



# TABLE TALK

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Effective 27 April 2008 **Mt Buller – Mansfield – Melbourne** 

### Mt Buller to Mansfield to Melbourne

Service No.		MON-SAT	FRIDAY	SUNDAY
Train/Coach		C950 COACH	C952 COACH	C953 COACH
MT BULLER SO	dep	12:00	18:15	16:30
MANSFIELD SO	arr	13:00	19:15	17:30

  

Service No.		MONDAY – SATURDAY	FRIDAY	SUNDAY
Train/Coach		C310 COACH	C312 COACH	C314 COACH
			Snow season only	
MANSFIELD	dep	08:00R	13:30R	18:00R
Maindample		08:10	13:40	18:10
Bonnie Doon		08:15	13:45	18:15
Woodfield		08:20	13:50	18:20
Merton		08:30	13:55	18:30
Yarck		08:40	14:05	18:40
Molesworth		08:50	14:15	18:50
Yea	dep	09:05	14:30	19:05
Flowerdale – Hotel		09:25		
Flowerdale – Hazeldene Bridge		09:30		
Flowerdale – Silver Creek Rd		09:35		
Kinglake West		09:45		
Whittlesea		10:00		
Lalrobe University		10:20		
Glenburn		14:50		19:25
Yarra Glen – Brown & Hawky		15:10	21:15	19:45
Lilydale Stn		15:25	21:30	20:00
Croydon		15:30	21:35	20:05
Ringwood		15:40	21:45	20:15
Nunawading		15:50	21:55	20:25
Box Hill		15:55	22:00	20:30
MELBOURNE				
(Southern Cross)	arr	11:00	16:35	22:35
				21:05

### Melbourne to Mansfield to Mt Buller

Service No.		MON-SAT	FRIDAY	MON-SAT	SUNDAY
Train/Coach		C311 COACH	C313 COACH	C315 COACH	C313 COACH
			Snow season only		Snow season only
MELBOURNE	dep	08:30R	15:59R	18:01R	10:30R
(Southern Cross)		09:10R	16:45R		11:00R
Box Hill		09:15u	16:50u		11:05u
Nunawading		09:25u	17:00u		11:15u
Ringwood		09:35u	17:10u		11:20u
Croydon		09:40u	17:20u		11:30u
Lilydale Stn		09:55u	17:30u		11:40u
Yarra Glen – Happy Hair		10:15	17:50		14:15
Glenburn				18:35u	14:35
Lalrobe University				19:00u	
Whittlesea				19:15	
Kinglake West				19:25	
Flowerdale – Silver Creek Rd				19:30	
Flowerdale – Hazeldene Bridge				19:35	
Flowerdale – Hotel				19:55	15:00
Yea	dep	10:35			
Molesworth		10:45		20:05	15:10
Yarck		10:55		20:15	15:20
Merton		11:05		20:25	15:30
Woodfield		11:10		20:30	15:35
Bonnie Doon		11:15		20:35	15:40
Maindample		11:20		20:40	15:45
MANSFIELD	arr	11:35	19:00	20:55	13:10
					16:00

  

Service No.		MON-SAT	FRIDAY	MON-THU	SATURDAY	SUNDAY
Train/Coach		C951 COACH	C953 COACH	C955 COACH	C957 COACH	C959 COACH
MANSFIELD SO	dep	12:00	19:30	21:30	21:00	13:30
MT BULLER SO	arr	13:00	20:30	22:30	22:00	14:30
						17:30

Legend  
arr – Arrive, dep – Depart, d – Stops to set down passengers only, u – Stops to pick up passengers only, SO – Snow season only, see vline.com.au/mtbuller for more info. Red times represent coach services.  Peak services.  Reservation required on these services.

Coach Stop Locations  
Bonnie Doon – Bon Crescent, Box Hill – Corner Maroonah Highway and Watts Street, Croydon – Corner Exeter Road and Maroonah Highway, Glenburn – Roadhouse, Kinglake West – General Store, Lalrobe University – Corner Plenty Road and Cash Street, Maindample – Opposite CR, Mansfield – Park's MMBL Depot, Merton – General Store, Molesworth – General Store, Mt Buller – Village Centre, Nunawading – Civic Centre, Maroonah Highway, Ringwood – Maroonah Highway, between Warrindange Road and entrance to Ringwood Plaza, Whittlesea – Corner Main and Church Streets, Woodfield – Corner Maroonah Highway and Woodshed Lane, Yarck – Halligan's Garage, Yarra Glen 1 – Happy Hair Salon, Yarra Glen 2 – Brown and Hawky Supermarket, Yea – High St (east of Pechall St).

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IS THIS A V LINE SERVICE? SEE PAGE 15

## 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 timetable news items. The AATTC also publishes the *Times* covering timetable history and analysis. Contributions are very welcome and should be sent to the appropriate Editor.

**Editor, Rail, Tram, Air and Ferry:** Victor Isaacs, 43 Lowanna St Braddon ACT 2612, (02) 6257 1742, abvi@webone.com.au

**Editor, Bus:** Geoff Mann, 19 Rix St Glen Iris Vic 3146, geoffwm@bigpond.com.au  
(Bus section of June issue edited by Victor Isaacs)

**Production:** Geoff and Judy Lambert.

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**Membership of the AATTC** includes monthly copies of the *Times*, *Table Talk*, the Distribution List of timetables, and the twice-yearly Auction catalogue. The membership fee is \$50 pa. Membership enquiries should be directed to the Membership Officer, Dennis McLean, 7 Masjakin Court, Murrumba Downs Qld 4503, (07) 3886 4204.

**This edition** is about a week later than usual, having been affected by the timetable of the Discovery Space Shuttle (vide the Production Manager's involvement with it). However, to make up for that, it is significantly larger than has been the case for some time. There is so much news this month (most of it good news), that the editor was embarrassed as to how to fit it all in. Even with the increased pagination there is no space for Air news. This will resume next month. Anyone who wants this now is invited to contact the editor for an email version.

# TOP TABLE TALK

## Hundreds of millions to modernise rail

From the *New Zealand Herald* (Auckland), 6 May 2008 by  
Claire Trevett

The Government plans to invest hundreds of millions of dollars into modernising its new rail service - a move critics say will cost taxpayers many times over its \$665 million price tag. Finance Minister Michael Cullen announced yesterday the Government was buying Toll Holdings' rail and ferry assets as a key part of its sustainability push. As well as the \$665 million purchase price, he warned ongoing investment would be required to achieve the Government's aim of improving rail link-ups with major ports to reduce the amount of freight transported by road. Overhauls of passenger services were also needed and while the Government was still working on the figures, "obviously that will be measured in the hundreds of millions rather than tens of millions".

National leader John Key said there was no rationale in the Government taking over rail from an experienced operator other than to "curry public favour". "They've got no expertise in running rail and no clue how they're going to do it. It puts the taxpayer in the worst of all possible scenarios." However, National would not re-sell the asset. Mr Key pledged last month not to sell any state assets in the first term of a National Government. Mr Key said the price the Government was paying was so high that any re-sale would be for a significant loss and he was unwilling for that to happen.

Prime Minister Helen Clark defended the purchase, saying rail assets were an important part of the Government's sustainability strategy and "we are not going into this to make money". But she added: "We are light years away from what the old NZ Rail used to be. We are light years away from what old-style pre-1980s state owned enterprises used to be. SOEs are run well, efficiently." Negotiations have been under way for three months and Dr Cullen said \$665 million was more than the Government wanted to pay, but less than Toll had wanted for the deal. "What we want to see is more extensive usage of the rail network, the maintenance of the current network, some strategic expansions around places like the port of Whangarei so we can carry more traffic on rail," Dr Cullen said. Urban passenger services in Auckland and Wellington were also a focus, but inter-city provincial routes that had already closed were unlikely to be reopened.

The Government takes over on July 1 with senior Toll staff contracted to stay for a transition period. It is likely to be established as a separate SOE or under the umbrella of a larger SOE which would run it as a separate operation from OnTrack, which runs the Government's train tracks.

