



TABLE TALK

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TOP TABLE TALK –

NSW GRAIN TRAIN PRICING & TONNAGES

In April 2013 the NSW Independent Pricing and Regulatory Tribunal (IPART) issued a Report concerning the pricing of grain trains on grain branchlines of **John Holland Rail NSW Country Regional Network (JHR CRN)**. The NSW government accepted the Tribunal's Recommendations and consequently, on 13 August 2013 the price for track access for grain trains on John Holland Rail NSW Country Regional Network was increased from \$3.92 to \$5.22 per 100,000 Gross Tonne Kilometres (GTK) on lines designated as grain lines. These are the Weemelah, Walgett, Merrywinebone, Coonamble, Warren, Tottenham, Lake Cargelligo, Naradhan, Hillston and Boree Creek branches. The Tribunal recommended that this charge be increased each year in line with increases in the Consumer Price Index. It therefore expects that the rate will become \$5.35 per 100,000 GTK in 2014/15, \$5.48 in 2015/16 and \$5.62 in 2016/17. On non-grain lines the access fee for grain trains is \$2.40 per '000 GTK (hundred thousand Gross Tonne Kilometre) plus a flagfall of 50 cents per train kilometre.

IPART investigated the rate of return on JHR CRN grain branchlines. These range from a high of 12.3% on the

Narrabri-Burren Junction line (including grain coming from the two branches beyond Burren to Merrywinebone and Walgett), to merely 0.1% on the Ungarie-Naradhan and The Rock-Boree Creek lines. Nevertheless IPART found that rail had a cost advantage over road transport. Before the recommended increase in the pricing of grain trains, the railway's cost advantage compared to road ranged from a high of \$24.98 per tonne in the case of grain from Merrywinebone to Newcastle to a low of \$15.30 for grain from Boree Creek to Port Kembla. (The IPART even found a cost advantage for the closed grain lines to Cowra and Greenethorpe, but it was significantly lower in these cases).

IPART's Report is on their website at http://www.ipart.nsw.gov.au/Home/Industries/Transport/Reviews/Rail_Access/2010_Review_of_Access_Pricing_for_the_NSW_Grain_Line_Network

Footnote: An article explaining the very unusual name of John Holland Rail Country Regional Network will appear soon in our sibling magazine the Times.

Grain branchline	Tonnage '000 GTK	Current cost recovery %	Rail advantage over road before rate increase (when railed to Newcastle or Port Kembla) \$/tonne
Camurra-Weemelah	7,243	1.2	19.78
Burren-Merrywinebone	12,347	1.5	24.98
Burren-Walgett	41,884	3.0	24.10
Narrabri-Burren	99,275	12.3	
Nevertire-Warren	7,963	2.2	13.98
Bogan Gate-Tottenham	23,774	1.3	14.47
Dubbo-Coonamble	85,743	4.0	19.39
Ungarie-Lake Cargelligo	2,886	0.4	17.84
Ungarie-Naradhan	1,277	0.1	18.70
West Wyalong-Ungarie	7,412	1.6	
Barmedman-West Wyalong	11,288	4.2	
Temora-Barmedman	14,938	2.8	
Griffith-Hillston	3,263	0.2	21.43
The Rock-Boree Creek	951	0.1	15.30
Total or Average	320,224	2.3	17.12

OTHER TRACK ACCESS PRICING

Non-grain general freight trains on **John Holland Rail NSW Country Regional Network** pay the same fee as grain trains of \$5.22 per '000 GTK on both grain and non-grain lines, but with an additional flagfall of 50 cents per train kilometre when on non-grain lines. Mineral trains (other than coal) pay \$5.40 per '000 GTK without a flagfall charge. The charge for coal trains varies. Passenger trains pay \$2.90 per

'000 GTK plus a flagfall of \$1.65 per train kilometre. Details are on their website at <http://www.jhrcrn.com.au/Documents.asp?ID=183&Title=Network+Access%2C+Planning+%26+Performance>

Access charges for the **Australian Rail Track Corporation** are, as has been the case since it was established, extremely complicated. Different charges are imposed for

different categories of trains: Express Passenger, Passenger, Express Freight, Regular Freight, Heavy Freight, Super Freight, Standard Freight and Ad hoc Grain. Then, in addition, the charges for each of these categories vary by the line the train is traversing. In practice, what this means, is that there are different charges for almost every train. Then, in a further variation, none of this applies on the Sydney Metropolitan Freight Network which ARTC took over from Transport for NSW from 1 July 2013. In this case, the charges vary according to the length of the train, plus a separate charge for access to the Port Botany terminal. The ARTC track access charges are therefore far too complicated to summarise here. They may be seen on ARTC's website at <http://www.artc.com.au/library/Pricing%20Schedule%20>

Effective%2001072013%20Date%20of%20Issue%2012%20August%202013.pdf

V/Line's track access charges, by contrast are very simple. Moreover, they are cheap. This is a futile attempt to attract freight to Victoria's moribund intrastate freight network. For general freight trains, V/Line charges a flagfall of 91 cents per train kilometre, plus \$1.711 per '000 GTK. Grain trains have no flagfall and a charge of \$4.292 per '000 GTK.

Other infrastructure owners, Queensland Rail, Aurizon (Queensland), Genesee & Wyoming (SA and Tarcoola-Darwin) and Brookfield Rail (WA) provide information about how to apply for track access, but do not specify charges on their websites.

RAIL AND TRAM NEWS

Sydney Tram: Opening

The Sydney light rail line extension from Lilyfield to Dulwich Hill, 5.6 km, is expected to open by the end of March, subject to the success of commissioning and testing works. This is one month later than expected.

Sydney Trains: (Very) Minor timetable changes

From 6 January the 0451 Town Hall-Bankstown-Liverpool runs one minute earlier, and the 2304 Sutherland-Port Kembla is truncated to start at Waterfall at 2316.

Sydney Trains: Derailment

On Wednesday 15 January an inbound train derailed on the Eastern Suburbs Railway viaduct on the up side of Edgecliff station about 1720. When the derailment occurred a metal strip pierced the floor of a carriage, for reasons that are yet to be explained. Services were disrupted in both directions for the rest of the day.

ARTC & NSW Train Link: NW services

From 13 to 31 January, 3 and 7 to 15 February the up and down Moree and Armidale NSW Train Link services were to be delayed "up to" 35 minutes due to ARTC speed restrictions. On 1-2 February they were replaced by buses between Muswellbrook and Sydney, and on 4-6 February by buses for the entire journey (see also next item).

ARTC Hunter Valley closedown

The latest in the regular scheduled closedowns of ARTC's Hunter Valley coal network will take place from Tuesday 4 to Thursday 6 February.

