



# TABLE TALK

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## TOP TABLE TALK – QUEENSLAND RAIL CITYTRAIN ADDITIONAL SERVICES

From **29 July**, Queensland Rail introduced an extra 430 weekly train services across the South East Queensland network. QR also upgraded 59 existing services from three to six carriages, providing 200,000 extra seats each week. This restored services to October 2016 levels, reinstating the most timetabled services in Citytrain's history. Of the 430 extra weekly services, 85 run in peak times and 142 on Fridays delivering a consistent timetable Monday to Friday. There has been the largest driver recruitment and training campaign in QR's history with 172 drivers and 292 guards introduced to the network since October 2016 (as at 16 June), with more currently in training.

The **Cleveland** line has an additional 48 services per week, delivering a consistent timetable Monday to Friday. This includes an extra 20 services on Fridays and seven daily services Monday to Thursday, including the following additional peak services.

Departure station	Departure time	Arrival station	Arrival time	Days added
Cleveland	0554	Central	0656	Monday to Friday
Central	1532	Cleveland	1635	Friday
Central	1624	Cleveland (express)	1720	Friday
Central	1702	Manly	1745	Friday

These extra services deliver consistent trains:

- Every 7-15 minutes in peak times
- Every 15 minutes between morning and afternoon peak Monday to Friday at stations between Cannon Hill and Brisbane's CBD, and every 30 minutes in off-peak and weekends.
- Every 30 minutes outside of peak times at stations between Murarrie and Cleveland.

There is a slight departure time adjustment to morning peak express services (departing Cleveland between 0600 and 0730 on weekdays) to deliver improved operational efficiencies. These services depart Cleveland and Ormiston one minute earlier, resulting in a one minute extra journey time.

To provide consistent stopping patterns, an outbound Cannon Hill service departing Central on Fridays at 0902 and arriving at Cannon Hill at 0927 stops all

stations between Buranda and Morningside. This provides an extra outbound morning service for customers at Buranda, Coorparoo and Norman Park and results in an extra two minutes travel time.

The **Gold Coast** line has six extra services on Fridays, including two in peak times. These additional services provide a consistent timetable Monday to Friday, with trains every 7-15 minutes in morning and afternoon peak times and every 30 minutes in off peak.

Departure station	Departure time	Arrival station	Arrival time	Day added
Varsity Lakes	0640	Central	0759	Friday
Varsity Lakes	1040	Central	1159	Friday
Varsity Lakes	1440	Central	1559	Friday
Central	0859	Varsity Lakes	1022	Friday
Central	1259	Varsity Lakes	1422	Friday
Central	1714	Varsity Lakes	1837	Friday

The **Beenleigh** line has an extra 43 services per week, delivering a consistent timetable Monday to Friday. This includes three extra daily services Monday to Thursday and 31 extra services on Friday, including the following additional Friday peak services.

Departure station	Departure time	Arrival station	Arrival time	Day added
Beenleigh	0518	Central	0624	Friday
Kuraby	0804	Central	0846	Friday
Central	1549	Beenleigh	1656	Friday

These services deliver consistent trains:

- Every 15 minutes or better in peak times.
- Every 15 minutes between morning and afternoon peak Monday to Friday at stations between Coopers Plains and Brisbane's CBD, and every 30 minutes in off-peak and weekends.
- Every 30 minutes in off peak and weekends at stations between Banoon and Beenleigh.

Due to signalling adjustments at the Boundary Road level crossing as part of the 29 July service changes, Beenleigh and Kuraby services travelling outbound depart one minute later from Altandi and Runcorn.

To provide consistent stopping patterns, the service departing Beenleigh Monday to Thursday at 0659, which formerly ran express Kuraby to Salisbury, stops all stations to the Brisbane CBD. This delivers an extra morning peak service at stations between Fruitgrove and Coopers Plains and does not impact the total length of the journey.

The **Ferny Grove** line has an extra 44 services per week, delivering a consistent timetable Monday to Friday. This includes an extra 20 services on Friday and six daily services Monday to Thursday, including the following additional peak services.

Departure station	Departure time	Arrival station	Arrival time	Days added
Ferny Grove	0547	Central	0619	Monday to Friday
Ferny Grove	0710	Central	0741	Friday
Ferny Grove	0810	Central	0841	Monday to Friday
Central	1603	Ferny Grove	1634	Friday
Central	1703	Ferny Grove	1734	Friday

These extra services deliver consistent trains every 7-15 minutes in peak times, every 15 minutes between morning and afternoon peak Monday to Friday, and every 30 minutes in off-peak and weekends.

The 1623 Ferny Grove to Central departs six minutes earlier from Ferny Grove at 1617 and arrives at Central eight minutes earlier at 1648 to align with the Monday to Thursday timetable.

The **Shorncliffe** line has an extra 12 services per week, delivering a consistent timetable Monday to Friday. This includes an extra four services on Friday and two daily services Monday to Thursday, including two additional peak services.

Departure station	Departure time	Arrival station	Arrival time	Days added
Central	0913	Shorncliffe	0950	Monday to Thursday
Central	0658	Shorncliffe	0735	Friday
Central	1758	Shorncliffe	1835	Friday
Shorncliffe	0609	Central	0646	Monday to Thursday (peak)
Shorncliffe	1739	Central	1816	Friday
Shorncliffe	1839	Central	1916	Friday

These extra services deliver consistent trains every 15 minutes in peak times and every 30 minutes in off-peak and on weekends.

To provide a consistent timetable Monday to Friday, the following alterations also apply:

- Shorncliffe service departing Central at 0643 departs Sandgate at 0718 and arrives at Shorncliffe at 0720 consistently Monday to Friday.
- Friday service departing Shorncliffe at 1928 now departs at a consistent time Monday to Thursday which is four minutes earlier at 1924.

The **Redcliffe Peninsula** line has two additional services on a Friday, delivering a consistent timetable Monday to Friday.

Departure station	Departure time	Arrival station	Arrival time	Day added
Central	0852	Kippa-Ring	0946	Friday
Central	1422	Kippa-Ring	1516	Friday

- The service departing Kippa-Ring at 0834, formerly stopping all stations Mondays to Thursday, now runs to the consistent Redcliffe Peninsula line express stopping pattern (express from Northgate to Bowen Hills, stopping only at Eagle Junction) Monday to Friday. This service continues to Springfield Central, rather than Roma St.
- The service departing Kippa-Ring at 1716, formerly stopping all stations on Fridays, now has a consistent express stopping pattern Monday to Friday. This service now terminates at Roma St.
- Kippa-Ring service departing Wacol Monday to Friday at 1540 instead starts from Roma St at 1615.
- Kippa-Ring service departing Ipswich on Fridays at 1650 instead starts from Roma St at 1739. This service departs Roma St one minute later than the current Friday service, to provide consistency Monday to Friday.
- Redcliffe Peninsula line outbound services depart Rothwell one minute later and arrive at Kippa-Ring one minute later for improved operational efficiencies.
- Service departing Kippa-Ring at 1716 Monday to Thursday terminates at Roma St, rather than Springfield Central, and departs most stations 1-2 minutes earlier.

The **Caboolture** line has nine extra weekly services, delivering a consistent timetable Monday to Friday. This includes five extra services on Friday and one extra daily service Monday to Thursday including the following additional peak services.

Departure station	Departure time	Arrival station	Arrival time	Days added
Caboolture	0729	Central	0820	Monday to Friday
Caboolture	0747	Central	0838	Friday

The following existing services are upgraded from three-carriages to six-carriages Monday to Friday:

- 1624 Roma St to Caboolture.
- 1642 Roma St to Caboolture.
- 0435 Caboolture to Central.
- 0605 Caboolture to Central.

**Weekend Caboolture** line services run express from Petrie to Bowen Hills, stopping only at Northgate and Eagle Junction, rather than stopping all stations between Northgate and the Brisbane CBD, providing consistent stopping patterns throughout the week.

The Monday to Thursday morning peak service departing Caboolture at 0711 no longer stops all stations from Northgate to Roma St and arrives at Central five minutes earlier, consistent with the Friday timetable.

The all stations Caboolture to Ipswich service departing Caboolture at 0435 and arriving at Central at 0538 on Fridays now runs express from Petrie to Bowen Hills, stopping only at Northgate and Eagle Junction, to arrive at Central 12 minutes earlier at 0526.

