



# TABLE TALK

## AUSTRALASIAN TIMETABLE NEWS

No. 326, October 2019

Published by the Australian Timetable Association

### Queensland Rail WTT 1 December 2019

A new QR WTT for the Western and South Western lines will come into effect from 1 December. It can be viewed and/or downloaded at <https://www.queenslandrail.com.au/forbusiness/access/access-undertaking>. It is in the usual QR graphical format. It was placed on QR's website as early as the beginning of September.

### CQ Inland Port

Construction is underway of a new intermodal terminal at Yamala, 25 km west of Emerald in Central Queensland. The facility, known as CQ Inland Port, will have transfer facilities between road and rail, grain storage for GrainCorp, a container storage area and an industrial park. The rail siding is expected to be complete in October.

### Gold Coast Tram

Infrastructure Australia has added Stage 3A of the Gold Coast Light Rail to its Infrastructure Priority List as a Priority Project, recommending it for a significant funding commitment from the Federal government. The State government has committed \$351 million to the \$709 million project. The Federal government has so far committed \$112 million, but the state has called for it to increase to \$269 million – 38% of the cost; the same share the Federal government provided for Stage 1.

Infrastructure Australia chief executive Romilly Madew said the project would address the dual challenges of population growth and high levels of car dependency on the Gold Coast. "With 88% of trips currently by private vehicle and less than 5% by public transport, urban congestion is a major challenge and this is expected to worsen as the Gold Coast's population grows by an estimated 55% to 928,000 people by 2041," Madew said.

While it supported the project in general, Infrastructure Australia did urge the State government and the City of Gold Coast to address concerns the planned route for Stage 3A is not likely to have as much natural demand as earlier sections. Infrastructure Australia found the overall benefits of Stage 3A to be close to the costs, with a benefit-cost ratio of 1.1 using a 7 per cent real discount rate – meaning \$1.10 of return for every \$1 invested. To ensure value for money, Infrastructure Australia highlighted two key factors: land use changes to increase density and promote urban renewal, and encouraging more residents to leave the car at home and use light rail instead.

### ARTC: Inland Rail inquiry

On 17 September, the Senate, against the wishes of the government, moved that the following matter be referred to the Rural and Regional Affairs and Transport References Committee for inquiry and report by 30 September 2020:

The management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government, with particular reference to:

- a. financial arrangements of the project;
- b. route planning and selection processes;
- c. connections with other freight infrastructure, including ports and intermodal hubs;
- d. engagement on route alignment, procurement and employment;
- e. urban and regional economic development opportunities;
- f. collaboration between governments;
- g. interaction with National Freight and Supply Chain Strategy; and
- h. any other related matters.

You have until 8 November to lodge your submission.

### ARTC WTT 6 October 2019

ARTC's WTT of 8 September had a very short life. A new WTT dated 6 October is now in effect. It can be accessed at

[www.artc.com.au/customers/operations/mtp/](http://www.artc.com.au/customers/operations/mtp/)

### JHR NSW CRN WTT amendments

At the request of Pacific National, commencing Monday **9 September** the following alterations apply to the John Holland Rail Country Regional Network Standard Working Timetable and subsequent amendments:

Deletion: **1837** (PNRB 640m) for --T----

Deletion: **8138** (PNRB 640m) for ---W---

At the request of Pacific National, commencing Sunday **6 October** the following alterations apply:

Deletion: **6SP7** (PNIN 1500m) for -----F-

Addition: **1827** (PNIN 1500m) for -----F- will run as tabled by Sydney Trains to pass Hermitage 2352, arrive Wallerawang 0005, depart 0015, pass Tarana 0048, Raglan 0124, Bathurst 0135, Wimbledon 0202, Newbridge 0215, Murrobo 0231, Blayney 0234, Polona 0244, Millthorpe 0247, Spring Hill 0251, arrive Orange East Fork Jct 0301, depart 0306, pass Molong 0339, Manildra 0400, Bumberry 0424, Mandagery 0433, Parkes 0504, CRN/ARTC Boundary Main Line Parkes 0508, thence as tabled by ARTC.

(Country Train Notice 284 -2019 refers.)

At the request of NSW TrainLink, commencing Monday 23 September, the following alterations apply:  
**WN11 (NTL)** for -MTWTF- run as tabled by Sydney Trains to pass Hermitage 0343, Wallerawang 0353, arrive Rydal 0401, depart 0402, arrive Tarana 0417, depart 0418, pass Raglan 0445, arrive Bathurst 0451 – forms WN12.

**WN12 (NTL)** for -MTWTF-depart Bathurst 0546, pass Raglan 0552, arrive Tarana 0617, depart 0618, arrive Rydal 0633, depart 0634, pass Wallerawang 0641, arrive Hermitage 0652, thence as tabled by Sydney Trains.

**WN13 (NTL)** for -MTWTF- run as tabled by Sydney Trains to pass Hermitage 0605, Wallerawang 0615, arrive Rydal 0623, depart 0636, arrive Tarana 0651, depart 0652, pass Raglan 0719, arrive Bathurst 0725 – forms WN14.

**WN14 (NTL)** for -MTWTF-depart Bathurst 0735, pass Raglan 0741, arrive Tarana 0806, depart 0807, arrive Rydal 0822, depart 0823, pass Wallerawang 0830, arrive Hermitage 0841, thence as tabled by Sydney Trains.

**WN15 (NTL)** for -MT-TF-run as tabled by Sydney Trains to pass Hermitage 1735, Wallerawang 1745, arrive Rydal 1753, depart 1759, arrive Tarana 1813, depart 1814, pass Raglan 1841, arrive Bathurst 1847 – forms WN16.

**WN15 (NTL)** for ---W---run as tabled by Sydney Trains to pass Hermitage 1830, Wallerawang 1840, arrive Rydal 1848, depart 1849, arrive Tarana 1904, depart 1905, arrive Raglan 1932, depart 1933, arrive Bathurst 1939 – forms WN16.

**WN16 (NTL)** for -MT-TF-depart Bathurst 1925, pass Raglan 1931, arrive Tarana 1956, depart 1957, arrive Rydal 2012, depart 2013, pass Wallerawang 2020, arrive Hermitage 2031, thence as tabled by Sydney Trains.

**WN16 (NTL)** for ---W---depart Bathurst 2032, pass Raglan 2038, arrive Tarana 2103, depart 2104, arrive Rydal 2119, depart 2120, pass Wallerawang 2127, arrive Hermitage 2138, thence as tabled by Sydney Trains.

**WN17 (NTL)** for -MTWTF-run as tabled by Sydney Trains to pass Hermitage 2025, Wallerawang 2035, arrive Rydal 2043, depart 2044, arrive Tarana 2059, depart 2100, pass Raglan 2127, arrive Bathurst 2133 – forms WN18.

**WN18 (NTL)** for -MTWTF-depart Bathurst 2217, pass Raglan 2223, arrive Tarana 2248, depart 2249, arrive Rydal 2304, depart 2305, pass Wallerawang 2312, arrive Hermitage 2323, thence as tabled by Sydney Trains.

**WN11 (NTL)** for S----S run as tabled by Sydney Trains to pass Hermitage 0437, Wallerawang 0447, arrive Rydal 0455, depart 0456, arrive Tarana 0511, depart 0512, pass Raglan 0539, arrive Bathurst 0545 – forms WN12.

**WN12 (NTL)** for S----S depart Bathurst 0607, pass Raglan 0613, arrive Tarana 0638, depart 0639, arrive Rydal 0654, depart 0655, pass Wallerawang 0702, arrive Hermitage 0713, thence as tabled by Sydney Trains.

**WN13 (NTL)** for S----S run as tabled by Sydney Trains to pass Hermitage 0520, Wallerawang 0530, arrive Rydal 0538, depart 0539, arrive Tarana 0554, depart 0555, pass Raglan 0622, arrive Bathurst 0628 – forms WN14.

**WN14 (NTL)** for S----S depart Bathurst 0740, pass Raglan 0746, arrive Tarana 0811, depart 0812, arrive Rydal 0827, depart 0828, pass Wallerawang 0835, arrive Hermitage 0846, thence as tabled by Sydney Trains.