(See also New Zealand Rail Buyback article below).

## **RAIL & TRAM NEWS**

### **VICTORIAN STANDARD GAUGE TO BE DUPLICATED**

The North East Broad Gauge line between Seymour and Albury (200 kilometres) is to be transferred to the Australian Rail Track Corporation under a 45 year lease and converted to Standard Gauge providing a duplicated line from Seymour to Wodonga. This promises to substantially improve train services. Currently up to 30 per cent of the BG line between Seymour and Albury is subject to speed restrictions.

The Federal and Victorian Governments will provide \$501.3 million for the project: the Commonwealth's AusLink program \$45 million, the Victorian Government \$171.3 million and the ARTC, \$285 million. The project will be delivered by the ARTC under the Southern Improvement Alliance, which is already undertaking major upgrades of the Melbourne-Sydney railway.

The Wodonga rail bypass will also go ahead with works commencing later this year. This will replace the BG line through the city by a 5.7 km single track SG bypass to the west of Wodonga and the construction of a new railway station. This will remove 11 level crossings from Wodonga and provide time savings for trains.

Three V/Line passenger locomotives and 15 passenger carriages will be refurbished and converted to Standard Gauge. Victorian Public Transport Minister Lynne Kosky has foreshadowed passenger services of similar quality to the Regional Fast Rail project. The V/Line SG trains will have new furnishings, including a buffet, upgraded toilets/washrooms and a new exterior colour scheme. When the project is completed there will be five V/Line and CountryLink passenger services each day.

Works will commence in June with major activity by December and be completed in 2010. Below is the full scope of the overall project as of now, but subject to change:

- South Dynon: new dual gauge carriage wash plant, changes to loco/carriage maintenance facilities.

- South Dynon Junction near Dock Line Road: completely re-worked with new layout that links to the Dynon-Tottenham project and which provides parallel moves through the area and direct DG access from North Dynon to the Port precinct, plus associated signalling.
- Construction of the so-called 'missing link' which involves duplication of the DG track between South Dynon Junction and the new double DG lead to Appleton and Swanson Docks, plus consequential re-working of several tracks in the PN Melbourne Operations Terminal including conversion of Shaw's Siding tracks from BG to SG.
- Construction of Passing Lane 1 involves dual gauging of the present BG goods line for 6.7km between McIntyre Loop and near Tullamarine Loop. This will have 80km/h turnouts each end of the SG line leading into gauge splitters on the present BG. It also involves re-construction of the BG line with DG concrete sleepers and new 50kg/m rail. Tullamarine Loop will then be removed.
- Construction of a 180m SG platform at Broadmeadows on the eastern side of the corridor. Also involves a slue of the SG main line to the east, leaving room for a future second SG track between it and the BG Up platform.
- Passing Lanes 2, 3 & 4 are part of the original N-S project and are already under construction. Passing Lane 2 has been severely curtailed and is now only a 900m extension of Donnybrook Loop in the Down direction. (It was originally going all the way to Wallan, then cut back to Beveridge and is now only an 1800m long loop with the existing Down end turnout simply relocated.) Passing Lane 3 (starting on the Up end of Kilmore East then for 6.7km in the Down direction) and Passing Lane 4 (starting at the Down end of Tallarook and then for 6.7km in the Up direction) are well underway, with 80km/h turnouts already laid in. Broadford Loop will be removed.
- Seymour will get a major re-work. The existing SG main line will be slewed into the present Up platform leading to an 80km/h turnout just past High St level crossing which is the start of the double line. There is a high speed crossover between the two tracks 2km beyond Seymour (just beyond the old Hume Highway crossing) facing trains in the Down direction from the new West line. The SG loco siding is being extended to form an emergency runaround with 171m clear standing room, enough for an XPT or 7 car loco hauled set. A new 160m BG platform is to be built on the present Nos. 4 & 5 roads which will have a Down end connection to a future DMU stabling facility on the site of the old livestock yards. Whilst mainly for local trains, the new platform will also have access to the Goulburn Valley line. Obviously, considerable re-signalling is also involved. This layout retains complete separation (apart from the lead to the present loco and heritage centre) between the SG and BG and thus avoids the need for any DG work. The Up end of the existing Seymour Loop retained as a works siding.
- Seymour-Wodonga BG line will be re-constructed with concrete sleepers using a track laying machine and becomes the new west line. Most of the existing rail will be re-used. Initially it will retain Train Order working for a few months until the signalling is commissioned. Riggs Creek Loop will be temporarily converted to SG until the signalling is ready after which it will be removed.
- Signalling Seymour-Wodonga will basically be uni-directional with 18 min average headways. However, both lines will be signalled for limited bi-directional working with no follow-on moves and long sections, i.e. Seymour-Benalla, Benalla-Wangaratta and Wangaratta-Wodonga.
- Longwood Loop, Benalla Loop, Glenrowan Loop, Alumatta Loop and Chiltern Loop will all be dis-established. Violet Town Loop will be retained as a works siding.
- New 160m long platforms will be provided alongside the existing SG line (east line) at Avenel, Euroa, Violet Town, Springhurst and Chiltern.
- 80km/h crossovers will be provided at each end of Benalla and Wangaratta to allow all passenger trains (including XPT) access to the main platforms at these locations.

The future of the Benalla-Oaklands line and connections into Benalla yard remain unresolved at this stage.

- Similarly to Seymour, a high speed crossover will be provided 2km on the Up side of the Wodonga bypass start (.i.e where the double line ends). The Up end of Wodonga Loop will most likely be also retained as a works siding with possible continued access to Masterfoods siding (also not yet finally resolved).
- The new bypass starts near the Up end of Wodonga Loop and will be a single SG line now all the way to the Up end of Albury yard. The new Wodonga station will face the main line with a 180m long platform about 1km from the start of the bypass.
- Wodonga Coal sidings (SG only of course) will remain for some years with a connection to it just on the Up side of the Murray River bridge. The sidings will be re-worked to provide a single long road for loading of the log train which runs most days to Geelong (North Shore). The new SG facilities at North Geelong and North Shore are due for commissioning in January 2009. The Bandiana line and container terminal there will remain open until the bypass is commissioned in mid-2010, however most of the traffic is expected to transfer in the meantime to Col Rees new terminal at Ettamogah, construction of which started last week.
- Albury is still being resolved, however ARTC now seems to prefer constructing a new passenger stabling siding and runaround just beyond the Sydney end of the platform rather than convert the present BG dock platform. This is to do with problems with the interlocking at the former Albury South box. V/Line is agreeable to this.

There's quite a lot involved. Timing is still being resolved but at this stage it looks like the BG will cease operating beyond Seymour on 1 November, after which buses will operate Seymour-Albury until V/Line resumes services perhaps on 1 July 2009. Schedules have been agreed with V/Line and Countrylink because the two services are then integrated with common fares and ticketing. The Overland will also have to change slightly to accommodate the five daily departures and arrivals that will use platforms 1 & 2 at Southern Cross. The new DG trackwork and platform 2 runarounds for were commissioned on the Queens Birthday weekend together with the new SSI interlocking in No.1 box.

## **BUDGET NEWS**

### **Federal**

The Federal Budget of 13 May included commitments to spend \$3.2 billion in 2008-09 in road and rail projects across the country. Items of public transport interest are:

**Infrastructure Fund:** A \$ 20 billion Infrastructure “Future Fund” has been established.

**Rail:** \$192.0 million for the national rail network, including improving connections to Port Botany, the Port of Melbourne and the inland rail study between Melbourne and Brisbane. In addition the fully Government owned Australian Rail Track Corporation will invest \$780 million in major rail projects

**New South Wales** \$20 million in 2007-08 on a feasibility study into the proposed Western Metro (Green Line) between Parramatta and the CBD. This rail link would be independent of the existing rail network and with transfer opportunities at key points, it would significantly cut the transport burden on western Sydney. The feasibility study will identify preferred alignments and establish a business case and estimates of patronage, revenue and cost. The total cost of the study is \$30 million.

