



TABLE TALK

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TOP TABLE TALK – INLAND RAIL AND ARTC

On 11 September the Federal government released a “Delivery Plan” for the Melbourne-Brisbane Inland Railway. Deputy Prime Minister and Minister for Infrastructure and Regional Development Warren Truss received the final Report of the Inland Rail Implementation Group from chair, former Deputy PM, John Anderson AO. The Delivery Plan outlines a ten year construction timeframe to complete the 1,700 km project—including 600 km of new track, and puts the cost at \$10 billion. Accompanying the plan is a detailed Business Case, developed by the Australian Rail Track Corporation.

“This Report and Business Case provides the information needed to consider how best to build the Inland Rail network to meet the freight challenge of the coming decades—expected to treble along the eastern seaboard to 2030,” Mr Truss said. “Inland Rail will complement existing road and rail networks and will dramatically boost productivity. Initially, it will provide for 1,800 metre long trains carrying containers stacked two high and, in the longer term, much heavier 3,600 metre long trains. The new freight line will reduce transit time between Melbourne and Brisbane by more than 10 hours—reducing the journey to less than a day. It will remove 200,000 trucks, or 5.4 billion net tonne kilometres of freight, from roads each year. For the first time, south east Queensland will connect by rail to Melbourne, Adelaide and Perth, avoiding the need for freight to transit through the congested Sydney network. Inland Rail will reduce the distance between Melbourne and Brisbane by 200 km and carve 500 km from the Brisbane to Perth trip. The Australian government has already committed \$300 million to get pre-construction activities underway, including detailed corridor planning, environmental assessments and priority land acquisitions. This work is continuing. The project will create up to 16,000 direct jobs during a 10-year construction period and a regular 600 jobs once operating. The Delivery Plan indicates Inland Rail will generate economic benefits of around \$22.5 billion. Importantly, the Implementation Group has identified that an early commitment to Inland Rail will

give certainty for businesses and will allow the private sector to invest in complementary projects leveraging Inland Rail’s enhanced logistics benefits. The Implementation Group’s analysis indicates that there is some scope for private sector funding, however, the release of this Report will now allow potential investors to consider the merits of the proposal. If viable alternatives emerge that are substantiated by evidence, these would be considered on their merits and referred to Infrastructure Australia as appropriate. As with any project of this magnitude, it is important that Australian Government fully considers the project and how best to implement and fund it. As part of our consideration, I am referring the business case to Infrastructure Australia,” he said.

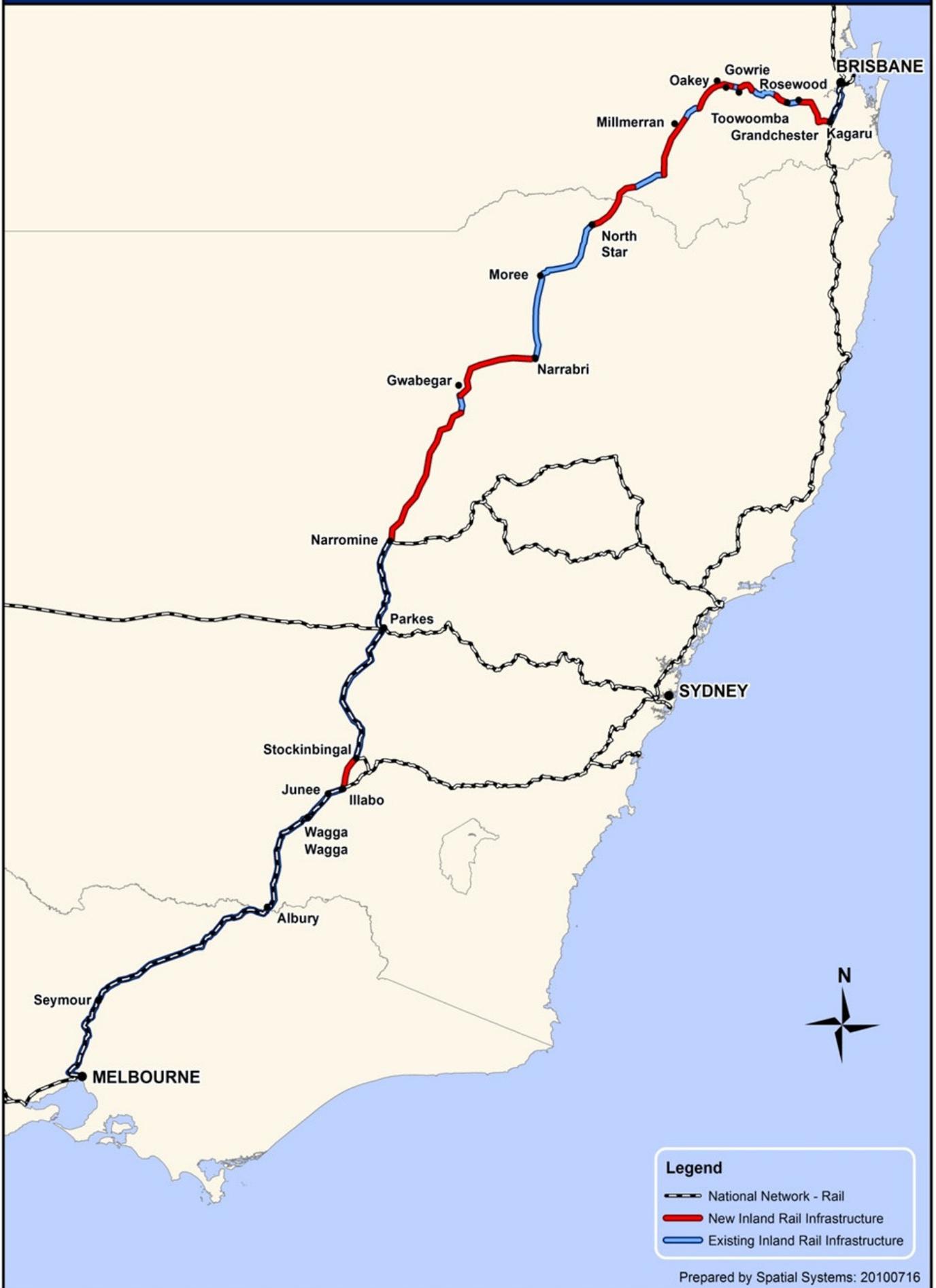
The full Inland Rail Implementation Group Report is available online at www.infrastructure.gov.au/rail/inland/. The government will now consider the report in the context of the 2016 Federal Budget.

On 2 September, the Minister for Finance, Senator Cormann, said the scoping study into options for the future management, operations and ownership of the ARTC will need to be broadened. Consequently, the Department of Finance will not to proceed with the current tender processes for business and legal advisers for the Scoping Study of possible sale of the ARTC. A new process to appoint suitable advisers will begin later this year. Senator Cormann said the ARTC scoping study remains on track for consideration by the government in the 2016-17 Budget process.

On Tuesday 15 September, the new Prime Minister, Malcolm Turnbull, signed an agreement with the minor coalition partner, the National Party. This included a specific commitment to build the Inland Freight Railway.

Details of the Inland Rail project are at <http://inlandrail.artc.com.au/>

INLAND RAIL



RAIL AND TRAM NEWS

Queensland Rail Travel: Facilities partially restored

A lounge area has been provided on the Westlander (Brisbane-Charleville) and Inlander (Townsville-Mt Isa) since early September. From 1 October additional food and beverage items have been available for sale aboard these trains. (Dining and sleeping carriages were withdrawn from these trains from 1 January 2015 by decision of the former State government.) Refurbishment of the sleeper and lounge carriages on the Spirit of the Outback (Brisbane-Longreach) has been completed. Economy single sleepers (in addition to First class sleepers) have been re-introduced to the Spirit of the Outback – but only four.

Queensland Rail appears to have stopped marketing their long-distance trains as "Traveltrain". They now just use "Travel".

