



TABLE TALK

AUSTRALASIAN TIMETABLE NEWS

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RAIL & TRAM NEWS

QUEENSLAND

Cross River Rail ramps up

The Queensland government recently promoted the ramping up of construction in 2020 of the Cross River Rail project, with the Minister for Cross River Rail, Kate Jones, saying "Already we've got 1,000 workers on Cross River Rail sites across the city. With new sites set to open, we're looking at employing an extra 500 workers this year. A worksite has now been established at Boggo Road, the existing site at Woolloongabba is already a hive of activity, demolition at Albert Street in the heart of the CBD is well advanced and work at Roma Street is well and truly underway... extensive work has also begun in our [existing network] rail corridors, particularly near Normanby where the project's northern tunnel portal will be built."

The Chief Executive Officer for the Cross River Rail Delivery Authority, Graeme Newton, said that 2020 would see:

- Completion of demolition at Roma St and Albert St,
- Tunnelling from Woolloongabba to Boggo Road,
- Work starting on station upgrades,
- Work starting on the new Gold Coast stations.

NGR fleet in service

The final NGR (New Generation Rollingstock) train, built by Bombardier, has entered revenue service in South-east Queensland. 75 trains were built, gradually entering service over the past 26 months.

Bombardier, as part of a consortium, is currently working on a \$361 million contract to modify these trains to make them more accessible.

NEW SOUTH WALES

Blue Mountains Line - disruption

Since mid-December, the Upper Blue Mountains line has experienced great disruption as a result of bushfires around the rail corridor – particularly between Mount Victoria and Bathurst. The resultant damage caused by the Gospers Mountain/Grose Valley bushfire(s) has meant many rail services remain disrupted with replacement buses operating for much, but not all, of that time. Initially, both Bell and Zig Zag stations were also unreachable by buses due to road closures and/or damage.

NSW Rural Fire Service advises that the initial Gospers Mountain fire started on 26 October from lightning strikes. Since amassing an area in excess of 500,000 hectares, the fire was officially contained on 12 January, but, as of 29 January, it continues to burn. The Grose Valley fire, which affected the rail line, was an offshoot of the Gospers Mountain fire. It became a contained fire on 29 December.

During much of January, Transport for NSW published emergency replacement bus timetables online (see *our related article in Bus News, Page 7*).

A chronology of service changes across this period follows:

- **18 December** – Around 16:15, services were suspended between Mt Victoria and Lithgow due to a bushfire around the rail corridor near Bell. Emergency replacement buses operated a limited replacement between Mt Victoria and Lithgow. Bell station was not available for buses to stop. Being a Wednesday, the Indian Pacific was also impacted with its locos shunted around at Katoomba to allow the train to continue to Perth via Liverpool and Cootamundra. The line was able to be reopened at 20:30.
- **19 December** – In the early evening, the rail corridor, impacted by bushfire near Mt Victoria, caused a re-closure of the line between Mt Victoria and Lithgow for the remainder of the night. Previously organised emergency standby buses were used. Later, the Katoomba to Mt Victoria section was also briefly closed, however that section was reopened within the hour.



Grose Valley fire front on 19 December (source: NSW RFS).

- **20 December** - From first train until 10:00, the line was again shut from Katoomba to Lithgow. Both Bell and Zig Zag stations were unable to be reached due to road closures. Katoomba to Mt Victoria reopened from 10:00. The two afternoon Bathurst Bullets were replaced by bus from Mt Victoria to Bathurst (first service only) and Lithgow (second service replacement ended at Lithgow due to a fire-related line closure further west).
- **21 December** – From 14:00, the Mt Victoria to Katoomba section was again closed. Closure of the Great Western Highway also saw all emergency replacement buses cancelled until further notice. No service able to be provided until 18:00 when the highway was reopened. Replacement buses then resumed operating between Katoomba and Lithgow.
- **22 December** – Four 8-car trains operated a special shuttle rail service between Katoomba and Penrith on a 35-minute frequency. Patrons were required to change at Penrith for T1 suburban services to/from the City.

From the late afternoon, following clearance by authorities, thorough checks were made of the line, finding substantial damage to infrastructure along the line between Mt Victoria and Lithgow. Various communications,

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electrical and signal-related infrastructure was found to be either damaged or destroyed along with trees burnt and/or fallen onto overhead wiring.

- **23 December** – Trains resumed running to the timetable between Mt Victoria and the City. Extensive infrastructure damage was found from inspections of the rail corridor between Mt Victoria and Lithgow. Some buses continued to run to/from Bathurst to replace the daily Bullet services.
- **24-25 December** – Buses continued operating between Mt Victoria and Lithgow/Bathurst.
- **26-30 December** – Planned line closure for infrastructure maintenance (trackwork) between Penrith and Lithgow. Timetabled trackwork replacement buses operated along the line.
- **31 December-1 January** – Emergency buses resumed replacing trains between Mt Victoria and Lithgow/Bathurst. Buses did not stop at Bell and Zig Zag due to road closures.

On 1 January, from 18:00, rail services were again suspended between Katoomba and Mt Victoria due to a fuel tanker overturning on the Great Western Highway near Medlow Bath.

Buses were unable to provide any service between these two locations due to the parallel road closure causing Blue Mountains Line services to be split into two separate parts – Trains between City and Katoomba and buses between Mt Victoria and Lithgow/Bathurst. Later in the evening, limited emergency buses were arranged to operate direct from Penrith to Lithgow using the Bells Line Of Road.

