



TABLE TALK

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ADELAIDE METRO'S TRAMLINE EXTENSION PROJECT



Artist's impression of the trams operating along the western edge of Victoria Square looking south.

SCHEDULE

Major construction works

Major track laying and road re-surfacing works involved road closures over six separate weekends from about 8 pm on a Friday to about 7 am on a Monday. Following these major road closures, the newly constructed tramway was delineated by barriers to enable final construction works to take place including the installation of poles, shelters, platforms and connection of electrical wires. These works were generally confined to about two traffic lanes.

With six stages of major track works in North Terrace and King William Street now complete, final works to install the poles, platforms and shelters will continue over the next few weeks, mostly within the tramline corridor.

The major construction works were undertaken in the following order:

Stage 1 track laying works in North Terrace (between Uni SA city west campus and EDS building)
- 8 pm Friday, 6 April to 7 am Monday, 9 April 2007

Stage 2 track laying works in North Terrace (between EDS building and King William Street intersection)
- 8 pm Friday, 13 April to 7 am Monday, 16 April 2007

Stage 3 track laying in King William Street (between North Terrace and Flinders / Franklin Street intersection)
- 8 pm Friday, 18 May to 7 am Monday, 21 May 2007

Stage 4 track laying at North Terrace / King William Street intersection, plus resurfacing of King William Street
- June long weekend – commencing 10 pm Friday, 8 June 2007 to 6 am Tuesday, 12 June 2007.

Stage 5 Victoria Square (Grote Street intersection).
- 12 midnight, Friday, 22 June to 7 am Sunday, 24 June 2007

Stage 6 Victoria Square (Gouger Street).
- 7 pm Friday, 3 August to 6 am Monday, 6 August 2007

About Table Talk

Table Talk is published monthly by the Australian Association of Timetable Collectors Inc. (Registration No: A0043673H) as a journal of record covering recent news items. The AATTC also publishes The Times covering historic and general items. Items for publication in Table Talk can be submitted to the Acting Editors.

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AATTC on the web at www.aattc.org.au

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This edition of Table Talk has been edited by Victor Isaacs and Geoff Mann. The new AATTC Committee will be meeting in mid-November to make appointments to the current "working positions" within AATTC. We are looking especially for an Editor for Table Talk. If you would be interested in editing this magazine in 2007-2008, contact Victor Isaacs (43 Lowana St BRADDON ACT 2612(06) 6257 1742, aattc@telstra.com.)

TOP TABLE TALK



New Bus Route for Melbourne next year

The premier John Brumby has announced that a new bus route—401—will start in March next year, to coincide with the commencement of first semester classes at the University of Melbourne, and operate Monday to Friday from 7am to 7.30pm. The operator has yet to be announced.

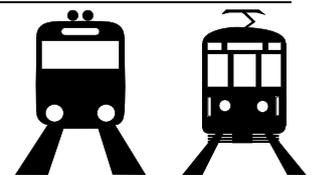
Minister for Public Transport, Lynne Kosky said the bus would run every three minutes during the peak and every six-minutes during off-peak and non-semester times.

The 401 bus will pick-up passengers at North Melbourne station (currently in course of a major upgrade), run via the Royal Melbourne Hospital to Grattan Street outside the University of Melbourne and then return to North Melbourne station. The university bus stop is also only a short walk from the Royal Women's Hospital and Lygon Street shops, businesses and eateries.

People commuting from Geelong, Ballarat and Bendigo as well as Melbourne's north and west will have an alternative mode of public transport which is quicker and more direct because they will no longer have to travel through the City Loop and catch a tram north. Bus route 401 will be able to transfer up to 1000 passengers an hour and save commuters at least 10 minutes on current travel times. It will also free up space in the City Loop.

"The new bus service is the next step in this Government's plan to find new and innovative ways to address crowding, particularly on the metropolitan train network which has experienced unprecedented growth of about 20 per cent over the past two years," Mr. Brumby said.

NEWS



RAIL AND TRAM

COUNTRYLINK SUMMER SLOWDOWN

From Sunday 26 November 2007 to Saturday 29 March 2008 CountryLink will again be running a Summer Timetable. The philosophy of this temporary change is that as extreme summer temperatures often require trains to be slowed down, it is preferable to slow trains for the entire summer dates. Although this means that trains will sometimes be operating slowly when this is not warranted by high temperatures, CountryLink apparently considers that predictability in providing services is more important. This idea was first carried out in the 2006-07 summer. Hopefully as the ARTC completes more of its program to upgrade the Sydney-Melbourne line, it will become unnecessary in future.