**WN15 (NTL)** for S----S run as tabled by Sydney Trains to pass Hermitage 1734, Wallerawang 1744, arrive Rydal 1752, depart 1802, arrive Tarana 1817, depart 1818, pass Raglan 1845, arrive Bathurst 1852 – forms WN16.

**WN16 (NTL)** for S----S depart Bathurst 1925, pass Raglan 1931, arrive Tarana 1956, depart 1957, arrive Rydal 2012, depart 2013, pass Wallerawang 2020, arrive Hermitage 2031, thence as tabled by Sydney Trains.

**WN17 (NTL)** for S----S run as tabled by Sydney Trains to pass Hermitage 2026, Wallerawang 2036, arrive Rydal 2044, depart 2045, arrive Tarana 2100, depart 2101, pass Raglan 2128, arrive Bathurst 2134 – forms WN18.

**WN18 (NTL)** for S----S depart Bathurst 2217, pass Raglan 2223, arrive Tarana 2248, depart 2249, arrive Rydal 2304, depart 2305, pass Wallerawang 2312, arrive Hermitage 2323, thence as tabled by Sydney Trains.

These changes insert stops at Rydal and Tarana for the Lithgow-Bathurst and Bathurst-Lithgow placement runs. (Country Train Notice 322-2019 refers.)

## NSW TrainLink public timetables 7 September

PDFs of altered NSW TrainLink schedules from 7 September are available on their website at <https://transportnsw.info/routes/train> This includes their South, West, North West and North booklets. The only new trial TrainLink buses included are Tamworth-Port Macquarie and Tamworth-Dubbo, the first to be introduced. Paper booklets seem to be unavailable.

### Sydney: Bankstown line closure

The T3 Bankstown line will temporarily close between 24 December 2019 and 5 January 2020 while it is upgraded to metro standards. During this period, up to 90 buses in the busiest part of the day will operate to provide extra services between Punchbowl and Central.

Key features of the temporary bus plan include:

- Frequent, all stops bus services connecting closed stations along the line.
- Express and limited stops services during peak and off peak periods for trips towards Sydenham or Central.
- Evening bus services to reflect customer demand.
- Low floor accessible buses on the majority of services between Punchbowl and Central.
- Staff during the busiest parts of the day to provide assistance to passengers with accessibility needs.

Planned works at Sydenham station will also impact the T4 Illawarra line, with buses replacing trains between Hurstville and Central from 24 to 28 December 2019.

Rail services will continue to operate while the T3 Bankstown line is upgraded. Trains to the City via Lidcombe will be provided from Campsie, Belmore, Lakemba, Wiley Park, Punchbowl, Bankstown, Yagoona and Birrong, ie, the long way round.

### **Moorebank Intermodal terminal**

On Tuesday 24 September the first train operated from Port Botany to the new Moorebank IMEX Intermodal Terminal.

### **Sydney growth**

**From Sydney Morning Herald, 16 September, by Josh Dye**

Overcrowded trains and busier roads. An extra 1.3 million people in Sydney by 2030 means a longer and more uncomfortable commute, particularly for residents in the city's fast-growing western suburbs. Despite the projected growth in rail and road infrastructure, population growth raises the risk of gridlocked roads and overcrowded trains in Sydney. And congestion is likely to extend beyond peak periods to other parts of the day. For many people there will be no escaping the crush as Sydney's road and rail network comes under further strain. Or at least that's the worst-case scenario.

The man responsible for moving us around does not subscribe to the doomsday model. NSW Transport and Roads Minister Andrew Constance paints a far rosier picture in his vision for 2030. "Sydney is going to become a train city because of metro," he says. "We're going to see mass transfer out of cars onto trains as we continue to develop Sydney as a global city." He points to the integration between the transport and planning departments as evidence the government is armed to fight the city's growing pains and avoid the mistakes of the past. He spruiks the concept of the "30-minute city" and claims 70% of Sydneysiders will live within half an hour of work, education and recreation by 2036.

But that dream is a long way from becoming a reality, with two major impediments being housing affordability and a lack of jobs in the west. Sydney's ageing transport network is a problem, too. Despite unprecedented investment in recent years, the rail and road network faces massive challenges. It is partly due to a lack of previous investment, but also because the pace of population growth will keep piling more people into cars, trains, buses and ferries. Sydney's train lines are often overcrowded during morning and evening peak, with many services failing to run on time. The opening of the new metro line under the harbour in 2024 will alleviate some congestion, but the Western line will get busier as the population booms.

Meanwhile on the roads, major arterial routes including the M4, M5, the Harbour Tunnel and the Harbour Bridge will remain choked as traffic grinds to a standstill during peak.

Add in some rain and Sydney seems to shut down.

While a large wave of projects is in the pipeline, University of Sydney senior lecturer in transport and logistics management Geoffrey Clifton says it will not be enough to keep pace with rising demand by 2030. "We're likely to see some crunch in the public transport network in the next couple of years before the next projects kick in. Until the city metro [rail line] opens, there's going to be a bit of a capacity gap. In the road network, there'll be more choke points than there are today with more people on the roads. Local bus services will slow down unless we can put priority into them. While confident NSW is "on the right track", Dr Clifton says it is critical that the government maintains momentum and "gets on with the job" of building the second wave of projects.

The Transport Minister affirms his government's commitment to building the infrastructure required for a booming population. "We will continue to build the mega projects to fix the missing links in the transport network," Mr Constance says.

As politicians consider how to keep the city moving as the population swells, a critical issue emerges: how to fund a long list of promised transport projects that cost into the tens of billions of dollars. While the sale of state electricity assets in the Coalition government's second term resulted in a huge cash windfall, the fact remains that public transport is a loss-making service heavily subsidised by taxpayers.

"That's a big challenge," Dr Clifton says. "Infrastructure projects in Australia are more expensive than in other parts of the world. That's where the user-pays model may be needed."

An option to alleviate the burden on the roads, and funnel more people onto public transport, is to introduce a congestion tax. Road users would be charged higher rates to enter busy areas such as the central business district or drive at peak times. Despite having the backing of economists, planners and transport experts, Mr Constance rules out a congestion tax as being too difficult politically. "It's not going to happen," he says. "You provide better public transport, you don't need to introduce a congestion tax." Instead, the Transport Minister favours "mobility as a service", the latest buzz phrase in the industry. He believes in the not-too-distant future commuters will be able to pay for their transport needs across all modes via a subscription.

Sounds interesting, but how would it work? Dr Clifton compares the concept to private health insurance, which offers different tiers of membership and covers hospital visits plus extras like dental and physio. In the same way, commuters could purchase a package of transport services combining public transport with car sharing and bike hire, for example.

Ultimately, the overriding question is: will crippling congestion render Sydney unliveable by 2030?

Mathew Hounsell, senior research consultant at the Institute for Sustainable Futures at UTS, says Sydney must be fundamentally realigned to avoid the perils of

crippling congestion. “The underlying problem in Sydney is the preference for motoring. If the rail system is faster, people will switch to it. If you prioritise car traffic, car traffic is always terrible. If you prioritise public transport, car traffic is still terrible but more people can be moved,” Mr Hounsell says.

Dr Clifton warns drifting along with the status quo is not an option. “If we go with business as usual, then it will be much more congested. A lot of Sydneysiders will feel like they’re worse off in the future than today. But if we build cities with jobs located near where people live, and transport that provides people with connectivity, we’ll be creating communities where people will want to live. “It’s not like we have to choose between a big Sydney and a good Sydney. We can have both – it just takes the will and investment.”

### **NSW TrainLink: Bi-mode trains**

New NSW TrainLink trains, to come into service from 2023, will be bi-mode, drawing power from overhead electrification, then diesel power further out.

### **NSW TrainLink: Blue Mountains upgrading**

A schedule of Blue Mountains trackwork and shutdown periods has been released up to May 2020. The work is being done to cater for modifications to support the rollout of the new intercity fleet. Twelve days of trackwork finished on 13 September.