- **2 January** – From 05:30, the rail line between Katoomba and Mt Victoria reopened. The highway was reopened around 07:30. Multiple trains operated with a smaller number of carriages because of multiple train sets not being at their scheduled locations. Emergency buses were still operating direct between Mt Victoria and Lithgow (some continuing to Bathurst) until further notice.
- **4 January** – Around 17:00, overhead wiring issues were experienced at multiple locations between Bullaburra and Lapstone with trains experiencing delays.
- **6 January** – In the late afternoon, emergency buses temporarily resumed stopping at Bell and Zig Zag for two hours before the station access was again closed off.
- **9 January** – From 11:00, buses were finally able to stop at Bell and Zig Zag again. Buses continued to operate for the remainder of the month between Mt Victoria and Lithgow/Bathurst
- **16 January** – In the early morning, signalling infrastructure experienced a power supply issue with a set of points near Valley Heights stuck in transit between reverse and normal. Positions. Significant delays were experienced. Two Blue Mountains Line trains with mechanical issues at various locations during the morning peak exacerbated delays.
- **20 January** – Limited freight services resumed during limited time frames between Mt Victoria and Lithgow (*see our next article, opposite*).
- **21 January** – Selected NSW TrainLink Regional services resumed operating through the line. NSW TrainLink Intercity services continued to be replaced by emergency buses between Mt Victoria and Lithgow (*see our next article for further information*).
- **24 January** – Late night emergency buses were extended from Mt Victoria to Katoomba to cover an extended line closure due to required overhead wiring repairs.

The Southern Highlands Line also experienced disruptions in late December as a result of bushfires between Campbelltown and Goulburn. The line is currently operating normally.

Below: Grose Valley fire at 26 December. Mount Victoria located very top-left corner of picture, Blackheath mid-left, and both Katoomba and Leura bottom (Source: NSW Rural Fire Service).



Blue Mountains - limited working resumes

From Monday 20 January, Sydney Trains implemented Pilot Staff Working between Mount Victoria and Lithgow (Oakey Park) to enable limited trains to operate. A handsignaller and Signaller's Assistant are being provided in the Newnes Junction area to enable this special working. Interestingly, signals within the immediate Newnes Junction interlocking area are operating as normal, whilst the Oakey Park to Newnes Jct and Newnes Jct to Mt Victoria sections have their signals cross-boarded, with a driver's possession of the pilot staff providing the authority for their train to travel through the section.

This working enables limited freight and NSW TrainLink Regional services to operate early morning and early evenings whilst Sydney Trains maintenance and work crews continue to work through most of the day to re-install the 'colour light' signals, relay rooms, power poles, hundreds of kilometres of cables, and other associated infrastructure either damaged or destroyed by bushfire. NSW TrainLink Intercity trains will continue to start/finish at Mt Victoria to/from Sydney until the infrastructure is re-built, tested then commissioned. The Digital Train Radio System is also not in use on the line between Mt Victoria and Lithgow until damaged infrastructure is replaced.

From Tuesday, 21 January, The Dubbo XPT resumed operating six days per week, The Broken Hill Xplorer service operates weekly, while the second daily Bathurst Bullet service (only recently introduced) is replaced by a road coach until further notice. Some delays are expected through the area due to safeworking requirements.

NSW Minister for Regional Transport and Roads, Paul O'Toole, said "When you look at the destruction that has been caused by those fires, it is immense. Where those fires have been through, we've seen something like 300 trees checked, inspected and removed on that line. We've got signalling boxes that have been completely destroyed. We need about a nine to 10 hour window each day to be able to undertake the repairs... we can't have crews going in, bringing in heavy equipment and having trains operating [simultaneously]... throughout the day we'll see crews on the ground doing the work... to get operations back up and running as normal".



(Sources: Sydney Trains and Transport for NSW)

A Sydney Trains spokesperson said "due to the extent of the damage, it will take longer to fully rebuild the infrastructure, including overhead power, to run electric trains. Around 50 kilometres of high voltage electrical infrastructure including 100 timber power poles and wires" has been directly affected. "Burned vegetation and damaged power poles need to be inspected and removed before crews can enter railway sections to thoroughly investigate the damage".

A spokesperson for freight user, Grain Force, reported to the *Central Western Daily* that "it has basically tripled the cost" by diverting traffic onto an alternate route that increases both costs and time. This is "a loss-making exercise, but we had to... make sure our customers got their priority freight down".

The NSW government has provided a March estimate for the Blue Mountains Line to become fully operational again. Transport for NSW has provided a captioned video providing further images of the destruction and recovery efforts, see <https://www.facebook.com/SydneyTrains/videos/2823367497706786/>.

Fare increase proposal

In December 2019, IPART (Independent Pricing and Regulatory Tribunal) put out a proposal for a five per cent increase in single train and bus fares for July 2020. Following a period of public consultation, IPART will hold their next public hearing on 11 February. Ultimate decision-making rests with the state government.

Parramatta Road LX removal

The level crossing equipment previously used at Parramatta Road, on the now closed Carlingford rail line, was removed on the weekend of 25-26 January. The decommissioning works along the Carlingford Line were due to wrap at the end of January to enable the start of light rail construction works.

Updated Sydney rail map

From 5 January, Sydney Trains has started using an updated rail network map due to the closure of the T6 Carlingford Line. Some other cosmetic adjustments have been made. These maps are displayed at railway stations, within updated timetable booklets and other promotional materials. (Below: map source TfNSW)



AUSTRALIAN CAPITAL TERRITORY

Light Rail safety campaign

The new light rail lines through the Gold Coast, Newcastle, Sydney and Canberra have had one issue in common – pedestrian and cyclist safety around moving trams. Canberra Metro Operations (CMET) recently conducted a light rail safety campaign competition with a local school, Gungahlin College, with technical advice provided by local cartography specialist Transit Graphics, with two winners from Year 11 and 12 graphic design students selected in November.