NSW Train Link: Brisbane eating upgrade to make up for timetable downgrade

NSW Train Link is now advertising their free afternoon tea / wine upgrade for First class passengers on the appallingly timetabled overnight Sydney-Brisbane train. It is available from 14 January until 14 February. (As reported in last month's *Table Talk*, page 4, under the heading "Train Link Remorse?")

Bathurst rail freight terminal

On 10 January, Grainforce, a grain trading, storing and packing company, opened a \$3 million rail terminal at Kelso, 2 km east of Bathurst.

Pacific National coal haulage

Pacific National, Coal Division and Whitehaven Coal have made a 12-year coal haulage agreement effective from January 2014 to June 2026. Per tonnage haulage costs of coal from the Gunnedah Basin in NW NSW will be lower through the use of fewer train services for any given volume. Train fleet operations will also be more efficient in

preparation for full 30-tonne axle load operations, due to begin in 2015.

V/Line: New timetables 27 January

A complete re-issue of V/Line timetables came into effect from 27 January 2014, only one month after the last timetable change of 22 December 2013. The timetables have not yet been fully analysed, but a quick look indicates that they are mainly a return to the pre-summer timetables before the closure for Regional Rail Link works, with the changes indicated on page 1 of January *Table Talk* (mainly Geelong line trains using the first part of the Regional Rail Link from Southern Cross to South Kensington).

PTV and V/Line agreement

Public Transport Victoria and V/Line have entered into a new three-year Services Agreement for the delivery of passenger services. The aim is to deliver continuous improvements in service punctuality and reliability, customer service, intermodal connectivity and efficiency. PTV and V/Line have agreed on a significant program of reform to enhance the cost-effectiveness of V/Line while improving the customer experience. If in any quarter V/Line falls below its performance thresholds on any rail corridor, the agreement includes measures where issues may be addressed through a management plan. V/Line will continue public reporting against the existing punctuality and reliability measures, for the purpose of customer compensation, maintenance, rolling stock to be used. The agreement has detailed provisions as to finance, insurance, obligations to passengers, loadings, and punctuality. Among the provisions are that V/Line must use its best endeavours to:

- Provide services in accordance with the Master Timetable,
- Minimise deviations from the Master Timetable,
- Provide free services on Christmas Day and after 1800 on New Year's Eve.

The Agreement can be accessed at <http://ptv.vic.gov.au/assets/PTV/PTV%20docs/Partnership-Agreements---updated/Rail-Coach-Transaction-Package-V-Line.PDF>

SE Australia: Hot weather timetables

V/Line foreshadowed slowed-down hot weather timetables for the Swan Hill and Echuca lines from Saturday 11 January. Next day, these were extended to the Seymour / Shepparton, and Albury lines. Then, as temperatures were predicted to continue to rise, from 13 January the Warrnambool and Bairnsdale lines were also affected. From 14 January, the entire V/Line network was affected, as slow-downs were also applied to Geelong trains. (The Ballarat and Bendigo lines were already replaced by buses because of Regional Rail Link works). These timetables were to apply until at least 26 January.

Metro Trains Melbourne already was operating reduced services in January and did not reduce services further. Nevertheless, on Thursday 16 January when the temperature reached 43°C in Melbourne, there were cancellations and delays. Trains were also suspended by a fire near the line between Carrum and Frankston. Trains on the Frankston-Stony Point line were replaced by buses. **Yarra Trams**, too, suffered from failures on this day. Trams on route 82 from Moonee Ponds to Footscray, Melbourne's least patronized route, were replaced by buses, to provide additional trams to replace failed ones on other lines.

Adelaide Metro trains were modified from 1500 on Monday 13 January. Services ran every 15 minutes instead of every seven, except the Belair line which ran a 30 minute frequency. There were longer trains to ensure no loss of capacity. These arrangements were expected to remain in place for the duration of this week with heatwave conditions in excess of 40 degrees. On 17 January trams were replaced by buses between the Entertainment Centre and West Terrace, City, due to heat affecting the track.

Victorian freight

On 10 January, the Victorian Farmers Federation called for a \$250 million upgrade and standardisation of Victoria's freight lines at the top of its 2014 State election wish list.

V/Line: Fire cuts Mildura line

The Mildura railway was closed by a fire on 21 January. About 7500 sleepers between Bronzewing and Speed were damaged and need to be replaced. The Mildura line carries more than 1.5 million tonnes of freight annually. At this time of year this includes refrigerated containers carrying grapes to port.

Metro Trains Melbourne: Big Day Out

Trains departed Flinders St, stopping at Southern Cross and North Melbourne for the Big Day Out music festival at Flemington Racecourse on Friday 24 January. Trains ran every few minutes after the morning peak, except during the evening peak.

Metro Trains Melbourne: Upfield duplication mooted

Metro has called for the four km section of single track between Gowrie and Upfield to be duplicated by 2017, arguing that services on the line should be increased "towards a 10-minute frequency". At present, there is a 20 minute frequency on the Upfield line.

In a proposal to the State government, Metro says the single track should be duplicated because it also puts pressure on the entire northern group of lines. It says "the single line represents a difficulty in timetabling the entire northern group, and constrains scheduling flexibility on the busier Craigieburn and Sydenham lines. The single line will increasingly inhibit attempts to increase rail services to Melbourne's north-western growth suburbs both before and after the regional rail link is completed." Metro claims the Upfield line's sparse timetable pushes people onto already crowded trains and trams on other lines nearby and even contributes to congestion on the roads. The current peak frequency of the Upfield line is 20 minutes, providing a significant disincentive in using this line. Additionally, some potential train users may be choosing to drive to the CBD instead of taking the Upfield line due to the poor service frequency, or drive to a different station on the Craigieburn or Epping lines, worsening road traffic."

Comment: Frequency could be improved on the Upfield line by terminating/starting some trains at the end of the double line at Gowrie. Duplication from Gowrie to Upfield is the ideal solution, but perhaps not necessary.

Victoria: Timetables and politics

The Victorian Opposition has proposed the operation of all night suburban trains and trams on Friday and Saturday nights as well as V/Line departures from Melbourne to Geelong, Bendigo, Ballarat and Traralgon. The scheme would run on weekends from New Year's Eve 2015, with a trial for 12 months if Labor wins the 29 November state election. The cost would be \$50 million per annum. In response, the Victorian Premier said the idea "is a high-cost proposal that is not the key priority for public transport. The key priority for public transport is more trains in peak hours, more trains when people want to use public transport. It's a process that will simply not provide what people want," he said.

Yarra Trams: Docklands extensions & timetable changes

From 26 January, route 75 trams have continued along Flinders St into Docklands, along Harbour Esplanade to terminate at Etihad Stadium.