ARTC: Working Timetable 4 October

A new ARTC Working Timetable came into effect from 4 October. The tabular version is on ARTC's website at www.artc.com.au/customers/operations/mtp/2015-10-04/. The graphical version is at www.artc.com.au/customers/access-interstate/committed-capacity/nsw/ for NSW and at www.artc.com.au/customers/access-interstate/committed-capacity/wa-sa-vic/ for interstate mainlines. Melbourne-Sydney Intermodal trains seem to be cut by about a further six trains per week.

As is normal, the new ARTC WTT coincides with the new John Holland Rail NSW Country Regional Network WTT of the same date, www.jhrcrn.com.au/Documents.asp?ID=6 (as mentioned in the September *Table Talk*).

Transport for NSW Working Timetable 3 October

As usual, Sydney area passenger and freight, weekday and weekend WTTs will also be introduced on the same weekend as the ARTC and JHRCRN WTTs. Alterations are:

- In regard to Penrith and Gosford Yards, each train will be specified as to what road it is to be tabled into and out of;
- Some Intercity and Suburban Rosters have been re-arranged and trip numbers in the SWTT have been re-labelled accordingly;
- There are minor adjustments to other trips.

Casino freight terminal

Casino Rail Freight Terminal Co. commenced construction of a \$12.7 rail freight terminal on 8 September. It is expected to take about 18 months to complete. It will have the capacity to load two 750m-long trains or a single 1550m train. It is expected a short train will depart Casino for Brisbane daily and one long train to Sydney or Melbourne every two or three days.

Hawkesbury River bridge

The Hawkesbury River bridge needs urgent repairs on one of its crumbling concrete piers, according to a 2013 report by engineering consultants SMEC. Underwater inspections of the bridge's nine piers are scheduled to take place every six years. When divers inspected the bridge in 2013, they found major problems with one of the piers. "The downstream pile has a large amount of concrete missing with lots of exposed rio bar [reinforcing bar] concrete continues to flake off and crumble," said the report, obtained by the state opposition using freedom of information laws. SMEC's report warned against failing to fix the pier "as the extent of the deteriorated region and the risk of failure of the bridge may increase over

time." It recommended repairs "within 1 year, due to the extent of deterioration identified and the potential risk to commuter and freight rail safety".

A spokeswoman for Sydney Trains said there was "no danger to customers or freight trains whatsoever. The bridge is structurally sound and the report initiated by Sydney Trains helps us plan ongoing maintenance, which is carried out regularly. It issued a tender in 2014 for a contractor to repair the pier, but it did not follow through with it. The spokeswoman said changes to riverbed depth had altered the scope of works required. "Sydney Trains decided the most responsible approach would be to expand the project and go out to tender again to ensure we still had the best people for the job," she said.

The bridge is used by more than 600 train services a week carrying 11,000 passengers between Sydney and the Central Coast and Hunter.

Sydney Trains punctuality

Sydney Trains had its best monthly performance in July, exceeding its peak punctuality target on every line with punctuality across all lines being 96.1% - the best figure since Sydney Trains began in July 2013. Every line comfortably exceeded its target. Causes of delays to peak services in July included a sick passenger on a train at Strathfield delaying 14 services and a trespasser at Bardwell Park delaying 11 services.

Sydney Central Station fire

A fire at about 1800 on Saturday evening, 26 September, caused the closure of terminal platforms 1 to 15 at Sydney Central station. The station was evacuated. The fire started in a fast food shop. The tram was also prevented from running to Central.

New rail hub for Griffith

In August Griffith Council, NSW, granted a development approval for the construction of a rail hub at Wiggelli on the outskirts of Griffith. It will be developed by the Colin Rees Group, who also own and operate the rail hub at Ettamogah on the outskirts of Albury. It will be the first rail hub in southern NSW since Ettamogah was built just over 5 years ago. It will comprise two long sidings and a modern container handling set up on a concrete pad.

Wiggelli Rail Hub will be home to the Regional Connect rail shuttle that plans to move freight from the branch lines around Griffith to the main line at Junee and Cootamundra for pick up by main line services. The company will offer a total package. Regional Connect plans to operate Griffith to Cootamundra, Griffith to Junee, and Griffith to Hillston. It will investigate re-opening the line from Yanco to Whitton.

Skitube: Upgrade

The Skitube Alpine Railway in the Snowy Mountains is to be upgraded. Skitube opened in 1987 from Bullocks Flat to Perisher Valley (6 km including 3.3 km in tunnel) and to Blue Cow in 1988 (2.6 km all in tunnel). Swiss company Stadler Rail, which is the world's only provider of the rack and rail system used by Skitube, has been awarded a \$2 million dollar contract to upgrade the trains' control systems. The modernisation program will be carried out during the off-season between October 2016 and April 2017, to ensure that the system continues to meet the highest of Swiss safety standards for rack railways. The new train control system will include upgraded braking, electronic control equipment and driver displays for controlling and monitoring train functions. Stadler will also carry out commissioning,

safety and functionality tests together with Perisher's rail specialists.

Skitube employs a Swiss-designed rack and rail system which uses a toothed cog pinion wheel engaging with a centrally located rack to drive and brake the trains safely up and down the steep mountain inclines. Perisher CEO Peter Brulisauer said after almost 30 years of operations replacement parts were becoming increasingly hard to find, so the decision had been made to upgrade and modernise Skitube. "Skitube has safely carried over four million passengers. Stadler took over the original equipment manufacturer, the Swiss Locomotive and Machine Works firm, which was responsible for designing and manufacturing the Skitube rack railway system, in 1988.

Skitube operates to the rules for mountain railways promulgated by the Swiss Federal Department of Transport.

New operator: TransVolution

Melbourne-based transport and logistics company TransVolution Rail has been granted accreditation by the Office of the National Rail Safety Regulator to operate freight trains in Victoria, NSW and SA. TransVolution is the first operator accredited under new national regulations. The process took over twelve months and involved scrutiny of TransVolution's safety management system. TransVolution claims that it "is an independent company combining fresh management with experienced industry professionals, resulting in a team with the knowledge and capacity to challenge traditional approaches to rail freight".

Infrastructure Victoria

On 3 September the Victorian Parliament passed legislation to create Infrastructure Victoria. As an "independent body", IV is expected to resemble the similarly-named Infrastructure Australia. The Victorian government claims IV as "a landmark reform", removing short term politics from infrastructure planning while ensuring a full pipeline of major projects to develop the economy. Infrastructure Victoria is expected to consult widely, consider the needs of the entire state and prioritise the projects that deliver the best results. It is expected to publicly release a 30-year infrastructure strategy outlining short, medium and long-term infrastructure priorities. In response, the government is required to develop a five-year Infrastructure Plan outlining priority projects and funding commitments, with IV assessing government progress against this plan.

Melbourne Metro Rail tunnel project

Radical changes to the train network envisaged following construction of the Melbourne Metro rail tunnel will include:

- The Dandenong line will no longer stop at Richmond, and Sunbury trains will no longer stop at North Melbourne. Both services will run through the new tunnel, not the City Loop.
- Caulfield station will become a hub to swap between Metro and Loop trains.
- City Loop services will be faster and more frequent.
- Electrification of the Melton line, and new Rowville or Doncaster rail lines, could be back on the agenda.

The project:

- Will create two new nine km rail tunnels through the city between South Kensington and South Yarra.
- Five new underground stations will be built at Arden; Parkville; CBD North; CBD South; and Domain.
- Train/tram interchanges will be created at Parkville and Domain
- Rail tunnels will emerge at South Kensington and South Yarra
- 100-200 individual homes (such as apartments or houses) and businesses need to be acquired across the project, mainly around entrances and stations, with exact numbers still being finalised
- Hundreds more properties will be impacted by works
- 21,000 residents and businesses have been sent letters along the project's path warning they could face disruption and potentially be impacted
- Will cost about \$11 billion (with \$4.5 billion of funding so far secured)
- 3500 people will be employed during construction
- 20,000 more passengers will use the metropolitan rail network in peak hour on completion

Construction expected to start in 2018 and trains to start running in 2026.