CMET General Manager, Tilo Franz, said “we see numerous near-miss events every week. We need passengers, pedestrians and motorists to pay attention... around light rail.”

Designs have recently been applied to one of Canberra's light rail vehicles. Designs will also be applied as posters across Gungahlin Town Centre, and coasters have been produced for use by local restaurants and cafes across the wider Territory.



Competition winners with ACT Transport Minister, Chris Steel, and CMET General Manager, Tilo Franz (Source: CMET).



CMET light rail vehicle with AOA safety messaging (Source: ACT Gvt).

VICTORIA

Barnawartha incident

Around 17:40 on 29 January, a freight train endured a significant derailment at Barnawartha near the New South Wales border. At the same time, a V/Line passenger train from Albury approaching on the adjacent line came to an emergency stop beside the freight train with some containers hitting the side of the passenger train. Luckily, all 19 passengers and crew were unharmed.

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Reportedly, the rear eight wagons of the Melbourne to Griffith container train were derailed with the freighter continuing to move forward for some time.

The derailment led to some of the containers setting alight leading to a grass fire which forced the closure of the Hume Highway northbound for a short time.

The line remained closed overnight with Australian Transport Safety Bureau (ATSB) investigators arriving the next morning. The site was released at 17:00 that day for the rail operators to remove their trains and debris and Australian Rail Track Corporation to organise over one kilometre of infrastructure repairs.

Since 1 February, daily from 18:00, single line working has been established through the area for a 12-hour period to enable limited freight services to operate, while track repairs are undertaken during the daytime. This will continue until no earlier than 8 February.

Since the incident, all V/Line services from Albury to Melbourne and the Sydney to Melbourne XPT have been fully replaced by road coach.

Already planned trackwork (North East Line works) on 9 February will see road coaches operating on Albury services all day.

The official cause of the incident remains under investigation.



(Source: Mark Jesser, The Border Mail)

Yarra Trams - Off the tracks

On Tuesday 28 and Thursday 30 January, between 10:00 and 14:00, Yarra Trams services were suspended, due to ongoing industrial action. Reports suggested that some services were not fully back up until after 16:30.

On Friday 31 January, due to excess heat conditions, route 30 (Latrobe St shuttle) was cancelled, while routes 82 (Footscray to Moonee Ponds) and 78 (North Richmond to Prahran, Brighton Road) were replaced by buses. This enables Yarra Trams to provide additional spare carriages on other routes, if required.

V/Line industrial action

V/Line advises that due to a ban on some forms of overtime, a result of ongoing industrial action, some services on Mondays and Fridays only will either be replaced by road coaches or cancelled altogether. V/Line advises intending passengers to keep an eye on the V/line website, mobile application or to call for the latest information before travel.

On Friday 9 February, planned industrial action will see Bendigo, Echuca and Swan Hill line trains replaced by road coaches.

Level crossing removal project

Another nine-figure contract has been awarded by the Victorian government under its level crossing removal program. The alliance of MTM (Metro), operator of the Melbourne suburban rail network, Laing O'Rourke, and Jacobs have secured the \$496 million project which includes:

- Removal of two level crossings at Manchester Road, Mooroolbark and Maroondah Highway, Lilydale.
- Building of two new elevated rail stations at Lilydale and Mooroolbark.
- New multi-level car park at Mooroolbark.

Construction will start mid-year with the new infrastructure expected to open in 2022.

In February, level crossing removals will see replacement buses operating between Frankston and Moorabbin for the whole fortnight beginning Sunday, 2 February. This is to enable the removal of three level crossings around Carrum. Additionally, the Victorian government has confirmed Mentone and Cheltenham stations will be closed up to two months prior to the longer closure of the Frankston rail line between Mordialloc and Moorabbin slated to start for two months in mid-May. These two stations will be rebuilt whilst the two months of the partial line closure will see a further three level crossings removed. The third track at Cheltenham will also be connected to the main Frankston Line.

WESTERN AUSTRALIA

Australind design revealed

The design for the two new Alstom-built three-carriage Australind train sets was revealed on 24 January by the West Australian government. The train will include a buffet, bike spaces, Wi-Fi, USB connection ports and toilets.



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(Source: PTA WA)

Midland design revealed

The relocated Midland railway station will cost \$160 million, involving demolition of the old station and building a brand new station at a nearby location. While the current level crossing will be removed, a new one will be created at Cale Street. The construction will enable electrification of the line to Bellevue, where the upcoming Alstom trains will be manufactured. The station is expected to become operational in early 2023.

There is no timeframe for the promised Midland line extension.



New Midland station design. (Source: WA Government)

INTERNATIONAL

Auckland fare review

Auckland Transport (AT) has confirmed that, from 9 February, fares on ferries will become integrated with other modes, while Hop City Link and 1-4 zone prices will increase by up to 10 cents. Cash fares for 1 and 3 zones will also increase by up to 50 cents per ticket. The electorally-promised free weekend travel for children up to 15 years will continue.

AT's Executive General Manager for Integrated Networks, Mark Lambert, said some increases were necessary with "operating costs increasing through inflationary pressures on, for example, diesel, and the introduction of many new bus services, unfortunately can't be completely absorbed... The fare changes do not cover the full cost of inflation with the balance covered by service efficiencies and AT's own cost reductions, and funding increases from Auckland Council and the NZ Transport Agency".