In the following list of alterations * indicates that the

change is the same as in 2006-07 summer:

- * 745 Sydney-Melbourne XPT altered to depart 47 minutes earlier at 658 and arrive Melbourne 10 minutes later than normal at 1905, a net slowdown of 57 minutes.
- * 658 Sydney-Canberra Xplorer altered to depart 47 minutes later at 745 and arrive Canberra 52 minutes later at 1213. These two trains have thus swapped paths out of Sydney.
- * Because of this later arrival in Canberra, the return working is also altered. The 1205 Xplorer from Canberra altered to depart 60 minutes later at 1305 and arrive Sydney 87 minutes later at 1747. It thus appear (that like last year) this is timetabled to run via the old

line via Granville because of pathing requirements.

- * The 830 XPT Melbourne to Sydney slowed by 67 minutes to arrive Sydney at 2100.
 - * 658 Saturday Xplorer Sydney-Griffith (attached to the Canberra Train as far as Goulburn) altered to depart 47 minutes later at 745.
 - * 740 Sunday Xplorer Griffith-Sydney (attached to the Canberra train from Goulburn) to depart 46 minutes later at 826 and arrive Sydney 87 minutes later at 1747.
 - 1210 Sydney-Canberra Xplorer depart 10 minutes earlier at 1200 and arrive Canberra three minutes earlier at 1626. (It is not apparent why this alteration is occurring).
 - 1005 Xplorer Sydney-Moree to run as normal as far as Narrabri then 30 minutes later to arrive Moree at 1933.
- 810 Xplorer Moree-Sydney to depart 30 minutes earlier at 740 with altered times between Moree and Gundah.

There are consequential alterations to connecting CountryLink southern bus services:

- 1415 Wagga Wagga-Echuca run 25 minutes earlier
 - 340 Mildura-Cootamundra run 35 minutes earlier
 - 725 Condobolin-Cootamundra run 40 minutes earlier
 - 810 Dubbo-Cootamundra run 35 minutes earlier
 - 825 Bathurst-Cootamundra run 35 minutes earlier
 - 945 Tumbarumba-Cootamundra run 40 minutes earlier
 - 915 Queanbeyan-Cootamundra run 40 minutes earlier
 - 1415 Wagga Wagga-Griffith run 30 minutes earlier
 - 1455 Cootamundra-Mildura run 10 minutes later
 - 1455 Cootamundra-Dubbo run 5 minutes later
 - 1455 Cootamundra-Bathurst run 5 minutes later
 - 1450 Cootamundra-Tumbarumba run 10 minutes later
 - 1450 Cootamundra-Queanbeyan run 10 minutes later
 - 1155 Canberra Jolimont-Bombala run 10 minutes later
 - 650 Eden-Canberra Jolimont run 45 minutes later
- 1815 Moss Vale-Wollongong run 35 minutes later.

To provide a connection with the lunchtime train from Canberra (altered to depart at 1305) an additional bus will run Moss Vale-Wollongong departing at 1550. This bus is available to CountryLink passengers only (not CityRail).

The 830 bus Mondays, Wednesdays & Fridays Bombala-Canberra Jolimont will NOT be altered. Through passengers will have an additional 60 minutes connection time in Canberra. CountryLink reckons that the majority of passengers use this service for regional trips with only a few connecting. CountryLink however will "provide light refreshments".

ALBURY-MELBOURNE JANUARY CLOSEDOWN

The Standard Gauge line between Albury and Melbourne will be closed for trackwork for most of January 2008, at least for passenger trains. It is understood that between 1 and 21 January both the day and overnight XPTs will be replaced by buses for the segment. Reduced fares will apply and First class passengers will be charged Economy fares.

Presumably during the closedown Melbourne-Sydney freight trains will travel via Adelaide and Broken Hill!

620 CLASS RETIREMENT RUN

A special train ran on Monday 29 October to commemorate the retirement of the venerable 620 class Diesel Trains. The train departed Broadmeadow empty at 900 to form an additional passenger train from Newcastle at 1017 for Paterson arrive 1108. The return departed Paterson at 1210, arrived Newcastle at 1312, then empty at 1323 to Broadmeadow arrive 1340.