Level crossing city

On 8 September the Victorian government announced that an alliance including Leighton Contractors, Aurecon and Hyder Consulting were awarded a \$481.2m contract for level crossing removals at Blackburn Road, Blackburn, Heatherdale Road, Mitcham, and Furlong and Main Roads in St Albans. Works should be completed in 2017.

As part of the work on the Burke Road Level Crossing Removal Project, buses replaced trains between Burnley and Darling from 21 to 25 September. A bridge deck was built on Burke Road to carry traffic over the Glen Waverley rail line, enabling the construction team to tunnel underneath Burke Road.

Metro Trains Melbourne: Altona loop

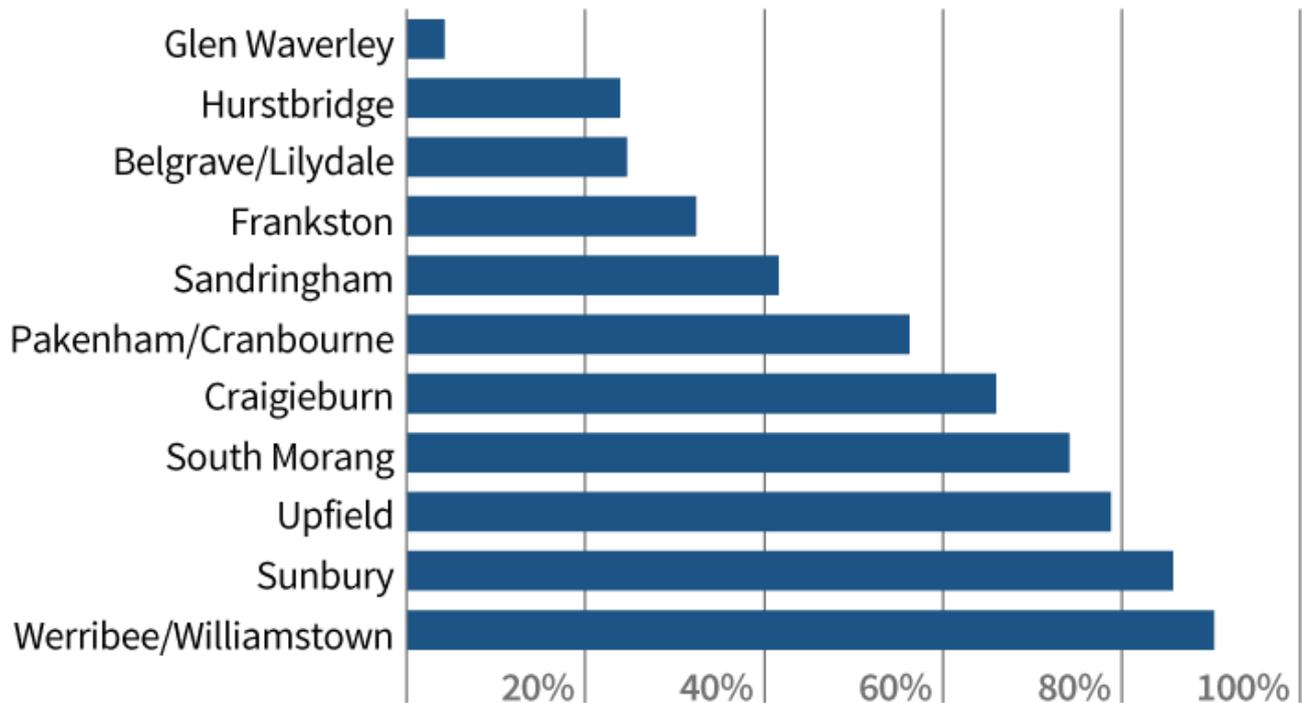
Metro Train bypasses of the Altona loop have increased as it attempts to meet punctuality targets. Latest Public Transport Victoria figures show that bypasses have increased 77% in the past financial year. There were 69 bypasses of the loop in the second quarter of 2014 but that increased to 122 in the second quarter of 2015. The total number of bypasses for the financial year was 452. Metro spokeswoman Pauline O'Connor said there had been an increase in people trespassing, vandalism and infrastructure faults affecting the Werribee line. She said bypasses accounted for 1.4% of the 8448 scheduled loop services.

Metro Trains: Frankston upgrade

The Frankston Station Precinct Taskforce recommendations for the \$63m transport hub were released on 26 August. The plan will include a demolition and rebuild of the station and electrification of the line to Baxter. Transport Minister Jacinta Allan will now consider the plan'

10 year growth forecast

Forecast 10 year (2015-2025) patronage growth in AM peak by line.
 Growth at cordon locations between 7am and 9am



Based on Victoria in Future 2012, Sunbury line includes patronage growth on Melton line.
 Initial estimates of Mernda extension included in South Morang forecast.
 Source: Public Transport Victoria

Melbourne's busiest railway lines will be overwhelmed by passenger growth within three or four years, leaving more and more commuters unable to board peak-hour trains, new figures show. The city's rail capacity crisis is expected to hit hardest on lines in the western and northern suburbs, which are projected to hit bursting point at least seven years before the planned solution - the \$11 billion Melbourne Metro rail tunnel - is completed.

The latest projections from Public Transport Victoria predict growth in peak-hour patronage of about 90 per cent on the Werribee/Williamstown lines between this year and 2025, 80 peak-hour Craigieburn line trains out of the Loop and onto tracks normally reserved for Werribee and Williamstown services.

Metro has warned the government that Melbourne faces several years when rail services will fail to meet demand, resulting in crowded trains, deteriorating reliability and commuters being left stranded on platforms. The problem will not be fixed until 2026 at the earliest, when the Melbourne Metro tunnel is scheduled to open. The tunnel will connect the Sunbury and Pakenham/Cranbourne lines, creating desperately needed breathing space in the City Loop. The project remains largely unfunded though, with the Andrews government still counting on securing one-third of the \$11 billion cost from Canberra and one-third from private investors.

Public Transport Victoria's 10-year projections paint a radically different picture in the city's east, where growth is

per cent on both the Sunbury and Upfield lines, more than 70 per cent on the South Morang line and more than 60 per cent on the Craigieburn line.

The capacity crisis is forecast to affect Melbourne's north-western suburbs worst because of an inability to run trains through the City Loop more frequently. Three fast-growing lines - Craigieburn, Sunbury and Upfield - converge into one tunnel in the City Loop. The tunnel's signalling technology cannot handle more than 22 trains an hour. The crowding problems on those lines is already infecting services on other lines, because Metro has been forced to move some mostly modest and under control. The chronically overloaded Pakenham/Cranbourne corridor is projected to experience a further 60% increase in demand, but will also benefit from a multibillion-dollar upgrade. Sandringham line patronage is expected to grow by 40%, the Frankston line by 30 per cent, the Lilydale, Belgrave and Hurstbridge lines by more than 20% each, and the Glen Waverley line by as little as 5%.

The growth projections were revealed in a recent presentation by PTV's general manager of service planning Huw Millichip to the Industry Capability Network, a business resource group, but have not been made widely public. The projections pose a serious challenge for the Andrews government, which is banking on Melbourne Metro as the answer to the city's public transport growing pains, but has fewer plans to meet short-term demand.

Transport expert Chris Hale said the problem could be tackled by moving quickly to replace Melbourne's outmoded signalling system with newer technology that allows trains to run more frequently. "The only way to address the capacity gap would be to get really serious about bringing in new signalling right now," Dr Hale said. He said the former Napthine government had wasted valuable years pursuing a doomed plan to reroute the Melbourne Metro tunnel through Fishermans Bend. But he questioned why Labor was spending \$360 million on a conventional signalling upgrade for the Cranbourne and Pakenham lines, when a completely new system was needed.