From 28 October to 8 November, Faulconbridge, Linden, Hazelbrook, Bullaburra, Wentworth Falls, Katoomba, Mt Victoria, Lithgow and the Ten Tunnels (between Newnes Junction Station and Zig Zag Station) will be affected. There is also trackwork planned from 26 to 30 December affecting the Ten Tunnels, Woodford, Lawson, Leura, Katoomba, Mt Victoria and Lithgow. Subject to verification, work is set for 21 February to 6 March 2020, affecting Ten Tunnels, Lawson, Katoomba, Medlow Bath, Blackheath, Bell, Mt Victoria and Lithgow. Work commissioning Faulconbridge to Lithgow is expected from 11 to 22 May, but this is still to be confirmed. Platforms are being extended at Katoomba, Lithgow and Mt Victoria.

### **NSW TrainLink: South Coast services**

From 1 January 2020 all weekend services on the South Coast line will have eight carriages. This was stated by the NSW Minister for Transport in the Legislative Assembly on 17 September. He also foreshadowed additional services.

### **NSW TrainLink's woes**

A defect has been discovered in the link pin of the bogies of XPT locomotives. This has the potential to cause derailments. Each unit is being taken out of service for replacement of the part. This causes a shortage of XPTs which are intensively rostered. Consequently the 1141 Sydney-Grafton and 0515 Grafton-Sydney trains were cancelled from about 1 September and replaced by buses. From Sunday 28 September the morning down XPT runs as normal to Casino, then empty cars to Grafton to stable. The 0515 up Grafton NT36 will reappear on the train list from 29

September while presumably the 1930 up will be buses all the way. This is expected to last until 30 November. It is believed that replacing the pins is not a quick fix and takes months because of the complexity involved in making special castings and forging the steel pins.

In early September NSW TrainLink was forced to cancel some intercity trains due to a shortage of drivers and guards.

### **NSW TrainLink: Melbourne services**

From 7 September the following changes have applied to NSW TrainLink's Melbourne XPT services:

- ST22 overnight Melbourne-Sydney train is four minutes earlier at Goulburn 0413-0415 and Moss Vale 0501-0503.
- ST21 overnight Sydney-Melbourne train on weekends departs Sydney at 2042 (instead of 2035) as on weekdays.
- ST23 day Sydney-Melbourne train on weekends departs Sydney at 0740 (instead of 0735) as on weekdays.

### **Tim Fischer's final train journey**

A State Funeral for former Deputy Prime Minister (and ATA member) the Hon. Tim Fischer AC, was held in Albury on Thursday 28 August. This was preceded by a very rare event in Australia – operation of a Funeral Train. This consisted of three vintage CPH Rail Motors. The journey started at The Rock and conveyed his casket for his final train journey. Either because the train was organised at very short notice, or for security reasons, or both, there is no Train Alteration Advice on ARTC's website. Instead, the train was arranged by what is still referred to as telegrams.

### **Indian Pacific alteration**

From Wednesday 11 September the Indian Pacific departs Sydney at 1500 (instead of 1503) and has an additional 17 minutes running time between Emu Plains and Hermitage (the Sydney Trains/John Holland Rail border point, just beyond Lithgow).

### **Water trains**

During August and September Southern Shorthaul Railroad ran daily water trains from Charbon Colliery to Airly Colliery in central west NSW to enable Airly to continue operations. From September these will continue as required.

### **Sydney Trains/NSW TrainLink: Train numbering**

From 7 September the following is the train numbering system for Sydney Trains and NSW TrainLink. Alterations from that date are indicated by *italics*.

#### **Table 1 –North**

N000/N099 *Intercity (V set)* Additional trains operating at locations between Sydney and Newcastle *Interchange* (for use in Special Train Notices)

N100/N199 *Intercity (V set)* Trains operating from Sydney, Hornsby or Gosford to Newcastle *Interchange* or vice versa

N200/N299 *Intercity (V set)* Trains operating between Sydney and Wyong and intermediate stations

200/299 # Oscar (H set) Medium width electric trains operating between Sydney or Central and Gosford, Wyong or Newcastle *Interchange*  
N300/N399 *Intercity* (V set) Shunting trips at locations between Berowra and Broadmeadow  
N400/N499 # NIF (D set) 10 car NIF trains (4 car leading) operating from Sydney, Hornsby or Gosford to Newcastle *Interchange* or vice versa  
N500/N599 # Waratah (A set), # Oscar (H set) Medium width trial *Trip* trains operating between Sydney and Newcastle *Interchange*  
N600/N699 # NIF (D set) 10 car NIF trains (6 car leading) operating from Sydney, Hornsby or Gosford to Newcastle *Interchange* or vice versa  
N700/N799 # NIF (D set) 4 or 6 car NIF trains operating from Sydney, Hornsby or Gosford to Newcastle *Interchange* or vice versa  
N800/N899 # NIF (D set) 8 car NIF trains operating from Sydney, Hornsby or Gosford to Newcastle *Interchange* or vice versa  
800/899 # Suburban Medium, Extended Medium or Wide gauge suburban electric trains operating between Sydney and Newcastle *Interchange*  
N900/N999 *Intercity* (V set) Trains operating between Newcastle *Interchange*-Broadmeadow or Broadmeadow Decant Siding/Maintenance Centre  
V300/V399 Diesel (S.P.) Shunting trips operating at locations between Newcastle *Interchange*, Broadmeadow and ARTC locations  
V400/V499 Diesel (S.P.) Empty trips operating between Hamilton or Broadmeadow MC and ARTC locations  
V600/V699 Diesel (S.P.) Passenger trains operating between Newcastle *Interchange* and Muswellbrook or Scone  
V700/V799 Diesel (S.P.) Passenger trains operating between Newcastle *Interchange* and Maitland or Telarah  
V800/V899 Diesel (S.P.) Empty trips operating between Broadmeadow Maintenance Centre and Newcastle *Interchange*  
V900/V999 Diesel (S.P.) Passenger trains operating between Newcastle *Interchange* and Dungog  
NN01/NN99 Diesel (S.P.) Empty trains operating between Sydney and Broadmeadow Maintenance Centre  
NM-- MTP vehicle Vehicle performing Mechanised Track Patrols (may operate under Block Working Conditions)  
NH01/NH99 Any Additional trains between Sydney and Newcastle *Interchange* private Hire  
# To comply with instructions contained in Network Local Appendix NLA 312 Gosford 'Narrow track clearances'.  
Note: train types with (S.P.) designation denotes 'self propelled'.

Table 2 –South  
SN01/SN99 Endeavour Trains operating between Sydney and Goulburn  
RC-- Road Coach Bus operating between Moss Vale and Bundanoon or Moss Vale and Goulburn

Table 3 –West

W000/W099 *Intercity* (V set) Additional trains operating at locations between Sydney-Lithgow (for use in Special Train Notices)  
200/299 Oscar (H set) Medium width electric trains operating between Sydney or Central and Springwood  
W300/W399 *Intercity* (V set) Shunting trips at locations between Emu Plains and Lithgow  
W400/W499 NIF (D set) 10 car NIF trains (4 car leading) operating between Sydney and Lithgow or vice versa  
W500/W599 *Intercity* (V set) Trains operating between Sydney and Lithgow  
W600/W699 NIF (D set) 10 car NIF trains (6 car leading) operating between Sydney and Lithgow or vice versa  
600/699 Waratah (A set) Trains operating between Sydney or Central and Springwood  
W700/W799 NIF (D set) 4 or 6 car NIF trains operating between Sydney and Lithgow or vice versa  
W800/W899 NIF (D set) 8 car NIF trains operating between Sydney and Lithgow or vice versa  
WN01/WN99 Endeavour Trains operating between Sydney and Bathurst  
WM-- MTP vehicle Vehicle performing Mechanised Track Patrols (may operate under Block Working Conditions)  
WH01/WH99 Any Additional trains between Sydney and Lithgow – private hire.