As usual in these decentralised days, RailCorp issued a Special Train Notice for their lines Broadmeadow-Newcastle-Islington Junction and the Australian Rail Track Corporation from Islington Junction to Paterson. Copies are available from the Distribution Service.

WORKING TIMETABLES ON THE WEB

The **Australian Rail Track Corporation** continues to update their website regularly with the latest **New South Welsh** Working Timetables. This is useful, but the as they are arranged day-by-day, they are huge documents. The latest is said to be 5 August, but has in fact been updated to 2 September. See www.artc.com.au/nsw/05-aug-2007-fcp-swtt-v2.htm

The latest **ARTC's Interstate** Working Timetables on the web are also dated 5 August. See www.artc.com.au/access/Access_2.5.htm

NSWRC have changed the URL of their server containing their SWTTs, STNs and related documents. Although it is not a secret, NSWRC wish to keep this site "dark" and request that its URL not be broadcast over the internet. The URL can be obtained in non-text form by writing to AATTC at aatc@telstra.com. All NSWRC documents eventually appear on AATTC's "Timetables on CD" series. In late October, NSWRC issued a Version 2 of its August 2007 SWTT, to be effective from 5th November 2007.

V Line have placed their complete new **Passenger** Working Timetable of 30 September 2007 on their website. This site also includes their **Freight** Working Timetable. See www.vline.com.au/rna/rna/information_pack.html

Connex Melbourne have replaced the out-of-date 2002 Working Timetables on their website with a less out-of-date Working Timetable of 15 October 2006 – see www.connexmelbourne.index.php?id=47

Great Southern Railway's working times are on the web. However the Ghan timetable is incomplete and out-of-date. See page 12 of this issue and www.gsr.com.au/about-us/media-centre/fact-sheets.php

THE EARLY BIRD CATCHES THE TRAIN

The Premier of Victoria, John Brumby, has announced

an 'Early Bird' free train travel trial on the Sydenham and Frankston lines commencing Monday 29 October. He said that "During each morning peak period, about 150,000 passengers travel on our trains. By encouraging passengers to take earlier trains we hope to spread the peak-hour load across more services." The Minister for Public Transport, Lynne Kosky, said the initiative would enable the Government to accurately assess its effectiveness in shifting the load and the public's response to it.

The Early Bird trial will provide free travel for passengers travelling inbound, outbound or between stations on the Sydenham and Frankston lines, if their train is scheduled to arrive at its destination by 700. If successful the Early Bird initiative will be rolled out across the metropolitan train network in 2008.

PUFFING BILLY

The Puffing Billy Railway from Belgrave to Emerald, Victoria, has placed its timetable for the year commencing 1 September 2007 on the web. It is complicated because of different train operating patterns on different days, but is presented in a clear, colour-coded style. See www.puffingbilly.com.au/info/times/Timetable%20Sep%202007-Aug2008.pdf

ADELAIDE TRAM EXTENSION

Australia's newest tramway, the 1.8 km extension of the Adelaide-Glenelg line from Victoria Square through the City centre along King William St and North Terrace to City West, was opened on Sunday 14 October and regular services commenced on Monday 15 October 2007. TransAdelaide issued a new public timetable for the route. It is a folded pamphlet in their usual style,

and also available on their website at www.transadelaide.com.au/routes/timetable/Glenelg-Tram_151007_ttable.pdf.

Glenelg trams maintain their former frequency (day off-peak 15 minutes every day, evening 20 minutes every day) but are extended to City West. In addition, during the day, a service operates every 15 minutes from City West to South Terrace, providing a combined frequency through the City of 7/8 minutes. Travel in the City is free. The new Tram service replaces the Victoria Square-North Terrace free shuttle bus.

The table below is a comparison of the former bus service with the new tram service (adapted from the TransAdelaide website). Service patterns are shown on page 9.

PERTH SOUTHERN SUBURBS RAILWAY

The date for opening of the 72 km Perth Southern Suburbs Railway from Perth Station to Mandurah is not yet set but is likely by the end of the year. This will be the longest opening in one section of a suburban railway in Australasia (City section map, page 10).