Twenty-six additional weekday trams on route 11 operate to Victoria Harbour. Along with Route 48 trams this will provide a four-minute frequency to Docklands via Collins St during peak times.

From 26 January a 450 metre track extension along Victoria Harbour will be opened, along with a new terminus. Trams will continue to service the existing terminus at Merchant St.

The Docklands precinct is currently home to around 7000 residents and 29,000 workers. It's expected to cater for 20,000 residents and 60,000 works by 2025.

Timetables for routes 11, 24, 31, 48, 95, 109 and 112 were changed. And as a result of the fifth E-Class tram entering service on route 96, larger trams have been allocated to routes 3, 19, 64 and 67.

Melbourne: Fare evasion

Fare evasion on Melbourne public transport has dropped to its lowest level in five years. It is below 9% for the first time since October 2008, according to a PTV survey. On trains, evasion dropped 1.5% to 8.4%. On trams it fell from 20.3% in May 2011 to 8%. On buses it dropped to 11.2%. The figures also show an increase in ticketing infringements, from 132,161 in 2011 to 158,557 last year. Premier Denis Napthine, speaking at a press conference in Docklands to announce the opening of a \$3.5 million Collins St tram extension on 26 January said, "Fare evasion rate is still too high and the 91% of passengers who travel with a valid ticket rightly expect other passengers to pay their way."

West Coast Railway re-opens

The West Coast Abt rack railway in Tasmania partially reopened on Monday 6 January. This was eight months after closure by former owner, Federal Holdings, halfway through its 20 year lease. Since then, \$6 million of Federal government money has been spent on track upgrades between Queenstown and Dubbil Barril, including the two rack sections. Another \$6 million worth of work is underway between Dubbil Barril and Strahan. Half day tours have recommenced on rehabilitated track from Queenstown to Dubbil Barril. At present, one train a day is operating, departing Queenstown at 0900, and returning there at 1230. The present service is being managed by the Abt Railway Ministerial Corporation, a Tasmanian government instrumentality.

Adelaide Metro: Electrification works

An interesting feature of the closure of the Belair line from 2 until 7 January (see January *Table Talk* page 8) was that as well as substitute buses, there was a rail shuttle run between Belair and Mitcham during the day.

Metro Adelaide has undertaken an online survey for views about the timetable for the Seaford Line when electric trains are introduced this year. In the lead up to the 15 March SA election, the Liberal Opposition has promised to reinstate express train services on the Noarlunga line if it wins.

Adelaide Metro: Tram timetable 27 January

Along with the comprehensive introduction of new bus timetables in Adelaide from 27 January, (see Bus News below) a new Tram timetable also came into effect. A copy is on Adelaide Metro's website. There are no significant changes.

Adelaide Metro: Australia Day

Noarlunga and Belair trains operated all day on Australia Day 26 January, every 30 minutes. Extra capacity was provided on all train lines after the cricket and the fireworks as required. Trams from Glenelg operated every eight minutes but terminated at Victoria Square from approximately 0730 to 1940, to a special temporary timetable on Australia Day. A tram shuttle operated every ten minutes from Adelaide Railway Station to the Entertainment Centre from approximately 0730 to 1930. A special tram timetable was available on the web.

North-South railway

A 300 metre section of the Katherine-Darwin railway was washed away by heavy rain on 14 January. Freight operator Genesee & Wyoming and passenger operator Great Southern Rail organized alternative road services. Repair was delayed by the proximity of two resident crocodiles.

Thanks to Ian Cooper, Scott Ferris, Victor Isaacs, Geoff Lambert, Len Regan, Tris Tottenham, Roger Wheaton, www.railpage.com.au, *Australian, Age, Central Western Daily, Daily Telegraph, Herald Sun* for Rail news.

BUS NEWS

Australia Capital Territory

Red Rapid efficiency trial

A new timetable for ACTION's Red Rapid 200 was trailed from on 17 February to improve efficiency and ensure buses pass intermediate timepoints closer to the published timetable. Departures from both termini, Canberra Outlet Centre (formerly DFO) in Fyshwick and Gungahlin Town Centre, were unchanged but runtimes along the route were revised. ACTION advised that results from the trial will be 'continually analysed' and may lead to further revisions to the timetable. Unfortunately, a fire in the CBD caused disruptions to services during the first week of the timetable trial (see below).

North Weston Park and Ride opens

The new North Weston Park and Ride on Cropper Rd, Weston Creek officially opened on 19 February. Free parking is provided for 49 cars plus 24 bikes. The facility is currently served by two return Xpresso 729 services, although additional routes are being considered as part of Network 2014.

Sydney Building fire

Following a major fire at the historic Sydney Building on 17 February, most bays at City Bus Station were temporarily closed until 21 February. Initially, all services departed from Alinga St. From 18 February Rapid (Route 200), Blue Rapid (300-series) and Xpresso (700-series) buses departed on Northbourne Ave.

Stops along London Cct East were bypassed until 1400 on 18 February, although during the afternoon peak on 17 February ACTION arranged a special shuttle bus to transport passengers to Alinga St.

Shaky Islands

Following a 6.2 magnitude earthquake affecting the lower North Island of NZ at about 1600 on Monday 20 January, Wellington suburban train services were suspended and replaced by buses for the rest of the day, while infrastructure was checked.

New Zealand website

A website aggregating NZ suburban rail, long distance rail and bus timetables and information is www.railnewzealand.com

European Rail Timetable delayed

The former employees of the Thomas Cook Timetable report that they are making good progress in updating information for the first edition of the new, independent European Rail Timetable. However, publication has been delayed by four weeks and it is now envisaged that the first edition will be dated March 2014, and will be published at the end of February. If they abide by their original intention, this probably means that the first edition will not include Australia and NZ in the "Beyond Europe" section. (Australia and NZ being scheduled for February and August editions each year). The intention is to publish on a monthly basis.

Initially the European Rail Timetable will only be available for purchase through their website, www.europeanrailtimetable.eu, but a telephone mail order facility will be introduced as soon as possible together with the option of an annual subscription. Re-prints of the Thomas Cook Rail Map of Britain & Ireland, Rail Map of Europe, Europe by Rail guide book and a facsimile of the inaugural 1873 Cook's Continental timetable will also be available for purchase.

On 20 & 21 February, ACTION provided a two wheelchair accessible shuttle buses between 08:00 & 18:00, which ran a continuous loop in the city centre stopping closer to City Bus Station.

Passengers for Qcity buses to Queanbeyan or Yass TransborderXpress coaches were advised to board buses in Alinga St during the closure.