Table 4 –Illawarra  
C000/C099 *Intercity* (V set), Oscar (H set) Additional trains operating at locations between Sydney Terminal/Illawarra Junction-Kiama/Port Kembla (for use in Special Train Notices)  
C100/C199 Oscar (H set) Trains operating between Sydney Terminal / Illawarra Junction and Kiama  
C200/C299 NIF (D set) 4 car NIF trains operating between Sydney Terminal / Illawarra Junction and Wollongong / Kiama  
C300/C399 Oscar (H set), Suburban Trains operating between Sydney Terminal / Illawarra Junction and Wollongong / Port Kembla  
300/399 Oscar (H set), Suburban Trains operating between Bondi Junction / Martin Place and Wollongong / Port Kembla  
C400/C499 NIF (D set) 10 car NIF trains (4 car leading) operating between Sydney Terminal / Illawarra Junction and Wollongong / Port Kembla  
400/499 Oscar (H set) Trains operating between Bondi Junction / Martin Place and Kiama  
C600/C699 NIF (D set) 10 car NIF trains (6 car leading) operating between Sydney Terminal / Illawarra Junction and Wollongong / Port Kembla  
C700/C799 NIF (D set) 6 Car NIF trains operating between Sydney Terminal / Illawarra Junction and Wollongong / Port Kembla  
C800/C899 NIF (D set) 8 Car NIF trains operating between Sydney Terminal / Illawarra Junction and Wollongong / Port Kembla  
K300/K399 Oscar (H set), Suburban Trains operating between Coalcliff and Port Kembla  
K400/K499 Oscar (H set) Trains operating between Coalcliff and Kiama

K700/K799 Oscar (*H* set), Suburban Shunting trips at locations between Coalcliff and Port Kembla/Kiama.  
 KN01/KN99 Endeavour Trains operating between Wollongong/Port Kembla and Bomaderry  
 KN-1/KN-9 Endeavour Trains operating between Berry and Berry Stock Sidings exclusively  
 CN01/CN99 Endeavour Trains operating between Xplorer Centre or Sydney and Wollongong, Port Kembla or Nowra  
 RC-- Road Coach Bus operating between Kiama and Bomaderry (Nowra)  
 M67- Road rail vehicle Hi Rail vehicle performing Track Inspections (operates under Block Working Conditions)  
 CM-- MTP vehicle performing Mechanised Track Patrols (may operate under Block Working Conditions)  
 CH01/CH99 Any Additional trains between Sydney and Pt Kembla/Kiama private Hire.

Table 5 –Metropolitan

Intercity and self propelled diesel car movements  
 H101/H199 (North) *Intercity (V set)* Trains operating between Metropolitan area locations e.g. Sydney and Flemington Maintenance Centre  
 H201/H299 (North) *Intercity (V set)* Trains operating between Metropolitan area locations e.g. Sydney and Flemington Maintenance Centre  
 H301/H399 (IIIa) Oscar (*H* set) Trains operating between Metropolitan area locations e.g. Sydney and Flemington or Mortdale Maintenance Centre  
 H401/H499 (IIIa) Oscar (*H* set) Trains operating between Metropolitan area locations e.g. Sydney and Flemington or Mortdale Maintenance Centre  
 H501/H599 (West) *Intercity (V set)* Trains operating between Metropolitan area locations e.g. Sydney and Flemington Maintenance Centre  
 H700/H799 *Intercity (V set), Oscar (H set)* Shunting trips within Metropolitan area locations  
 H801/H899 Suburban Trains operating between Metropolitan area locations e.g. Sydney and Hornsby Maintenance Centre  
 HN01/HN99 Diesel (S.P.) Empty trains operating between Metropolitan area locations  
 HH01/HH99 Any Trains operating between Metropolitan area locations - private Hire  
 Y400/Y499 NIF (*D* set) *Empty 10 car NIF (4 car Leading) Trains operating between Sydney and Metropolitan or Outer Metropolitan area locations, e.g. Sydney and either Flemington Maintenance Centre, Hornsby Maintenance Centre, Newcastle, Lithgow, Wollongong / Port Kembla and Kiama*  
 Y600/Y699 NIF (*D* set) *Empty 10 car NIF (6 car Leading) Trains operating between Sydney and Metropolitan or Outer Metropolitan area locations, e.g. Sydney and either Flemington Maintenance Centre, Mortdale Maintenance Centre, Hornsby Maintenance Centre, Newcastle, Lithgow, Wollongong / Port Kembla and Kiama*  
 Y700/Y799 NIF (*D* set) *Empty 4 or 6 car NIF Trains operating between Sydney and Metropolitan or Outer Metropolitan area locations, e.g. Sydney and either Flemington Maintenance Centre, Mortdale Maintenance Centre, Hornsby Maintenance*

Centre, Newcastle, Lithgow, Wollongong / Port Kembla and Kiama

Y800/Y899 NIF (*D* set) *Empty 8 car NIF Trains operating between Sydney and Metropolitan or Outer Metropolitan area locations, e.g. Sydney and either Flemington Maintenance Centre, Mortdale Maintenance Centre, Hornsby Maintenance Centre, Newcastle, Lithgow, Wollongong / Port Kembla and Kiama*

Y900/Y999 NIF (*D* set) *Empty RGR (Reliability Growth Runs) NIF Trains operating between Sydney and Metropolitan or Outer Metropolitan area locations, e.g. Sydney and either Flemington Maintenance Centre, Mortdale Maintenance*

Centre, Hornsby Maintenance Centre, Newcastle, Lithgow, Wollongong / Port Kembla and Kiama  
 HM-- MTP vehicle performing Mechanised Track Patrols (may operate under Block Working Conditions).

## V/Line WTT

Commencing Sunday **18 August** the following alterations took effect with the entry of additional VLocity DMUs into service:

### SUNDAY

#### SOUTH WESTERN REGION

2330 (No.0891) Light Locomotive; Geelong Loco to Geelong operates as N loco (in lieu of 2x N loco).

### MONDAY to FRIDAY

#### SOUTH WESTERN REGION

0613 (No.7717) Empty VLocity; Geelong Loco to Marshall originates Geelong (Yard) at 0617 then as per NSP.

0716 (No.7731) Additional Empty VLocity; Geelong Loco to Geelong operates as 2x 3VL as follows: Geelong Loco 0716, Geelong platform 2, 0718.

1818 (No.8797) Pass; Southern Cross to Geelong departs SX platform 15A (in lieu of platform 2) and operate as 2x 3VR (in lieu of N loco plus 6SH set). Service also altered to arrive Geelong platform 2 (in lieu of platform 3). Schedule times amended: SX (platform 15A) 1818, RRL, West Tower 1820\* (\* means non-stop), Spion Kop 1822\* then as per NSP.

2137 (No.1797) Additional Empty VLocity; Geelong Loco to Geelong operates as 2x 3VL as follows: Geelong Loco 2137, Geelong 2139.

2157 (No.0799) Light Locomotive; Geelong Loco to Geelong [Monday to Thursday] operates as N loco (in lieu of 2x N loco).

2125 (No.8811) VLocity Pass; SX to Waurn Ponds departs SX platform 5 (in lieu of platform 8 South) and operates via the TC (in lieu of CB) to Franklin St. then as per NSP.

0736 (No.8732) Pass; Geelong to SX operates as 2x 3VR (in lieu of N loco plus 6SH set) and altered from Spion Kop to operate via the RRL (in lieu of F and MC) to arrive SX platform 15B (in lieu of platform 4). Altered schedule: Spion Kop 0837\*, RRL, West Tower 0838\*, SX 0844.

- 1935 (No.7798) Additional Empty VLocity; Geelong to Geelong Loco operates as 2x 3VL as follows: Geelong platform 2 1935, Geelong Loco 1937.
- 1948 (No.0798) Light Engine; Geelong to Geelong Loco operates as N loco (in lieu of 2x N loco).
- 1934 (No.8810) VLocity Pass; Waurn Ponds to SX, is altered from Franklin St. to operate via the MC (in lieu of CB) to arrive SX platform 5 (in lieu of platform 8 South).
- 2144 (No.1798) Additional Empty VLocity; Geelong to Geelong Loco operates as 2x 3VL as follows: Geelong 2144, Geelong Loco 2146.
- 2305 (No.1788) Empty VLocity; Geelong to Geelong Loco is cancelled.