To enable connections to be completed to the rest of the system, mainly the Northern Suburbs line, a major shutdown occurred in the week from 7 October. Buses replaced trains between Perth and Fremantle and between Perth and Glendalough. There were also limited free ferry services between Fremantle and Perth.

The running time from Perth to Mandurah will be 48 minutes. The daytime frequency will be every 7/8 minutes as far as Cockburn Central, and 15 minutes beyond. Evening frequency is expected to be 30 minutes.

WEEKDAYS	Former Bee Line Bus – Frequency and seats per hour	New Tram – Frequency and seats per hour
Early morning	Nil	Every 15-20 minutes. 210/280 seats per hour
800-1800	5' 480	7.5' 560
Mon-Thur 1800-2130	Nil	20' 210
Fri 1800-2130	10' 240	10' 420
2130-2400	Nil	20' 210
SATURDAYS		
Early morning	Nil	17' 247
830-1030	17' 141	15' 280
1030-1730	15' 160	15' 280
1730-2400	Nil	20' 210
SUNDAYS		
Early morning	Nil	20' 210
1000-1730	15' 160	15' 280
1730-2400	Nil	20' 210

BUS



New South Wales – Sydney

North West T-Way

A new North West T-Way guide has been issued dated 4th November 2007 has been issued.

The new T-Way routes are

T70 Blacktown - Castle Hill,
T71 Blacktown - Castle Hill,
T75 Blacktown - Rouse Hill

Refer to Busways and Hillsbus below

Sydney Buses

Updated timetables:

Routes 540, 542 and 544: the peak hour timetables are being adjusted to improve reliability from 24 September. The frequency of these services will not be reduced; however the times have changed slightly. There are no changes to the off peak or Saturday times.

292, 293, September 2007, v 11

376, 377, X77 Prepay, 20 August 2007, v 9

Prepay route update:

Eastern Suburbs - City X73, X74, X77 - 20 Aug 2007

Kingsgrove/Canterbury to City L23, L28 - 27 Aug 2007

Botany Road bus routes L09, X09, X10 - 17 Sep 2007

In conjunction with the new Prepay route 448 between the Queen Victoria Building and Star City, a new Pyrmont to City timetable adding route 448 to this timetable which also contains route 443 which will also some additional trips around midday. (Version 8). A Prepay brochure for route 448 Pyrmont to QVB has also been reported. Both effective 14th October, 2007.

Parramatta – Epping area

New timetables and route alterations will be implemented on 4th November 2007. Routes 628 Epping – North Carlingford and 629 Epping – North Rocks will be replaced by routes 546, 548 and 549. Route 624 is discontinued.

Routes 546 and 549 – Parramatta – Epping via North Rocks (Version 1) 4/11/2007.

Route 548 – Parramatta – Epping (Version 1) 4/11/2007.

Route 623 now curtailed to Beecroft – North Rocks and Oakes Road version 5 4/11/2007.

Other timetables are due on 4/11/07 due to minor changes to routes, etc.

Route 541 Eastwood to Epping Version 7

Routes 506, X06 Macquarie University and East Ryde to City Version 11

Route 370 Leichhardt to Coogee Version 7

Route 470 Lilyfield to City version 8

Routes 458, 459 Burwood to Macquarie University ver-

sion

Route 460 Five Dock to Concord Hospital DL format due 5/11/07.

Sydney Private Bus Timetables.

Busways: new timetables due 4/11/2007

T70 Blacktown - Castle Hill,
T71 Blacktown - Castle Hill,
T75 Blacktown - Rouse Hill

Replacing routes 470 and 471 and also some trips on other routes.

A subsequent look at Busways Blacktown timetables shows there is an option to either view the current or 4th November timetables except routes 740 and 741 which will become T70 and T71 and also no new timetables for routes 737, 738 or 739. So it appears that booklets except the one for routes 737-739, are being reissued as at 4th November. It has been confirmed there are no changes to the route 737-739 timetable booklet.

A new undated version of the route S7 Shopper Hopper timetable will also come into force.

The T-Way Guide also mentions that **Hillsbus** route 616/61X extends from Kellyville to Rouse Hill Town Centre from 25/11/2007. A couple of small corrections to the March 2007 Hillsbus timetables – including routes 610X and 617X in the respective timetables. In the case of route 617 there is only a 617X and 617.

Veolia reprints for routes 901/902/903/904 dated Effective 18/9/06/Reprinted 8/07. The timetable for former Transit First routes 905/925 has now appeared in Veolia format with a reprint date of September 2007.