Royal Canberra Show

Pre-purchased tickets to the ActewAGL Royal Canberra Show at Exhibition Park (EPIC) on 21 to 23 February allowed free travel on ACTION services. On Friday 21 February passengers could access EPIC via Red Rapid 200 or 56, 57 & 58. Over the weekend, travel arrangements to the show included:

- Tuggeranong - Hourly Route 992 shuttle or Blue Rapid 900 every 15 mins to City to change to Routes 991, 992 or 993
- Woden – Half hourly Route 992 or 993 shuttle or Blue Rapid 900 every 15 mins to City to change to Route 991, 992 or 993
- City – Routes 991, 992 & 993 providing a combined 15 min service along with weekend Routes 956 & 958 (both hourly)
- Belconnen – Hourly Route 990 shuttle or weekend Routes 956 & 958 (both hourly)
- Gungahlin – Routes 956 or 958 (both hourly)

The information failed to state the time of the last service to Exhibition Park on each route.

On both Friday & Saturday evening ACTION provided return buses between 20:00 to midnight to City Bus Station. It was

assumed passengers were required to change to the Blue Rapid to reach Woden or Tuggeranong.

Manauka AFL Shuttles

StarTrack Oval in Manauka played host to a NAB challenge pre-season AFL game on 20 February between the Greater Western Sydney Giants and Sydney Swans. Free travel across the ACTION network was provided to pre-purchased ticket holders. Special charter buses departing City Bus Station half-hourly between 17:30 & 19:00.

Shuttle buses will also be provided to AFL games during the home & away season on 12 April, 3 May & 9 August.

Super Rugby shuttles

Fans attending the Super Rugby game between the UC Brumbies and Reds on 22 February were able to ride to GIO Stadium on one of 21 free charter trips provided by ACTION departing City, Tuggeranong via Woden (some buses also operating with City), Belconnen & Gungahlin in the early evening.

Return charter buses also departed from:

- Vikings Clubs
- Labour Clubs
- Debaule
- Duxton
- Gryphons
- University of Canberra

Free buses will also operate to UC Brumbies home games on 15 & 22 March, 4 & 25 April, 10 & 31 May and 11 June.

New South Wales

Free rides from 'The Cross'

As part of a wider initiative by NSW state government to reduce alcohol-fuelled violence announced in January, relievers travelling home from Kings Cross on weekend mornings can travel for free on either Sydney Buses Route 300 or Nightride N100 as of 31 January. The routes provide a combined 10-minute service into Town Hall & Railway Square, allowing connections to other buses home. Normal fares continue to apply for all other travel on N100 to/from Bondi Junction.

Route 300 replaced the free Route 999 from 14 December, with passengers initially required to pay a special \$2 fare to travel into town, penalising those holding return train tickets to Kings Cross (that are also valid on Nightride services). The return of free travel will also benefit those transferring to all night services departing the CBD on various Sydney Buses and Hillsbus routes.

JJ Cahill Memorial High School deviation

Commencing 10 February, selected services on Sydney Buses' Route 418 (Bondi Junction - Burwood) now divert via JJ Cahill Memorial High School in Mascot, catering for students travelling from Bondi, Randwick & Kingsford. An updated timetable for Routes 418 & 425 has been issued, although it contains confusing footnotes for the afternoon trips that incorrectly suggest the particular services are entirely pre-paid only, when the restriction only applies in the vicinity of Randwick Junction.

QVB stop closure

The bus stop on George St opposite QVB closed on 2 March to allow for long-term construction works. Route 501 passengers are being advised to board buses at Town Hall, while other passengers can board buses at Town Hall or near The Strand Arcade. Inbound trips on E85 - E89 now set down at Town Hall in lieu of the closed stop.

Updated region guide maps

Updated regional maps have been available online by Sydney Buses showing the recent replacement of Route 999 with Route 300 plus the new E85 service on the northern beaches.

Hillsbus has also placed an updated region 4 network map on their website following changes to Routes 602X, 612X, 615X introduced on January 28 along with the new 627 to Chatswood (see February's *Table Talk* for further details).

Thankfully both operators' maps are in the detailed and geographically accurate Transitgraphics format previously used rather than moving towards a more diagrammatic format (as is now used for route maps).

Additional for Australian Open Surfing

Sydney Buses provided additional Route 144 & 155 buses on 14, 15 & 16 February for those heading to Manly for the Australian Open Surfing completion.

Operators charging for timetables

Premier Illawarra remains one of the few operators in NSW to charge for printed timetables, with the current rate 80c. As there are eight separate booklets covering their network, a single set sets a passenger back \$6.40! Not a good way to encourage travel outside your local area!

Although many operators across Australia have continued to charge for timetables in the recent past, today timetables are largely subsidised (directly or indirectly) by state governments. Printed timetables remain a useful marketing tool for potential customers and the administrative cost of keeping records of timetable sales can outweigh cost benefit of charging for timetables. The move towards online timetables in the last decade also means smaller batches need to be produced (see the Victorian section for moves to only print timetables for some routes as demand warrants).

Your editor would be interested in publishing a list in the April's *Table Talk* of Australian bus operators that still charge for printed timetable - please send through your nominations no later than 28 March.

Queensland

City stop changes

Effective 28 January, City Stop 111 (North Quay near Adelaide St) & City Stop 16 (Adelaide Street near George St) were closed to allow construction works at the former Supreme Court site, affecting Routes 411, 412, 415, 416, 417, 433, 445 & 471. Routes P343, 363, 376, 382, 383, 390 & 746 no longer stop at City Stop 138 (Roma St near Ann St) instead using City Stop 12 (Ann St at City Hall). Additionally, two early afternoon trips on 361 ex Brookside now terminate at City Stop 9 (Ann St near King George Square) instead of City Stop 142 (Edward St near Elizabeth St).

BT February Changes

To maintain service reliability, Brisbane Transport introduced revised timetables on selected routes on 17 February, with some trips shifting by up to 12 minutes. Routes affected included:

- 370 (Chermside - City)
- 380 (The Gap - City)
- N385 (Fortitude Valley - City)
- 390 (Mitchellton - City) - including changes to CBD stops
- 428 (Chapel Hill - UQ)
- 432 (Kenmore - UQ)

- 475 (Rainworth – City) – 15:17 outbound service now originates at All Hallows School to provide a direct ride to Rainworth for students.

The Gap Park ‘n’ Ride opens

Translink opened a new Park ‘n’ Ride facility at Enoggera Reservoir, The Gap on 16 December. It features 85 parking spaces and 4 motorbike spaces. City Routes P384, 385 & N385 serve the facility.