Public Transport Victoria spokesman Adrian Darwent said the government was progressively addressing rail network constraints and preparing a trial of high-capacity signalling on the Sandringham line.

The story of Melbourne's looming rail capacity crisis is intertwined with the story of the city's rapid population expansion. Peak hour trains from the city's growth corridors, already suffocatingly crowded, will soon fail to cope with the sheer volume of people seeking to board them, while those servicing the city's leafy east, which has been more protected from urban development, will continue to breathe easy. The crush also illustrates how growth in demand for public transport has got away from governments and their planning departments, who initially ignored the trend and are now scrambling to catch up, working to expand a system that is also in urgent need of repair after decades of under-investment.

The Melbourne Metro rail tunnel is perhaps the biggest boost to the city's rail system in 100 years, but it is at least 11

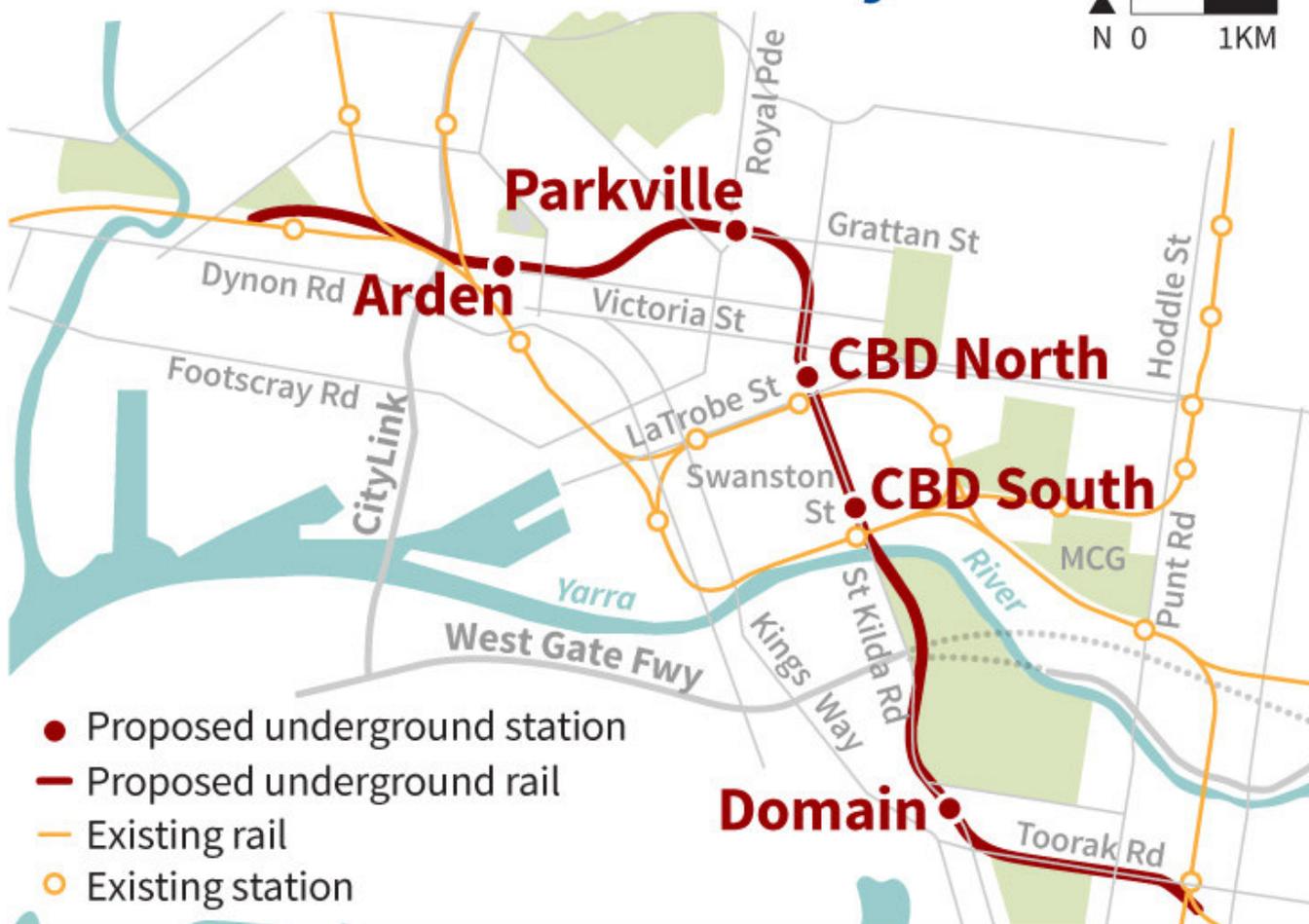
years away from completion and as Public Transport Victoria's latest growth forecast reveals, commuters cannot afford to wait that long. Long-standing constraints such as old, slow signalling technology and single-track bottlenecks will continue to strangle capacity to run more trains as current ones fill to bursting point. The City Loop is just 30 years old but already it is being stretched beyond its capacity as more and more people seek to travel in and out of the CBD at peak times.

This reporter watched this week as dozens of people were left stranded on the platform at Flagstaff station at 5.30pm, because they were unable to get through the doors of a severely overcrowded train bound for Craigieburn. PTV's projections indicate this problem will become commonplace before decade's end and will not be solved until Melbourne Metro is operational in 2026.

The Craigieburn line is one of three rapidly growing lines (along with Upfield and Sunbury) that converge into a single tunnel in the City Loop. The lines are forecast to experience surging peak-hour demand of around 60, 80 and 85 per cent respectively in the next 10 years.

Australia's new urbanist PM Malcolm Turnbull has raised hopes in Victoria that the Commonwealth will help fund the largely unfunded \$11 billion rail tunnel, but its completion is three election cycles away even in the best-case scenario. Meanwhile, that ever more crowded train is just around the bend. Premier Daniel Andrews may feel the looming rail crush is a problem he has inherited, and will hope voters will be similarly forgiving, though recent election results suggest they are not

Melbourne Metro Rail Project



Melbourne: Industrial action

On Thursday 3 September Metro Trains operational staff struck in support of a wages and conditions dispute from 0300 until 0400. This affected the preparation of trains, resulting in the cancellation of the first one or two trains on all lines.

On Friday 4 September staff struck from 1000 until 1400. However, this had wider affects, with trains being withdrawn from service to return to depots from 0830 and services not back to normal until about 1600. Metro claimed that they had to cancel 689 train trips. There was partial replacement by the hire of 320 buses, stopping all stations (except Jacana). Metro, however, claimed that 300,000 passengers were affected. Signallers were exempt from the strike. Hence, V/Line trains ran as normal, except trains did not stop at any suburban Metro station (even Flinders St) to pick up or set down passengers.

Another Metro strike took place from 0200 to 0600 on Saturday 5 September. This caused the cancellation of late night trains on Friday and of the first trains on Saturday morning. Buses again provided limited replacement services.

On Thursday 10 September Yarra Trams staff struck from 1000 until 1400, but services were severely reduced from about 0900 until 1500. Limited bus replacements operated. A comment has been made that the money spent on replacement buses, as well as the work rostering them, could have been better allocated to meeting some of the Tram union demands. (Buses nominally cost about \$100 an hour to hire.) At the same time as the Tram strike, Melbourne taxi drivers struck, protesting about Uber.