New South Wales – Regional

Brunswick Valley: Route 645 Mullumbimby-Golden Beach-Murwillumbah; 1 July 2007.

Newcastle area: The new names of the ex Hertog companies are Toronto Bus, Morisset Bus, Hunter Valley Buses Edgeworth. (from Hertogs via Len Regan).

Dions, Wollongong timetable for routes 1 and 4 which had previously only been reported as a website timetable.

Kirklands, Lismore: routes 610 -611; 20 Nov 2006.

Priors, Batemans Bay: Sydney – South Coast; March 2005. Moruya town routes 757, 760, 761; 11 Sep 2006

Symons, Narooma: Routes 764, 765; April 2006.

Queensland – Regional

Bribie Island: Routes 640, 641 and 642 18 Sept 2007; Route 643 Caboolture – Bribie Island 13 August 2007.

Caboolture Buslines: Routes 651- 656 dated 10 Sep 2007 – First time we have had route 651 North West Caboolture loop.

Sunbus Sunshine Coast: 600 Maroochydore to Caloundra - All Stops, 601 Maroochydore to Caloundra – Express, 620 Noosa Heads to Maroochydore 8 Oct

2007.

Surfside: New South Wales Routes – 601, 603, 605 and 609 all separate timetables dated 3 Sept 2007.

South Australia – Adelaide

Bee Line 99B bus route now replaced by the City West to Glenelg Tram – 15/10/07 (note new title).

South Australia – Regional

BUS SA State Guide – August 2007 (offered with latest distribution list)

Victoria – Melbourne

Broadmeadows Bus Service.

Route 532 Broadmeadows - Craigieburn via Upfield. Monday to Friday timetables operates every 20 minutes during peak, 30 minutes off peak and all day Saturday and every 60 minutes Sunday.

Route 533 Craigieburn North - Craigieburn West via Craigieburn Station. Extended operation hours until 9pm and runs 7 days a week.

Errors on the route 533 timetables:

1. Sunday services show no arrival times or time points at Craigieburn West. Does show Craigieburn West departure times and time points.
 2. Description of route says Craigieburn North to Craigieburn South or vice versa. It's should read Craigieburn North To Craigieburn West or vice versa not Craigieburn South.
- Both dated 30th September, 2007. Metlink DL Format.

Cardinia Transit.

Routes 838/842/841 dated 17 September 2007.
896/897 dated 1 October 2007.

Cranbourne Transit.

Route 896 timetable commencing from 1st October, 2007, with 5 additional services to connect with new additional trains at Cranbourne. First bus from Cranbourne East to Cranbourne Station is at 4.15am Monday to Friday.

Eastrans/Grenda.

Route 900 (1 October 2007).

East West Bus Service.

Route 571 South Morang - Roxburgh Park Incorporating Trainlink Epping Station - Plenty Valley S/C new bus timetables dated 1st October, 2007.

First Bus from South Morang to Roxburgh Park Station: Monday to Friday at 5.33am, Saturday at 6.24am. Last Bus From Roxburgh Park Station To South Morang: Monday to Friday at 9.14pm, Saturday at 7.50pm.

Also route 571 Friday Nights (Saturday Morning) departs Epping Station To South Morang at 1.15am & 1.45am and return from South Morang To Epping Station at 1.08am & 1.35am. Saturday Night (Sunday Morning) from Epping Station to South Morang at 1.13am & 1.43am & from Plenty Valley S/C To Epping Station at 12.57 & from South Morang To Epping Sta-

tion & 1.23am.

Metlink DL Format. (Route 571A deleted)

Ivanhoe Bus Company.

The website states that their Christmas Holiday Timetables will apply from 31/12/07 until 25/1/08.

Martyrs.

Route 683 Chirnside Park - Lilydale - Warburton reprinted bus timetables dated September, 2007. Error on route map still shows zone 3 red colour not zone 2 blue colour. Metlink DL Format.

McKenzies.

Routes 684 Melbourne - Eildon, 685 Healesville - Lilydale, 686 Healesville - Badger Creek & 687 Healesville - Chum Creek reprinted bus timetables dated June, 2007. Route 685 some weekday & Saturday timetables extend to & from Chirnside S/C (effective December, 2006). Some train times shown at Lilydale Station are still incorrect on the route 685 bus timetables. Metlink Booklet Format (20 pages).