The following Nambour services run to the consistent Nambour express stopping pattern, providing three additional weekday services at Morayfield, Burpengary, Narangba and Dakabin:

- Service departing Nambour at 0502 and arriving at Central at 0650.
- Service departing Nambour at 0726 and arriving at Central at 0914.
- Service departing Central at 1604 and arriving at Nambour at 1752.

The outbound Caboolture service departing Roma St at 0624 Monday to Thursday now departs nine minutes later at 0633. This service no longer waits at Central for 11 minutes and maintains the current Central departure time of 0637.

As the **Sunshine Coast** line has retained all services since October 2016, current service levels continue with the following changes.

The following trains are upgraded from three to six-carriages Monday to Friday:

- Departs Central at 0537, arrives at Nambour at 0802.
- Departs Nambour at 0808, arrives at Central at 0956.

The following Nambour services are no longer serviced by the Inter-City Express (ICE) trains. Hence, they now follow the consistent Nambour stopping pattern (stopping all stations from Nambour to Petrie and express to Bowen Hills, stopping only at Northgate and Eagle Junction). This change provides three extra weekday services at Morayfield, Burpengary,

Narangba and Dakabin, providing a consistent timetable Monday to Friday:

- Service departing Nambour at 0501 and arriving at Central at 0644 departs Nambour one minute later at 0502 and now arrives at Central six minutes later at 0650.
- Service departing Nambour at 0726 and arriving at Central at 0908 now arrives at Central six minutes later at 0914.
- Service departing Central at 1604 and arriving at Nambour at 1749 now arrives at Nambour three minutes later at 1752.
- Service departing Nambour at 1733 departs from Nambour and Woombye one minute earlier and Palmwoods seven minutes earlier, before leaving Eudlo on time at 1754.

**Doomben** line has an extra six services on Fridays, including one extra service in afternoon peak:

Departure station	Departure time	Arrival station	Arrival time	Day added
Doomben	1028	Central	1051	Friday
Doomben	1558	Central	1621	Friday
Doomben	1758	Central	1821	Friday
Central	0953	Doomben	1016	Friday
Central	1523	Doomben	1546	Friday
Central	1723	Doomben	1746	Friday

Roma St to Doomben services departing Roma St between 1000 and 1900 Monday to Friday depart three minutes later at :19 and :49 past the hour (rather than :16 and :46 past the hour).

The following services start from Roma St, rather than Park Road:

- 0939 Park Road to Doomben, Monday to Thursday, instead starts from Roma St at 0949.
- 1039 Park Road to Doomben, Monday to Friday, instead starts from Roma St at 1049.
- 1539 Park Road to Doomben, Monday to Friday, instead starts from Roma St at 1549.
- 1639 Park Road to Doomben, Monday to Friday, instead starts from Roma St at 1649.
- 1809 Park Road to Doomben, Monday to Friday, instead starts from Roma St at 1819.
- 1909 Park Road to Doomben, Monday to Friday, instead starts from Roma St at 1919.



# City to Doomben outbound



## Monday to Friday

Comes from Station	am	am	am	am	VYS am	VYS am	CVN am	MNY am	am	am	am	am	am	pm	pm	pm	pm
Park Road					7:09	7:39	8:07	8:37	9:09								
South Bank					7:12	7:42	8:10	8:40	9:12								
South Brisbane	---	---	---	---	7:14	7:44	8:12	8:42	9:14	---	---	---	---	---	---	---	---
Roma Street	5:19	5:49	6:19	6:49	7:19	7:49	8:17	8:47	9:19	9:49	10:19	10:49	11:19	11:49	12:19	12:49	1:19
Central arrive	5:24	5:54	6:24	6:54	7:24	7:54	8:19	8:49	9:24	9:54	10:24	10:54	11:24	11:54	12:24	12:54	1:24
Central depart	5:23	5:53	6:23	6:53	7:23	7:53	8:23	8:53	9:23	9:53	10:23	10:53	11:23	11:53	12:23	12:53	1:23
Fortitudo Valley	5:25	5:55	6:25	6:55	7:25	7:55	8:25	8:55	9:25	9:55	10:25	10:55	11:25	11:55	12:25	12:55	1:25
Bowan Hills	5:28	5:58	6:28	6:58	7:28	7:58	8:28	8:58	9:28	9:58	10:28	10:58	11:28	11:58	12:28	12:58	1:28
Albion	5:32	6:02	6:32	7:02	7:32	8:02	8:32	9:02	9:32	10:02	10:32	11:02	11:32	12:02	12:32	1:02	2:02
Woolbowin	5:34	6:04	6:34	7:04	7:34	8:04	8:34	9:04	9:34	10:04	10:34	11:04	11:34	12:04	12:34	1:04	2:04
Eagle Junction	5:37	6:07	6:37	7:07	7:37	8:07	8:37	9:07	9:37	10:07	10:37	11:07	11:37	12:07	12:37	1:07	2:07
Clayfield	5:40	6:10	6:40	7:10	7:40	8:10	8:40	9:10	9:40	10:10	10:40	11:10	11:40	12:10	12:40	1:10	2:10
Hendra	5:42	6:12	6:42	7:12	7:42	8:12	8:42	9:12	9:42	10:12	10:42	11:12	11:42	12:12	12:42	1:12	2:12
Ascot	5:44	6:14	6:44	7:14	7:44	8:14	8:44	9:14	9:44	10:14	10:44	11:14	11:44	12:14	12:44	1:14	2:14
Doomben	5:46	6:16	6:46	7:16	7:46	8:16	8:46	9:16	9:46	10:16	10:46	11:16	11:46	12:16	12:46	1:16	2:16

## Monday to Friday (continued)

Comes from Station	pm										
Park Road								5:09	5:39		
South Bank								5:12	5:42		
South Brisbane	---	---	---	---	---	---	---	5:14	5:44	---	---
Roma Street	2:19	2:49	3:19	3:49	4:19	4:49	5:19	5:49	6:19	6:49	7:19
Central arrive	2:24	2:54	3:24	3:54	4:24	4:54	5:24	5:54	6:24	6:54	7:24
Central depart	2:23	2:53	3:23	3:53	4:23	4:53	5:23	5:53	6:23	6:53	7:23
Fortitudo Valley	2:25	2:55	3:25	3:55	4:25	4:55	5:25	5:55	6:25	6:55	7:25
Bowan Hills	2:28	2:58	3:28	3:58	4:28	4:58	5:28	5:58	6:28	6:58	7:28
Albion	2:32	3:02	3:32	4:02	4:32	5:02	5:32	6:02	6:32	7:02	7:32
Woolbowin	2:34	3:04	3:34	4:04	4:34	5:04	5:34	6:04	6:34	7:04	7:34
Eagle Junction	2:37	3:07	3:37	4:07	4:37	5:07	5:37	6:07	6:37	7:07	7:37
Clayfield	2:40	3:10	3:40	4:10	4:40	5:10	5:40	6:10	6:40	7:10	7:40
Hendra	2:42	3:12	3:42	4:12	4:42	5:12	5:42	6:12	6:42	7:12	7:42
Ascot	2:44	3:14	3:44	4:14	4:44	5:14	5:44	6:14	6:44	7:14	7:44
Doomben	2:46	3:16	3:46	4:16	4:46	5:16	5:46	6:16	6:46	7:16	7:46