South Australia

January 2014 timetable improvements

Adelaide Metro updated several timetables on January 28. The following timetable booklets have been issued:

- 98A, 98C, 99A, 99C (City Connector)
- 100 (Arndale – Glen Osmond) & 101 (Arndale - Flinders Uni)
- 115 (City - West Lakes), 117 & 118 (City - Port Adelaide)
- 140, 144 & 148 (City – Glen Osmond) & 147 (City – Beaumont)
- 141 (City – Stonyfell) & 142 (City – Burnside)
- 150 (City – Osborne), 350 (Largs Bay – West Lakes, 352 & 353 (City – Port Adelaide)
- 155 (City – West Lakes), 157 (City - Largs Bay) & 376 (West Lakes – Delfin Island)
- 167 & 168 (City - Glenelg) & 169 (City – Marlestone)
- 170 (City – Urrbrae) & 172 (City – Kingswood)
- 171 (City – Mitcham Square) & 173 (City – Blackwood)
- 174 (City – Paradise) & N178 (City - Newton)
- 177 & N178 (City – Newton), 178 (City – Paradise), 179 (Athenstone – City) & 579 (Atherston – Paradise)
- 190 (City – Glenelg)
- 195, 196 & 197X (City – Blackwood)
- 200/200B (City – Marion)
- 202/N202 (City – Ingle Farm), 203 & 209F (City – Tea Tree Plaza)
- 204 & 528 (City – Northgate) & 208 (City – Paradise)
- 230 & 232 (City – Port Adelaide)
- 235 (City – Kilburn), 238 (City – UniSA (Mawson Lakes campus)) & 239 (City – Arndale)
- 241, 245 & 248 (City – Marion)
- 251 (City – Mansfield Park) & 252 (City – Port Adelaide)
- 253/253X (City – Mansfield Park) & 254 (City – Port Adelaide)
- 262/N262, 263 & 265 (City – Marion)
- 271 (City – Tea Tree Plaza) & 273 (City – Paradise)
- 281 (City – Paradise)
- 286 & 287 (City – Henley Beach) & 288 (City – West Lakes)
- 300 (Suburban Connector)
- 333 (Outer Harbour – Port Adelaide)
- 361 (Tea Tree Plaza – Port Adelaide)
- 404 & 405 (Salisbury – Paralowie)
- 500 (Elizabeth – City), 501 (Mawson Lakes – City), 502/N502 (Salisbury – City)
- 503 & 507 (Paradise – Tea Tree Plaza)
- 506 & 546 (Paradise – Tea Tree Plaza)
- 541 & N541 (City - Fairview Pk & Golden Grove)
- 542, 542X & N541 (City - Fairview Pk)
- 543 (City – Surrey Downs)
- 545 (City – Golden Grove)
- 556, 557 & 559 (City – Tea Tree Plaza)
- 591, 592, 593 (Golden Grove – Greenwith)
- 600 & 601 (Aberfoyle Hub – Marion), 605 (Darlington – Blackwood), 694 (Blackwood – Hawthorndene) & G30 (Blackwood – City)
- 645 (Marion – Seaview Downs) & 646 (Marion - Seacombe Heights)

- 820 & 821 (City – Carey Gully) & 862 (Stirling – Loreto College)
- 823 (Crafters – Cleland Wildlife Park), 840x, 860F, 863, 864 & N864 (Mount Barker – City) & 863 (Aldgate – City)
- 830F (Lobethal – City), 834 (Lobethal – Verdun) & 835 (Lobethal – Mt Barker)
- 837 (Nairne – Mount Barker), 841F & 842X (City – Nairne)
- 838 (Mt Barker East loop) & 839 (Mt Barker West loop)
- 850 (Macclesfield – Aldgate) 852 (Strathalbyn – Mt Barker)
- 861 & N864 (City – Glen Osmond)
- 865 (City – Aldgate), 866 & 867 (Stirling – Crafters) & 868 (Aldgate – Stirling)
- 892 (Urrbrae – Aldgate), 893 & 894 (Aldgate – Blackwood)
- B10 (West Lakes – Magill), B11 (City – UniSA (Magill campus)), B12 (West Lakes – City)
- C1 (Elizabeth – City), C2 & 548 (Greenwith – City) & N1 (Golden Grove – City)
- G10 (Marion – Blair Athol), N10, N21, Blair Athol-Marion
- N10 (Marion – City), G20/G20, N21 & G22 (Aberfoyle Hub – City), G21 (Old Reynella – City) & 320 (Aberfoyle Hub – Marion)
- G40 (Golden Grove – Flinders Uni)
- H20 (Glenelg – Paradise), H21 (City – Paradise), 580 (Keswick – Paradise)
- H22 (Henley Beach South – Wattle Park), H23 & H24 (City – Auldana), H24 (City – Auldana), H32 (Henley Beach South – City) & N22 (City – Wattle Park)
- H30 (West Lakes – Paradise) & N30 (City – Paradise)
- H33 (Rostrevor – Henley Beach)
- J1 (Glenelg – City), J2 (Harbour Town – City) & 162 (West Beach – City)
- J7 & J8 (West Lakes – Marion), 371 & 372 (West Lakes Loops)
- M44 (Marion – Golden Grove)
- W90 (Marion – Paradise) & W91 (St Marys – Marden)

The above timetable booklets can be ordered from the March ATA distribution service.

Seaford changes

With the commencement of train services to Seaford on 23 February the following related bus timetable changes were implemented:

- 740 (Seaford – Colonnades Centre) & 741 (Maslin Beach – Colonnades Centre): time changes to align with trains
- 745 & 747 (Noarlunga – Seaford circuit): time changes to align with trains, with T748 discontinued.
- 750 (Sellicks Beach – Seaford), 751 (Aldinga – Seaford), 752 (McLaren Flat – McLaren Vale), 755 (Aldinga Beach – Seaford) & 756 (Port Willunga): time changes to align with trains. Routes 749, 753 & 754 have been discontinued and replaced by other southern services. Routes 750 – 756 now in a single timetable pamphlet.

Upgraded Tea Tree Plaza Park ‘n’ Ride opens

A new undercover Park ‘n’ Ride facility opened at Tea Tree Plaza on 13 January. It contains 700 parking spaces (including 14 disabled spaces, 6 motorcycle parks and 2 electric car recharge points) and is manned by security staff on weeknights. Commuters must pay \$2 per day to use the facility; with those unable to produce a MetroCard smartcard used within the past 2 hours charged a premium \$10 exit fee.

Industrial action leads to free rides

Due to industrial action over a new EBA arrangement, since 29 January drivers from South Link and Transfield have refused to enforce fare collection, meaning many passengers have enjoyed free rides on buses operating to the northern, northeastern, southern suburbs and on some Adelaide Hills routes. Torrens Transit drivers are not involved and have continued to sell tickets. Those using the new Tea Tree Plaza park 'n' ride were reminded that failing to pay a bus fare would attract the \$10 exit fee.