Moreland.

Routes 510/512 (1 October 2007).

Northern Bus Lines.

Commencing from 30th September, 2007.

Route 541 Roxburgh Park - Broadmeadows. Extended to the new Roxburgh Park Station to connect Connex trains.

Route 542 Roxburgh Park - Oak Park. Extended to Roxburgh Park Station to connect Connex trains. Buses operate between Broadmeadows to Roxburgh Park only (not to Oak Park) evening Monday to Saturday to around after 9pm and all day Sunday to around 9pm.
Route 544 Broadmeadows - Craigieburn (Shared with Broadmeadows Bus Service). Extended via Roxburgh Park Station to connect Connex trains. 3 Buses operates route 544 Monday to Friday (Northern Bus Lines operates 2 buses & Broadmeadows Bus Service operates 1 bus) instead 2 buses.

Panorama.

Routes 578, 579 & 581 Eltham - Warrandyte/Research reprinted bus timetable still dated July, 2005 (V 1.1 - 08.2007).
Route 580 Diamond Creek - Eltham reprinted bus timetable still dated 15th September, 2003 (V 1.1 - 08.2007).
Route 582 Eltham - Eltham (Circular Route) reprinted bus timetables still dated 20th September, 2003 (V 1.1 - 08.2007).
All V 1.1 - 08.2007 reprinted bus timetables located at the back bottom left hand corner. 580 & 582 are in Metlink format for the first time.

Ryan Bros.

Routes 465, 467, 468 (30 September 2007)

Tullamarine Bus Lines.

Routes 477 (Moonee Ponds - Broadmeadows), 484 Broadmeadows Station – Greenvale. (30 September 2007)

Metlink Guides.

The following Metlink local area maps/guides have been issued: City of Bayside dated May 2007, City of Casey, effective August 2007, City of Greater Dandenong, effective August 2007, City of Kingston, effective August 2007, and City of Monash, effective October 2007.

Victoria – Regional

Geelong and Bellarine: McHarry's & Bender's have issued a new Greater Geelong & Lara Booklet Bus timetable dated October 1st 2007 in Viclink format. Minor changes had been made to some trips on routes 70, 71 and 74 on weekdays and Saturdays.

McHarry's have also issued a new Bellarine Transit

booklet dated September 30 2007 covering several minor changes to various services. A full list can be found at <http://mcharrys.com.au/UpdatedTimetables/MCHServiceChanges070930.html>

(See Network map on our page 11.)

Western Australia – Perth

Recent Perth timetables issues:

12 August Southern Routes 121 123 130 131 132, South East 7

16 Sept Western Routes 31 32 45

14 Oct Northern 59 60 61 62 63 64 65 66 67 68 69 73 77 78.

Thanks to Adrian Dessanti, Norbert Genci, Alan Gray, Craig Halsall, Michael Marshall, Bradley Matthews, Michael Presta, Lourie Smit, Bradley Torr.

- FERRIES and SHIPPING



Private ferries to revive the harbour

Robert Wainwright and Linton Besser
Sydney Morning Herald, October 27, 2007

SYDNEY'S ferries are set to be handed to private managers then culled on some routes and boosted on others in a last-ditch effort to save the harbour's iconic but troubled service.

A seven-month commission of inquiry by Bret Walker, SC, is due to be released next Wednesday and is expected to recommend several options for the Government to fix the dysfunctional Sydney Ferries, all involving some form of privatisation.

Although the report is unlikely to specify the changes, private operators have already identified routes to the inner west and east where services could be increased while others - such as the problematic Parramatta River-Cats service - could be cut back.

The high-speed Manly JetCat also faces the chop. It could be replaced by the lumbering Freshwater class ferries until a high-speed commuter ferry can be designed and built.

Private operators say there is money to be made and passengers to lure back onto the water. Potential growth routes lie on either side of the Harbour Bridge. To the west, areas such as Breakfast Point, Glebe, Blackwattle Bay, Rozelle Bay, Pyrmont and Darling Harbour could be boosted while eastern suburbs stretching to Rose Bay would also be targeted.

Many of the 31 vessels in the ferry fleet could be scrapped and replaced as part of a multi-million-dollar program.