V/Line: Capacity constraints and patronage increases

There is a continuing shortage of rolling stock on V/Line along with galloping passenger numbers. V/Line advises in relation to the Ballarat line:

- As reported last month, a new V/Line coach service on weekdays commenced on 24 August. departing Wendouree at 1545, via Loreto College and St Patrick's College, Ballarat at 1610, Ballan at 1643, terminates at Bacchus Marsh at 1705.
- Due to "customer capacity issues" on the 0513 Wendouree to Southern Cross train, three additional road coaches have operated from Melton to Southern Cross since 25 June.
- Due to "operational requirements", the 0514 Southern Cross to Wendouree no longer stops at Bacchus Marsh and a taxi service has operated for Bacchus Marsh customers since 14 September.
- Due to "operational requirements", the 0613 Southern Cross to Ballarat has not stopped at Bacchus Marsh and a replacement coach has operated for Bacchus Marsh customers since 20 July.
- Due to "operational requirements", the 1517 Southern Cross to Wendouree has been altered to operate as a six-carriage set to Bacchus Marsh and then a three-carriage set from Bacchus Marsh to Wendouree from July.

Construction of a passing loop at Rowsley has stated as part of a program of improvements on the Ballarat line. In January 2016 a new timetable for the line will be introduced.

Between 2005/06 and 2013/14 there was an increase in patronage on V/Line of 93%. This was notwithstanding the transfer of the outer suburban stations of Craigieburn, Diggers Rest and Sunbury from V/Line to Metro Trains during this period.

Qube Logistics: Shepparton freight

As from 1 October, Qube Logistics container train at 0510 Monday-Friday from Westgate Port Siding, Melbourne to

Deniliquin NSW and return now only operates on Mondays, Wednesdays, Fridays, and as required on Tuesdays, Thursdays. However, on Tuesdays and Thursdays, Qube will instead operate a 0510 Container train Westgate Port Siding to Shepparton (arrive 1045), then a shuttle trip Shepparton-Mooroopna-Shepparton. The return is scheduled to depart Shepparton at 1630, and arrive Westgate Port Siding at 2130.

Adelaide Metro: Patronage increases

Patronage on Adelaide Metro increased in the 2014/15 financial year. There were 67 million passengers, an increase of 3.4 million or 5.5%. Of these, 13 million were train passengers. There were also 8 million free trips for CBD and Glenelg local travel, travel to special events such as the football and seniors at off-peak times. The Seaford line boasted 4.45 million passengers, an increase of 78.8%. This is clearly a reflection of lengthy closures of this line for electrification and upgrading in the preceding year. Patronage on the Outer Harbor line increased by 8%, on the Gawler line by 7.3%. The Belair line increased by 26.6%, possibly reflecting the re-opening of Millswood station and an improved timetable. The tram line, with 3 million passengers, decreased slightly. This is attributed to passengers returning to travel on the re-opened Seaford rail line. There were 51 million bus passengers, an increase of 1.5%.

Kanadah mineral sands trains

Operation of the thrice weekly mineral sands trains from Kanadah, just west of Broken Hill, to Port Adelaide, changed at the end of August from Pacific National to a consortium of Bowmans International and Toll. The consortium uses CM locomotives hired from Chicago Freight Car Leasing Co Australia.

Genesee & Wyoming: Iron Knob iron ore raiing

Rail transport of iron ore from Iron Knob to Whyalla, SA, has re-commenced for the first time the late 1990s. The operator is Genesee and Wyoming and the customer is Arrium Mining.

TransWA: Avonlink changes on Saturdays

From 26 September the Saturday schedule of the Avonlink has been reversed. It used to run Midland dp 0900 to Northam arr 1020, returning Northam dp 1610, to Midland arr 1728. It now runs Northam dp 0830 to Midland arr 0950, returning Midland dp 1535 to Northam arr 1655.

TransPerth: Butler extension

There have been 600,000 boardings at Butler in the twelve months since the 7.5 km extension opened in September 2014. According to WA Transport Minister Dean Nalder, the patronage goal of 2000 daily boardings was achieved just nine days after it opened and since then patronage has remained steady just above that figure.

TransPerth: Election promises

WA Labor Opposition Leader Mark McGowan has promoted a scaled down version of the Metronet suburban railway expansion plans first presented in the 2013 state election. Under the plan, there will be a new line to Ellenbrook, the Joondalup line extended to Yanchep, the Thornlie line extended to meet the Mandurah line and suburban trains extended from Armadale to Byford.

Tennant Creek – Mt Isa railway

The NT government has issued a tender to Port Jackson Partners for a scoping study of a 600 km railway from Tennant Creek, NT to Mount Isa, Queensland. NT Chief Minister Adam Giles said the study would investigate the opportunities and benefits a railway could provide and how to give the project the best chance of success. It "could

provide enormous economic opportunities, potentially opening up new mining projects and boosting development in our regional and remote areas. Preliminary investigations suggest a number of mining companies in the Mount Isa area could be interested in exporting through the Port of Darwin, instead of Townsville. This piece of enabling infrastructure would join to, and benefit from, the existing railways between Adelaide and Darwin and from Mount Isa to Townsville, providing an efficient route to market for potential new projects in the region and a new logistics option for those who currently use both these lines. It is quicker and cheaper to export from Western Queensland through Darwin because it saves days in shipping time.” Mr Giles said Port Jackson Partners would deliver an initial report to Government in November with the scoping study to consider the economic and business case for the project, where trade might come from, ownership of the railway and the impact on new and existing freight users. “The NT and Queensland Governments are also undertaking related studies to the technical feasibility of the project based on engineering, environmental and heritage considerations,” he said.

Auckland Transport patronage and new timetable

Auckland Transport reported in July that patronage continues to increase on the public transport system. Overall rolling annual patronage rose over the past 12 months by 79.7m trips - an increase of 9.6% on the previous year. On the rail network the annual increase was an increase of 14.2m, or 22.5%.

From Monday 28 September an altered timetable was introduced for the diesel shuttle train service between

Pukekohe and Papakura, to allow more time for passengers to change platforms at Papakura.

Swiss 2016 timetable

The Swiss timetable change on 13 December 2015 will be the most ambitious since 2004. This is partly due to the Zürich cross-city underground link being opened to long-distance traffic as well as local trains. Also, extensive construction work is starting between Renens and Lausanne (in canton Vaud, western Switzerland) as part of the Léman 2030 project. This work on the east–west corridor, the main artery of the Swiss railway network, will inevitably have an impact on the timetable. For this reason, SBB is changing the routes of various long-distance trains that run along this corridor. There will not be any significant changes to the timetable for north–south connections. Overall, long-distance services will expand by 660,000 train-kilometres, or roughly 1%, while regional services will increase by as much as 2.3 million train-kilometres, or 4%. SBB provides an interactive map showing the changes at: www.sbb.ch/en/timetable-change.html

Historic British timetables

A listing of timetables in the collection of the British National Railway Museum, York, is at www.nrm.org.uk/ResearchAndArchive/archiveandlibrary/collections/Timetables.aspx

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BUS NEWS

Australia Capital Territory

A new weekday ACTION timetable scheduled to be introduced on 12 October has been deferred until early 2016. However the new weekend timetable with some timing changes will still be introduced from 17 October. The weekday deferral is because there are not enough buses available. A computer program used to draw up the timetable failed to take account of drivers (in their buses) having a ten minute rest break every three hours. ACTION is about 17 buses short of requirements. The new weekday timetable had already been advertised on the ACTION website before it was cancelled. The new timetable was to have brought in:

- Run time improvements
- Additional Red Rapid (route 200) services in the evening
- Increased Xpresso services from North Weston and Chisholm Park and Rides – every ten minutes in the am peak
- A direct peak Red Rapid service for Crace – a one bus journey to and from the City and Parliamentary Triangle during peak times
- Introduction of a direct peak Blue Rapid service for Florey and Latham – a one bus journey to and from the City, Woden and Tuggeranong during peak times
- Minor directional changes to two dedicated school services
- Improved start times to 56 dedicated school services.