## Saturday

Comes from Station	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm	pm
Park Road			9:09	10:09	11:09	12:09	1:09	2:09	3:09	4:09	5:09	6:09	7:09
South Bank			9:12	10:12	11:12	12:12	1:12	2:12	3:12	4:12	5:12	6:12	7:12
South Brisbane	---	---	9:14	10:14	11:14	12:14	1:14	2:14	3:14	4:14	5:14	6:14	7:14
Roma Street	7:19	8:19	9:19	10:19	11:19	12:19	1:19	2:19	3:19	4:19	5:19	6:19	7:19
Central arrive	7:24	8:24	9:24	10:24	11:24	12:24	1:24	2:24	3:24	4:24	5:24	6:24	7:24
Central depart	7:23	8:23	9:23	10:23	11:23	12:23	1:23	2:23	3:23	4:23	5:23	6:23	7:23
Fortitudo Valley	7:25	8:25	9:25	10:25	11:25	12:25	1:25	2:25	3:25	4:25	5:25	6:25	7:25
Bowan Hills	7:28	8:28	9:28	10:28	11:28	12:28	1:28	2:28	3:28	4:28	5:28	6:28	7:28
Albion	7:32	8:32	9:32	10:32	11:32	12:32	1:32	2:32	3:32	4:32	5:32	6:32	7:32
Woolbowin	7:34	8:34	9:34	10:34	11:34	12:34	1:34	2:34	3:34	4:34	5:34	6:34	7:34
Eagle Junction	7:37	8:37	9:37	10:37	11:37	12:37	1:37	2:37	3:37	4:37	5:37	6:37	7:37
Clayfield	7:40	8:40	9:40	10:40	11:40	12:40	1:40	2:40	3:40	4:40	5:40	6:40	7:40
Hendra	7:42	8:42	9:42	10:42	11:42	12:42	1:42	2:42	3:42	4:42	5:42	6:42	7:42
Ascot	7:44	8:44	9:44	10:44	11:44	12:44	1:44	2:44	3:44	4:44	5:44	6:44	7:44
Doomben	7:46	8:46	9:46	10:46	11:46	12:46	1:46	2:46	3:46	4:46	5:46	6:46	7:46

## Sunday

No rail services

### Explanations

- CVN Cleveland station.
- MNY Manly station.
- VYS Varsity Lakes station.
- am Morning services.
- pm Afternoon and evening services.
- Refer to the time listed before/after this symbol for start/finish of journey.

### Public holidays

On gazetted public holidays, generally a Sunday timetable operates. On certain major event days i.e. Australia Day, Anzac Day, sporting and cultural days, special additional services may operate. Christmas Day services operate to a Christmas Day timetable. Prior to travel please visit [translink.com.au](http://translink.com.au) or call TransLink on 13 12 30 anytime.



### Network maintenance

To ensure customer and network safety, Queensland Rail conducts maintenance and upgrade works throughout the year. During these times you may experience changed train timetables or railbus services.

For the most up-to-date service information visit [translink.com.au](http://translink.com.au) or call 13 12 30 anytime. Scheduled works can be viewed 12 months in advance at [queenslandrail.com.au](http://queenslandrail.com.au).

This illustration shows all outbound **Doomben** line trains. This line was selected not because it is important – it isn't; but because all trains in one direction can be seen on a single page.

The **Airport** line has two additional Friday services, delivering a consistent timetable Monday to Friday:

Departure station	Departure time	Arrival station	Arrival time	Day added
Domestic Airport	1234	Central	1258	Friday
Central	1201	Domestic Airport	1225	Friday

The 1602 Park Road to Airport, Monday to Thursday, instead starts from Roma St at 1612.

Stations between Northgate and Roma St in the **Inner-North** have an extra 95 **Northgate shuttle** services Monday to Friday. This includes 39 extra services on Friday and 14 extra daily services Monday to Thursday, including the following peak services:

Departure station	Departure time	Arrival station	Arrival time	Days added
Northgate	0619	Central	0638	Monday to Thursday
Northgate	0649	Central	0708	Monday to Friday
Northgate	0719	Central	0738	Monday to Friday
Northgate	0749	Central	0808	Monday to Thursday
Central	1536	Northgate	1555	Friday
Central	1636	Northgate	1655	Friday
Central	1651	Northgate	1710	Monday to Friday
Central	1706	Northgate	1725	Friday
Central	1721	Northgate	1740	Friday
Central	1806	Northgate	1825	Friday

### Weekend services:

Caboolture services return to the consistent Caboolture line express stopping pattern on weekends, which means Caboolture line trains now run express between Northgate and Bowen Hills, stopping only at Eagle Junction, as they currently do Monday to Friday. To ensure service frequencies are maintained at inner-north stations, particularly Albion, Wooloowin, Nundah and Toombul, 78 shuttle trains between Northgate and Roma Street on Saturdays and 66 on Sundays have been introduced to maintain trains every 15 minutes or better.

The **Ipswich/Rosewood** line has an extra six services per week, delivering a consistent timetable Monday to Friday. This includes the following peak services on Friday:

Departure station	Departure time	Arrival station	Arrival time	Day added
Ipswich	0657	Central	0747	Friday
Central	1726	Ipswich	1818	Friday

The following existing services are upgraded from three to six-carriages on Monday to Friday

- Departs Rosewood at 0415, arrives Central at 0537.
- Departs Ipswich at 0639, arrives Central at 0729.
- Departs Central at 0528, arrives Ipswich at 0626.
- Departs Central at 0658, arrives at Ipswich at 0756.
- Departs Central at 0958, arrives at Ipswich at 1056..

Saturday and Sunday: Departs Bowen Hills at 0352, arrives at Ipswich at 0456.

Three-carriage trains continue to run the Ipswich-Rosewood shuttles, due to shorter platforms between Thomas St and Rosewood.

- The inbound service departing Wacol at 1540 Monday to Friday is replaced by an earlier service originating at Ipswich and departing Wacol eight minutes earlier at 1532.

- The inbound service departing Ipswich at 1526 Monday to Thursday is serviced by a train departing Ipswich at 1537.
- The inbound service departing Ipswich at 1650 on Friday no longer runs, with alternative services departing Ipswich at 1637 and 1707.
- Service departing Ipswich at 0528 Monday to Thursday no longer waits at Central for 11 minutes and departs Central nine minutes earlier at 0627, consistent with the current Friday service. This service departs nine minutes earlier from Fortitude Valley, Monday to Thursday, and terminates at Bowen Hills Monday to Friday.
- The 1522 Central to Ipswich service now originates at Bowen Hills, rather than Kippa-Ring, and departs nine minutes later from Bowen Hills at 1516. This service no longer waits at Central for 11 minutes.

The **Springfield** line has an extra 13 services per week and a consistent timetable Monday to Friday. This includes an extra two daily services Monday to Thursday and five extra services on Friday including the following additional Friday afternoon peak services:

Departure station	Departure time	Arrival station	Arrival time	Day added
Central	1625	Springfield Central	1706	Friday
Central	1725	Springfield Central	1806	Friday

These additional services provide consistent services every 6-12 minutes in peak times and every 30 minutes in off-peak, Monday to Friday.

- Friday Kippa-Ring to Springfield Central service departing Bowen Hills at 0831 instead starts from Caboolture Monday to Friday, arriving at Bowen Hills, Fortitude Valley and Central three minutes later. This service then waits at Central for five minutes, instead of eight minutes, and maintains its departure time from Central to Springfield Central at 0843.
- 0937 Bowen Hills to Springfield Central service instead starts from Kippa-Ring Monday to Friday and arrives at Bowen Hills, Fortitude Valley and Central 12 minutes earlier. This service waits at Central for 14 minutes and maintains its departure from Central to Springfield Central at 0943.
- For consistency with the Friday timetable, the Kippa-Ring to Springfield Central service departing Bowen Hills at 0608 Monday to Thursday starts from Bowen Hills four minutes earlier at 0604 and from Central to Springfield Central arrives at all stations two minutes earlier.
- Shorncliffe to Springfield Central service on Friday, departing Central at 1732 and arriving at Springfield Central at 1813 instead starts from Bowen Hills and departs five minutes later from Central at 1737, arriving at Springfield Central at 1818. Alternatively, there is the Springfield Central service departing Central seven minutes earlier at 1725.

# RAIL AND TRAM NEWS

## Acacia Ridge decision: ACCC Appeals

The Australian Competition and Consumer Commission (ACCC) on 27 June said it would appeal the Federal Court's rejection of its case against Aurizon selling Acacia Ridge to Pacific National. Aurizon and PN criticised the decision to extend its "expensive and reputationally damaging" campaign. They have been trying to finalise the deal since August 2017, when they announced PN would team up with Linfox to acquire Acacia Ridge and Aurizon's Queensland Intermodal above rail business. Initial opposition from the ACCC led to a split in that sale, with Aurizon selling Queensland Intermodal to Linfox, and PN to acquire Acacia Ridge.

If the appeal is granted, Aurizon said the Acacia Ridge sale will have to wait until the case is finalised by the Full Bench of the Federal Court, a process which could take several months. The ACCC said its appeal would focus on the court's involvement in the access undertaking itself.

## ARTC: Inland Freight Rail

The Moree to North Star section of the Inland Freight Railway involves upgrading of an existing line. Work started in July with delivery of rail.