Sources say Mr. Walker will stop short of recommending a wholesale sell-off of the routes and assets, which would stay in public hands, but its day-to-day operation and management is likely to go private. Fares would continue to be set by the Independent Pricing and Regulatory Tribunal.

There is an option to divide the service geographically

into east and west of the Harbour Bridge - inner and outer harbour runs - and let two companies run one each, so the Government can benchmark performance.

Of the RiverCats, one insider said: "Parramatta is a basket case which was introduced for political reasons and doesn't make sense. It's great for pensioners and tourists but useless for commuters because it takes an hour when the train takes 20 minutes."

Sydney Ferries was corporatised to make it accountable but problems persist, compounded by poor management, an ageing fleet, rising costs, falling patronage, a poor safety record and an industrial structure criticized as inflexible and archaic.

The board recently paid accounting firm KPMG \$270,000 to suggest how to upgrade the fleet, then junked its advice. Said one insider: "The service is being run by former navy officers who refer to passengers as 'live cargo'.

The navy runs big boats with very few passengers but running ferries is all about small boats filled with passengers. They have to be on time, linked with other transport so people aren't left waiting for a bus or a train. And they must be safe."

The two private front-runners are TransdevTSL - a partnership between the French transport giant Transdev and Australia's Transfield Services - and Veolia Transport Australia. Both already run public transport in Australia, and would be eager bidders if the Government opts for privatisation.

But their biggest risk is industrial relations. Critics say Sydney Ferries has been effectively ruled by maritime unions, which have achieved sterling wages and conditions for masters, engineers and deckhands. Comparisons between Sydney Ferries and other operations highlight inflated wages and heavily overstaffed vessels. Masters and engineers employed by the Government earn \$95,000 - 44 per cent more than the private sector.

A ballpark estimate has suggested a contract worth as much as \$100 million a year to operate and maintain a

new class of vessel, with hefty government subsidies to cover losses.

TransdevTSL and Veolia are likely to urge the Government to get them on board before it makes critical decisions about the problem of the fleet. Mr. Walker has cited its age and mounting maintenance costs as key factors in the recommendations he will make. "There is an urgent need to develop a strategy to replace Sydney Ferries' ageing fleet," he wrote in a July 6 update.

There are now seven different classes of vessels in the fleet. The Government has already tried to design a vessel suitable for inner and outer harbour work but the resulting SuperCat was a disaster. There is no class of vessel that can service all routes because trips across the heads to Manly require a more robust ferry than for the slow run up the Parramatta River.

In April, the availability of JetCats and ferries servicing Manly dropped beneath the minimum level demanded in official targets. It was also well under target in September. These kinds of disruptions have cut patronage. Sydney Ferries carries only 14 million passengers a year - less than 1 per cent of the total trips taken on public transport. The private operators believe they can boost patronage on key routes by as much as 12 per cent over five years, triggering potential bonuses under the contract.

TransdevTSL has a record in ferry management, boasting a 64 per cent rise in patronage on Brisbane ferries. Its chief executive, Dennis Cliche, would not put a figure on the value of the ferries operation but says he is confident of boosting passengers. "Patronage increases on the Sydney ferry network could be achieved by giving people safe, clean, reliable and enjoyable services where and when they want them."

The revolving door of senior executives at Sydney Fer-

ries, including 12 chief executives in 15 years, has been unable to crack the industrial culture, sometimes for a lack of leadership and sometimes for fear of the bonds that tie unions to senior cabinet ministers of the Labor Government. In a submission to an open forum in August, the former State Transit boss John Stott said Sydney Ferries' state-owned corporation structure was not robust enough to withstand political pressures.

"Generally government agencies with line of accountability to minister cannot resist pressure from vested interest in a variety of areas," he said. "Government will always be less efficient than an arms-length operator, and ... t a state-owned corporation is not arms-length."

Waterfront unions are gearing up for an orchestrated campaign after Mr. Walker's report is aired. They will warn Sydney that it stands to lose the Manly ferry and that fares will soar. The Sydney University professor Frank Stilwell, who contributed to the Maritime Union of Australia's submission to the inquiry, has cautioned the Government about the worst face of public private partnerships. "PPPs involve cherry-picking of services, more pressure for cost-cutting, it raises particular safety issues," he said. "It may involve asset-stripping - as, for example, the ship repair yards in Mort Bay, Balmain. It is very valuable real estate. It doesn't take a great stretch of the imagination to see that the private proprietor might see that they could get a better return by using that for high-rise luxury apartment waterfront dwelling than for providing ship repair services."