**Victoria** \$12 million in 2007-08 on a study to assess the projects identified in the *Investing in Transport-East West Link Needs Assessment* that proceed to the feasibility study stage following the current consultation process. The report, which was prepared for the Victorian

Government by Sir Rod Eddington, identified a number of projects that would improve east west connections across Melbourne. The total cost of the study is \$30 million.

**South Australia** \$3 million in 2007-08 on a transport sustainability study for Adelaide. The study will analyse urban congestion to 2030 and identify improvements that need to be made to public transport networks (rail, bus and tram), road networks, traffic management, land use and demand management. This will include examining capacity constraints at key intersections, including rail crossings. The total cost of the study is \$4 million.

## **New South Wales**

The NSW Budget delivered on 2 June provided for capital expenditure on transport businesses the next four years will almost tripling from \$1.3 billion to \$3.7 billion, driven by the North West Metro, the South West Rail Link, major ports expansions, the continuation of Rail Clearways, and the acquisition of new rolling stock:

- \$21.5 million on corridor acquisition for the Metro (\$367m over three years)
- \$170m for construction of the Metro and the South West Rail Link (\$4,136m over four years)
- \$21m for a digital train radio system

Major works included in RailCorp's \$967.1 million program for 2008-09 are \$353 million for Rail Clearways including:

- completion of the new station platform at Hornsby
- continued works on duplication of the Cronulla line including upgraded facilities at Sutherland, Kirrawee, Woolooware and Cronulla
- continuation of works on Liverpool, Revesby, Homebush and Lidcombe turnbacks, the Kingsgrove to Revesby quadruplication, the Richmond line duplication and a new platform at Macarthur
- \$25.3 million for Easy Access station upgrades across the CityRail network including completion of Eastwood station upgrade and continuation of works at Emu Plains and Lindfield, commencing work at Burwood and assessment of options for Newtown, as part of a \$127 million program
- \$28.6 million for the North Sydney station and \$6.5 million for the Hurstville station upgrades. Planning for redevelopment of Town Hall, Redfern and Wynyard stations will continue, as well as planning for new stations at North Warnervale, Flinders and Glendale
- \$14.3 million to continue resignalling between Oatley and Sutherland
- \$10 million for station passenger information systems to improve customer communications
- \$2m for the Riverstone rail overpass (\$127m over three years).

\$152.9 million for rollingstock acquisitions including:

- \$106.3 million to progress ancillary works on the privately financed project for 626 new carriages to replace non-airconditioned trains on the CityRail network
- \$15.7 million to finalise the acquisition of 122 new Outer Suburban carriages for intercity services. New carriages are already servicing commuters in the

Illawarra and Central Coast with services to be extended to the lower Blue Mountains later this year and

- \$6 million for the upgrade of the long haul XPT and Endeavour cars, \$12.9 million for rollingstock enhancements, \$8 million for passenger initiated egress, and \$3 million for rollingstock maintenance and servicing facilities

\$132.4 million for various safety and reliability improvements to infrastructure and rollingstock, including consolidation of signal boxes, electrical traction power supply through new or upgraded substations and high voltage transmission lines to meet the needs of new generation rollingstock and other safety systems

The Rail Infrastructure Corporation's \$93.7 million program includes \$41.7 million for resleepering on the country regional network, \$30 million for capacity improvements on the Gap to Narrabri line, and \$17.7 million to upgrade signalling infrastructure and to introduce new train control systems.

## **Victoria**

The Victorian Budget, delivered on 6 May included funding for:

- A third track at Laverton for terminating/starting trains and allow for three additional morning peak-hour services on the Werribee line, cutting journey times by eight minutes and improving reliability for Geelong V/Line services (\$92.6 million). Construction will commence in 2009 and be completed in 2011;
- An upgrade at Westall to run three more morning peak-hour services on the Dandenong line to relieve overcrowding and improve reliability for V/Line services to the Latrobe Valley (\$153 million);
- Renewal and maintenance on all regional passenger rail lines (\$254.5 million ) and Bendigo line safety improvements (\$7.4 million);
- An upgrade at Craigieburn to run two more morning peak services and improve reliability of V/Line services to Seymour and Albury (\$30.2 million);
- Commencement of design of the rail extension to South Morang (\$10.4 million); and
- Upgrades of Prahran, Windsor and Noble Park stations, and up to 1700 parking spaces at ten suburban stations (\$35 million).

## **Queensland**

The Queensland Budget of 2 June provided:

- \$ 438.7 million to continue work on the Northern and Eastern Busway
- \$298.7 million towards construction of the Darra to Springfield road and rail corridor,
- \$168.4 million over the next four years to improve customer services across the TransLink network, 12 new trains and 90 new buses in 2008-09,
- \$576.4 million for additional track works on the coal network in Central Queensland, including \$14.4 million for the Goonyella to Abbot Point Expansion project, which includes the Northern Missing Link subject to approvals.

## **South Australia – Electrification & more Trams!**

The 2008-09 SA Budget provided \$648.4 million over the next four years to commence a major public transport upgrade. The program will cost around \$2 billion over ten years and will include:

### **TRAIN**

- Full concrete re-sleepering, standardisation and electrification of the lines to Noarlunga, (work to commence in 2008-09 with expected completion 2010-11), Outer Harbor (work to commence in 2010-11), Gawler (re-sleepering to commence in 2008-09 and electrification in 2012-13), Tonsley and Grange.

- Purchase of 50 electric trains and conversion of 58 3000 class railcars to electric. First electric trains to be running in 2012 and the 2000 class retired by 2018.
- Belair line fully concrete re-sleepered but not electrified at this stage.
- Increase in service frequency to a 15 minute weekday service to all stations and 10 minutes or less to key stations. More services to extend morning and afternoon peaks.

#### TRAM

- The tramline will extend along North Terrace onto Port Road to the Adelaide Entertainment Centre and a park-and-ride facility before joining the Outer Harbor line. (work to commence in 2008-09)
- The tramline will be extended providing a service running from Glenelg through the city, to West Lakes and to Semaphore through Port Adelaide.
- In an Australian first, 15 new dual-voltage trams will be purchased to enable light rail and electric trains to operate side by side on the existing track
- Four additional Flexity trams will be added to the Entertainment Centre service
- Call of an Expression of Interest to provide additional trams to meet capacity demands arising from the very successful extension through the CBD.

#### NETWORK

- A new state of the art smart card ticketing system (almost \$30 million)
- Purchase of land to secure a corridor from Seaford to Aldinga (Government already owns the Noarlunga to Seaford land)
- Significant increases in bus numbers and services particularly in the delivery of bus feeder services linking local areas to our rail corridors and high-frequency bus corridors, and upgrades on the O-Bahn

The Government aims to double weekday passenger transport use to 10% by 2018.

### **Western Australia**

The WA State Budget allocated \$8.1million in 2008-09 towards a \$14.5million expansion and redevelopment of the Kewdale Freight Complex. 80 per cent of freight carried between WA and the rest of the nation is carried by rail.

### **QUEENSLAND RE-ORGANISES**

Queensland Rail is being re-structured. Stand-alone subsidiaries are being established for Passenger, Coal, Intermodal, Regional Freight, and Network and Services.

South east Queensland passenger trains, buses and ferries will be co-ordinated by the TransLink Transit Authority from 1 July. CityTrain logos have been removed from Brisbane suburban trains and replaced by TransLink logos.

### **QR CITYTRAIN WORKING TIMETABLE**

The QR Citytrain Working Timetable of 31 March 2008 has been titled *QR Brisbane Suburban Network Operational Timetable*. It includes advertisements for outside organisations such as the Railway & Transport Health Fund, Railways Credit Union and Queensland Government Superannuation. Perhaps this the first Working Timetable in the history of the planet to include advertisements!

### **GRAIN TRAINS**

Asciano, parent company of Pacific National, has made an agreement with Grain Corp to provide eight grain trains for NSW and Victoria. Under a “take or pay” agreement, Asciano will be paid whether there is enough traffic for the trains or not.