New South Wales

Listing of Sydney Timetables effective 4 October 2015 by **Hilaire Fraser:**

Sydney Buses

131 132 E70 171 E71 Manly and Balgowlah Heights to City and Warringah Mall
 139 E65 Freshwater to Manly and City
 142 E65 Allambie Heights to Manly and City
 151 183 184 187 188 L88 189 190 L90 Palm Beach and Pittwater to City
 153 175 178 E78 L78 179 E79 180 L80 Cromer and Dee Why to City and Milsons Point
 155 156 158 E86 McCarrs Creek and Mona Vale to Manly and City
 159 176 E76 E77 Wingala to Manly and City
 168 E68 169 E69 173 North Balgowlah and Narraweena to Manly and City
 182 E83 185 E85 L85 Warriewood and Elanora Hts to City and Mona Vale
 200 326 327 328 Bondi Junction and Edgecliff to Bellevue Hill, Darling Point and Chatswood
 201 263 Crows Nest and Cammeray to City
 202 203 204 205 206 207 208 209 East Lindfield & Northbridge to City and Milsons Point
 227 228 229 230 243 244 245 246 247 248 249 Mosman to City and Milsons Point
 251 252 253 254 Lane Cove West and Riverview to City
 257 272 343 Kingsford, City and Balmoral to Chatswood
 251 285 Lane Cove Industrial to City and Chatswood
 261 Longueville and Northwood to City
 286 287 288 290 284 297 Epping and North Ryde to City
 292 293 Marsfield to City
 300 Kings Cross to Railway Square
 301 302 303 X03 Sans Souci and Eastgardens to City
 305 Railway Square to Stamford Plaza Hotel
 308 Marrickville Metro to City

309 L09 X09 310 X10 Port Botany and Eastgardens to Railway Square
 311 Elizabeth Bay to Railway Square and Millers Point
 323 324 L24 325 New South Road to Edgecliff and City
 333 380 381 382 X84 Watsons Bay & North Bondi to City
 338 339 X39 X40 Clovelly to City
 355 Marrickville Metro to Bondi Junction
 360 361 South Bondi and North Clovelly to Bondi Junction
 372 373 X73 Coogee to City via Randwick Junction
 374 X74 Coogee to City via Bream St
 376 377 X77 Maroubra Beach to City via Randwick
 389 X89 North Bondi to Pyrmont via City
 391 392 X92 La Perouse and Little Bay to City via Bunnerong Road
 393 394 L94 X94 399 X99 La Perouse and Malabar to City via Anzac Parade
 395 396 X96 397 X97 Maroubra to City via Anzac Parade
 412 Campsie to City via Earlwood
 413 Campsie to City via Ashbury
 422 Kogarah to City via Newtown
 423 L23 426 Kingsgrove and Dulwich Hill to City
 428 L28 Canterbury to City via Newtown
 431 433 Balmain & Glebe Pt to City
 436 L37 438 L38 439 L39 Five Dock and Haberfield to City
 440 Bronte to Rozelle via Central Station
 441 442 Birchgrove and Balmain to City and Art Gallery
 461 480 483 Strathfield & Burwood to City
 470 Lilyfield to City
 500 X00 508 510 520 Parramatta and Ryde to City via Victoria Road
 501 West Ryde to Railway Square
 502 504 X04 Chiswick and Bayview Park to City via Victoria Road
 505 Woolwich to Gladesville and City
 506 X06 Macquarie University and East Ryde to City
 507 518 X18 Macquarie University to City via Victoria Road
 515 X15 Eastwood to City
 890 891 892 895 City and Central Station to University of NSW.

Hillsbus CBD Services

607X 617X Rouse Hill to City
 M61 610 610X Rouse Hill Town Centre and Castle Hill to City
 613X Bella Vista to City
 614X Crestwood to City
 615X North Kellyville to City
 616X Kellyville Ridge to City
 618 628 City and Macquarie Park to Norwest
 620N 620X 621 622 642 642X Castle Hill and Dural to City and North Sydney
 635 650 650X 651 652X 653 Castle Hill and West Pennant Hills to City and North Sydney.

Hillsbus Non CBD Services

601 Parramatta to Rouse Hill Town Centre
 602X 612X Rouse Hill and Kellyville to North Sydney and Milsons Point
 603 Rouse Hill Town Centre to Parramatta
 604 Parramatta to Castle Hill
 608 Windsor to Rouse Hill Town Centre
 609 North Parramatta to Parramatta
 611 630 Blacktown to Macquarie Park
 619 Rouse Hill Town Centre to Macquarie Park
 625 Parramatta to Pennant Hills
 627 Castle Hill to Chatswood
 637 638 639 640 641 644 Dural District
 700 Parramatta to Blacktown
 706 Parramatta to Blacktown
 T60 Parramatta to Castle Hill
 T61 Parramatta to Blacktown
 T62 Parramatta to Castle Hill
 T63 Parramatta to Rouse Hill
 T64 Parramatta to Rouse Hill

T65 T66 Parramatta to Rouse Hill Town Centre.

Forest Coach Lines

194 St Ives Chase to City
 270 L70 271 274 Terrey Hills, Belrose and Davidson to City.

Hard copy timetables of new Sydney Buses revised CBD services of 4 October were available from the Railway Square inquiry office in early September. Electronic versions for **Sydney Buses**, **Forest Coachlines** and **Hillsbus** were available from 15 September at www.transportnsw.info using the timetable search function. They are available as spreadsheets with route maps in a Google map form and thus not readily portable unless you wish to printout pages of spreadsheets.

Sydney Buses punctuality

According to a NSW Auditor-General's report released on 9 September, the provision of bus services under the Sydney Metropolitan Bus Service Contracts has largely been effective and efficient, with the main exception being punctuality. Operators are mostly meeting their Key Performance Indicators (KPIs). Customer satisfaction is better than under the previous contracts and improving, patronage is increasing, and the unit costs of providing services are now lower than under the previous contracts. Punctuality remains a problem. Private operators are mostly starting their trips on time, but rarely meeting their mid and end-of-trip targets. STA's punctuality is improving, but is worse than private operators. STA's overall performance on other indicators is also generally below that of private operators. Notwithstanding this, the current situation represents a substantial improvement over what was found in the 2010 audit on the previous contracts.

Recommendations included:

- Impose penalties on private operators for failure to meet the start-of-trip punctuality target, except where there is a contractually defined Excused Performance Incident;
- Introduce stronger incentives for operators to achieve mid-trip and end-of-trip punctuality targets;
- Take further steps to generate improvements in STA punctuality; and
- Classify a trip as cancelled where the trip is not tracked for reasons other than technical reasons, unless operators can prove otherwise.

A summary of the report is at

[/www.audit.nsw.gov.au/ArticleDocuments/521/Sydney_Bus_Executive_Summary.pdf.aspx?Embed=Y](http://www.audit.nsw.gov.au/ArticleDocuments/521/Sydney_Bus_Executive_Summary.pdf.aspx?Embed=Y)

Queensland

According to Brisbane City Council's annual report, released on 8 September, passengers using Brisbane Transport buses fell by 2.2 million to 75.6 million in 2014-15, despite a rising population. The BCC blamed fares for the fall. Across the whole TransLink SE Queensland region, bus patronage decreased by 5.5 million to 113.1 million.

South Australia

From an unknown but recent date, **Stateliner** reduced the Mount Gambier-Adelaide and v.v. service. On some days only one bus now operates, rather than one via the inland route (via Penola, Bordertown, Keith) and one via the coastal route (via Robe and Kingston SE). On Tuesdays, Thursdays and Saturdays the 0810 from Mt Gambier operates via the inland route, but with a substantial deviation to serve Millicent. On Mondays, Wednesdays and Fridays the 0815 and on Saturdays the 0845 from Adelaide takes the opposite route.

Since possibly 4 October 2014 the **Yorke Peninsula Coaches'** Peterborough-Clare-Adelaide and return bus service was reduced from daily to Mondays, Wednesdays, Fridays and Sundays only. From possibly the same date, the same company's Adelaide-Moonta-Adelaide daily return

service was discontinued. The return service daily Moonta-Adelaide-Moonta continues.