Veolia's deputy managing director, Geraud Boursin, suggested the fleet renewal program was an opportunity to tackle the industrial challenges: "It's a good project to change the culture in the company, to change working conditions and engage staff and unions in a positive way. It might not need significant staff reductions."



Proposed Service Pattern, Adelaide Metro Tramline extension

	Current Bee Line, Victoria Square – Adelaide Station – City West Approximate Frequency	Proposed Tram Service, South Terrace – Victoria Square – Adelaide Station – City West Approximate Frequency
WEEKDAYS		
Early Morning	No Bus Service	Tram every 15 to 20 minutes 210 to 280 seats per hour.
8 am to 6 pm	Bus every 5 minutes 480 seats per hour	Tram every 7.5 minutes. 560 seats per hour
Mon – Thurs, 6 pm to 9.30 pm	No Bus Service	Tram every 20 minutes 210 seats per hour
Friday, 6 pm to 9.30 pm	Bus every 10 minutes 240 seats per hour	Tram every 10 minutes 420 seats per hour
9.30 pm to midnight	No Bus Service	Tram every 20 minutes 210 seats per hour
SATURDAYS		
Early Morning	No Bus Service	Tram every 17 minutes 247 seats per hour
8.30 am to 10.30 am	Bus every 17 minutes 141 seats per hour	Tram every 17 minutes 247 seats per hour
10.30 am to 5.30 pm	Bus every 15 minutes 160 seats per hour	Tram every 15 minutes 280 seats per hour
5.30 pm to midnight	No Bus Service	Tram every 20 minutes 210 seats per hour
SUNDAYS		
Early morning	No Bus Service	Tram every 20 minutes 210 seats per hour
10 am to 5.30 pm	Bus every 15 minutes 160 seats per hour	Tram every 15 minutes 280 seats per hour
5.30 pm to midnight	No Bus Service	Tram every 20 minutes 210 seats per hour



Artist's impression of tram in King William Street near the Town Hall



City section of the new Perth suburban railway

Km Peg	Location		Mon	Wed
2750	Darwin	depart	0945	1000
2444	Katherine	arrive	1340	1340
		depart	1820	1820
2093	Newcastle Waters	depart	2155	2257
1801	Tennant Creek	arrive	0100	0253
		depart	0230	0427
1563	Iloquara	depart	0500	0658
1336	Alice Springs	arrive	0800	0920
		depart	1240	1245
1318	Roe Creek	depart	1310	1310
1244	Hugh River	depart	1357	1357
1082	Kulgera	depart	1543	1543
1021	Marryat	depart	1633	1633
956	Chandler	depart	1727	1727
909	Marla	depart	1754	1754
831	Cadney Park	depart	1842	1842
707	Manguri	depart	2000	2000
641	Wirrida	depart	2044	2044
567	Carnes	depart	2128	2128
504	Tarcoola	arrive	2205	2225
		depart	2220	2240
469	Ferguson	depart	2245	2305
426	Kingooonya	depart	2315	2335
394	Kultanaby	depart	0000	2356
			Wed	Fri
342	Wirraminna	depart	0031	0028
311	Burando	depart	0051	0116
273	Pimba	depart	0125	0150
242	Wirrappa	depart	0150	0209
210	Mc Leay	depart	0312	0234
177	Bookaloo	depart	0334	0319
146	Hesso	depart	0355	0340
120	Tent Hill	depart	0432	0357
95	Spencer Junction	depart	0453	0418
92	Port Augusta	arrive	0500	0425
		depart	0520	0450
85	Stirling North	depart	0531	0501
72	Winninowie	depart	0542	0512
45	Mambray Creek	depart	0559	0532
25	Port Germein	depart	0628	0544
222	Coonamia	depart	0644	0600
197	Crystal Brook	depart	0704	0620
193	Rocky River	depart	0710	0626
173	Redhill	depart	0724	0640
146	Snowtown	depart	0741	0656
120	Nantawarra	depart	0756	0711
102	Bowmans	depart	0808	0744
77	Long Plains	depart	0821	0758
62	Mallala	depart	0832	0808
45	Two Wells	depart	0841	0817

“Working Time Table” for *The Ghan*.