Victorian operator El Zorro is now operating a thrice weekly grain train from Melbourne to Moree, NSW via Cootamundra, Parkes, Dubbo and Werris creek.

## **NSW WTTs**

Version 2.1.6 of the August 2007 NSW Rail Corp WTT has been issued effective from 11 May 2008. Counting the two versions of version 2.1.1, this means there have been 13 versions of this WTT so far. The non-appearance of "truly new" WTTs at ARTC, ARTCNSW and NSW Rail Corp (usually due in May and September each year) is probably related to the delays in loop commissioning between Melbourne and Brisbane.

## **WORLD YOUTH DAY, SYDNEY**

Due to additional CityRail services during the World Youth Day period from 10 to 23 July 2008, most Southern CountryLink Mondays to Fridays services will not stop at Strathfield as they will travel along the East Hills Line.

## **NSW SOUTHERN LINE**

The first of the extended crossing loops (aka as "passing lanes") was brought into operation at Uranquinty (6 km) on 11 April and the next at Yerong Creek (7 km) in early May.

## **COMPETITION RIDESTHE RAILS**

Countrylink is now offering travel from Albury to Melbourne for \$29 compared to V Line's fare of \$25.60. (V Line's trains were recently slowed and most are now buses beyond Wangaratta -see *March Table Talk*, page 4).

## **BY TRAM TO LEICHHARDT**

The NSW Government is reported to be considering a plan for a 2.3 km extension of the Light Rail line from its present terminus in Lilyfield along busy Norton Street, Leichhardt almost to Parramatta Road. The local Council enthusiastically endorses the idea.

## **V LINE TICKETS**

V Line expects to offer on-line ticketing on their website by June.

## **V LINE WTTs**

V Line's new Passenger Working Timetable of 27 April 2008 now appears on their website at [www.vline.com.au/rna/rna/information\\_pack.html](http://www.vline.com.au/rna/rna/information_pack.html) Curiously, the times for the North east line do not reflect the recent slow downs and curtailments.

## **CATCH YOUR TRAIN AT THE GOODS YARD**

Due to signalling work at Melbourne Southern Cross Station, Countrylink XPT trains to Sydney from Saturday 24 May until Monday 9 June departed Melbourne from the North Dynon Agents Siding, the day train at 905 and the overnight train at 2030.

GSR's "Overland" was also disrupted during this period, terminating/starting at Geelong (North Shore) – see *May Table Talk*, page 3.

## **BY TRAIN TO THE PLANE?**

Proposals for a railway to Melbourne Airport have been resurrected. The Airport's 2008 master plan includes provision for an underground station beneath the airport terminal. However, the State Government which dropped plans for a rail line to the Airport in 2002, is not supporting the current proposal.

## **SOUTH GIPPSLAND DERAILED**

The Victorian Government has decided not to return rail services to South Gippsland, but to increase bus services instead. Transport Minister Lynne Kosky says returning a passenger train service would cost more than \$70 million. "They [local residents] said they really preferred to have the local bus services which would allow for much greater movement around Leongatha rather than what would be a very expensive train service which would provide for only a small number of people who said they'd use it and would only be quite limited in sort of transport that it could provide," she said. An enhancement to bus services in South Gippsland (see Bus News below for details of the proposed new routes) was announced in State Budget as compensation for the abandonment of the proposal.

The report submitted to the Department of Transport is available from their website, [www.transport.vic.gov.au](http://www.transport.vic.gov.au) It includes a conceptual timetable showing three trains a day, supplemented by buses. It also includes a graph showing that patronage declined by about 20% in July 1993 when trains were withdrawn and replaced by an all-bus service.

## **VICTORIAN FREIGHT LINES**

In addition to \$21.4 million for the Rail Freight Support package (see March *Table Talk*, page 3) and \$42.7 million to rehabilitate "Gold" freight lines (see May *Table Talk*, page 4), the Victorian Budget included \$12.4 million for a standard-gauge rail connection into the northern part of the Port of Geelong.

## **MELBOURNE PORT TRAINS**

A company known as Satta Group is proposing to operate container trains between the Port of Melbourne and freight terminals at North Altona and Lyndhurst. It states that to do so, additional loops may be necessary between Dandenong and Lyndhurst.

## **NO TRAINS TO CELEBRATE QUEEN'S BIRTHDAY**

Replacement of mechanical signalling with a computerised system between North Melbourne and Southern Cross (SX) necessitated one of the biggest ever substitutions, with most V Line trains to/from Melbourne being replaced over the June Long Weekend:

- Buses between Marshall/Geelong and SX (only Warrnambool trains unaffected),
- Buses between Sunshine and SX,
- Buses between Sunbury and SX (only Swan Hill trains unaffected)

The Seymour and Traralgon lines were unaffected.

## **FREIGHTLINK FOR SALE**

Bank lenders have forced the sale of the \$1.2 billion Freightlink, the owner of the Tarcoola-Alice Springs-Darwin railway line and operator of Adelaide to Darwin freight trains. This has been placed on sale on orders from lenders following years of mounting debt and underperformance. The banks, led by the ANZ, have not been swayed in their decision despite a recent turnaround in performance due to a surge in mining cargo volumes out of South Australia and Darwin's increasing popularity as a port. The link could prove attractive to several buyers, including Asciano Group, Queensland Rail and Babcock & Brown Infrastructure, which have significant rail interests.

## **NEW ZEALAND RAIL BUY BACK**

New Zealand's experiment with railway privatisation has ended. The Government has reached agreement with Toll Holdings Ltd for the purchase of its NZ rail and ferry business. It will pay \$NZ665 million (\$A554 million). This compares with \$NZ400 million that the network was sold for in 1993..

Prime Minister Helen Clark said, "Modernising our transport sector is central to transforming our economy and making it truly sustainable. With rising fuel prices and growing awareness about the challenge of global climate change, many nations are looking to rail as a central part of 21st century economic infrastructure. A modern rail system can lessen the carbon footprint of our wider transportation network, taking pressure off our roads and allowing our trucking and shipping businesses to operate more efficiently. Combined with an increase of almost 1,100 per cent in public transport investment since 1999, today's announcement marks a major step forward in building a truly sustainable transport network."

Finance Minister Michael Cullen added that. "The selling off our public rail system in the early 1990s and the running down of the asset afterward has been a painful lesson for New Zealand. During the negotiations with Toll it transpired that buying the rail operating business including the ferries was the best way to increase investment in the industry and enable it to be more responsive to the needs of New Zealand customers. Running a commercially viable business that was able to contribute to the economic and environmental development of New Zealand was proving extremely difficult without government support. The government will now avoid paying subsidies to third parties and we also avoid the on-going disputes over the implementation of the National Rail Access Agreement that had the potential to destroy value in the business and erode the morale of the people who work in it. We acknowledge the important role that Toll has played in the industry by increasing the volumes carried by rail and improvements that they have made to the operation of the terminals. We look forward to continuing to work with them in their ongoing freight forwarding business. In the months ahead, I will explore options for significant investments in new, modern rolling stock. These will be presented to Cabinet and full details will be made available as soon as possible."

NZ Railways were privatized in 1993. Initially there was admiration for a turnaround in profits, but subsequently there were allegations that this was connected with the owners stripping assets. Recently two former directors were convicted of company offences.

The negotiations took place against a backdrop of the Government maneuvering to make Toll start paying the full price of access to the rail track network. Toll has been paying about \$NZ48 million a year since an access deal was struck in 2004, with the Government picking up the shortfall of about \$NZ10 million needed to maintain and improve the tracks.

Included are 180 mainline locomotives, 4200 wagons, one rail ferry, leases on two other ferries and about 2300 people who work in the rail and ferry operations.

## **AMTRAK TIMETABLES**

Hard copies of the Amtrak (US) Public timetable booklet can be ordered from their website, [www.amtrak.com](http://www.amtrak.com) Go to "News & Media", then "Ordering and Contacting our Publications". Of course, the website also includes pdf timetables on a route-by-route basis. Go to "Schedules" for these.