Wellington patronage, satisfaction up

New Zealand's Greater Wellington Regional Council has confirmed increasing patronage amongst its bus and rail services, despite the ongoing bus driver shortage. Rail patronage has increased six per cent in the year to September 2019, over the previous year, whilst buses enjoyed a five per cent patronage increase. On rail, Hutt Valley and Kapiti lines both saw 12 per cent increases year-on-year.

Metlink also revealed on 16 January that its most recent Passenger Satisfaction Survey of over 3,000 patrons showed public transport satisfaction increasing. In the six months to November, bus satisfaction increased from 85 to 90 per cent, while train satisfaction increased from 89 to 93 per cent.

US transport use increase

The American Public Transportation Association has reported a second-straight quarter (Q3 2019 - July-Sept) of increasing public transport patronage across train, light rail and bus systems in the United States compared to the same periods in 2018.

While overall trips remain steady at 2.5 billion per quarter, September 2019 was the third straight month to see growth in patronage, hitting 850 million "unlinked" trips (unlinked tips consider every boarding separately, even if someone uses multiple services in the one journey).

The rail mode contributed the most growth (up 5%), followed by a slight increase by bus (1%). Light rail registered an overall decline of 5.3 per cent.

The systems with the largest patronage increases from the same quarter in 2018 included Denver's Regional Transportation District (rail, up 35.1%; bus, up 15.3%), Texas' Dallas Area Rapid Transit (bus, up 32.7%), Orlando, Florida's Sunrail (rail, up 18.3% - also up 54% year-to-date compared to 2018), North Carolina's Charlotte Area Transit (light rail, up 12.7%), and both New York's 'MTA NYC Transit' and Washington DC's Metro Area Transportation Authority (both up over 7%).

Meanwhile the biggest patronage declines from the same quarter in 2018 included Louisiana's New Orleans Regional Transit Authority (light rail, down 38.9%; bus, up 3.6%), Austin, Texas' Capital Metropolitan Transportation Authority (rail, down 36.7%), California's Los Angeles County MTA (light rail, down 29.2%), and Baltimore's Maryland Transit Administration (light rail, down 22.8%).

Chinese driverless fast train

CNN reports that a new high-speed railway line opened between Beijing and Zhangjiakou in China on 30 December after four years of construction. Some services are being operated by China's Fuxing train – capable of running at speeds of up to 350 kilometres per hour.

A "smart" driverless train operating under Automatic Train Operation, the first reported such application in the world, the Fuxing class, operates some services (six out of 30 a day) on the new line. It has a driver monitor onboard with over 2,700 sensors assisting the computer. Passenger seats include wireless charging docks and a touch-screen control panel. The Fuxing class have previously been used on other lines with a driver at the front.



(Image courtesy: Geoff Lambert).

Thanks to Max Michell, Geoff Lambert, Transport for NSW, Sydney Trains, The Central Western Daily, NSW Rural Fire Service, Nine News, NSW IPART, Infrastructure Magazine, ACT government, Canberra Metro Operations (CMET), levelcrossings.vic.gov.au, *The Age* newspaper, Australian Rail Track Corporation, V/Line, The Border Mail, ABC News, Rail Express, PerthNow, Metlink, Auckland Council, RT&S Magazine, American Public Transportation Association and CNN Travel for *Rail & Tram News*.

BUS & COACH NEWS

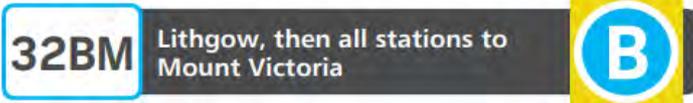
NEW SOUTH WALES

Blue Mountains – bus replacement

Following on from our feature article in *Train & Tram News* on page 1, Transport for NSW (TfNSW) has published timetables online for the emergency bus replacement services provided between Mount Victoria and Bathurst as below (separated by route):

- **2BM** – Lithgow express to Bathurst,
- **6ABM** – Bathurst to Mt Victoria via Lithgow (limited stops).
- **10BM** – Bathurst to Lithgow (stops at Tarana and Rydal),
- **31BM** – Lithgow express to Mt Victoria,
- **32BM** – Lithgow all stops to Mt Victoria,

The timetables are available on transportnsw.info and have now been provided on updated transport apps including *NextThere* and *TripView*. The January timetable listings are provided on our rear back page. With these timetables expiring on 31 January, a new batch of timetables will be produced for early February.



Temporary buses run during major events or if trackwork affects your train service.

Opal cards

An Opal card is a smartcard you keep and reuse. Add value before you travel and tap on and tap off to pay your fares throughout Sydney, the Blue Mountains, Central Coast, the Hunter and the Illawarra.

How to use this timetable

This timetable provides a snapshot of service information in 24-hour time (e.g. 5am = 05:00, 5pm = 17:00). Information

Route 32BM temporary timetable extract (Source: TfNSW).

ES on-demand trial ends

The Eastern Suburbs on-demand bus trial taking in Bondi and surrounding areas finished on 20 December. The service, operated by Transit Systems using a BRIDJ vehicle, ran for 16 months.

Extra bus services for bushfire areas

The Minister for Regional Transport and Roads, Paul O’Toole, announced on 25 January that the following routes would receive additional services in an effort to help local communities following recent bushfires:

Eden to Bega

- Weekdays - an extra return trip from Bega to Eden.
- Saturdays - an extra return trip from Eden to Bega.
- Sundays – normal Saturday services now also running on Sundays.

Batemans Bay

- A dedicated Mogo service providing eight weekday and three weekend trips from Batemans Bay to Mogo, servicing locations such as Mogo Shops, the Mogo Zoo and the Recovery Centre based at Batemans Bay Soldiers Club via Flora Crescent.
- A dedicated Mogo service via the coast of Batemans Bay and Tomakin Road, providing seven weekday trips and six weekend trips on both Saturday and Sunday.