#### **WESTERN REGION**

- 1719 (No.8243) Pass; SX to Bacchus Marsh altered to depart SX platform 15B (in lieu of platform 7) and operate via the RRL (in lieu of CB and F) to Spion Kop then as per NSP. Service operates as 2x 3VR (in lieu of N loco plus 6SH). Schedule past West Tower at 1721\*.
- 1812 (No.7243) Empty Cars; Bacchus Marsh to Maddingley Siding is 2x 3VR (in lieu of N loco plus 6SH).
- 0717 (No.7222) Empty Cars; Maddingley Siding to Bacchus Marsh is 2x 3VR (in lieu of N loco plus 6SH).
- 0739 (No.8222) Pass; Bacchus Marsh to SX is 2x 3VR (in lieu of N loco plus 6SH).
- 1830 (No.8246) VLocity Pass; Bacchus Marsh to SX is altered from Franklin St. to operate via the MC (in lieu of CB) to arrive SX platform 5 (in lieu of platform 8 South).

#### **NORTH EASTERN REGION**

- 1951 (No.8337) VLocity Pass; SX to Seymour departs SX platform 5 (in lieu of platform 8 South) and operates via the TC (in lieu of ES) to Franklin St. then as per NSP.
- 0655 (No.8306) Pass; Seymour to SX is altered from Franklin St to operate via the MC (in lieu of ES) to arrive SX platform 4 (in lieu of platform 7).

#### **CENTRAL REGION**

- 0850 (No.8901) Additional Empty VLocity; SX to Melbourne Storage Yard operates as 2x 3VL as follows: SX platform 15B 0850, BW, West Tower 0852\*, Melbourne Storage Yard 0904.
- 0852 (No.8917) Additional Empty VLocity; SX to Melbourne Storage Yard (via South Dynon Loco) operates as 2x 3VL as follows: SX platform 3 North 08 52, TC, Franklin St. 0854\*, Flyover Junction 0855\*, South Dynon Loco 0900/095, ET, West Tower 09 12/0917, Melbourne Storage Yard 09 19.
- 1039 (No.0973) Light Engine; SX to South Dynon Loco operates as N loco (in lieu of "as required").
- 1703 (No.8902) Additional Empty VLocity; Melbourne Storage Yard to SX operates as 2x 3VL as follows: Melbourne Storage Yard 1703, West Tower 1707\*, BE, SX platform 15B 1709.
- 1754 (No.8918) Additional Empty VLocity; Melbourne Storage Yard to SX operates as 2x 3VL as

- follows: Melbourne Storage Yard 1754, West Tower 1758\*, BE, SX platform 15A, 1800.
- 1435 (No.0974) Light Engine; South Dynon Loco to SX operates as N loco (in lieu of "as required").

V/Line's Working Timetable of **15 September** coincides with new carriage roster FP50B, which introduces additional VLocity DMUs to service. Alterations are:

#### **SUNDAY**

##### **NORTH EASTERN REGION**

- 1955 (No.8337) Sprinter Pass; Southern Cross to Seymour altered to operate as 3x Sprinter (in lieu of 2x Sprinter).
- 2116 (No.7337) Empty Sprinter; Seymour to Seymour Loco altered to operate as 3x Sprinter (in lieu of 2x Sprinter).
- 0929 (No.7314) Empty Sprinter; Seymour Loco to Seymour altered to operate as 4x Sprinter (in lieu of 3x Sprinter).
- 0949 (No.8314) Sprinter Pass; Seymour to SX altered to operate as 4x Sprinter (in lieu of 3x Sprinter).

#### **MONDAY to FRIDAY**

##### **SOUTH WESTERN REGION**

- 0736 (No.8732) Pass; Geelong to SX altered from Spion Kop to operate via the F and CB lines (in lieu of RRL) to arrive SX platform 7 (in lieu of platform 15B). Altered schedule: Spion Kop 0837\*, F, Flyover Junction, 0838\*, Franklin St. 0840\*, CB, SX 0844.
- 1210 (No.8745) VLocity Pass; SX to Waurn Ponds altered to depart SX platform 7 (in lieu of platform 1) and operate via the CB (in lieu of C) to Franklin St. then as per NSP.
- 1310 (No.8751) VLocity Pass; SX to South Geelong altered to depart SX platform 2 (in lieu of platform 1) then as per NSP.

#### **WESTERN REGION**

- 1337 (No.8231) VLocity Pass; SX to Bacchus Marsh altered to depart SX platform 2 (in lieu of platform 1) then as per NSP.
- 1719 (No.8243) Pass; SX to Bacchus Marsh altered to depart SX platform 7 North (in lieu of platform 15B) and operate via the CB and F (in lieu of RRL) to Spion Kop. Altered schedule: SX 1719, CB, Franklin St. 1721\*, F, Flyover Junction 1722\*, Spion Kop 1723\* then as per NSP.

#### **NORTH EASTERN REGION**

- 1332 (No.8317) Sprinter Pass; SX to Seymour altered to operate as 3VL in lieu of 3x Sprinter) and depart SX platform 1 (in lieu of platform 7) and operate via TC (in lieu of ES) to Franklin St. then as per NSP.
- 1737 (No.8329) Sprinter Pass; SX to Seymour altered to operate as 3VL (in lieu of 3x Sprinter).
- 1924 (No.7329) Empty Sprinter; Seymour to Seymour Loco altered to operate as 3VL (in lieu of 3x Sprinter).
- 0752 (No.7312) Empty Sprinter; Seymour Loco to Seymour altered to operate as 3VL (in lieu of 3x Sprinter).

0812 (No.8312) Sprinter Pass; Seymour to Southern Cross altered to operate as 3VL (in lieu of 3x Sprinter).  
1541 (No.8326) Sprinter Pass; Seymour to Southern Cross altered to operate as 3VL (in lieu of 3x Sprinter).

## CENTRAL REGION

0850 (No.8901) Empty VLocity; SX to Melbourne Storage Yard is cancelled.  
1703 (No.8902) Empty VLocity; Melbourne Storage Yard to SX is cancelled.