Last year, the Amtrak hard copy booklet timetable was upgraded to better quality paper and full colour printing. This year's edition includes advertising from outside organisations which will help defray the cost of producing the timetable.

## **SWIZERLAND**

SBB have released a summary of the December 2008 timetable which includes increased frequencies on many lines but also the loss of quite a few loco hauled trains, especially on the Gotthard route. Some IC2000 double deck trains from St Gallen to Geneva and Romanshorn

to Brig will be formed of 2 complete sets, meaning 16 coaches and 2 Re 460. The presentation is at [http://mct.sbb.ch/mct/presentation\\_080522\\_fahrplan-2009.pdf](http://mct.sbb.ch/mct/presentation_080522_fahrplan-2009.pdf)

## AUSTRIA

Austrian Federal Railways (ÖBB) will revamp their regular interval timetable between 2009 and 2012. On the most important line, the Westbahn (West line), on which four-tracking is approaching completion, high-speed trains will run every hour from Wien (Vienna) to Salzburg, continuing alternately to Bregenz or Zürich, or to München (Munich). These will be supplemented by other InterCity trains making additional stops. Hourly services will run on the Südbahn (Southern line) to Graz and two-hourly to Villach.

Because Graz and Klagenfurt are rather roundabout by rail, ÖBB recently introduced a bus service every two hours. The bus is in ÖBB livery and offers two-class travel.

## NETHERLANDS

Trains will run between Amsterdam, Utrecht and Eindhoven without timetables from 2010 and this will be extended to the rest of the central railway network from 2012. The number of trains travelling between these cities will also be increased so passengers never have to wait more than 10 minutes for a train.

## BRITAIN

British train services have for a very long period been regarded as unreliable on Sundays because of weekend engineering works. This now seems to have been taken a step further. *Table Talk* has sighted a series of local timetables issued by the First Great Western train operating company 10 Dec 2007-17 May 2008. The mainline timetables include schedules for Mondays to Fridays and for Saturdays. However, no times at all are provided for Sundays – nor any explanation.

(Thanks to Tony Bailey, Geoff Lambert and Victor Isaacs for Rail & Tram News).

# BUS NEWS

## NEW SOUTH WALES

### **Kean's ceases**

Kean's service ceased after 23 May. Keans operated a daily service Scone – Muswellbrook – Singleton – Cessnock - Sydney six days a week in the morning, with an extra afternoon service on Fridays and an afternoon service on Sundays. From Sydney, the service operated each afternoon on weekdays, with an extra evening service on Fridays, and an evening service at weekends. Keans have retained, but modified, their cross-country New England – North Coast coach service, from 24 February 2008. It now operates:

Tuesdays: Tamworth – Armidale – Coffs Harbour – Port Macquarie – Tamworth – Scone, with an additional service on Fridays Tamworth – Armidale – Coffs Harbour – Port Macquarie.

Thursdays: Scone – Tamworth – Port Macquarie – Coffs Harbour – Armidale – Tamworth, with an additional service on Mondays Port Macquarie – Coffs Harbour – Armidale – Tamworth.

Rover Coaches may launch an express coach service from Cessnock to Morisset four times on weekdays and three times at weekends to fill the gap and connect with trains. Rover currently runs a coach to Sydney at 1700 each day and from Sydney to Cessnock at 830.

## **New Timetables**

### **Sydney Buses:**

The Pittwater District route numbers 187 E87 L87 188 E88 L88 189 E89 190 L90, in that order, plus 311, April 2008, v10 (it's called Railway Square to City via Elizabeth Bay)

Routes 523 524, April 2008, v 8

Route 378, v 8, Feb 2008

Route 474-476-477, v 9, April 2008

Route 523-524, v 8, April 2008 (previously reported)

Route 545-550, v 14, 27 April 2008.

Northern Region updates from 18-19 May:

131, 132, 171, E71, version 4, effective May 2008

(Also a notice regarding L88 inbound trips changing to L90 route number, effective 18 May 2008 with no changes to times)

Route 135, Manly and Quarantine Stn via Manly Hospital, May 2008, v9 -- note new title.

The new 143-144 timetable no longer includes route 151 trips between Neutral Bay and Manly after the 144s finish of a night. This timetable no longer has the E43 as it has been discontinued.

Routes 146 152 179 E79, May 2008, v5

Routes 168 E68, May 2008, v6

The above three are in a newer format. The tables have every second row shaded in grey and so the terminus grey does not go down the page anymore. Also, the "Sydney Buses" title is missing from under the STA logo on the cover.

The STA website shows an updated version 7 of the 202-210 Northbridge timetable, with Prepay references added for the 205 in the tables and on the map, but still carrying a March 2007 issue date (which was the date of the previous issue - version 6). And "Sydney Buses" has also been removed from the logo on the cover.

Routes 251 258, April 2008, v8

Routes 257 272 273, March 2007, v7 -- note the typo for the date. Meant to be 2008

Route 343 named "Kingsford to City" May 2008, v8.

Routes 393 394 L94 X94 399 X99, April 2008, v7

Route 487, April 2008, v5 -- title is Canterbury to Bankstown, not the other way around.

Eastern Suburbs region guide – new version dated Feb 2008.

New Western Sydney Buses timetable for Transitway route T80 26<sup>th</sup> May 2008

Routes 143, 144, version 9, effective May 2008

(The above TTs have been issued without "Sydney Buses" as part of the logo on the cover and with a revised table format inside.)

A reprint without an updated date:

257, 272, 273, version 7, effective March 2007 - reprinted with Prepay purple and logo for route 272 throughout plus ticket agents with map - this also does not include "Sydney Buses" with the logo on the cover.

New 425 t/t dated 19 May 2008, v8.

**Metrolink.** Route 842 and 844 which were previously in the one timetable are now in separate timetables both undated but appear identical to the previous combined timetable dated 9/4/2001.

Routes 843, 847 and 849 – still dated 15 December 1999.

Route 845 – now undated.

However undated timetables for each Metrolink route are available on their website in much more modern pdf style which all include wheelchair accessible services but these do not appear to be available in printed form. These appear to have been added only very recently. Their updated region map which now shows details of their latest new Volvos on the reverse.

**Forest Coach Lines** timetables.

Two of these were dated December 2007 but had not previously been reported:

Routes 194/594 (the latter operated by **Shorelink**),

Routes 276/280.

**Port Stephens Coaches** Port Stephens –Sydney 1 Nov 2007

Fingal Bay-Soldiers Point-Anna Bay-Newcastle Feb 2008

Newcastle Airport-Newcastle withdrawn?

Port Stephens Explorer brochure/timetable, undated, service operates daily starting from Eddy Avenue at 815 and returning there at 1930.

**Perrett's** timetables for route 428 in the Tamworth, Werris Creek, Quirindi area have been overprinted with the **Tamworth Buslines** name since the takeover on 14 April 2008.

The new Tamworth Buslines timetable for their existing routes is dated 30 Jan 2008.

**Orange Buslines** timetable reported on their website for January 2008 has been sighted in paper dated 29 Jan 2008.

**Kirklands** has sold the Lismore – Brisbane Section of routes 610 and 611 to Premier Motor Service as from 11 April 2008.

Other sections of these two routes are still operated by Kirklands.

**Buslines of Australia Group**

Dubbo Buslines 29 January 2008

Griffith Buslines 30 January 2008,

Picton Buslines 30 January 2008.

**Kean Travel Express** Scone – Port Macquarie route dated 24 February 2008.

**Countrylink** Southern Services have reverted to the 4 September 2005 timetable after the conclusion of the special summer timetable.

**Busways Gosford** Route 58 - Due to a part closure of Woy Woy Road a temporary timetable for route 58 is in force commencing 14 May 2008 splitting it into two separate routes both under the route 58 guise: To South Woy Woy and to Phegans Bay/Woy Woy Bay.

