the world's biggest airline.

## Domestic

**Tigerair** will discontinue flights between Sydney and Mackay from 1 February 2014. However, it will introduce new flights

from Sydney to Proserpine from 1 April thrice weekly. It will also augment its Melbourne to Mackay service with two additional flights weekly from 1 April.

The Chairman of **Regional Express (Rex)**, Lim Kim Hsi said on 27 November that the domestic air travel operating environment is "so bad" that many regional airlines will go bust over the next few years.

**Thanks** to the *Australian* for Air news.

## ODD SPOT – Wangaratta to Chiang Mai

Has the Victorian North East Standard Gauge line been transferred to Thailand? Following a spate of derailments, State Railway of Thailand (SRT) has suspended all services on the Bangkok – Chiang Mai line north of Uttaradit for urgent repairs. Work began on 16 September on the Baht 2.8bn (\$US 90m) project, which was due to be completed by the end of October, but the SRT governor has since said that due to heavy rain and a shortage of suitable labour, services will not resume until 1 December. The work being carried out at various locations along the 300km line involves track renewal and reinforcement of the subgrade. Wooden sleepers in poor condition are being replaced with concrete sleepers. The line normally carries around 2000 passengers per day.

Last month's Odd Spot noted the closure from 14 September of the entire passenger network of Egyptian Railways to prevent people traveling to Muslim Brotherhood demonstrations. Limited services were allowed to resume from 22 October. Egyptian Railways lost about £190 million in revenue.

## About *Table Talk*

**Table Talk** is published monthly by the Australian Timetable Association Inc. (Registration No. A0043673H) as a journal of record covering recent timetable news items. The ATA 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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