Victoria by Craig Halsall

Spring St bus lane finally opens

On 20 September Transdev's Eastern Freeway Routes 302, 303, 304, 305, 318, 350, 905, 906, 907 & 908 were realigned to enter the City via Spring St (instead of Gisborne St) to take advantage of new bus lanes. Along Victoria Parade, 24-hour bus lanes have been added with the removal of parking, as have several stop relocations. Freeway buses now pick up at St Vincent's Hospital rather than serving Eastern Hill. The Spring St lanes were originally planned to open in conjunction with the Doncaster Area Rapid Transit SmartBus network introduced in October 2010, with the median opening constructed way back in 2009.

Updated runtimes were also implemented on all Eastern Freeway services on the same day, after the changes initially being delayed from their planned starting date of 23 August due to BusTracker issues. Printed timetables have been released showing the original start date.

The *Age* reported further controversy in early September, when parts of the newly laid red pavement on Victoria Parade began to peel off the concrete surface.

Early reports suggest that the new Spring St alignment has not had any noticeable change in run times, but has introduced safety concerns with pedestrians jaywalking in front of buses with right of way to turn into Lonsdale St.

The East Melbourne terminus for Sita's 402 has relocated west along Victoria Parade, to outside Carlton Gardens between La Trobe St and Victoria Parade, however buses continue to proceed to the stops at St Vincent's Hospital when u-turning near Gisborne St to return to Footscray.

New local area maps for Melbourne, Port Phillip and Yarra were issued online for the changes, but like the timetables, are dated August 2015. The maps were re-released within a week to correct an issue with the wrong location of the NightRider terminus at Crown Casino, which moved about two years earlier.

Transdev school changes

In addition to the City updates, Transdev took the opportunity to make minor updates to better suit school dismissal times as of 20 September:

- 282 (Manningham Mover loop): 1430 ex The Pines moved five minutes later and updated runtimes
- 364 (Warrandyte – Ringwood): Extra trip at 1527 ex Warrandyte Reserve, minor runtime changes to 15:30 ex Deep Creek Reserve
- 380 (Ringwood – Croydon loop): 1514 anti-clockwise service departs seven minutes earlier.

From the start of term 4, Kew school services will no longer be numbered in 150-series, presumably due to the conflict with the new numbering system with the Wyndham network introduced in June. Instead, services were be renumbered in K50 to K60. Similar prefixes are already used for the school buses serving Marcellin College (M), Siena College (S) and Whitefriars College (W).

The new numbers will presumably be the death-knell for adults who previously used the services. When the Kew Schools peak network was first introduced in 1995, the original trips were shown in standard timetables alongside other routes, and were also included on public transport network maps and marked in the Melway street directory. In the early trips, selected trips also operating over school holidays and across peak periods, suiting employees in Kew who had lost direct connections as routes focused on reaching the City faster via the Eastern Freeway.

Melway continued to display the routes up until Edition 38

(2011), although full timetables and maps have not been available online or printed format since about 2006. Around this time, there appears to have been a policy decision by Ventura to limit the services to school aged students, although some longer-serving drivers would often continue to pick up adults, including local trips at the outer ends of the runs. Although not shown on the current Metlink/PTV flags, the former operator bus stop signage previously showed the routes, and these older National 'happy bus' flags remain in place in the vicinity of the numerous Kew Schools.

As at the end of term 3, various morning peak school trips continued to be subbed to Crown Coaches (see February *Table Talk*). It is not known if this arrangement will continue into term 4.

Transdev depot list – September 2015

Jason Blackman has summarised which Transdev depot operates each of their numerous services. There have not been any noticeable changes since the network changes in July 2014, however previously Footscray depot has run selected 922 trips.

Footscray Depot: 215, 216, 219, 220, 223, 232, 600 and 903

Sandringham Depot: 219, 220, 600, 922 and 923

North Fitzroy Depot: 200, 207, 234, 235, 236, 237, 246, 250, 251, 279, 281, 284, 285, 293, 295, 302, 303(overtime), 304, 305, 309, 350, 903, 905, 906, 907 and 908.

Doncaster Depot: 200, 207, 270, 271, 273, 279, 280, 281, 282, 284, 285, 293, 295, 302, 303, 304, 305, 309, 318, 364, 370, 380, 901, 902, 903, 905, 906, 907 and 908

Keysborough Depot: 901, 902 and 903

Airport West Sub-Depot (shared with Tullamarine): 901 and 902

Reservoir Depot (shared with Dysons): 902.

BusTracker reaches Ivanhoe

The public roll-out of real time information on the PTV website and mobile phone apps passed 50 routes for the first time on 1 September, when the feed went live for 526, 527, 548, 549, 550 and 551 from Ventura's Ivanhoe depot. The services join the Transdev and 703 and 900 SmartBus services that went live in May, however the routes are the first released to be monitored by the fourth generation tracking system.

109 cruise timetable online

Sita will again operate express shuttle buses between Station Pier and the Arts Centre on selected dates from 27 October until 17 May 2016 to meet countless arriving cruise ships. The operator has provided the shuttle contract for several years, with the exception of 2010-11 when Melbourne Bus Link won the contract.

The buses supplement the 109 light rail service, which departs 560m from the ship terminal, with Yarra Trams often arranging extra services for larger vessels. Standard myki fares apply to the bus shuttle. Online timetables show a flat 15 minute service with a journey time of 20 minutes, although more frequent buses again operate for select berthings.

For the first time the timetable has been uploaded into the journey planner, which is slightly odd given PTV has chosen not to include a timetable for the temporary 560 shoppers shuttle between Pascoe Vale and Coburg North Village introduced in early August (see September *Table Talk*).

Grand Final Eve timetables

The PTV website is indicating that minimum standards bus routes will operate to a standard Saturday timetable on the new Grand Final Eve public holiday on Friday 2 October, an initiative of the new ALP state government. With the exception of 190, late night buses in Wyndham will not operate.

Commencing from the Grand Final Eve Public Holiday, Sita's 404 and 431 will now operate on public holidays, while

Sunbury will run a Saturday timetable for the first time (previously 483 did not run and town buses ran to a Sunday timetable).

All Transdev routes will operate to a Saturday timetable, as per upgrades to Doncaster area routes in 2009 and former Melbourne Bus Link routes in 2013.

Ventura will run a special timetable on 551 between Heidelberg and La Trobe Uni, while 548 will run a Saturday timetable as per Labour Day and Cup Day, despite the university observing a mid semester break.

Other 6-day-a-week routes at Ventura's Ivanhoe Depot (526, 549 & 550) will miss out on service. At Lilydale depot, Monday to Sunday routes around Lysterfield, 681 and 682 will operate a public holiday service for the first time (Saturday timetable), as will 6-day-a-week 671, 672, 676 & 677, however TeleBus Areas 1 to 4 will not run.

Monday to Saturday routes at Ventura depots in Dandenong (800, 804, 814, 815, 844, 857 and 885), Monbulk (694, 697 & 699) Seaford (773 and 776) and Rosebud (787) will again run a Saturday timetable, following on from service levels that applied in June for the Queen's Birthday. 689, 766, 786, 840 already had operated on public holidays for five or six years, although not advertised on many occasions.

The PTV website is indicating CDC will run a 4 min frequency on the 601 Monash Express, however 605 will still run a Sunday timetable and 6-day-a-week services 407, 414, 415 will not run. The 401 shuttle to Melbourne University however will not run.

Other routes with a Saturday service not operating include Tullamarine's 490, Moonee Valley's 503 and 506, Moreland's 512 plus 518, 536, 538, 558 and 559 operated by Dysons. Daily East-West 561 between Coburg, La Trobe Uni and Macelod will not operate, as it only operates on Cup Day and Labour Day public holidays due to funding constraints at the time of the upgrade in 2011.