The return trip from Woy Woy to Woy Woy Bay now takes an hour instead of the previous 20 minutes. It now travels via West Gosford Shopping Centre and in a confusing way the connecting trip times to Gosford are now for departures from West Gosford Shopping Centre instead of Woy Woy.

**Busways Port Macquarie** have reissued timetables for routes 322, 323, 324, 325, 328, 332, 334, 335 and 340 all in the one booklet (previously spread over 4) dated 19 May 2008. The main change appears to be the inclusion of wheelchair accessible services. There are some small timing changes in some routes.

Busways Port Macquarie still operate the supplementary routes 327 and 329 Settlement City Anti Clockwise and Clockwise loops.

## **VICTORIA**

### **What is a “V Line” bus?** by Victor Isaacs and Graeme Cleak

One aspect of the study of current Victorian rural bus operations is to try to determine which are “V Line” and which are “non-V Line”. The distinction is murky.

All rural buses in Victoria are licensed not by V Line, but by the Department of Transport and operated on its behalf. This applies even for those buses that are designated “V Line”, that is those that connect with V Line trains, have through V Line fares, appear in V Line timetables, appear on the V Line map, and are painted in V Line livery. However, V Line looks after day to day operations for the Department, including holiday variations.

At the opposite end of the spectrum are purely local services, which have none of these attributes and are not designated as “V Line” services.

In between, is the ambiguous, fuzzy area. For example, there are buses which do connect with V Line trains (eg, Ballan-Daylesford) but do not appear in V Line schedules, fare lists or maps. Conversely there are buses which do not connect with trains (eg Mansfield-Melbourne, Albury-Kerang), but do appear in V Line schedules, fare lists and maps.

In theory, the “V/Line” services should be the only ones which appear in V Line timetables and charge V Line fares. Such services are usually former rail services introduced from the mid 1970's, but there are several contradictions to this. To further cloud the issue, some “private” services accept V Line tickets. The Bairnsdale - Lakes Entrance is a mixture of V Line trips and private (Dysons) trips. And the V Line trips are operated by Dysons!

Perhaps the most ambiguous service is the Eildon-Melbourne bus. Does this appear in the V Line timetable? No. Is it on V Line maps? No. Is it included in V Line fare schedules? No. Is the bus painted in V Line colours? No. That seems clear, but then consider this: Does the bus have a big sticker across the windscreen saying it is a V Line service? Yes. Does the service appear on both the electronic and paper versions of V Line arrivals/departures lists at Southern Cross station? Yes. Does it accept V Line tickets? Yes. So, choose whichever you want, as to whether it is a “V Line” service or not.

The bottom line, of course, is that this sort of thing intrigues timetable students, but doesn't really matter to the travelling public, as long as the services run.

Perhaps when the myki ticketing system is introduced, all rural bus services will charge standard V Line fares and perhaps the Department of Transport will decide to brand them all as “V Line”. As ever, the Department will have the final say.

### **V Line Mt Buller Bus**

The Mansfield – Mt Buller bus this year commenced on Friday 6 June and will run until Sunday 28 September.

### **Craieburn**

From Monday 19 May, 880 new services a week were introduced in Craieburn with improvements to Route 533 and the introduction of new routes 528 and 529 which will provide more comprehensive links between Craieburn town centre and the Golf Links and Highlands residential estates as well as the local train station.

Route 533 has been redesigned to complement the new routes. This route now services the area between Craigieburn and Craigieburn North, and has been boosted with an additional 24 Sunday and 10 weekday services.”

The three bus routes now service the following areas:

- Route 528 – Craigieburn - Craigieburn South;
- Route 529 – Craigieburn - Highlands Estate; and
- Route 533 – Craigieburn - Craigieburn North.

With route 528, 529 and 533 operate until 2100 on weekdays, Saturdays and Sundays.

## **Melbourne South east**

Routes 892 and 893 in Cranbourne, Dandenong and Narre Warren South were improved from 19 May. 892 now runs until 2100 on weekdays, Saturdays and Sundays, with a Saturday timetable operating on public holidays and a Sunday timetable operating on Christmas Day and Good Friday. 893 had been operating until 2100 on weekdays, Saturdays and Sundays since improvements were introduced in 2006. Frequency has now been improved on weekdays. The changes bring a combined 292 additional weekday services. The two bus routes service the following areas:

- Route 892 – Narre Warren South – Dandenong; and
- Route 893 – Cranbourne – Dandenong.

Detailed route and timetable information on the new services is available by calling Metlink on 131 638 or visiting [www.metlinkmelbourne.com.au](http://www.metlinkmelbourne.com.au)

The Bus Association of Victoria has proposed to the State Government that, upon the imminent opening of the Eastlink motorway, lanes on the parallel Springvale Road be converted to buslanes. Springvale Rd currently carries 13 bus routes including SmartBus routes 888 and 889

## **Melbourne East**

In a similar upgrade, the following routes in Melbourne’s east, operated by Ventura Bus Lines, have had extended service hours and a seven-day schedule since 26 May:

- Route 688: Croydon to Olinda;
- Route 690: Croydon to Boronia,
- Route 734 Glen Iris – Glen Waverley,
- Route 736: Mitcham – Glen Waverley – Blackburn (including introduction of Saturday services between Blackburn & Glen Waverley, and increased Saturday frequency between Glen Waverley & Mitcham on Saturdays, from 40 to 30 minute intervals)
- Route 742: Eastland Shopping Centre - Chadstone Shopping Centre (Most Route 742 services now operate via Monash University, including on weekends, although out of hours trips don't enter the actual grounds),
- Route 753: Glen Waverley – Bayswater (including limited Sunday service between Bayswater and Boronia);
- Route 754: Rowville - Glen Waverley and
- Route 755: Bayswater to Knox City Shopping Centre (via Boronia) (including introduction of weekday off peak & weekend services between Bayswater and The Basin), and
- Route 765: Mitcham - Box Hill.

## **Ararat Town Services**

Ararat town bus services were increased four-fold at the start of May from nine to 36 services each week and from three to six days a week. The new timetable provides:

- Extension of three existing bus routes: 21 West, 2 South, 3 North;

- 21 services throughout the week;
- 15 services on Saturday morning; and
- Connections to all train and inter-town services at Ararat Station

Detailed route and timetable information is available from Christians Bus Company, VicLink, or [www.viclink.com.au](http://www.viclink.com.au)

## **New Timetables**

### **Westrans Werribee**

All routes booklet – 18 February 2008. Includes changes mentioned in notes column.

### **Ryan Bros**

Routes 465, 467 & 468 – 27 April 2008.

### **Moreland**

Routes 510/512 – 28 April 2008.

### **Cardinia Transit**

Routes 834/835 & 926/927/928/929 – 28 April 2008.

### **Melbourne Bus Link**

Reprinted timetable states that route 460 runs a Saturday timetable on most public holidays other than Good Friday & Christmas Day (as per minimum standards level). It goes on to say "Route 460 operates a different timetable to other Melbourne Bus Link routes on Public Holidays except Labour Day, Good Friday, Melbourne Cup Day & Christmas Day." In addition, the route map has been updated to the new Metlink format.

Routes 216 & 219 - 1 October 2006.

Rear cover shows version number & print date as "V1.2 - 04.2008". The timetable has been updated to reflect the cessation of the Caroline Springs - Melton extension on Saturdays, as the end of 2007. Timings between Brighton Beach & Caroline Springs (& vice versa) are unchanged. This has a newer style route map.

Routes 223/215 - v1.3 - March.2008: Reprinted timetable, rear cover says V1.1-03.2008. New style route map.

Route 232 - v1.1 – March 2008: Reprinted timetable, rear cover says V1.2-03.2008. New style route map.

Route 456 Weekday services now run every 25 - 30 minutes, Saturday services now run every 25 - 30 minutes, with some longer intervals during the evening,

New Sunday Services from 9:00 - 21:00 running every 55 minutes.

Saturday afternoon and evening extension from Woodgrove Shopping Centre to Melton Station has been withdrawn (this was introduced in January to replace the former 216 extension to Melton Station), Travel times extended from 45 minutes to 55 minutes in both directions.