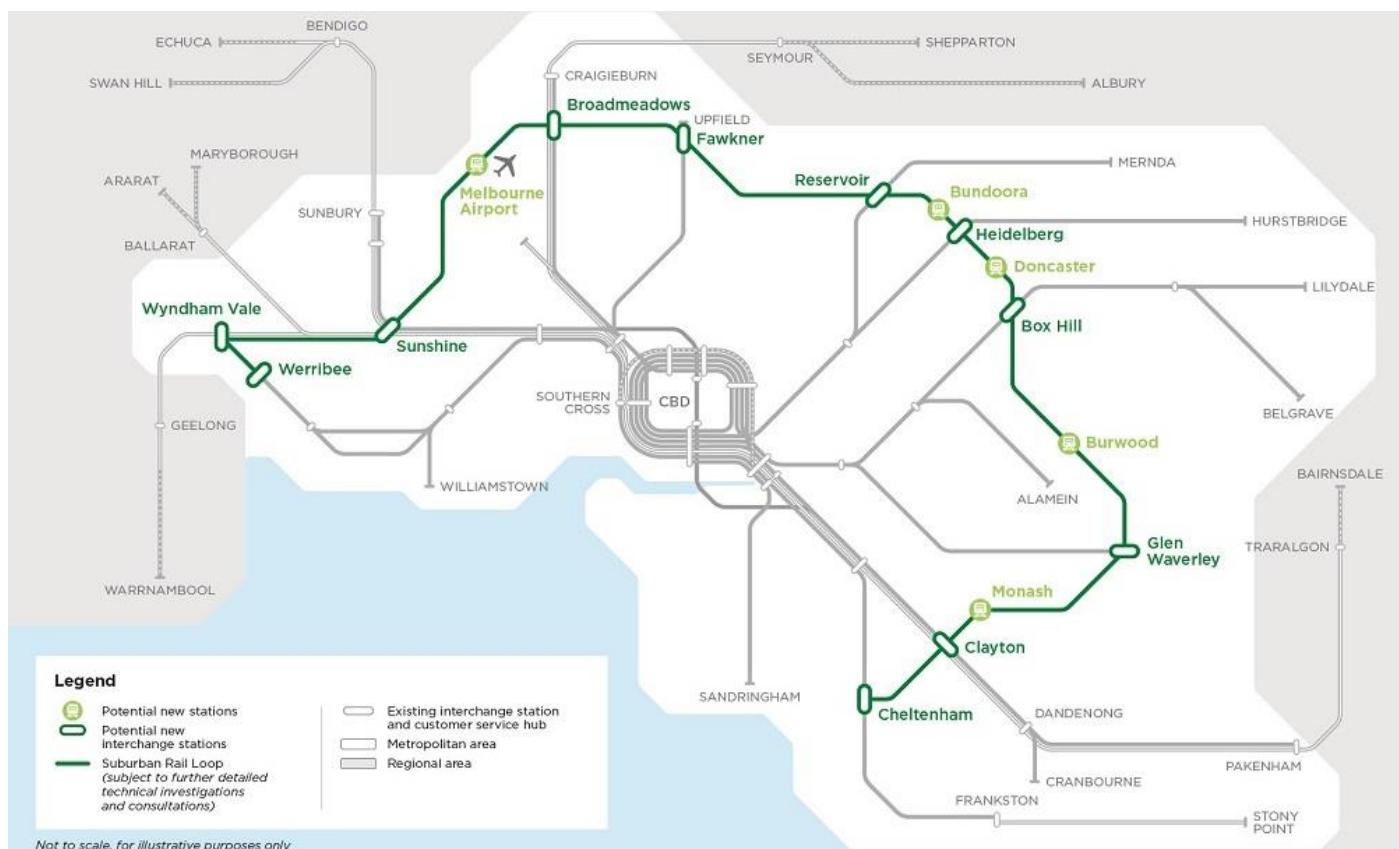
## V/Line: Geelong trains

Geelong trains were not sent via the Werribee line during a shut down of the Regional Rail Link in late September because most V/Line drivers aren't trained to use it, the Public Transport Users Association says. It also says a lack of space in the Werribee line timetable also prevents V/Line from sending its trains down the corridor once regularly used for the Geelong to Melbourne commute. Replacement buses operated.

Geelong PTUA convener Paul Westcott said many V/Line drivers did not have up to date knowledge of the Werribee corridor — the route used by Geelong trains before the opening of the Regional Rail Link. "They can't just get into a train and drive a track they aren't used to. It is a safety factor," Mr Westcott said. Mr Westcott said paths for Geelong trains on the Werribee line no longer existed due to additional services running on both lines.

## Melbourne suburban loop railway

On 3 September the Victorian government released a map of the route of the proposed 90 km, mainly underground railway encircling Melbourne via the middle suburbs. It shows interchanges with 11 existing railways and stations at major centres such as Melbourne Airport and Monash University.



## Metro Trains Melbourne: Cranbourne line upgrading

Work to duplicate the railway from Dandenong to Cranbourne, 8 km, will commence in 2020. Four level crossings will also be removed. When the project is completed in 2023, it is expected that service frequency will be improved to every ten minutes.

## Metro Trains Melbourne: Disruption 13 September

On Friday 13 September an electrical fault in Burnley caused chaos to four train lines. The Glen Waverley line was hit hardest, with the "fairly serious incident" expected to impact afternoon peak hour. The 0840 Glen Waverley to Flinders St stopped near East Richmond with about 700 passengers stuck on the

train for almost three hours. They were safely taken off at 1154. Buses replaced trains on the Alamein, Belgrave, Lilydale and Glen Waverley lines. Metro warned commuters of extended travel times of up to 60 minutes.

## Melbourne: Construction and disruption

Major construction works will take place across the metropolitan and regional networks this spring in preparation for the Metro Tunnel.

**Metro Trains Melbourne:** Buses replaced trains on sections of the **Cranbourne and Pakenham** lines from Saturday 21 September to Wednesday 25 September.

Buses replaced trains between **Flagstaff and Sunshine** from Sunday 29 September to Friday 11 October.

Buses replaced trains on sections of the **Werribee and Williamstown** lines on weekends from Friday 4 October to Sunday 13 October.

**Yarra Trams:** Routes 3/3A, 5, 6, 16, 58, 64, 67 and 72: Buses replaced trams on St Kilda Road from Monday 14 October to Sunday 27 October.

Route 70 and 75, City Circle: No trams ran between Russell St and Elizabeth St from Wednesday 2 October to Monday 7 October.

Route 86: Buses replaced trams between Stop 42 (Dundas St/High St) and Stop 71 (Bundoora terminus) from Saturday 21 September to Sunday 29 September.

**V/Line:** Buses replaced trains between Southern Cross and **Bacchus Marsh/Melton** from:

- Sunday 29 September to Friday 4 October, and
- Saturday 19 October and Thursday 24 October.

Buses replaced trains between SX and **Gisborne** from Sunday 29 September to Friday 4 October.

Buses replaced trains on sections of the **Geelong** line from Sunday 29 September to Friday 4 October.

Buses replaced trains between SX and **Warrnambool** from Sunday 29 September to Friday 4 October.

Buses replaced trains between SX and **Traralgon/Bairnsdale** from Saturday 21 September to Wednesday 25 September.

### **Yarra Trams: Industrial action**

A campaign by the Rail, Tram and Bus Union for a better pay increase from Yarra Trams-meant there were no City Circle trams on Monday 26 August, no City Circle trams from first car on Wednesday 28 August until 1600 Friday and a stoppage of all trams between 1000 and 1400 on Friday 30 August. Public Transport Victoria organised replacement bus services from the middle suburbs to, but not through, the City, and not always along tram streets.

Further industrial action meant there were no trams on Thursday 26 September between 1000 and 1400. Services were disrupted until 1530 as the normal timetable was restored. Replacement buses ran; however, this was very limited and did not service all the tram network and significant delays were expected. For passengers travelling to the Royal Melbourne Show, express shuttle buses ran from Melbourne Central station. Special train services ran from Flinders St to the Showgrounds as usual.

Travelling within the CBD, Free Tram Zone or surrounding areas was possible on:

- City Loop trains
- High frequency buses operate along Lonsdale St between Spencer St and Spring St/Victoria Parade

- Queen St between Flinders St and Queen Victoria Market

Route 1 Tram replacement buses:

**Route 1/6** replacement buses ran between Stop 1 Melbourne University and East Coburg via Lygon St along the **Route 1** tram line.

**Route 12** replacement buses ran between Waterfront City Docklands and Luna Park via Harbour Esplanade, Spencer Street, Clarendon Street, Park Street, Fitzroy Street and The Esplanade.

**Upfield line trains** via Royal Park, Jewell, Brunswick, Anstey, Moreland and Coburg stations or the following bus routes to connect to Lygon St:

- **Bus 504** near Jewell station, along Park St.
- **Bus 505** near Jewell station, along Glenlyon Road.
- **Bus 506** near Brunswick station, along Glenlyon Road.
- **Bus 508** near Brunswick station, along Victoria or Blyth streets.
- **Bus 503** near Anstey station, along Albion St.
- **Bus 510** near Moreland station, along Moreland Road.
- **Bus 513 or 903** near Coburg station, along Bell St.
- **Bus 200 and 207** between the City and Elgin St in Carlton via Lygon St.
- **Bus 250 and 251** between the City and Brunswick Road in Carlton North via Rathdowne St.

**Bus 234, 235 and 236** ran between the City and South Melbourne/Port Melbourne.

Route 3 Tram replacement buses:

**Route 6** replacement buses ran between Stop 14 Arts Precinct and Malvern station via St Kilda Road, Commercial Road (Alfred Hospital), High St and Glenferrie Road.

**Route 58** replacement buses ran between Stop 14 Arts Precinct and Toorak along the **Route 58** tram line.

**Route 67** replacement buses ran between Stop 14 Arts Precinct and Stop 44 Elsternwick station along the **Route 67** tram line.

### **Melbourne Grand Final**

Friday 27 September was the new eve of the AFL Grand Final Melbourne public holiday. Trains operated to Saturday schedules with additional services for the Grand Final Parade.

### **SA grain to Eastern states**

Grain handler Viterra has sent 100 grain trains since last August 2018 to the eastern states, responding to ongoing domestic demand due to the drought.

Viterra operations manager Michael Hill said the business made significant adjustments to its supply chain. "Buyers and end use customers in NSW, Victoria and Queensland who traditionally purchase grain in the eastern states have become buyers in the Viterra system, and many have sourced South

Australian grain for the first time. It has opened up new markets for SA growers as well as added to the already multiple buyers for growers to choose from in the Viterra system. We have adapted to meet the needs of the domestic market with dry conditions, particularly on the east coast, increasing the amount of grain being moved to meet stockfeed and food demand. It has added a level of complexity compared to SA's typically export-focused market. We had previously only done a handful of domestic trains and we are very pleased with how our business has shown its flexibility."