## ARTC: Introduction of ATMS

Testing of ARTC's Advanced Train Management System (ATMS) has progressed slowly, but it will be introduced operationally between Port Augusta and Whyalla from the end of 2019, then Tarcoola to Kalgoorlie in 2020-21, and hopefully on the Hunter Valley network in mid-2023. ARTC anticipates that ATMS has the potential to lift track capacity by 5% with a 2.5% increase in average train speeds.

ARTC says that ATMS will:

- Replace trackside signalling with in-locomotive displays of authorities to drivers,
- Provide precise location of trains both front and rear,
- Provide new digital network control centres, each capable of controlling all traffic on the ARTC national network,
- Provide a back up capability in the event of failure at one control centre,
- Provide enforcement of authorities on each locomotive if a train is at risk of exceeding its authority,
- Provide switch settings and automatic route clearances, and

- Provide information (voice and data) to all locomotives via the Telstra 3G National Network.

ATMS is expected to deliver the following benefits:

- Increased rail capacity through closer train operation,
- Improved reliability through better on-time performance,
- Improved efficiency and flexibility of the rail network,
- Increased safety through authority and speed limit enforcement,
- Additional protection for trackside workers,
- Operator savings through less fuel consumption, less wear of wheels and brakes, and fewer train crew hours, and
- Reduced operation and maintenance cost for the trackside infrastructure.

## Vale Great Southern Rail

### Hail Journey Beyond Rail Expeditions

Great Southern Rail has renamed itself as Journey Beyond Rail Expeditions, describing itself as "Australia's leading experiential tourism group". (Editor: I am not making this up! This is true.)

## Queensland Rail Citytrain: Cross-River Rail

Contractor CIMIC and the Queensland government have signed a deal on a tunnel, stations and development package for the \$5.4 billion Cross River Rail project in Brisbane. The works are expected to cost around \$2.73 billion and will begin construction later in 2019. The consortium will perform tunnelling works, build new underground stations and provide ongoing maintenance. CPB will lead design and construction in a joint venture with UGL, Italy-based tunnelling company Ghella, building and civil engineering company BAM International and fund management company DIF. CPB and UGL were also chosen to deliver the Cross River Rail project's Rail, Integration and Systems package in April 2019.

## Queensland Rail: Mt Isa line WTT

A new Working Timetable for the Townsville-Mt Isa line effective 5 August 2019 can be downloaded from the Queensland Rail website at <https://www.queenslandrail.com.au/forbusiness/access/access-undertaking> Like prior WTTs for the Mt Isa line, this has a unique layout, with trains in both directions in the same table – with trains toward the coast going down the page, and trains heading inland going up the page.



## NSW: Track Access

The NSW Independent Pricing and Regulatory Tribunal (IPART) has asked the state to order a review of its rail access regime, which it says is not currently meeting stakeholders' needs. IPART made the request while handing down its final rate of return and mine life calculations for NSW's freight and bulk railways.

On 9 July, IPART finalised a 5.3% rate of return for the next five years of third-party access to the Country Regional Network, Sydney's Metropolitan Freight Network, the Australian Rail Track Corporation's non-Hunter Valley network, and RailCorp's Hunter Valley network from Woodville to Newstan Junction. The final rate of return is 0.5% lower than the figure in IPART's draft decision in April, a move IPART said was due to the recent decline in the risk-free rate, contributing to a decrease in the cost of equity.

IPART conducts a review of the rail access undertaking every five years, including depreciation decisions for the Hunter Valley Coal Network, and rate of return for ARTC's non-Hunter Valley network, Country Regional Network and Sydney Metropolitan Freight Network. The next will take place in July 2024.

## Sydney Trains: Train Control

On the night of Saturday 20/Sunday 21 July, the following work was carried out:

- Operation of the Homebush panel signal control and communications was switched from Homebush Control Centre (HCC) to the Rail Operations Centre (ROC). The panel at HCC remains operational under a disaster recovery configuration.
- Strathfield panel signal control and communications was switched from HCC to the ROC. The panel at HCC remains operational under a disaster recovery configuration.
- Flemington panel signal control and communications was switched from HCC to the ROC. The panel at HCC remains operational under a disaster recovery configuration.
- No alterations to signal indications and controls were made.

## Sydney Trains: Carlingford line closure

The Carlingford line will close from 5 January 2020 for conversion as part of the Parramatta Light Rail. The closure was authorised by the Minister for Transport, Andrew Constance, on 24 June. The Sandown branch (off the Carlingford line) was closed from 1 July 2019.

## Sydney trains: Holiday closures

Sections of two lines will be shut over the Christmas/January holidays to allow for construction of the Metro stage 2. Up to 100,000 commuters will have to catch 200 daily replacement buses on the Bankstown line between Campsie and Sydenham, and the Illawarra line from Hurstville to Central from 24 to 28 December. Up to 90 buses a day will then operate for the rest of the closure of the Bankstown line until 5 January, transporting up to 28,000 passengers daily.

The project for this stage of the metro rail line involves converting a 13.5-km stretch of the Bankstown line.

While yet to be finalised, the closure of the Bankstown line is expected to be repeated each Christmas for the next five years. Other work to convert the line is likely to take place during weekends when Sydney Trains carry out maintenance.

Transport for NSW Coordinator-General Marg Prendergast said patronage declined over the Christmas holidays by about 35%, which was why authorities wanted to take advantage of the period to begin works.

## Sydney Trains: Peak reliability

The *Sydney Morning Herald* reported (10 July) that the T1 Western and T8 South lines have been the worst performers in the evening peak - not meeting on-time performance targets on three out of five weekdays in the 12 months to early July.

The T8 Airport and the T2 Inner West and Leppington lines also failed to meet on-time targets of 92% of services running on time on almost half of weekdays over the past year.

The T4 Eastern Suburbs line, which benefits from the fact it is separated from the rest of the network, was the best performer during the evening peak. Trains on this line were on time on 222 of the 256 weekdays captured by data from 2 July last year to 5 July this year.

The figures from the state's transport agency for Sydney's passenger trains exclude weekends and public holidays. Sydney Trains' target is for 92% of services to reach stations within five minutes of their scheduled time.

Mathew Hounsell, a researcher at the University of Technology's Institute for Sustainable Futures, said the poor on-time running was due to a combination of factors, including crowding at stations such as Town Hall and Wynyard in the CBD forcing trains to wait longer. "Crowded platforms push out dwell times. People cluster around the stairs at the north end of Town Hall. He said the performances of trains would worsen if the trend of a growing population and ensuing record increases in patronage of the rail system continued. "The increased number of people has just overloaded the core stations of Wynyard and Town Hall, and the system ... will continue to struggle until the metro is opened."

Sydney Trains said the interconnected nature of the rail network meant train lines such as the T8 Airport and South, and the T2 Inner West and Leppington lines, took longer to recover from incidents compared to the T4 Eastern Suburbs and Illawarra line. "Sydney Trains works hard to restore services when customers are affected by unexpected incidents," it said. "The recent establishment of the Rail Operation Centre and signal improvements have significantly improved response times to incidents." It said its priority in the wake of major incidents was "always to provide a frequent service to get our customers to where they need to go rather than meet on time running requirements. With the city's population growing strongly, the T1 Western line from the City to Richmond is under the greatest pressure from surging demand. The Berejiklian government has repeatedly warned that the Western line will reach full capacity by

2030, justifying the need for a new metro line from the City to Westmead near Parramatta.

### **NSW TrainLink: Second Bathurst and Griffith trains**

The second Bathurst-Sydney and return train may start on 7 September this year, rather than in 2020 as originally planned. The Endeavour DMU is expected to depart Bathurst at around 0730, stopping at Tarana and Rydal (unlike the existing train) and arrive in Sydney around 1100. The return journey may depart Sydney around 1515 and arrive in Bathurst about 1900. However, on Wednesdays, because of the operation of the westbound Indian Pacific, (Central depot 1503), this Bathurst train will depart at 1557.

The second weekly NSW TrainLink train to Griffith is also expected to commence with the September timetable change.

### **Canberra Tram: Healthy patronage**

The Canberra Tram, which opened on 20 April conveyed its millionth passenger on 14 July. According to the ACT government, overall patronage at this level that was not expected until 2021. Off-peak patronage is at the level they expected to achieve in 2030.