Routes 600, 922 & 923 - 19 June 2006: Reprinted timetable, rear cover says V1.1-03.2008. New style route map. The 1421 trip from Altona North to Queen Victoria Market on weekdays is no longer omitted.

Routes 460 & 215 - 1st April 2007 reprinted "V1.2 - 03.2008".

Reprinted timetable to state that 460 runs a Saturday timetable on most public holidays other than Good Friday & Christmas Day (as per minimum standards level). It goes on to say "Route 460 operates a different timetable to other Melbourne Bus Link routes on Public Holidays expect Labour Day, Good Friday, Melbourne Cup Day & Christmas Day." In addition, the route map has been updated to the new Metlink format.

600/922/923 - v1.2 – March 2008.

**Sita** - Route 402 - 19 May 2008 (but effective 2 June 2008): travel times extended by approx. 10 minutes, Peak hour is now every 10 -15 minutes (instead of every 10 minutes), Weekday

off-peak service between 900 and 1500 is now every 10 -15 minutes (instead of every 15 minutes), Saturday service is now every 20/30 mins, Sundays service is now every 35 mins (instead of every 50 minutes).

#### **Cranbourne Transit Routes 789/790/791 - 16 April 2007**

Reprinted edition of this timetable has been spotted, featuring minor changes. The map now in newer style.

Route 892 - 19 May 2008: Route upgraded to minimum standards level. Weekday frequency doubled to 30 minute intervals. Travel time between Amberly Park and Casey Central reduced by 7 minutes.

Route 893 - 19 May 2008: Weekday peak hour services now operate every 20 minutes instead of every 30 - 40 minutes, while weekday offpeak & evening services will now run at approx 30 minute intervals rather than 30 - 45 minute intervals. Extended travel times heading towards Cranbourne on weekdays.

Route 894 - 1 October 2005: Reprinted with newer style route map.

Route 901, differences to the March 24 pocket timetable include:

Weekdays: 00:00 Frankston - Dandenong now continues to Ringwood

00:02 Ringwood - Dandenong now shows the Dandenong arrival time

Saturdays: 00:15 Frankston - Carrum Downs now continues to Dandenong

00:00 Ringwood - Knox City now continues to Dandenong

Sundays: 21:30 Ringwood - Knox City trip now omitted

21:45 Frankston - Carrum Downs trip now omitted

#### **Ventura - Route 688 - May 2008 - Timetable 26**

Effective 26 May 2008: Minor timing changes to 689 & 735. More substantial timing changes on 737

Route 689 - May 2008 - Timetable 31

Route 690 - May 2008 - Timetable 32

Route 734 - May 2008 - Timetable 33

Route 735 - May 2008 - Timetable 24

Route 736 - May 2008 - Timetable 36

Route 737 - May 2008 - Timetable 22

Routes 738, 755, 757 & 758 - May 2008 - Timetable 21

Routes 740 & 765 - May 2008 - Timetable 37

Route 742 - May 2008 - Timetable 29

Routes 753 & 745 - May 2008 - Timetable 23

Route 754 - May 2008 - Timetable 30

New timetables for the above routes commence 26 May 2008. Routes 688, 690, 734, 736, 742, 753, 754, 755 & 765 are being upgraded to minimum standards level, equal to an additional 555 trips per week.

(See also the article Melbourne East above).

#### **Timetables of buses in the Broadmeadows area:**

Route 528 Craighburn to Craighburn South – 19 May 2008

New route, replacing part of Route 533 and providing coverage to new housing developments. Terminus is at Lakes Drive and Eldergreen Circuit. Runs minimum standards level, at 30 minute intervals 7 days a week.

Route 529 Craighburn to Craighburn West – 19 May 2008

New route, replacing part of Route 533 and providing coverage to new housing developments. Terminus is at Central Park Avenue and Dalwhinnie Crescent. Runs minimum standards level, at 30 minute intervals 7 days a week.

Route 530 Campbellfield to Coburg – 19 May 2008

Route extended to Coburg, and altered to serve Gowrie Station. No longer runs along William Street Fawkner. Weekend frequencies improved from 60 to 45 minute intervals.

Route 533 Craighburn to Craighburn North – 19 May 2008

Craigieburn - Craigieburn West section replaced by Routes 528 & 529. Sunday frequency doubled to 30 minute intervals.

Further to the previous reports of new timetables for Broadmeadows'  
There are no timetable changes on Route 531.

**Sita** Route 456 - 2 June 2008. Route to be upgraded to minimum standards.

**Cardinia Transit** - Routes 837 & 839 – 28 April 2008, Has updated train connection information.

### **V/Line**

Regional timetable booklets – 27 April 2008. The North East booklet now includes the temporary Albury TT.

### **Bendigo**

All routes booklet under name of Bendigo Transit – April 2008.

## **QUEENSLAND**

### **Brisbane Inner North Busway** by Hilaire Fraser and Victor Isaacs

The City section of Brisbane's Inner North Busway opened on Monday 19 May. This was a major project costing \$333 million. It runs in tunnel from the Queens St Bus Station (re-opened platform B) via King George Square Station to Roma St Station, where there will be easy interchange with Citytrain services, and then joins the existing section of the Busway via Normanby Station and QUT (Queensland University of Technology) Kelvin Grove Station to Royal Children's Hospital Station. Thirty routes will use the Busway. The completed Busway will:

- improve travel times between the Queen Street Bus Station and Upper Roma Street - a reduction of up to nine minutes during normal traffic and up to 20 minutes in congested times,
- improve bus connections between the central business district, and the western, northern and southern suburbs.
- reduced inner city traffic congestion,
- improve consistency and reliability of bus services,
- feature an underground turn facility,
- improve integration with the Transit Centre and the Roma Street Rail Station,
- feature a modern underground station in King George Square, and
- increase capacity for growth of future bus services in the city centre.

Rather than go through to Queen St some Busway services can enter or leave the Busway at Roma St in the vicinity of Turbot St. There is a signalised turnaround halfway between King George Square Station and the Queen Street Bus Station for services from Coronation Drive entering the Queen St Bus Station from Victoria Bridge. More than 120 bus routes will have changes in the Brisbane CBD. The Queen St Bus Station Information Centre will close, to be replaced by a Transport Information Centre just off Ann St adjacent to the King George Sq Bus Station.

### **New Routes**

Three new routes were introduced on Monday 19 May in conjunction with the opening of the Inner Northern Busway

New Route	Summary
66 Woolloongabba – QUT Kelvin Grove via South	<ul style="list-style-type: none"> <li>• Weekday high frequency route, from Woolloongabba every 10 minutes between 632 and 902, every 15</li> </ul>

East and Inner Northern Busways	<p>minutes until 1432, every 10 minutes until 1815 and every 15 minutes until 1957</p> <ul style="list-style-type: none"> <li>• Services from QUT Kelvin Grove every 10 minutes between 647 and 917, every 15 minutes until 1447, every 10 minutes until 1830 and every 15 minutes until 2012</li> <li>• Operates exclusively on the Busway, stopping all stations between Woolloongabba and QUT Kelvin Grove</li> <li>• Articulated buses will provide additional capacity.</li> </ul>
222 Carindale – Roma Street via South East and Inner Northern Busways	<ul style="list-style-type: none"> <li>• Limited stops service every 10 minutes from Carindale Interchange between 704 and 834 and every 10 minutes from Roma Street Station between 1635 and 1825</li> <li>• Serves new CBD section of the Inner Northern Busway.</li> </ul>
332 Chermside – Brisbane City via Spring Hill	<ul style="list-style-type: none"> <li>• Limited stops route every 10 minutes between 700 and 750 and 1645 and 1748</li> <li>• Serve stops 140 Upper Edward St, 141 and 144 Edward St, 123 George Street (inbound), 108 George St, 89 Elizabeth St and 4 Turbot St (outbound).</li> </ul>

**New CBD routes are:**

Southern Services to Roma St Bus Station via King George Square Bus Stn 111, 222  
Northern & Western Services to Cultural Centre Bus Stn via Roma St & King George Sq Bus Stns 330, 333, 340, 345, 385, 443 (terminates King George Sq), 444  
Northern Services to City Central via Roma St Bus Stn 325, 350, 351, 352, 357, 359, 377, 378, 390  
Northern Services extending to City East via Spring Hill & Edward St 331, 332, 341  
Northern Services extending to City East via Roma St Bus Stn & William St 376, 382, 383  
Western Services to Queen St Bus Stn Via Roma St Bus Stn 426, 431, 436, 446, 455, 456, 461  
Due to their close proximity, Inner Northern Busway services stop at the King George Sq Bus Stn or the Queen St Bus Stn, but not both.