Ulladulla

- Weekdays - Four new return bus trips from Ulladulla to Lake Conjola and two additional return trips from Ulladulla to Bawley Point serving Lake Conjola.
- Weekends – The weekday service level extended to weekends to include return services from Ulladulla to Lake Conjola and Ulladulla to Bawley Point locations.

These services will be operated by Sapphire Coast Buslines, Priors Bus Service and Ulladulla Buslines. The extended services will operate, at this stage, until 29 March 2020.

Sydney timetable changes

The following routes have timetable changes effective from 9 February 2020:

- **M10** (Maroubra Junction to Leichhardt), **440** (Bondi Junction to Rozelle) - Westbound services changed to operate via Haymarket light rail/bus interchange.
- **M20** (Botany to Gore Hill) – Metrobus route renumbered as **320**. Further altered to operate between Mascot Shops and Gore Hill.
- **M30** (Sydenham to Taronga Zoo) – Metrobus route now renumbered as **430**.
- **420** (Eastgardens to Burwood) - Changes to weekday trip times. One extra early morning trip added from Rockdale to Eastgardens.
- **470** (City Martin Place to Lilyfield) - Changes to weekday trip times. One extra weekday evening trip added from Martin Place towards Lilyfield.
- **487** (Bankstown Central to Canterbury) - Minor route change at Roselands to operate by Canarys Rd, Violet St and Mount Av, instead of Canterbury Rd & King Georges Rd.

The following routes have changes to weekday trip times:

305, 308, 348, 389, 406, 407, 412, 413, 415, 418, 422, 423, 425, 426, 428, 431, 433, 436, 438, 439, 441, 442, 445, 447, 461, 464, 473, 490, 491, 492, 493, 504, 526, 530, L37, L38, L39, 155, E54, E88 and E89.

VICTORIA

Bendigo bus timetable changes

From Wednesday 29 January (presumably to coincide with the start of the school year), the following bus routes had updated timetables to better connect with V/Line rail services:

- **5** - Huntly to Kangaroo Flat via Bendigo station,
- **50** - Bendigo station to Epsom station,
- **51** - Bendigo station to Eaglehawk via Jackass Flat,
- **52** - Bendigo station to Eaglehawk via Arnold Street,
- **54** - Bendigo station to Maiden Gully,
- **55** - Bendigo station to Kangaroo Flat via Golden Square,
- **62** - Bendigo station to Spring Gully,
- **63** - Bendigo Hospital to La Trobe University via Bendigo station,
- **70** - Bendigo station to Strathfieldsaye,
- **71** - Strathfieldsaye loop,
- Heathcote to Bendigo.

On school days, route 70 deviates at the morning and afternoon school start/finish times via La Trobe University and Bendigo South East College.

New Stawell bus network

From 2 March, a simplified route network will be introduced in Stawell, west of Melbourne. The three existing routes will be combined into only two:

- 1 - Stawell to Stawell South,
- 2 - Stawell to Stawell North.

The new routes, still operated by Sandlant Buses, will see ten trips on weekdays, with five on Saturdays. While until now, services have operated on a 'hail and ride' basis, with the new timetable, the two routes will have formal bus stops. Only one bus is required to maintain the service.

Weekday trips on route 1 will depart from Stawell Town Hall at 07:00, 09:00, then hourly until 14:00, 16:15, then hourly until 18:15, while Saturday trips will be hourly from 09:00 to 13:00. A one-way loop takes 28 minutes.

It will operate on the following route:

- Departing from Main St opposite *Stawell Town Hall*, it will travel via Main St, Victoria St, St Georges St, Sloane St and Napier St to *Stawell Station*; then via Napier St, Seaby St, Wakeham St, Doyle St, Shirreff St, Luke St, Seaby St, Smith St, Griffiths St, Darcy St, Playford St and Longfield St to *Stawell Historical Society*; then via Seaby St to *Stawell Grampians Gate Caravan Park*; then via Burgh St, Foster St, Longfield St, Seaby St and Cooper St to *Stawell West Primary School*; then via Cooper St, Sloane St, Warren St, Kinkston Av, Freeland Av, Oliver Av, Dawson St, Wakeham St, Colquhoun St, Napier St, London Rd and Patrick St to *Stawell Secondary College* and *St Patrick's Primary School*; then finally via Patrick St and Main St back to the terminus near *Stawell Town Hall*.

New Horsham bus network

From Tuesday 28 January, an upgraded route network came into effect. A new route 5 now operates from Roberts Avenue to Horsham station to connect with 'The Overland' rail service (like the rail service, it only operates on Monday, Tuesday, Friday and Saturday). Depending on whether funding for the train continues beyond March, route 5 may be one of the shortest-lived bus routes in recent times.

The new network comprises:

- 1 - Natimuk Road to Shirley Street,
- 2 - East to West,
- 3 - Horsham College to Williams Road, Southbank,
- 4 - Horsham to Haven,
- 5 - Roberts Avenue to Horsham station.

Trips on route 1 depart Shirley Street weekdays at 06:55, 08:35, 10:15, 11:55, 13:35, 15:15, 16:55 and 18:35 and Saturdays 09:00, 12:00 and 15:00. A one way trip takes 29 minutes.