### **Melbourne: Construction and disruption**

There were several weeks of public transport disruption in and around Melbourne as the State government embarked on another school holidays “building blitz” on its transport upgrade projects. There will be disruption to train services on the Frankston, Mernda and Sandringham lines, while Gippsland commuters were offered free travel as yet another round of upgrade works interrupted their journeys. Acting Premier Lisa Neville and Public Transport Minister Melissa Horne said school holidays were the least disruptive time to get the work done.

Buses replaced trains between Caulfield and Flinders St on the Cranbourne, Pakenham and Frankston lines from 6 to 14 July, extending to Westall and Moorabbin on 13 and 14 July. The entire Sandringham line was shut down on weekends during this period with buses replacing trains. Gippsland rail passengers had to take buses for their entire journey during the works.

Carrum station was closed from Saturday 13 July until early 2020 while it is rebuilt. A temporary track will be laid so trains can continue to run while the new station is constructed. The line was shut between Mordialloc and Frankston from 20 to 28 July while the track work was done.

Mernda line trains did not stop at Reservoir between 20 July and 4 August because of the construction of a new elevated station. Buses also replaced trains on some weekends and evenings in July and August.

There was work on tram tracks and overhead wiring along St Kilda Road and Fitzroy St from 19 July to 28 July. The intersection was shut for the weekend of 20-21 July, with detours and some road closures until Sunday 28 July. Buses replaced trams in affected areas along routes 3, 16 and 67.

### **Melbourne: Level crossing removal**

Three level crossings on the Werribee line will be removed as part of the Victorian government’s ongoing

Level Crossing Removal Project by 2022. These are at Cherry St, Werribee St and Old Geelong Road in Hoppers Crossing. The preferred design for the Cherry St crossing is a road bridge running over the rail line at Tarneit Road. A rail bridge is the preferred option for the Werribee St crossing. For Old Geelong Road, the preferred option is a new road bridge connecting Old Geelong Road to the Princes Highway.

### **Melbourne: Future operators**

New operators could be brought in to run trains in Melbourne, the *Herald Sun* reports. They could operate services to Melbourne Airport and on the ambitious suburban rail loop. It would signal a significant switch from existing arrangements which give Metro Trains free rein on the metropolitan rail network. As many as three operators could eventually run trains across the city. Rail planners are being brought in to work out how Melbourne’s rail system will run as major projects are completed. Tender documents show a key objective will be to “assess whether there is merit for the introduction of new operators” to the Victorian rail network for Melbourne Airport Rail and the suburban rail loop. Rail planners will look at the pros and cons of new operators for Melbourne Airport Rail and the Suburban Rail Loop. They would also assess the “pros and cons and issues associated with the introduction of new operators” for the new lines or keeping the same operator with revised performance goals.

Victorian government spokeswoman Hayley Bester said: “Rail Projects Victoria is seeking expert advice on how to integrate these massive new projects into the existing rail network. These city shaping projects will change our public transport system forever — it’s vital all options are on the table regarding how the network is run in the long term,” she said.

In 2017 Metro Trains was awarded a seven-year extension to run Melbourne’s rail service. It is owned by Hong Kong’s MTR and is part of a consortium which wants to build and operate the airport rail link.

### **V/Line: Ballarat line upgrade**

The Victorian government says its half-a-billion-dollar upgrade program for the Ballarat line will be complete by the end of 2019, with almost a million hours of work clocked so far. Premier Andrews on June 21 visited the new Cobblebank station which will service a suburb expected to reach a population of 55,000. He said crews have so far laid 26 kms of track, 40,000 concrete sleepers and 100,000 tonnes of ballast over more than 100 kms of the Ballarat line. The project includes track duplication, station upgrades and passing loops, to boost reliability and enable more frequent services in the peak.

Next steps for the Western Rail Plan include delivering two new electrified metro lines to Melton and Wyndham Vale, and upgrading the Geelong and Ballarat lines to deliver fast rail to regions.

As part of the push to complete the Ballarat Line Upgrade by the end of 2019, coaches are replacing trains for two weeks to allow a 400-strong workforce to undertake critical construction work around the clock.

On account of the upgrade, V/Line published a special one-page public timetable for Rockbank effective 8 July. It showed the replacement bus shuttle service from Rockbank to Caroline Springs. On weekdays these operated every 20 minutes, 40 minutes at night, and on weekends hourly.

### **V/Line: Swan Hill line upgrade**

Track, signal and structure improvement works on the Swan Hill line have been completed. Staff and contractors commenced \$3 million worth of upgrades and maintenance on 21 June and worked until 25 June, with trains returning to service the following day. A new concrete bridge deck was constructed with re-laid track over the top of the bridge over the Waranga Western Irrigation Channel near Tandarra. The McCallum St and Pental Island Road level crossings in Swan Hill are undergoing major upgrades to signalling and train detection technology – with McCallum St receiving boom barriers to boost safety for drivers. Crews will also replace sleepers on five rail bridges in Kerang and Tragowel and distribute additional ballast along the line.

### **Victorian rural freight**

Discussions are underway between the State and Federal governments about future funding of the Murray Basin Rail project (conversion from broad to standard gauge of lines in NW Victoria). A rumour is that as part of any future agreement, all Victorian standard gauge rural freight lines would be transferred to the Australian Rail Track Corporation.

### **Yarra Trams: Alterations**

Track renewal caused the following alterations from 19 to 28 July:

2200 Friday 19 July to last tram Saturday 27 July: **route 3/3a** trams diverted via Dandenong Road and Hawthorn Road between Stop 30 St Kilda Junction and Stop 52 Caulfield Park Bowling Club.

2200 Friday 19 July to last tram: **route 16** trams diverted via Dandenong Road between Stop 30 St Kilda Junction and Stop 52 Dandenong Road. Buses replace route 16 trams between Stop 29 Union St and Stop 53 Malvern station.

Saturday 20 July to Saturday 27 July first to last tram: **route 16** trams ran in sections, with no trams between Stop 30 St Kilda Junction and Stop 132 Princes St.

2200 Friday 19 July to last tram Sunday 21 July: Buses replaced **route 67** trams between Stop 29 Union St and Stop 38 Brunning St.

First tram Monday 22 July to 0130 Saturday 27 July: Buses replaced **route 67** trams between Stop 29 Union St and Stop 38 Brunning St.

0130 Saturday 27 July to last tram Sunday 28 July: Buses replaced **route 67** trams between Stop 29 Union St and Stop 42 Hotham St.

Because of Metro works from Saturday 6 to Sunday 14 July, to provide more capacity along St Kilda Road and to the south east suburbs, the following changes occurred on weekdays:

**Routes 3, 67 and 72** trams ran a shortened service with no trams between Stop 13 Flinders St station and Melbourne University.

### **Yarra Trams: Control Centre**

It is claimed that new technology upgrades to the Yarra Trams Operations Centre will minimise the impact of disruptions and incidents on the tram network, helping reduce delays and cancellations for Melbourne passengers. More than 20 highly skilled controllers are now using more technology and real-time data than ever before to keep Melbourne's tram network moving. A new mega-wall containing more information screens has been installed in the Operations Centre, feeding live traffic data from VicRoads, CCTV from across the tram network and passenger tweets directly into the room. The recent upgrade also includes a dedicated station for major planned and unplanned disruptions, which can be switched to 'crisis mode' in seconds - using CCTV and live traffic data to plan the best diversions to keep trams moving in the event of protests, traffic incidents or major accidents. During major disruptions, the passenger information team work closely with the controllers at the station, ensuring passengers get real-time information at tram stops, on social media and in-tram announcements on affected services.

The Yarra Trams Operations Centre is responsible for monitoring more than 475 trams and around 5,000 journeys across Melbourne every day. The controllers boast around 750 years of experience between them and receive up to 1,800 calls from drivers each day. The Centre contains highly-skilled power operators and rolling stock experts who are on hand to provide advice to drivers when issues arise, as well as the passenger information team.

New controllers have also joined Yarra Trams. Since joining, they have undergone extensive training, including a five-week program driving E-Class trams, assisting senior staff managing incidents and special events, visiting tram depots to see how they work and developing passenger communications during disruptions. The new recruits have spent hundreds of hours behind the console of the operations centre, learning from experienced staff how to best manage unforeseen disruptions on the tram network and ensure people get where they need to go as quickly as possible.