Given how few routes are now not running, it is getting to the point that a simpler message would be for all routes to run to a Saturday timetable, regardless if they run Sundays or not.

Metro Trains will run a Saturday timetable with late night services (due to the holiday falling on a Friday), however it wasn't clear if trams would finish around midnight or 0100 – at the time of writing, the Yarra Trams website was stating trams would finish an hour earlier, contradicting the PTV website which was displaying the full Saturday timetable on online timetables and the journey planner.

Regionally, buses in Geelong and Ballarat will operate to a Saturday timetable for the first time following timetable and network changes in June, however other cities will either operate a Sunday timetable or not at all. McKenzies will operate a special timetable on 684 between Eildon and Melbourne, as per many V/Line routes.

Ghost Buses in the outer suburbs

Nine News recently ran a report highlighting several Melbourne bus routes with low annual boarding rates, effectively running around with few or even no passengers each trip.

- 687 (Healesville – Chum Creek): 1216 passengers, an average of four passengers a day
- 777 (Karingal Hub – McClelland Dr): 390 passengers, an average of less than two passengers a day
- 886 (Rosebud – Chisholm TAFE Rosebud): Average of

around three passengers per day

- 943 (Deer Park – Melton NightRider): 282 passengers
- 965 (Lilydale – Healesville NightRider): 375 passengers
- 981 (Dandenong – Cranbourne NightRider): 400 passengers

To be fair, many of the services only run a handful of trips a day to cover limited markets and a generally are feeders to more popular trunk routes. In comparison, the 903 Red Orbital SmartBus between Mordialloc and Altona carries around 5.75 million passengers per year.

Western Australia by Hilaire Fraser

On Sunday 20 September time changes commenced on routes 282 and 283 Perth-Kalamunda.

On Sunday 27 September the following services underwent service changes:

- 220 Perth-Armadale, 249 Perth-Walliston and 527 Cockburn Central-Wandi had time changes.
- 990 Perth-Scarborough now has 15 minute services running on Saturdays and Sundays throughout the year. Previously on Saturdays Perth-Scarborough ran every 30 minutes and Glendalough-Scarborough ran every 15 minutes, on Sundays Perth-Scarborough ran every 60 minutes and Glendalough-Scarborough ran every 30 minutes, increasing to 15 minutes from the October school holidays to Easter. Due to 990 now being a 7 day high frequency service 990 now appears on aqua timetable leaflet 206 replacing green timetable 77.

On Sunday 11 October the following services underwent service changes:

- Canning Highway service 104 Perth-Como discontinued and 105 Perth-Applecross and 106 Perth-Fremantle renumbered 910. 910 has a 15 minute frequency running later on weekends and now appears on aqua timetable leaflet 207 replacing blue timetable 36. 111 Perth-Fremantle via Kwinana Freeway and Canning Highway now appears on timetable 39 with routes Attadale routes 148 and 158.
- New 566 Warnbro-Baldivis via Makybe Drive commenced and 568 Warnbro-Baldivis now operates via Norseman Approach in lieu of Baldivis Road.

On Thursday 29 October 210 Perth-Gosnells via Thornlie Station and Eudoria St, 211 Perth-Gosnells via Thornlie Station and Dorothy St and 212 Perth-Huntingdale via Thornlie Station will be split into 925 Perth-Thornlie Station, 210 Thornlie Station-Gosnells via Eudoria St, 211 Thornlie Station-Gosnells via Dorothy St and 212 Thornlie Huntingdale. Where possible 925 services will continue as 210/1/2 and vice-versa. 925 will have a 15 minute service through the week with weekday services of 7 to 8 minutes between Perth and Carousel Shopping Centre, Cannington.

Thanks to Jason Blackman, Damon Cooper, Hilaire Fraser, Craig Halsall, Victor Isaacs, Michael Kane, Peter Parker, Alex Smith, Roderick Smith, various contributors on *Australian Transport Discussion Board* and the *Courier-Mail* for Bus news.

AIR NEWS

International

Qantas is to serve San Francisco from Sydney commencing 18 December, instead of Los Angeles. Its slots at LA will be taken by **American Airlines**, who will return to Australia after many years, from 19 December.

Qantas will add more than 140 flights between December and February to NZ, Jakarta, and Singapore to cater for demand during the holiday season. In addition to the 15 seasonal services from Sydney to Christchurch and Queenstown already scheduled, there will be an extra 95 return services to NZ, including 48 return services between Brisbane and Christchurch and 36 return services between Brisbane and Wellington from 3 December 2015 to 22 February 2016.

From 30 November 2015 to 21 February 2016, Qantas will operate a daily service from Perth to Singapore, giving customers more choice when flying between the two cities. Qantas will also add a fifth weekly service between Sydney and Jakarta from 7 December 2015 to 10 January 2016.

From 23 March 2016, **Virgin Australia** will cease to operate from Melbourne, Adelaide and Perth to Bali, and bequeath these routes to its low-cost subsidiary **Tigerair**. Tigerair's flights from Melbourne and Perth will be daily and from Adelaide five times a week. Virgin will continue to operate to Denpasar from Sydney, Brisbane and Port Hedland. From 1 February 2016, Virgin will withdraw from the Perth-Phuket route. From 25 October 2015 Virgin will increase capacity on other routes:

- Sydney-Christchurch: addition of two return services per week from 25 October 2015
- Melbourne-Christchurch: addition of one return service per week from 6 November 2015.

Additional seasonal capacity:

- Brisbane-Auckland: addition of one return service per week between 26 October and 13 December 2015, two return services per week 14 December 2015-24 January 2016, and one return service per week 29 February-27 March
- Brisbane-Dunedin: addition of one service per week 18 December 2015-22 January 2016
- Brisbane-Wellington: addition of one service per week 14 December 2015-24 January 2016

- Brisbane-Christchurch: addition of one service per week 14 December 2015-24 January 2016
- Brisbane-Apia: addition of one service per week 16 December 2015-13 January 2016
- Brisbane-Honiara: addition of one service per week 22 June 2015-25 January 2016
- Brisbane-Nadi: addition of one service per week 12 December 2015-23 January 2016
- Sydney-Nadi: upgrade of Saturday Boeing 737-800 to Airbus A330 services 20 June 2015-24 October 2015 and 12 December 2015-23 January 2016

Scoot, the Singapore Airlines subsidiary, is to serve Melbourne five times weekly from 1 November.

Cathay Pacific will introduce a fifth weekly Adelaide - Hong Kong flight from 2 December.

Domestic

Passenger numbers at **Sydney Airport** are currently about 1.1 million per month and at **Melbourne** 750,000 per month. In the past ten years, numbers have increased by an average of 3.8% per annum at Sydney and by 7.5% at Melbourne Tullamarine.

Tigerair will introduce Melbourne-Coffs Harbour flights from 9 December.

Darwin-based **Airnorth** will operate between Darwin, Katherine, Tennant Creek and Alice Springs on Mondays, Wednesdays and Fridays from 19 October. Darwin dp 0730, Katherine 0815-0845, Tennant Ck 1005-1030, Alice Springs 1140-1325, Tennant Ck 1435-1500, Katherine 1620-1650, Darwin arr 1735. This is the first regular air service for Katherine and Tennant Creek since 2004, when the previous service became unviable.

Jetgo is finding niche routes. Since 28 September it has operated Townsville-Rockhampton-Gold Coast on Mondays, Thursdays and Sundays. Commencing 1 October it has operated on Tuesdays, Thursdays, Saturdays Dubbo-Melbourne and v.v. Jetgo also operates Dubbo-Brisbane and Tamworth-Brisbane.

Thanks to Tony Bailey, Victor Isaacs, Tris Tottenham, the *Australian* and *Sunday Telegraph* for Air news

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.

The **deadline for Table Talk** is the last weekend of the month, but contributions are welcome at all times.

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