Southlink drivers also held a stop-work meeting on 21 February, with no buses on their routes between 10:00 and 14:00.

Plans for an earlier 'family BBQ' Sunday stop-work meeting by both operators on 2 February were cancelled due to forecasted extreme heat.

Victoria

January changes update

In addition to the list of timetable changes in regional Victoria on January 28 & 29 in January's *Table Talk*, additional evening services were added to La Trobe Valley's inter-town service between Moe, Morwell & Traralgon (Route 1) including 19:30 ex Traralgon weeknights, 20:07 & 21:07 ex Moe Fridays, 20:00 & 21:00 ex Traralgon Fridays, 18:30 ex Traralgon Saturdays & 18:37 ex Moe Saturdays.

The Horsham – Mildura service now operates from Horsham on Monday, Wednesday and Friday and Mildura Tuesday, Thursday and Friday, improving access to the Ouyen V/line coach.

New online timetables have also appeared for Christians' services in the provincial city of Bendigo but there don't appear to be any changes of note.

Gisborne residents have expressed their anger to local media with the changes made to the Gisbus service in January. The successful demand response service, previously operated by three buses, was downgraded to a fixed bus between the station and town centre (Route 473) and a second bus continuing to operate across a demand responsive zone through the rest of town (Route 474), although with a reduced span. Feedback included the pick-ups no longer incorporate Jacksons Creek, connections with trains have been disrupted with buses no longer waiting for excessively late trains, some fixed stops have been placed in dangerous locations and the fixed route has made the service less accessible for mobility impaired passengers.

It is also understood that although fixed stops were added to the demand responsive zone, passengers must still book to be collected at these points, unlike the TeleBus model operated in Melbourne's outer east where buses will pass fixed stops every trip, making them largely redundant – why walk to a stop that you must book for in advance when the bus can call at your door for the same price?

In response to the complaints, the third bus was reinstated on 10 February, with two buses providing home pick-ups, operating as Route 474 & 474a. The Gisbus website also states the demand responsive bus now starts at 05:30, meeting the 06:06 train to Melbourne – at the time of writing the PTV website was still showing the first 474 arrival into Gisborne Station as being 07:02. It is not known if any of the early afternoon peak trips between 14:30 & 16:00 have been reinstated.

Revised versions of the new timetables introduced as part of the changes to the Warrnambool network on 28 January have also appeared since the first editions were made available online in early December. Selected peak services

were ultimately cancelled, leaving gaps of up to 90 minutes on some town routes, presumably as a result of the separate school network being maintained. Off-peak inbound services on Route 6 have also been moved 30 mins to eliminate excessive layover at Merrivale.

Printed timetables endangered?

As a cost-saving measure, Public Transport Victoria has recently ceased reprinting timetables for routes where few passengers are requesting printed copies. Instead, a simple A3 timetable is now produced as required, producing a more basic format with timetable panels matching the online PDF format. Timetables for Routes 623 (St Kilda – Glen Waverley) & 735 (Box Hill – Nunawading) are among the first to be issued in this new format. Both routes carry moderate patronage and run 7 days a week, in comparison to others routes with limited peak or shopper services, so it would appear partly a case of drivers note freely handing out timetables onboard, hence stock is not exhausted as quickly as for other routes and operators.

The usual timetable booklets have been sighted for services that had a timetable change in January, although new timetables for Craigieburn Routes 529, 533 & 537 were also issued in this format due to a delay in producing the standard timetable booklet. However, one question is how long it will be until all bus timetables across Victoria are placed in this new 'on demand' format, with passengers further encouraged online or to smartphone apps to find departure times.

Staff training regarding the new timetable format appears limited. A visit to the PTV Hub at Southern Cross in early February failed to obtain a timetable for 533 or 623, with the staff member simply advising timetables for these routes are now only available online, and not offering to print one off. A feedback officer following up initial complaint about your editor's experience at the PTV Hub later advised that a 623 timetable could not be posted out as hard copies were not available on their ordering system!

The move to 'on demand' timetables follows the discontinuation of printed timetable booklets for tram services about 5 years ago, with the only printed information available on the system now limited to fold out leaflets showing a stick-line route map (including peak journey times), average frequencies and times of the first and last tram each day. Although tram services generally operate relatively often and a significant number of passengers are happy to just 'turn up and go' and/or use the TramTracker real-time information service, a timetable is still important at night and on Sunday mornings when reduced services operate only every 20 to 30 mins.

Mornington Peninsula Shire buses

Commencing 24 February an updated timetable was introduced for the PenBus service, operated by Ventura as part of a partnership between the Federal Government and Mornington Peninsula Shire. The service, available free to students, apprentices and jobseekers on application, links Rosebud with Monash University Clayton with stops at Chisholm TAFE in Frankston & Monash University's Peninsula Campus. Students living in adjacent municipalities including Frankston, Kingston and Monash may also use the service, including for return travel to education and jobs on the peninsula.

Six daily return trips are now provided between Rosebud & Frankston, 4 continuing onto Monash University Clayton directly, with the other two providing connections with the university's private inter-campus shuttle. The original timetable introduced in May 2013 was limited to three return services.

An article in the 19 February edition of *Chelsea Mordialloc Mentone News* stated that 118 students had currently applied to use the service, 50 since the New Year. Regular PenBus users can save over an hour using the direct service to reach Monash University Clayton, compared to slower public transport options which take over 2 hours each way,

The Mornington Peninsula website no longer advises of the separate cross-peninsula link that had connected Hastings with Chisholm TAFE's Rosebud campus which had provided a return service.

Meanwhile, McCrae Bus Lines are currently operating a trial Night Owl bus along Point Nepean Rd between Rye & Dromana between 23:00 and 02:00 Friday and Saturday evenings. The trial, which began on 1 March will continue until 26 April and is an imitative of Mornington Peninsula Shire, supported by Southern Peninsula Liquor Accord and Rosebud Police. One-way fares cost \$6. A 'timetable' on the shire's website only lists the operating span and 13 pick up stops. A single bus would likely take an hour to do a return trip, making a published timetable vital to ensure the service is a success.

The council website also advises that PTV has extended the "Conti bus" which runs a loop between Portsea and Sorrento, serving Continental Hotel in Sorrento has been extended to Rye, although no timetable or route information is provided. It is believed that McCrae Bus Lines also run this service.

As result of the late night bus trials, it is now possible to make an overnight trip on the southern peninsula into Melbourne via public transport – Conti Bus to Rye, Night Owl Bus to Rosebud, 788 NightRider shuttle to Mornington and 970 NightRider into Melbourne.