### **Victoria: Transport integration**

Effective 1 July, Victoria has merged VicRoads, Public Transport Victoria and Department of Transport entities into a single department. The move is designed to help manage disruptions to the transport network during Victoria's \$57 billion 'big build' program of transport infrastructure projects. With the changeover expected to take months, PTV and VicRoads' websites will remain unchanged for now.

### **Adelaide Metro: Privatisation**

The SA government on 1 July revealed plans to privatise the operation of Adelaide's train and tram services. The government says it will release tenders to contract for the operation of those services on Adelaide Metro. It says it will still own and control "rail

assets", including trains, trams, tracks and stations, and will continue to set the fare price for travel.

Transport Minister Stephan Knoll said Adelaide's public transport network was underperforming, with one of the lowest patronage levels in the country. He said the new model would deliver more efficient services. "There is no doubt that we can and must provide better and more customer-focused public transport services for South Australians," Mr Knoll said. "We know that public transport patronage growth has stalled, and customers want a better level of services than is currently provided — and the Marshall Government agrees with our customers."

Bus services were privatised in 2000 by the Liberal government of John Olsen.

Mr Knoll said service frequency would be guaranteed and service standards would increase under the new model. "We will be able to deliver more efficient services so we can reinvest back into the network to provide better services," he said. Mr Knoll first mentioned the possibility of privatising the train and tram system in May.

The Government is reviewing the public transport system to better integrate the train, tram and bus systems.

Before last year's state election, now-Premier Steven Marshall said the Liberal Party did not have a "privatisation agenda" and its public transport policy did not mention privatisation. Labor transport spokesman Tom Koutsantonis said the government had broken an election promise. "From now on, an essential service South Australians rely on will be in the hands of the corporate world rather than in the hands of the people," he said. "That means worse services, worse amenity and higher fares and I think that this is a fundamental error by the Government. Can you really believe that we'll get a better service if you're running the service in the interests of shareholders and banks, rather than in the interests of the people? This Treasurer and this Premier have not learnt the lessons of the privatisation of ETSA and other privatisations."

Tram patronage was up 7% between 2015-16 and 2017-18, while train passenger numbers increased by 3%, according to figures from the Department of Planning, Transport and Infrastructure.

Mr Knoll could not guarantee all current drivers would keep their jobs. "We will be working with those tenderers to make sure, to the greatest extent possible, the existing workforce gets the greatest opportunities to transition," he said. But there are strong provisions in place around retraining and redeployment that exist in the enterprise bargaining agreement and we'll be making sure for those workers that don't transition that we also continue to find ways to help them and help them on an ongoing basis."

### **Adelaide Metro: Flinders line**

Construction began on 19 July on the \$125 million project to extend the Tonsley line 650 metres to the Flinders Medical Centre, Flinders University and Tonsley innovation precinct. This involves a lengthy bridge over major roads. As a result, since 29 June,

Tonsley line trains are temporarily curtailed to Clovelly Park. As part of the project, both Clovelly Park and Tonsley will be replaced by a new station midway between.

### **Adelaide Metro: Tram disruption**

There was a period of major construction with tram services impacted from 2330 Saturday 6 July to last service Tuesday 23 July. Substitute buses were in place between South Terrace and the Entertainment Centre, and to the East End. Trams continued to operate between Glenelg and South Terrace. This was for the City South Tram Line Replacement project replacing tracks along King William St between Victoria Square and South Terrace. The tram stop at the intersection of Sturt/Halifax St and King William St was replaced as part of the project. Construction will be completed in the third quarter of 2019, weather permitting.

### **South Australia: Wheat transport**

SA grain handler Viterra will not open their silos at Redhill and Long Plains for the 2019/20 season. These are on still operational rail lines. It will also not open a number of silos on non-operational lines. These silos, Viterra says, account for only 2% of the crop. Viterra grain silos that remain rail served are Gladstone, Bowmans, Snowtown and Tailm Bend. Its competitor, GrainFlow, has major rail balloon loop served silos in SA at Crystal Brook and Mallala.

Genesee & Wyoming Australia says it invested heavily in the Eyre Peninsula rail network prior to the departure of key grain customer Viterra, and has lambasted its unfair disadvantage against road haulage in South Australia.

On 26 July GWA said much of the "considerable public, political and media discussion ... has not been factual in nature". Viterra announced in February it would stop using rail because road haulage was the cheaper option. It said it had worked with GWA on an ongoing deal, but "the condition of the rail infrastructure, the restrictions it placed on operations, and ultimately the cost have all contributed to rail no longer being efficient or cost effective to move grain".

GWA rejected the assertion its infrastructure was in poor condition. "When GWA acquired the regional rail network in SA in 1997 – more than 20 years ago – many of the rail corridors were in poor condition through lack of, or no, customer use, nor adequate maintenance over many years," a GWA spokesperson said. "GWA in the period since has spent a very large sum, totalling tens of millions of dollars, upgrading and maintaining the regional rail routes. No more so has this been evident than across the Eyre Peninsula network which has had ongoing, regular custom, albeit supported by a single customer on the grain lines. In fact, the greatest amount of GWA's rail expenditure in regional SA has been on the Eyre Peninsula rail system where GWA has kept the lines operational so that trains can keep running to as recently as May this year." It said Viterra's departure from the Eyre Peninsula network was driven by the lack of a proper road pricing policy. "The cost of operating trucks does not reflect the full cost of maintaining the road network (truck users don't pay for highway and road

upgrades/maintenance), unlike rail,” the GWA spokesperson said. “Over many years, regional rail in SA has come under constant competition from trucking which has been allowed to increase significantly in its tonnes capacity to haul.”

GWA also cited the lack of a unified, long-term vision for ports in the region. “Considerable uncertainty has been created recently with numerous Eyre Peninsula port options under development. This has fuelled the inability to attract long-term support for local rail,” the spokesperson argued. “The rail network is dependent on external patronage. Despite years of stakeholder negotiations and engagement with Government and our customers, unfortunately the decision to move to road has resulted in the cessation of rail use on the Eyre Peninsula. GWA would like nothing more than to have the Eyre Peninsula rail network attract fresh, economically viable rail traffic. The lines are not closed. However, any further ‘sizeable’ network investment, in the absence of any sufficient and sustainable commercial traffic, would not be commercially viable.”

GWA said it remains in regular communication with the SA government regarding the situation.

### **Genesee & Wyoming Australia: Future**

Brookfield Infrastructure, the Canadian engineering company that owns Arc Infrastructure which controls and maintains WA’s rural railway infrastructure, will acquire the large US short-line owner, Genesee & Wyoming for \$US 8.4 billion. Genesee & Wyoming Australia is both the infrastructure controller and train operator on SA’s remaining rural network and on the north-south transcontinental railway. It also operates coal trains in the Hunter Valley.

The transaction—expected to be finalised by year’s end or early 2020—would make G&W a privately held company and is subject to customary conditions, such as approval by G&W stockholders holding 66% of the outstanding stock, regulatory approvals by the Committee on Foreign Investment in the US, and the US Surface Transportation Board, and certain competition and antitrust approvals.

G&W owns or leases 120 freight railroads in eight operating regions with approximately 8,000 employees serving 3,000 customers. Its six North American regions serve 41 U.S. states and four Canadian provinces, and include 114 short line and regional freight railroads with more than 13,000 track miles; its Australia region includes NSW, the NT and SA; and the U.K./Europe region includes the UK’s largest rail maritime intermodal operator and second-largest freight rail provider, as well as services in Europe.

Genesee & Wyoming Australia has signed an agreement to provide haulage services for mining company TNG from Mount Peake (around 235 kms to

the north of Alice Springs) 1,000 kms to Darwin Port for unloading. The project is focused on the production of vanadium, titanium and iron and is expected to become one of the largest global vanadium projects once mining commences in 2020. TNG’s concentrate will be loaded at a proposed rail siding at Adnera, on the Tarcoola-to-Darwin rail line about 85 kms from the Mount Peake site.

### **TransWA: Timetable revisions**

New TransWA train timetables are:

MerredinLink from 22 July: The Mon, Wed, Fri Perth-Merredin departs Perth Terminal five minutes earlier at 0850 but maintains its former times from Midland;

Australind from 20 May: The 1445 Bunbury-Perth is scheduled to arrive Perth three minutes later at 1715. The 1755 Perth-Bunbury arrives Bunbury one minute later at 2025.