Horsham Transit		PT	
Route 1 Natimuk Road via Town Centre		Service operates from 26.01.2020 until further notice	
Monday to Friday			
Wheelchair Accessible Services			
Morning (am) / Afternoon (pm)			
Edlin St/Shirley St (Horsham)	6:55	8:35	10:15
Forrest Ave/Williams St (Horsham)	6:55	8:35	10:15
Creek Cres/Forsyth Ave (Horsham)	6:55	8:35	10:15
Winfield St/Doyle St (Horsham)	6:55	8:35	10:15
Hutchinson St (Horsham)	6:57	8:37	10:17
Watts St/Albert St (Horsham)	6:57	8:37	10:17
Horsham Primary School - Rasmussen Campus/Albert St (Horsham)	6:58	8:38	10:18
Horsham Primary School - Rasmussen Campus/Rasmussen Rd (Horsham)	6:59	8:39	10:19
Mildura D/Kalbarri Rd (Horsham)	7:00	8:40	10:20
Dudley Wy/Connell Park/Kalbarri Rd (Horsham)	7:00	8:40	10:20
Horsham Church Of Christ/Langham St (Horsham)	7:00	8:40	10:20
Battle St/Langham St (Horsham)	7:00	8:40	10:20
Ward St/Roberts Ave (Horsham)	7:07	8:47	10:27
Roberts Ave (Horsham)	7:07	8:47	10:27
Masonic Temple/Langham St (Horsham)	7:08	8:48	10:28
Frederick St/Barnham St (Horsham)	7:09	8:49	10:29
Wilson St/Gardena St (Horsham)	7:11	8:51	10:31
Laurel St/Gardena St (Horsham)	7:13	8:53	10:33
Iris St (Horsham)	7:14	8:54	10:34
Barnett Rd/Lawell St (Horsham)	7:16	8:56	10:36
Valentine Ave/Windly Ave (Horsham)	7:16	8:56	10:36
Valentine Ave/Terra Ave (Horsham)	7:16	8:56	10:36
Kalbarri Ave/Terra Ave (Horsham)	7:17	8:57	10:37
Fairair Ave/Dollar Ave (Horsham)	7:17	8:57	10:37
Federation Ave/Dunmore St (Horsham)	7:18	8:58	10:38
Federation Ave/Windley Cres (Horsham)	7:18	8:58	10:38
Clayton St/Barnham Cres (Horsham)	7:19	8:59	10:39
Fulton Ave/Hayes St (Horsham)	7:20	9:00	10:40
Clayton St/Barnham Cres (Horsham)	7:21	8:59	10:39
Barnes Blvd/Lawson St (Horsham)	7:22	9:00	10:40
Hartigan Collierymen Cres (Horsham)	7:25	9:03	10:43
Windley Cres/Melton Cres (Horsham)	7:26	9:04	10:44

Trips on route 2 depart on weekdays at 07:49, 09:29, 11:09, 12:49, 14:29, 16:09 and 17:49, and on Saturdays at 09:54, 12:54 and 13:54.

The route 5 service departs Horsham station at 12:39 Tuesdays & Saturdays, and 14:25 Mondays & Fridays - taking 5 minutes to the terminus at Roberts Street.

Horsham Transit		PT	
Route 5 Roberts Ave		Service operates from 26.01.2020 until further notice	
Monday to Friday			
Wheelchair Accessible Services			
Day (weekdays)			
Morning (am) / Afternoon (pm)			
Horsham Station (Horsham)	12:39		
Roberts Ave (Horsham)	12:44		
Saturday			
Wheelchair Accessible Services			
Morning (am) / Afternoon (pm)			
Horsham Station (Horsham)	12:39		
Roberts Ave (Horsham)	12:44		
Service Information			
Tu = Operates on Tuesday only		Moff = Operates only Monday and Friday	
W = Wheelchair Accessible			

Horsham Transit		PT	
Route 1 Stawell South		Service operates from 01.03.2020 until further notice	
Monday to Friday			
Morning (am) / Afternoon (pm)			
Stawell Town Hall/Main St (Stawell)	7:00	9:00	10:00
Stawell South George St (Stawell)	7:00	9:00	10:00
Stawell Bowling Club/Napier St (Stawell)	7:01	9:01	10:01
Stawell Station (Stawell)	7:02	9:02	10:02
Shirreff St/Doyle St (Stawell)	7:04	9:04	10:04
Roberts St/Bowling Club (Stawell)	7:04	9:04	10:04
Stawell St/Seaby St (Stawell)	7:05	9:05	10:05
Wakeham St/Bowling Club (Stawell)	7:07	9:07	10:07
Austin St/Darcy St (Stawell)	7:08	9:08	10:08
Western Hill/Playford St (Stawell)	7:08	9:08	10:08
Stawell Mount/Longfield St (Stawell)	7:10	9:10	10:10
Stawell Historical Society/Longfield St (Stawell)	7:11	9:11	10:11
Stawell Grampians Gate Caravan Park/Seaby St (Stawell)	7:13	9:13	10:13
Western Hill/Foster St (Stawell)	7:13	9:13	10:13
Little Cooper Lane/Seaby St (Stawell)	7:15	9:15	10:15
Foster St/Cooper St (Stawell)	7:15	9:15	10:15
Stawell West Primary School/Cooper St (Stawell)	7:17	9:17	10:17
Western Hill/Bowling Club (Stawell)	7:18	9:18	10:18
Freeland Ave/Kingston Ave (Stawell)	7:19	9:19	10:19
Stawell West Primary School/Cooper St (Stawell)	7:20	9:20	10:20
Colquhoun St/Wakeham St (Stawell)	7:21	9:21	10:21
Colquhoun St/Napier St (Stawell)	7:22	9:22	10:22
The Plantation Retirement Village/Napier St (Stawell)	7:23	9:23	10:23
London Rd/Napier St (Stawell)	7:25	9:25	10:25
Stawell Secondary College/Patrick St (Stawell)	7:26	9:26	10:26
Queen St/Patrick St (Stawell)	7:26	9:26	10:26
Stawell Magistrates Court/Patrick St (Stawell)	7:27	9:27	10:27
Victoria Pl/Main St (Stawell)	7:27	9:27	10:27
Stawell Town Hall/Main St (Stawell)	7:28	9:28	10:28

Weekday trips on route 1 (source: PTV).