St Kilda Festival

Despite the transfer of Routes 246, 600, 922 & 923 Transdev, along with Route 623 changing hands between Driver & Eastrans (CDC), service arrangements for the 2014 St Kilda Festival on 9 February were the same as previous years:

The St Kilda Festival on Sunday 10 February 2013 saw the now standard alternations to bus routes in St Kilda:

- Route 246 (Clifton Hill – Elsternwick) south of Alma Rd operated as a connecting shuttle during the afternoon & early evening to avoid traffic congestion around the festival impacting on-time running north of St Kilda Junction.
- Routes 600, 922 & 923 (St Kilda – Southland) operated to a Saturday timetable & services were truncated at Barkly St.
- Route 606 (Port Melbourne – Elsternwick) was truncated on the north side of St Kilda at Park St & Mary St. Any passengers travelling to Elwood or Elsternwick were advised find their own way through the festival to connect to 246.
- Route 623 (St Kilda – Glen Waverley) operated additional trips ex St Kilda at 21:45, 22:45, 23:45 & 24:45.

Westrans slowdown

Advice on the CDC Victoria website stated that Westrans Werribee services may experience delays from January as result of changes to a number of arterial road speed limits across Wyndham from 70km/h to 60km/h. This is part of gradual statewide review by Vicroads to eliminate 70km/h limits. Readers may recall operators faced similar issues after residential street speed limits across Victoria were changed from 60km/h to 50km/h in January 2001.

Meanwhile, the new Route 410 timetable introduced by Westrans Sunshine in late January has reportedly seen buses regularly arriving Sunshine from Footscray between 5 and 15 minutes early after afternoon peak trips were lengthened by up to 14 minutes. Some trips timetabled at just 13km/h.

Network maps added online

PTV has recently added diagrammatic network maps for outer suburban bus networks in Berwick, Craigieburn, Pakenham, Point Cook, Sunbury & Werribee to their website, which were previously only included in printed timetable booklets. The Berwick network map only covers routes in the Berwick timetable booklet with Routes 828, 895 & 926 omitted along with limited shopper Routes 695F, 697, 838 & 842.

A SmartBus network map has also added online, which previously was only used in a Seniors Travel Guide produced in 2010. The map contains errors however, with the train network overlaid on the map at the wrong scale and the transposal of Victoria Park & Collingwood Stations.

As at the time of writing, PTV had yet to update the online versions of their metropolitan municipal local area maps (produced by Melway) to reflect changes in January, although new versions have been sighted at some bus stops.

Transdev service standards

A full version of Transdev's contract to run the metropolitan bus franchise has been made available on the PTV website. Of particular interest is the inclusion of minimum service standards that Transdev must use in the development of their Greenfields network which contract documents state is due to be implemented "no later than 30 April 2015". Service standards are:

- Premium Tier 1 - SmartBus orbital routes: 10 min day service, 20 min evening service 05:00 – 24:00 daily
- Premium Tier 2 – SmartBus branch routes (DART, 903 Sunshine – Altona, other 'high performing routes'): 20 mins 05:00 – 24:00 daily
- Connector – "Direct bus services providing commuter services": 20 min peak, 20 – 40 mins off-peak 07:00 – 19:00 weekdays, 40 – 60 mins 07:00 – 19:00 weekends
- Coverage "coverage bus service with limited commuter services": 20 – 60 mins peak, hourly other times, 07:00 – 19:00 7 days

The standards suggest the introduction of more frequent services on the SmartBus network (currently 15 mins off-peak, 30 mins evenings & weekends) along with later Sunday evening services after 21:00 as well as the introduction of much improved Sunday services across Doncaster & Ringwood, where many local routes either do not operate or only every 2 hours, dating back to previous upgrades implemented in the late 90s when Sunday retail trading was only in it's infancy. It is not clear if the standards will allow lead to axing of later evening services on local Routes 271, 279, 286 & 366 which currently run until midnight during the week.

Curiously, the changes are expected to come at "no cost" to PTV, which may require substantial route rationalisation to achieve upgrades elsewhere. However, it would appear that 1990s standard of operating buses within 400m of 95% of Manningham residents has been relaxed, as there is no geographical coverage requirement stated in the contract documents, which may allow for removal of underperforming route segments in residential back streets, such as parts of the Manningham Mover.

Going 'Downtown'

Among the various trials of new destination files across their fleet in recent months, a bizarre choice has appeared on Transdev buses to replace the common 'City' destination. Some buses now show 'Downtown', a term only used commonly across North America. It is believed that following customer feedback, including on their Twitter feed, that the operator will revert back to the standard 'City' destination shortly.

Other 'desto' experiments have included the widespread use of the operator's branding on in-service destinations, often scrolling between a full size destination name & another with the final destination on the top line followed by the company logo and even 'Transdev' on the second screen, removal of the word 'via' to indicate midpoints displayed with the destination, and the use of pictograms and shopping centre logos in conjunction with destinations - for instance a row of pine trees on the "The Pines" destination or a Southern Cross star consolation for buses operating via Southern Cross Station!

While it's great to see some innovation, it should not come at the expense of clear and concise information for passengers, especially those with vision impairments.

Inner north bus lanes promised

As residents of Melbourne's inner north continue to protest against the Liberal State Government's plan to build an East-West tunnel to link the end of the Eastern Freeway with the Tullamarine Freeway, a \$108 million package of associated public transport and bike path improvements was announced in early February. Bus lanes are due to be installed along Victoria Pde in both directions, along with a northbound bus lane on Hoddle St – currently a bus lane only operates southbound during the AM peak, meaning outbound trips on DART services are significantly longer. The bus lanes, which are due to be installed within the next two years, were previously proposed in early 2011, but then postponed indefinitely after Yarra Council opposed the design, with councilors preferring a traffic lane to be cut rather than kerbside parking, an impractical suggestion on busy Hoddle St. It is unclear however why the bus lanes have been given a \$47 million price-tag.

Other measures to follow once the tunnel opens include Improved tram priority for north-south routes crossing Alexandra Pde and Brunswick Rd along with an off-road bike-path in the median of Alexandra Pde.

Western Australia

More February timetable changes

Transperth has issued revised timetables #15 (Route 72 Perth – Cannington & 75 Perth – Canning Vale), #20 (Routes 100 & 101 Canning Bridge – Curtin Uni) and #205 (Route 205 Joondalup CAT) dated 16 February.

March timetable changes

A large number of revised timetables were introduced on 2 March affecting the routes below. Minor timing changes other than where stated.

- 34 (Wellington St Bus Station – Cannington): Peak services now every 10 mins
- 36 (Esplanade Busport – Midland): Extra shortworkings added between Perth & Redcliffe
- 37 (Perth Airport – Kings Park): Additional peak direction services between Belmont & Perth, 15 min service extended to 21:00. Off peak services between Perth Airport & Belvidere St/Gardiner St reduced to half hourly.
- 40 (Esplanade Busport – Redcliffe): Additional services. Extension to Perth Airport via Great Western Hwy &

Fauntleroy Av, co-ordinated with Route 37. Great Western Hwy services (36, 40, 25, 295, 296 & 299) now operate every 10 mins weekdays, 15 mins Saturdays and 20 mins Sundays.