### **TransWA: Australind**

The WA Premier Mark McGowan says that replacing the ageing Bunbury-to-Perth Australind will take a few more years. but that while the train was a priority for the government, its plans to build a successor locally was a factor in the slow delivery of the project, stating that a new Australind would be delivered “over coming years. The work is ongoing, but clearly if you want to get a WA-built train we have to go through the processes of making sure that it’s done here and done properly,” he said.

The Westrail ADP/ADQ railcars used on the Bunbury-to-Perth line have been in use since 1987. The train received \$700,000 of maintenance work as part of the \$1.6 billion Railcar Program this year, returning to service on 15 May. However, the train’s performance has remained inconsistent, and it was pulled from the tracks again five days later.

Mr McGowan said that a lot of rust had been uncovered and the government wanted to ensure the trains were secure enough for public use. “It’s 32 years old and we did a proper assessment of it and uncovered a lot of rust, so we’ve got to make sure that it’s safe and fit-for-purpose whilst we build a new train and that’s what we’re doing,” he said.

### **TransPerth: 21 July timetable**

From Sunday 21 July there were significant changes to train and bus services across the TransPerth network in preparation for the future Forrestfield-Airport Link, which will connect with the Midland line at Bayswater.

**Midland and Fremantle lines:** Have time changes and additional trips. All trains now stop all stations. Stations that were not serviced by every pattern now have almost double the amount of peak services. Two B-Series trains now run Monday to Friday during morning and afternoon peak.

## To Fremantle

Pattern	Perth 99107	City West 99202	West Leederville 99212	Subiaco 99222	Darlington 99232	Shenton Park 99242	Karrakatta 99252	Loch Street 99262	Claremont 99282	Swanbourne 99292	Grant Street 99302	Cottesloe 99312	Mosman Park 99322	Victoria Street 99332	North Fremantle 99342	Fremantle 99352	
<b>Monday to Friday</b>																	
am	5:15	5:17	5:19	5:21	5:22	5:24	5:26	5:27	5:30	5:31	5:33	5:35	5:36	5:38	5:40	5:45	
	5:30	5:32	5:34	5:36	5:37	5:39	5:41	5:42	5:45	5:46	5:48	5:50	5:51	5:53	5:55	6:00	
	5:45	5:47	5:49	5:51	5:52	5:54	5:56	5:57	6:00	6:01	6:03	6:05	6:06	6:08	6:10	6:15	
	6:00	6:02	6:04	6:06	6:07	6:09	6:11	6:12	6:15	6:16	6:18	6:20	6:21	6:23	6:25	6:30	
	6:15	6:17	6:19	6:21	6:22	6:24	6:26	6:27	6:30	6:31	6:33	6:35	6:36	6:38	6:40	6:45	
	6:30	6:32	6:34	6:36	6:37	6:39	6:41	6:42	6:45	6:46	6:48	6:50	6:51	6:53	6:55	7:00	
	6:45	6:47	6:49	6:51	6:52	6:54	6:56	6:57	7:00	7:01	7:03	7:05	7:06	7:08	7:10	7:15	
	7:00	7:02	7:04	7:06	7:07	7:09	7:11	7:12	7:15	7:16	7:18	7:20	7:21	7:23	7:25	7:30	
	7:10	7:12	7:14	7:16	7:17	7:19	7:21	7:22	7:25	7:26	7:28	7:30	7:31	7:33	7:35	7:40	
	7:20	7:22	7:24	7:26	7:27	7:29	7:31	7:32	7:35	7:36	7:38	7:40	7:41	7:43	7:45	7:50	
	7:30	7:32	7:34	7:36	7:37	7:39	7:41	7:42	7:45	7:46	7:48	7:50	7:51	7:53	7:55	8:00	
	7:40	7:42	7:44	7:46	7:47	7:49	7:51	7:52	7:55	7:56	7:58	8:00	8:01	8:03	8:05	8:10	
	7:50	7:52	7:54	7:56	7:57	7:59	8:01	8:02	8:05	8:06	8:08	8:10	8:11	8:13	8:15	8:20	
	8:00	8:02	8:04	8:06	8:07	8:09	8:11	8:12	8:15	8:16	8:18	8:20	8:21	8:23	8:25	8:30	
	8:10	8:12	8:14	8:16	8:17	8:19	8:21	8:22	8:25	8:26	8:28	8:30	8:31	8:33	8:35	8:40	
	D	8:20	8:22	8:24	8:26	8:27	8:29	8:31	8:32	8:35	8:36	8:38	8:40	8:41	8:43	8:45	8:50
		8:25	8:27	8:29	8:31	8:32	8:34	-	-	-	-	-	-	-	-	-	-
8:30		8:32	8:34	8:36	8:37	8:39	8:41	8:42	8:45	8:46	8:48	8:50	8:51	8:53	8:55	9:00	
8:40		8:42	8:44	8:46	8:47	8:49	8:51	8:52	8:55	8:56	8:58	9:00	9:01	9:03	9:05	9:10	
8:50		8:52	8:54	8:56	8:57	8:59	9:01	9:02	9:05	9:06	9:08	9:10	9:11	9:13	9:15	9:20	
9:00		9:02	9:04	9:06	9:07	9:09	9:11	9:12	9:15	9:16	9:18	9:20	9:21	9:23	9:25	9:30	
9:15		9:17	9:19	9:21	9:22	9:24	9:26	9:27	9:30	9:31	9:33	9:35	9:36	9:38	9:40	9:45	
9:30		9:32	9:34	9:36	9:37	9:39	9:41	9:42	9:45	9:46	9:48	9:50	9:51	9:53	9:55	10:00	
9:45		9:47	9:49	9:51	9:52	9:54	9:56	9:57	10:00	10:01	10:03	10:05	10:06	10:08	10:10	10:15	
Then at the following minutes past each hour																	
	:00	:02	:04	:06	:07	:09	:11	:12	:15	:16	:18	:20	:21	:23	:25	:30	
	:15	:17	:19	:21	:22	:24	:26	:27	:30	:31	:33	:35	:36	:38	:40	:45	
	:30	:32	:34	:36	:37	:39	:41	:42	:45	:46	:48	:50	:51	:53	:55	:00	
	:45	:47	:49	:51	:52	:54	:56	:57	:00	:01	:03	:05	:06	:08	:10	:15	
Until																	
pm	3:00	3:02	3:04	3:06	3:07	3:09	3:11	3:12	3:15	3:16	3:18	3:20	3:21	3:23	3:25	3:30	
	3:10	3:12	3:14	3:16	3:17	3:19	3:21	3:22	3:25	3:26	3:28	3:30	3:31	3:33	3:35	3:40	
	3:20	3:22	3:24	3:26	3:27	3:29	3:31	3:32	3:35	3:36	3:38	3:40	3:41	3:43	3:45	3:50	
	3:30	3:32	3:34	3:36	3:37	3:39	3:41	3:42	3:45	3:46	3:48	3:50	3:51	3:53	3:55	4:00	

Monday to Friday (continued next page)

**Joondalup and Mandurah lines:** Have time changes with minor changes to extend the 15 minute frequency later on weeknights. The Joondalup line now has a 15 minute frequency until 2041 from Butler and 2123 from Perth Underground. The Mandurah line now has a 15 minute frequency until 2027 from Mandurah and 2123 from Perth Underground.

### Perth: Trams?

Trams could return to Perth after more than 60 years under a new plan by the WA government. Transport Minister Rita Saffioti confirmed on 30 June a business case, to be sent to Infrastructure Australia, was being developed for an "inner suburbs transit system." One

possible route is an arc connecting Curtin University in Bentley to the Perth CBD to the University of Western Australia.

**Thanks** to Paul Brown, Scott Ferris, Hilaire Fraser, Steven Haby, Victor Isaacs, Ross Morrison, Len Regan, Jim Wells, *Catchpoint* (National Railway Museum, Port Adelaide), [www.railexpress.com.au](http://www.railexpress.com.au), [www.railpage.com.au](http://www.railpage.com.au), *Railway Digest*, ABC news, *Daily Telegraph*, *Herald Sun*, *House of Representatives Hansard*, *NSW Government Gazette*, *Sydney Morning Herald*, *Weekly Times* (Victoria), *Western Advocate* (Bathurst), for Rail news.