Weekday trips on route 2 will depart Stawell Town Hall at 07:30, 09:30, then hourly until 14:30, 16:45 then hourly to 18:45, while Saturday trips will be hourly from 09:30 to 13:30.

The route will operate as follows:

- Departing from Main St opposite *Stawell Town Hall* it will travel via Main St, Frayne St and Napier St to *Stawell Station*; then via Napier St, Frayne St and Barnes St to *Stawell Primary School* and the cemetery; then via Cypress St, Mary St, Bennett St, Lilian St,

White St, Ligar St and Houston St to *Stawell Sports and Aquatic Centre*; then via Houston St, Newington Rd, Dalton St, Heal St, Walker St, Darlington Rd, Woods St, Moonlight St, Byrne St, Main St, Fisher St, Upper Clemes St, Patrick St and Main St back to the terminus near *Stawell Town Hall*.

Further details are available at: https://www.transport.tas.gov.au/passenger/passengers/public_transport_timetables_and_maps/north_and_north_west_bus_networks.

	Saturday				
Morning (am) / Afternoon (pm)	am	am	am	pm	pm
Stawell Town Hall/Main St (Stawell)	9:30	10:30	11:30	12:30	1:30
Stawell Gift Hall of Fame/Main St (Stawell)	9:32	10:32	11:32	12:32	1:32
Stawell Station (Stawell)	9:33	10:33	11:33	12:33	1:33
Frayne St/Barnes St (Stawell)	9:34	10:34	11:34	12:34	1:34
Stawell Cemetery/Barnes St (Stawell)	9:37	10:37	11:37	12:37	1:37
Agnes St/Mary St (Stawell)	9:37	10:37	11:37	12:37	1:37
Rose St/Bennett St (Stawell)	9:38	10:38	11:38	12:38	1:38
Franklin St/Lilian St (Stawell)	9:39	10:39	11:39	12:39	1:39
Gertrude St/White St (Stawell)	9:40	10:40	11:40	12:40	1:40
Franklin St/Ligar St (Stawell)	9:41	10:41	11:41	12:41	1:41
Lamont St/Ligar St (Stawell)	9:42	10:42	11:42	12:42	1:42
Houston St/Ligar St (Stawell)	9:43	10:43	11:43	12:43	1:43
Mayes St/Houston St (Stawell)	9:44	10:44	11:44	12:44	1:44
Newington Rd/Houston St (Stawell)	9:44	10:44	11:44	12:44	1:44
Walker St/Dalton St (Stawell)	9:45	10:45	11:45	12:45	1:45
Smale St/Walker St (Stawell)	9:46	10:46	11:46	12:46	1:46
Walker St/Darlington Rd (Stawell)	9:47	10:47	11:47	12:47	1:47
Summer St/Woods St (Stawell)	9:48	10:48	11:48	12:48	1:48
Short St/Moonlight St (Stawell)	9:49	10:49	11:49	12:49	1:49
Byrne St/Moonlight St (Stawell)	9:51	10:51	11:51	12:51	1:51
Gordon St/Main St (Stawell)	9:52	10:52	11:52	12:52	1:52
Fisher St/Main St (Stawell)	9:53	10:53	11:53	12:53	1:53
Upper Clemes St/Fisher St (Stawell)	9:54	10:54	11:54	12:54	1:54
Stawell Magistrates' Court/Patrick St (Stawell)	9:56	10:56	11:56	12:56	1:56
Victoria Pl/Main St (Stawell)	9:56	10:56	11:56	12:56	1:56
Stawell Town Hall/Main St (Stawell)	9:58	10:58	11:58	12:58	1:58

Saturday trips on route 2 (source: PTV).

SOUTH AUSTRALIA

On-demand begins

The South Australian government's \$1.7 million six-month On Demand bus trial began in January across the Mount Barker and Barossa areas with nine buses operating. The services are operated by Keoride. Keoride already operates some On Demand services in New South Wales.

The Mt Barker service costs \$1.50 (\$1 concession), while the Barossa service costs \$6 (\$3 concession).

Thanks to Hilaire Fraser, Ross Morrison, Steven Haby, Lourie Smit, Transport for NSW and Nine News Adelaide for *Bus & Coach News*.

TASMANIA

Northern region improvements

A new general access bus network for the Northern region, including Launceston and surrounding towns/regions (West Tamar, George Town, the Northern Midlands, the north-east and the east coast) commenced on 19 January 2020.

The changes follow community consultation which occurred from April to June 2019.

The changes see more direct routes and more frequent services on routes. Updated timetables aim to provide more consistent departure times, improve reliability and minimise journey transfer times.

The changes have balanced making services smarter by providing more direct routes which reduce travel times while ensuring services remain accessible, with access to employment, education and other services.

Broader Launceston city area commuters enjoy a new high frequency cross-city route linking the university with Kings Meadows via Mowbray, Invermay, Inveresk, the city, Launceston General Hospital and Six Ways.

Major towns including Legana, Exeter, George Town, Perth and Bridport enjoy better service frequencies with improved links for the West Tamar, north-east, east coast and Northern Midlands areas, as well as the addition of new Sunday services.