- 81 (City Beach – Perth)
- 82 (City Beach – Perth)
- 83 (Wembley Downs – Perth)
- 85 (Glendalough – Perth)
- 86 (Wembley – Perth)
- 92 (Roe St Bus Station – Wembley Downs): Renumbered Route 84
- 295 (Esplanade Busport – Walliston)
- 296 (Esplanade Busport – Kalamunda): No longer serves Priory Rd or Kalamunda Rd between Maida Vale Rd & Gooseberry Hill Rd in Maida Vale.
- 299 (Esplanade Busport – Walliston)
- 374 (Perth – Nollamara)
- 375 (Mirrabooka – Marrangaroo): Cancellation of 12:03 & 14:04 ex Marrangaroo, 11:22 & 13:22 ex Mirrabooka
- 381 (Fremantle – Warwick)
- 386 (Roe St Bus Station – Marrangaroo): Deviations reduced
- 387 (Perth – Nollamara)
- 388 (Perth – Nollamara)
- 389 (Roe St Bus Station – Wanneroo): Extra trip on Sundays ex Wanneroo at 07:45
- 402 (Stirling – Perth)
- 403 (Roe St Bus Station – Osborne Park): Minor route change in Joondanna and extended to Stirling Station. More frequent Weekday & Saturday services.
- 404 (Roe St Bus Station – Tuart Hill): Service retained following community feedback although with some trips axed
- 413 (Stirling – Glendalough)
- 424 (Stirling – Karrinyup): Route amended to operate along Carenuip Ave, Gwelup
- 427 (Stirling – Warwick)
- 441 (Warwick – Whitfords): Additional five peak direction trips to/from Whitfords along with route changes
- 442 (Warwick – Whitfords): Additional three AM peak to Whitfords and five extra PM peak trips ex Whitfords. Route change, with buses replaced along Warwick Rd, Chessell Dr and Poynter Dr by the modified 441 and existing 423
- 443 (Whitfords – Warwick)
- 444 (Whitfords – Warwick)
- 445 (Warwick – Whitfords): Extra evening trip
- 446 (Warwick – Whitfords): Additional three AM peak trips to Whitfords and five extra PM peak trips ex Whitfords. Co-ordinated with 447 to improve service level on Ellersdale Ave
- 447 (Warwick – Whitfords): Co-ordinated with 446 to improve service level on Ellersdale Ave. No longer operates along Erindale Rd, passengers to use 344 instead
- 449 (Warwick – Warwick Grove)
- 467 (Whitfords – Joondalup)
- 468 (Whitfords – Joondalup)
- 469 (Whitfords – Wangara)
- 558 (Rockingham – Mandurah)
- 583 (Mandurah – Silver Sands)
- 584 (Mandurah – Madora Bay)
- 588 & 589 (Mandurah Foreshore Shuttle)
- 591 (Mandurah – Erskine)
- 592 (Mandurah – Wannanup): No longer runs to Dawesville instead terminating in Wannanup, although extensions will operate to Ocean Rd Primary School & Dawesville Catholic Primary School
- 593 (Mandurah – Dawesville West): New service replacing 592 and providing a significant service boost along Old Coast Rd, with trips co-ordinated with Route

- 594
- 594 (Mandura – Dawesville East): Now runs along Old Coast Rd in lieu of Merrivale St

Updated timetables include:

- #19 (Routes 34, 35)
- #43 (Routes 81, 82, 83, 84, 85 & 86)
- #57 (Routes 374, 386, 387, 388 & 389)
- #58 (Routes 402, 403 & 404)
- #61 (Routes 424, 426, 427 & 428)
- #63 (Routes 441 & 442)
- #64 (Routes 445, 446 & 447)
- #68 (Routes 381, 456 & 458)
- #73 (Routes 467, 468 & 469)
- #74 (Routes 365, 372 & 375)

- #81 (Routes 387, 388 & 449)
- #82 (Routes 374, 386 & 389)
- #84 (Routes 443 & 444)
- #100 (Route 37)
- #108 (Routes 285, 286, 287, 288, 293 & 298)
- #109 (Routes 36, 40, 295, 296 & 299)
- #132 (Routes 583, 584, 586 & 587)
- #133 (Route 591)
- #135 (Routes 564, 567 & 568)
- #139 (Routes 592, 593 & 594)

Thanks to: Jason Blackman, Caleb Ellis, Geoff Foster, Hilarie Fraser, Steven Haby, Peter Hobbis, Peter Parker, Roger Wheaton & various contributors on *Australian Transport Discussion Board*.

AIR NEWS

Domestic

Qantas is to discontinue services to Hobart (indeed to Tasmania) in favour of services by smaller aircraft flown by subsidiary **QantasLink**. 35 Hobart Qantas staff will lose their jobs and be replaced by contractors.

Thanks to Victor Isaacs, Tris Tottenham and the *Australian* for Air news.

REVIEW

Population growth, jobs growth and commuting flows—a comparison of Australia's four largest cities, published by the Bureau of Infrastructure, Transport & Regional Economics, November 2013. This is the first comparative study of spatial changes in population, jobs and commuting patterns within Australia's largest cities. It focuses on recent patterns of change in Sydney, Melbourne, Brisbane and Perth, while also presenting an overview of change in other capital cities and regional cities between 2001 and 2011. The report identifies some common trends and differences across the cities, and investigates the extent to which these recent spatial changes match up to the stated strategic planning goals for the four largest cities. See http://www.bitre.gov.au/publications/2013/report_142.aspx

ODD SPOT

The University of Hokkaido, northern Japan, holds a remarkable collection of 1902 Australian and New Zealand “railway paper”, including Working timetables and associated documents. Some of these seem to be the only known copies remaining on the planet. How did they get there? ATA investigations reveal that they arose from what might today be termed a “Trade Delegation” in 1902-3. The sub-government of Hokkaido sent the Director of the Colonial Department and the Commissioner of Communication, Commerce and Colonization on a South Pacific tour to assess resources and trade possibilities. It appears that they collected (or were heaped with) documents wherever they went. A good deal of it was railway operating manuals. Eventually a selection of these documents ended up in the Takaoka Collection at the University. Moves are underway to procure copies of the previously unknown or unseen documents. The collection list is at <https://www.lib.hokudai.ac.jp/collections/personal/tadayoshi-takaoka/list/>

Thanks to Geoff Lambert for Odd Spot

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

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