Hill said Viterra has been working closely with a number of buyers and end-use customers to ensure grain was getting to the right places – extremely important during a period of oppressive drought conditions. It has utilised rail sites at Gladstone, Snowtown, Bowmans, Tailem Bend and Keith to facilitate domestic trains.

### **TransWA: Australind**

The WA government has ordered 240 new suburban EMU carriages.

It has also ordered six new DMUs to replace the existing Australind DMUs which in recent times have become increasingly unreliable. The new DMUs will be delivered in 2022-23. North Dandalup and Cookernup stations, served by the Australind, will be upgraded.

### **TransPerth: Ellenbrook line**

A bill has been introduced in the WA Parliament to authorise construction of the 21 km Morley-Ellenbrook line, the third planned under the state's Metronet legislation.

The Morley-Ellenbrook line will branch off the Midland line at Bayswater, run down the middle of the Tonkin Highway, through land north of Marshall Road, along the New Lord St alignment, and finish in Ellenbrook.

WA Transport Minister Rita Saffioti said the legislation was being launched with the view of kicking off procurement for the main construction works for the project in early 2020.

By 2031, the government estimates the line will take more than 10,000 car trips off the road every day. Under the current alignment, it's believed passengers will be able to travel from Ellenbrook to the Perth CBD in 30 minutes, with the train stopping at new stations at Whiteman Park, Malaga, Noranda and Morley, with another station at Bennett Springs East to be added in the future.

### **TransPerth: Armadale line**

The WA government has expanded its level crossing removal program to a further six crossings on the Armadale line. Initially the scope of the first phase of level crossings under the Metronet urban rail renewal initiative was for just three to be removed: Denny Avenue in Kelmscott (where work will begin later this year), Wharf St in Queens Park, and Oats St in Carlisle. However, the state says its own planning process indicated there was real potential for a larger program. Subsequently, the work will be split into two

packages: the first dealing with level crossings at Mint St, Oats St and Welshpool Road; the second dealing with Hamilton St, Wharf St and William St. The tenders were called on 11 September to conduct economic analysis and prepare business cases for the additional crossings.

### **TransPerth: Byford extension**

The WA government has sent a submission to Infrastructure Australia for the extension of the Perth electrified network from Armadale to Byford, 8 km. Byford is set to double in population by 2036 to 35,000 residents. The rail line is mooted as providing a public transport solution to the growing population in the Serpentine-Jarrahdale area, which has almost tripled in population since 2011 to 27,000. Similar growth rates are expected to continue into the future, with a further 100,000 expected to move to the area by 2050. It will also include future-proofing a staged extension to Mundijong to ensure the project integrates with potential longer-term land use and transport outcomes for the area.

### **Arc Infrastructure: Rules update**

WA network controller Arc Infrastructure plans to consult with stakeholders early next month for its planned safeworking rules and procedures update in 2020. Arc Infrastructure controls around 5,500 kms of railways in WA on a long-term lease from the state government, is updating the official Safeworking Rules and Procedures for a planned implementation early next year.

Head of operations Rod Smith said changes were necessary to support Arc's future operational requirements. "We are currently working on changes to the Network Rules and Procedures to make them simpler and safer for people working on the state's rail freight network. Arc is also working on a major upgrade to our train control system which will be introduced next year. These proposed changes set the business up for the new Enhanced Network Control Program and will avoid another Rules change later."

### **KiwiRail: Northland line**

\$NZ 94.8 million will be spent to maintain and improve the North Auckland line between Swanson and Whangarei. On 6 September the NZ government announced the money, from the Provincial Growth Fund, would be used to bring the Northland line out of managed decline, preserving future investment opportunities. Deputy Prime Minister Winston Peters said without the investment, the line would become unsafe and would have to be closed within five years, cutting Northland off from rail services.

### **Auckland: Western line**

The NZ Government will spend \$NZ 120 million to lower the double-track, electrified Western suburban line through the heart of New Lynn shopping centre. Waitakere City Council will contribute \$NZ 55 million.

### **Auckland possible delays**

KiwiRail chief operating officer Todd Moyle reports that a walking inspection of all 200 kms of Auckland's metro network beginning on 21 September is expected

to finish by 6 October. It builds on work started in June, when inspections uncovered parts of track that needed immediate replacement, sparking train cancellations. The ongoing work will mean more delays, or buses replacing trains. Moyle said work will be carried out mainly at weekends to minimise disruption.

Moyle said Auckland's rail network is increasingly busy, with almost 200,000 commuter services each year and 246 freight trains per week. "This level of traffic, and a newer rolling stock, have created accelerated wear and tear to Auckland's metro network, in the same way that tar-seal on busy roads becomes worn over time. Given these additional services for the city's growing population of rail commuters, KiwiRail is committed to upgrading the rail network across Auckland."

### **Thomas Cook company collapses**

The Thomas Cook travel company went into bankruptcy on 23 September. Thomas Cook commenced organising excursions by rail in 1841. In recent years, the company has been a major purveyor of package holidays in the British market.

From 1873 until 2013 it published the *Thomas Cook European Timetable* (under various variations of title). Fortunately, this was taken over by a company formed by its compilers in 2014 and happily continues as the *European Rail Timetable*.

### **DB German Railways**

Rail spending is to be increased significantly as part of a €54bn package of measures to mitigate the effects of climate change, announced by Chancellor Angela Merkel on 20 September.

In order to reduce the environmental impact of transport and encourage modal shift, the government

will reduce the rate of Value Added Tax on rail travel from 19% to 7% for all journeys of more than 50 km. This will be funded by a matching increase in VAT on air travel.

DB immediately promised to pass on the whole of the reduction to its passengers, which CEO Richard Lutz said would equate to a 10% cut in fares, and also forego a planned increase. This would see the cheapest ICE journeys cut from €19·90 to €17·90, or €13·40 with a Bahncard discount. The railway expects the lower fares to increase ridership by around 5 million passengers/year, contributing towards its objective of doubling its annual long-distance ridership to 260 million.

To handle the extra traffic, DB will order a further 30 high speed trainsets suitable for 'at least' 300 km/h. In addition to the 74 ICE4 sets due to be delivered over the next three years, these would increase the ICE fleet from 282 trainsets to 386 by the end of 2022 and allow the operator to provide more than 13 000 additional seats per day.

As part of the climate change package, the government has committed to inject €1bn/year of additional equity into DB from 2020-30 in order to fund infrastructure modernisation and capacity enhancement works, along with further electrification.

**Thanks** to Paul Brown, Dale Budd, Scott Ferris, Hilaire Fraser, Peter Graham, Steven Haby, Victor Isaacs, Max Michell, Ross Morrison, Len Regan, *Catchpoint*, [www.railexpress.com.au](http://www.railexpress.com.au), [www.railpage.com.au](http://www.railpage.com.au). *Railway Digest*, *Railway Gazette International*, *Australian*, *Daily Telegraph*, *Geelong Advertiser*, *Herald Sun*, *Illawarra Mercury*, *Sydney Morning Herald* for Rail news.

## **FERRY NEWS**

### **Hobart**

Catamaran-builder Robert Clifford has a vision to solve Hobart traffic congestion. He plans a fleet of about six small ferries taking commuters to the city from about 16 suburban terminals as far north as Gagebrook and as far south as Blackmans Bay. Other businesses, including ferry operator Navigators, are also potentially interested in running ferries. Taxpayers would fund construction of the floating ferry terminals at a cost of about \$1.5 million each; a total cost of \$24m. The

commuter service would be subsidised by revenue from off peak tourist cruises. A spokesman for Navigators, whose operations include ferries to the Museum of Old and New Art, said: "We ... strongly believe that a ferry service and the harbour should play a key role in an integrated transport solution."

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

## ODD SPOT

There is much contention in Canberra about whether the new line is a Tramway or Light Railway. Following is a picture of a poster in the Workshop. It hardly resolves the matter.



Thanks to Agnes Boskovitz for Odd Spot.