## ODD SPOT

The Victorian *Weekly Operational Notice* of 2 July contained an item to be aware of "Aggravated Bees" near upgrading work at Melton.

## FERRY NEWS

Since December 2018 **Captain Cook Cruises** have been running a peak hour service between Elizabeth Bay and Circular Quay - a small twin hull boat runs each way at ten minute intervals but is also an 'on demand' service.

**Thanks** to Max Michell for Ferry news.

## AIR NEWS

### International

**Jetstar** is to fly from the Gold Coast to Seoul from December in conjunction with Korean carrier Jeju Air.

In late June, low-cost carrier **AirAsia** inaugurated flights from Bangkok to Brisbane.

From 9 February 2020 **Qantas** will introduce thrice weekly flights from Brisbane to San Francisco and v.v. Then from 20 April Qantas will introduce flights from Brisbane to Chicago and v.v. four times a week. These will be the fourth longest non-stop flights in the world and the second longest in the Qantas network (after Perth-London). The flight will be 14,326 km and 16 hours and 20 minutes.

NZ airline **Air Chathams** will start scheduled international services later this year from Auckland to Norfolk Island with weekly flights. This will fill a gap left by Norfolk Island Airlines, which quit the route just over a year ago. Air NZ used to fly the route, but it pulled out in 2017, citing difficulty making the service pay. Air Chathams has been flying to Norfolk Island with a range of charter tour groups which it says have been well patronised and encouraged it to start the scheduled service. Air Chathams has filled in on regional routes that Air NZ used to fly - including abruptly dumped Kapiti Coast (north of Wellington) flights.

**International flights** to and from Australia are becoming more packed as the number of seats is reduced as a result of capacity cuts by airlines. Data released by the Bureau of Infrastructure, Transport and Regional Economics for April showed total seats were down 0.8% compared to the same month last year, at 4.344 million. With demand up 4.2%, seat utilisation increased from 79.6% in April last year to 82.8% this year. Budget airlines' total market share fell from 15.7% to 14.3%.

The most popular services, based on load factors, were Qantas's inbound flights from South Africa with 95.1% of seats filled; Virgin Australia's outbound flights to Los Angeles with a 94.6% load factor, and Qatar Airways to Doha at 94.1%. Qantas retained the biggest slice of the market with 17.9%, followed by low-fares partner Jetstar with 8.5%, just ahead of Singapore Airlines on 8.4%.

Malaysia Airlines made its second appearance in Australia's top 10 international carriers this year, with 2.6% share. In the early 2000s, Malaysia Airlines was among Australia's top five international carriers of choice, with 5.5% market share. But that changed in the wake of the MH370 and MH17 disasters, with images uploaded to social media of near empty aircraft as passengers steered clear.

**Thanks** to Tris Tottenham, *Australian* and *Sunday Telegraph* for Air news.

## LETTERS TO THE EDITORS

**Max Michell** writes about Melbourne-Sydney air patronage:

In July *Table Talk* there is a note (page 11; Domestic) that "Patronage on the SYD-MEL route ..... declined to 771,000 last year." The *Australian Aviation Express* (an email newsletter) reported, in an article about pax numbers growth at Ayers Rock, commented that "Numbers of passengers on MEL-SYD .... rose 0.9% to 768.1 million in May." It would seem that if your number was attached to a Month (April?) more or less as AAE have, then both would be right, but their

number, even as an annual figure would be rather extreme. However, the bald numbers look a bit wonky (I am trying not to be too pejorative here!) in both cases, either for period or decimal place. Your stats imply around 8 flights a day each way (manageable) but AAE's reflect around 8000 flights each way a day (7.5 flights a minute each way!!!) - no wonder it is "one of the world's busiest routes." Individually I probably wouldn't have commented, but in this case it was just too much to resist.

# BUS NEWS

## AUSTRALIAN CAPITAL TERRITORY

### Transport for Canberra (ACTION)

From Saturday 6 July the Route 18 was adjusted to improve access to the Mitchell trades area via the Light Rail, with a new connection available at the EPIC and Racecourse stop.

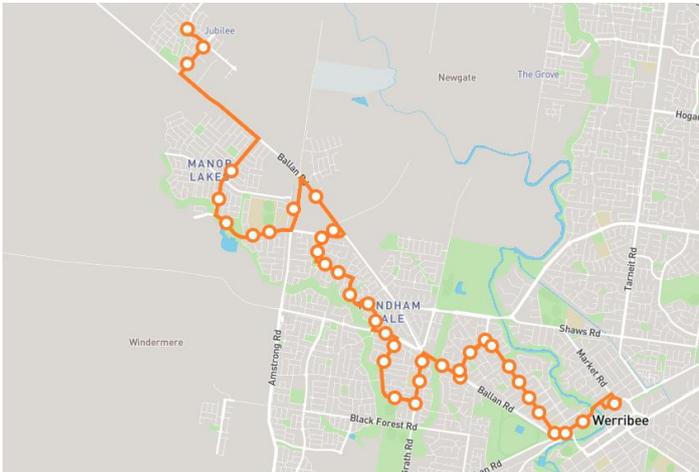
## VICTORIA

### Werribee improvements

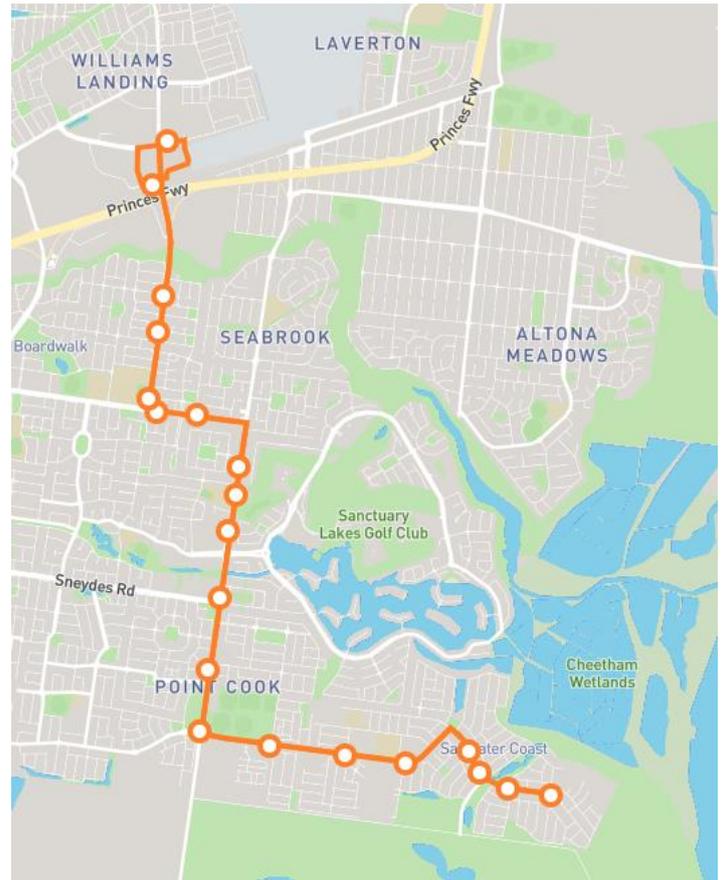
From Sunday 28 July changes occurred in the Werribee area.

### Route 191 Werribee railway station – Jubilee Estate was extended to Manor Lakes.

Weekday services commence around 0530 and run every 20 to 30 minutes until around 0930 then hourly until 1600 then every 20 to 40 minutes until 1930 then hourly until 2200. Weekend services are hourly from around 0800 to 2200. A one way trip is about 35 minutes.



**Route 441 Williams Landing railway station – Riverwalk Estate** was extended to Riverwalk Estate as shown in the map. The timetable remains unchanged except for the extension to the estate.



### Additional trips

The following routes received additional am/pm peak trips:

- Route 167 Tarneit railway station – Hoppers Crossing railway station has three additional am peak and four additional pm peak trips.
- Route 495 Williams Landing railway station – Point Cook South now has a ten minute frequency in the morning and afternoon peaks.
- Route 498 Laverton – Hoppers Crossing railway station now has a twenty minute peak service.
- Minor adjustments were made to routes 166, 181 and 494.

**Thanks** to Steven Haby and Victor Isaacs for Bus news.

# About *Table Talk*

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