Additionally, new 12-month trial services have been implemented in Riverside/Trevallyn and Waverley/Ravenswood to address concerns raised through community consultation.

In April, services to Mole Creek, Deloraine, Westbury and Carrick will change to align with the North West coast changes. Consultation on these occurred in September and October 2019.

FERRY & SHIP NEWS

SOUTH AUSTRALIA

Kangaroo Island ferry

Following the recent bushfires that impacted Kangaroo Island, in an effort to stimulate the local economy and tourism, there have been suggestions, backed by the state Labor opposition, for the everyday fare of the Sealink ferry to be lowered through partial subsidy by the state government.

A return ticket reportedly costs \$98. Sealink has refused to lower their fares without government subsidy. Following the bushfires, Sealink provided free travel on its vessels for Kangaroo Island residents throughout the month of January, provided free transport for donated goods, and donated to the local recovery effort. The South Australian government has responded saying that their cabinet room has received lots of suggestions and is actively looking through the situation with “nothing off the table”.

ABC News reports that Sealink already receives subsidies for some of their other operations in Australia, including the Tiwi Islands service.

Meanwhile, rival ferry operator, KI Connect, has suggested a bigger priority for the state government should be getting the local infrastructure right, which would enable the operators to provide a more efficient service.

Thanks to ABC News for *Ferry News*.

AIR NEWS

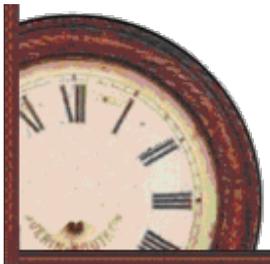
DOMESTIC

Canberra flights cancelled

Qantas cancelled flights in and out of Canberra on 5 January as a result of the thick smoke that inundated the capital following from the bushfires affecting south-east New South Wales and Victoria in particular.

Canberra Airport disruption

On 23 January, Canberra Airport was closed mid-day due to nearby bushfires. The airport reopened early that evening. Whilst Qantas restarted a limited service, Virgin, Tiger and Singapore each cancelled their flights in/out of Canberra for the remainder of the day.



INTERNATIONAL

Coronavirus

Flights in/out of China have been cut or cancelled as a result of the ongoing Coronavirus outbreak. As of 30 January, British Airways, Air India, Seoul Air have suspended all flights into the country, and American Airlines has cut services with the exception of those from Dallas-Fort Worth. An American Airlines spokesperson attributed these cuts to “the significant decline in demand for travel to and from China”.

Qantas is offering refunds for all tickets issued on or before 24 January for flights to/from mainland China between 24 January and 31 March. However, Qantas is continuing to operate all regular flights, with a spokesperson advising that Qantas was continuing to monitor the situation.

Jetstar is also offering refunds where Jetstar bookings include flights to/from mainland China between 24 and 31 January.

Thanks to The Daily Telegraph, ACT Emergency Services Agency, The Canberra Times and ABC News for *Air News*.

About *Table Talk*

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Table Talk is a monthly publication produced 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 very welcome. Please send these to the appropriate Editor. All times listed in *Table Talk* are in 24-hour time, unless specifically stated otherwise. ABN 74248483468.

We welcome contributions to *Table Talk* at all times.

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Back issues of *Table Talk* are available on our website, www.timetable.org.au, after two months from print publication.

Table Talk Newswire is an advance monthly email of Rail News. To obtain this, contact the Rail Editor.



ATA

Australian Timetable Association Inc.

The Transport Analysts

Members' News February 2020



Sydney National Timetable Collection Working Session February 15

In response to the need to assist the development of the NTC a working session will be held in Sydney at 10 am on Saturday February 15, prior to the next Sydney Division, at 378 Abercrombie St DARLINGTON. (Sydney meeting venue). We will be cataloguing Sydney private bus timetables. Lunch will be at 1pm and can be obtained at a nearby café or bring your own. Just come along or contact Geoffrey Clifton or myself.

Hilaire Fraser, president@timetable.org.au

DIVISION MEETINGS- CALENDAR AND REPORTS

Adelaide: Adelaide meetings are held at the home of the Convenor, Roger Wheaton, 2C Bakewell St, TUSMORE, 5065. Inquiries to rogerw@adam.com.au or 08-83319043. At the moment no meeting has been scheduled.

Brisbane: We expect that meetings will continue to be held at the usual venue of Brian Webber's residence at 61/22 Towns Street, Mitchelton starting at 2pm. [Phone 3354 2140] Please contact Brian for dates.

Canberra: The Canberra Division meets at 1830 on the second Thursday of every month at the Ainslie Football and Social Club, 52 Wakefield Avenue, AINSLIE. Good conversation and a meal are features. Enquiries to David Cranney, cranney@inet.net.au 0421 174 951

Melbourne: Meetings are held on the first Wednesday of odd-numbered months from March to November. All meetings commence at 2000 at the home of David Hennell, 3/29 Croydon Road, SURREY HILLS, a short walk from Chatham Railway Station. The next meeting will be held on 4th March 2020.

Sydney: Sydney meetings are held on the third Saturday of February, May, August and November. All members and non-members are welcome. The next meeting is at 1400 on Saturday 15th February 2020, at 378 Abercrombie St, corner Codrington and Abercrombie Streets DARLINGTON. This will follow a working session on the NTC, details above. **How to get there:** 423, 426, 428 bus to City Road (then 50 metre walk along Codrington St) or train to Redfern then 500 metre walk along Abercrombie St or Wilson St. Inquiries to Geoffrey.Clifton@sydney.edu.au 0405 387 478

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