## AIR NEWS

### Domestic

#### **Virgin Australia and Tigerair**

Virgin Australia has made losses for a number of years, culminating in a very large loss last financial year. Over the past seven years losses have been \$1.9 billion. Consequently, Virgin Australia will make stringent economies. These include merging its low-coat subsidiary Tigerair into the parent company. There is likely to be route rationalisation.

**Fly Pelican**, in partnership with the NSW government and the Far West Joint Organisation, will introduce flights between Sydney, Dubbo and Cobar from 24 September. Direct Sydney-Cobar flights will operate on Tuesdays, Wednesdays and Friday and via Dubbo on Mondays and Thursdays.

**Air Link** will commence services for NSW rural communities, in conjunction with the Far North West Joint Organisation (FNWJO) and the NSW government. Air Link will be operating scheduled services between Dubbo and the rural communities of Bourke, Walgett and Lightning Ridge. The air services are scheduled to commence in the first week of November with three return flights a week to Bourke and Walgett and two services a week to Lightning Ridge via Walgett. The Air Link schedules have been coordinated to ensure onward connections are

possible, enabling travellers to now easily connect with Sydney flights.

Air Link was acquired and relaunched by Aviation Logistics Holdings in September last year. Aviation Logistics is the parent entity of Airmed Australia, servicing non-emergency patient air transport for NSW, and is closely associated with Chartair who provides daily services throughout the NT and Queensland.

Air Link is a regional-based aviation company with its head office located at Dubbo Airport. It was founded in 1974 and has offered air service over the past 45 years. The new owners have re-focused the Air Link business to provide exceptional customer service with its charter business. This will now extend to the airline service and provide a much-needed boost to the north west communities of NSW. Aviation Logistics Holdings is also committed to providing increased local employment opportunities associated with the Aviation industry.

## International

From late November **Jetstar** will scrap five NZ regional routes – Auckland to Nelson, Napier, New Plymouth and Palmerston North, and Wellington-Nelson. Services between Auckland, Wellington, Christchurch, Dunedin and Queenstown will continue.

From 4 December **Jetstar** will end its Melbourne – Zhengzhou route, currently served twice weekly.

Japan's Ministry of Land, Infrastructure, Transport and Tourism on 4 September allocated 50 more daytime landing slots at **Haneda (Tokyo International)** Airport starting in March 2020 (start of Northern Summer 2020). These slots will allow the assignees to offer services to an airport only 14 km from the centre of Tokyo compared with 60 km for Narita International Airport. Four slots have been allocated for services to Australia, two for Japanese airlines (one each to JAL

and ANA) and two for Australian airlines. Qantas is seeking to use both of them to provide a second daily service from Sydney to Haneda (A330/B789) and a new service from Melbourne to Haneda (A330). Virgin Australia made an application to the (Australian) International Air Services Commission (IASC) on the 25 September to use one of these slots and Qantas the other. Virgin is seeking to operate a Brisbane–Haneda (A330-200) service code shared with ANA. Virgin argues that they have been preparing for some months and will be able to commence services on 29 March 2020 and will increase competition to four operators on the Japan-Australia route, Virgin, Qantas, JAL and ANA. The IASC will make a determination after applications close on the 2 October.

**Thanks** to Paul Brown, Ross Morrison, Alex Sims and the *Australian for Air* news.

## BUS NEWS

### VICTORIA

#### Wynbus demand response

A new trial demand response bus service commenced in recent months within the City of Wyndham in Melbourne's west which includes the suburbs of Hoppers Crossing, Williams Landing, Laverton and Werribee.

This service arose out of a proposal submitted prior to the last Victorian state election for ideas to improve local community 'connections' and the like.



The project aims to connect people living in areas not served adequately by local PTV bus routes (operated by CDC Melbourne) to key locations such as railway stations, medical centres and the like.

Very little information is available regarding their 'timetabled' services which in fact don't call in at railway stations but places nearby.

Service changes occur almost daily based on 'community feedback' and are posted on their Facebook page.

From what we can gather 'services' operate in the AM/PM peaks only with occasional off peak services offered however their website is incredibly confusing to navigate.

Furthermore the actual buses used on this service are 'people movers' similar to the old VW 'Kombi' vans.

There is nothing about this initiative published on the PTV website or app.

Wynbus have a website at  
<https://www.wynbus.org.au/wynbus/>

### TASMANIA

#### North West Tasmania Service Changes

The Tasmanian Department of State Growth has provided proposed timetables and route maps on [transport.tas.gov.au](http://transport.tas.gov.au) of service changes to be introduced in April 2020.

#### New Devonport Bus Route Network from Devonport City Centre (except 182)

- 170 West Devonport/North Devonport clockwise
- 171 West Devonport/North Devonport anti-clockwise
- 173 South Devonport (Aquatic Centre)
- 174 South Devonport (Homemaker Centre)
- 175 East Devonport
- 176 Ambleside
- 178 LaTrobe
- 180 West Ulverstone
- 182 Ulverstone-West Ulverstone
- 183 Port Sorell
- 184 Sheffield

#### New Burnie Bus Route Network from Burnie City Centre

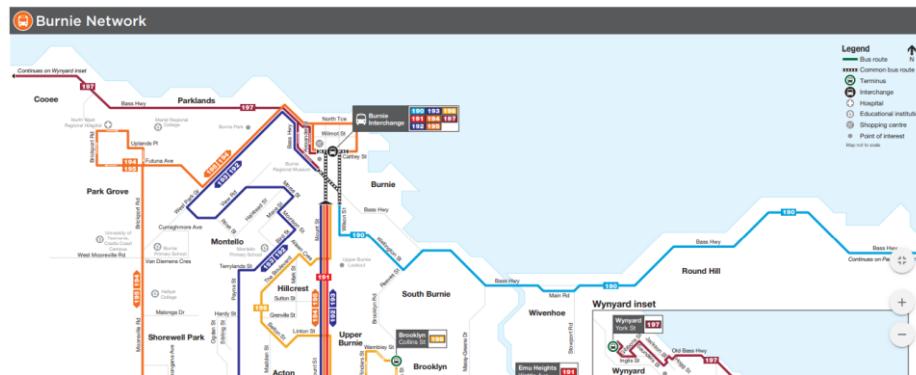
- 190 Penguin
- 191 Emu Heights via Havenview
- 192 Acton via Mount St (returns as 193)
- 193 Acton via Montello (returns as 192)
- 194 Shorewell Park via Acton (returns as 195)
- 195 Shorewell Park via North West Regional Hospital (returns as 194)
- 196 Brooklyn via Hillcrest
- 197 Wynyard

- 708 North West Express (Devonport-Burnie)
- 747 Burnie-Strahan (existing service)
- 768 Burnie-Smithton

## Intercity Services

- 700 Hobart-Launceston Limited Stops
- 702 Hobart-Launceston All Stops
- 705 Launceston-Devonport

### North West Regional Services



Extract of map showing proposed Burnie area route network.



Extract of map showing proposed Devonport area route network

**Contributors:** Hilaire Fraser, Steven Haby

## About *Table Talk*

Print ISSN 1038-3697, Online ISSN 2209-718X.

**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.

Contributions to **Table Talk** are very welcome at all times.

**Editor, Rail and Tram, Air, Ferry:** Victor Isaacs, [tabletalk@timetable.org.au](mailto:tabletalk@timetable.org.au) or 11 Blacket St Downer ACT 2602.

**Editor, Bus:** Steven Haby [busnews@timetable.org.au](mailto:busnews@timetable.org.au)

**Production and Mailout:** Geoff and Judy Lambert.

**Proofreaders:** Agnes Boskovitz, David Cranney, Geoff Hassall, Chris Pandilovski.

Original material appearing in **Table Talk** may be reproduced in other publications, but acknowledgement is required.

**Membership of the Australian Timetable Association** includes monthly copies of the *Times*, *Table Talk*, the Distribution List of timetables, and Auction catalogues. The membership fee is Adult \$60, Student \$36, Family \$5 pa. Membership enquiries should be directed to the Membership Officer, Len Regan, at [membership@timetable.org.au](mailto:membership@timetable.org.au)

Back issues of **Table Talk** are available on the Australian Timetable Association's website, [www.timetable.org.au](http://www.timetable.org.au). after two months. **Table Talk Newswire** is an advance monthly email of Rail News. To obtain this, contact the Rail Editor.