**Other Changes are:**

109 Now departs stop 16 Adelaide St along with 411, 412 UQ routes  
320 25 additional trips (12 inbound, 13 outbound)  
353, 356 Now services Rode, Beckett & Hamilton Rds to/from Chermside  
393 Teneriffe-Normanby formerly Teneriffe-Roma St  
425, 430, 435, 450, 453, 454, 460 Re-instated into Queen St Bus Stn

**Other routes with Altered City Stops are:**

CBD clockwise loop, 116, 117, 118, 121, 124, 125, 129, 131, 133, 137, 141, 142, 151, 153, 160, 161, 162, 174, 175, 178, 181, 184, 185, 186, 192, 195, 196, 199, N199, N200, 201, 203, 204, 210, 211, 212, 216, 221, 230, 231, 232, 235, 236, 300, 301, 305, 306, 320, 322, 334, 335, 339, 344, 346, 360, 361, 364, 370, 374, 375, 379, 380, 381, N385, 411, 412, N412, 415, 416, 417, 433, 445, 470, 471, 475, 476

**Timetables Affected**

CBD Loop, 66, 100/N100/110/115/118, 109/139/169/209, 111/N111/133/160/162, 116/121, 117/121/124/125, 129/130/N130/131/132/133/136/137/139, 140/141/142, 150/151/152/153/156, 161,

174/175, 177/178/183, 179/180/181/186/189, 184/N184/185, 192, 199/N199/197/196/195/193, 200/N200/201/206/207/222, 202/203/208, 204, 210/211/212, 214/215/216/220/221/N226, 227/232, 230/231/235/236, 300/305, 301, 302/303/304/308, 306/322, 320, 323/923, 325/335/339, 328, 330/N330/331, 333/N330/332, 334, 340/341/344, 345/344, 346/353/356, 350/351/352, 357/359, 360/361/362, 377/378/368/369, 370, 374/375/376, 379, 379/380/381 Ashgrove, 380/381 The Gap, 385/N385/382/383/384, 390/N390, 393, 411, 412/N412/402/109, 414/415, 417, 425/426, 430/431/446, 433/445, 435/436, 444/443, 450/453-459, 460/461/N464, 470/416, 471, 475/476, 680 (Hornibrook Bus Lines).

Meanwhile, construction has commenced on the next section of the Northern Busway from the Royal Children's Hospital to Windsor. This will be followed by Windsor to Kedron in 2012. The Busway will ultimately extend to Bracken Ridge via Windsor, Lutwyche, Kedron, Chermside and Aspley.

The Brisbane Transport timetable list at the AATTC web site has been updated.

## **ACT** by Victor Isaacs

Only the weekday component of ACTION's [Canberra] Network 08 was implemented from Monday 2 June to replace the Network 06 (the network with the enormous cutbacks of December 2006). ACTION does not have enough drivers to implement the weekend services, which therefore will remain on Network 06 until further notice. From June, the only change to weekend services was that all route numbers begin with a 9. For example, Route 60 is now weekend Route 960. The weekend network will no longer apply on weeknights. After 1900, the Intertown corridor is served only by Route 300 buses, as Routes 312 to 319 are replaced with local feeder runs operated as Routes 12 to 19.

The introduction of Network 08, unlike Network 06, has been accompanied by a large publicity campaign. In mid-May, a full-colour pamphlet was letter-boxed to all homes in Canberra. It was entitled *Phase 1 of Canberra's New Bus Network (Monday-Friday) Starts Monday 2 June 2008*. One side folded out to a large map of the new weekday services. The map highlights the main Intertown route Belconnen-City-Woden-Tuggeranong as a "High frequency corridor with buses operating up to every 5 minutes during weekdays". It also highlights Mitchell-City-Russell-Barton-Manuka as a high frequency corridor with buses every 15 minutes on weekdays. The other side of the pamphlet folds out to show:

- A listing of all weekday routes with numbers, routes, and frequencies (peak, day and evening),
- A map of Xpresso peak hour routes,
- A listing of Xpresso routes, and
- Supplementary information, including that "Phase 2 for Saturday and Sunday...will be implemented at a later date", and an advertisement for employment as bus drivers.

There was an extensive newspaper, television and radio advertising campaign.

Timetables were available from 19 May, two weeks in advance of the introduction of the changes. The timetables were launched by John Hargreaves, the ACT Minister for Territory and Municipal Services. At the launch, the Minister acknowledged, as he has done before, that Network 06 was a mistake, introduced without sufficient consultation with either users, non-users (ie, potential users), or drivers. The launch also covered:

- The introduction of a revamped logo for ACTION,
- A revamped livery for three demonstration buses, with a slogan "Going your way" on the sides and back of buses,
- Improved bike rack services on buses, and
- Most importantly, a great expansion of timetable information on bus stops at major locations.

[ACTION stands for Australian Capital Territory Internal Omnibus Network, but it is particularly useful as the keyword in catchy slogans].

The timetable folders are pocket/purse size. There are, at least, 34 timetable folders in the series for the main network. (Many routes are grouped together, for example, route 67 and route 267, its peak-hour extension). There are 15 folders to cover the Xpresso peak hour routes, and one folder to bring together all services on the main Intertown route Belconnen-City-Woden-Tuggeranong.

All of these folders cover weekday services only, because of the deferral, as mentioned above, of the introduction of the new network for weekend services. Instead, ACTION has published *Canberra's Weekend Bus Book '08*. This brings together in one 112 page A5 size book, all weekend services. The book also includes diagrams of the Interchanges and a map of the weekend network. All weekend services have a "9" prefix.

In the weekday folders, where one would expect to find weekend schedules, there are instead advertisements for the weekend bus book.

The weekday timetable folders and the weekend timetable book are produced by Transit Graphics.

The folder for route 3, which passes, among other places, the National Museum and Parliament House, states on the cover "Tourist Route".

New weekday routes 10 and 28 run to Brindabella Business Park, a new office development on airport land. Route 10 extends to Fairbairn Park, which comprises office developments at the former RAAF base. However, it only does so in off-peak hours, with peak hour services to Fairbairn Park being covered by Xpresso buses.

There are weekday folders, and places in the weekend book (but not shown on the weekday route map), for two unusual new routes:

- Route 82, City to Bimberi Centre, the new youth remand centre (two down services M-F and Sat, one down on Sundays and one up service every day).
- Route 88, Woden Interchange to Alexander Maconochie Centre, the new ACT prison, (three down and three up services, every day).

Detailed information about ACTION's new weekday network is in *May Table Talk*, page 10.

Unfortunately, there is, at least for the time being, in effect, three networks for Canberra bus services;

- Peak hour with its Xpresso, 100 Link and 200 Link services,
- The weekday base network, and
- The weekend network.

Copies of the weekday timetable folders and the weekend timetable book will be made available to members through the AATTC Distribution Service.

Also introduced in May was a new information magazine for ACTION staff, entitled *InterACTION*. The first issue was four colourful A4 pages, mainly about the introduction of network 08 and the associated marketing campaign.

Further timetable changes for ACTION are expected around December-January when redevelopment of the Belconnen Interchange commences.

## ADELAIDE

There is a new listing of Adelaide Metro timetables on the AATTC website to reflect changes from 27 April 2008.

## PERTH

Northern Route 78: 16 March 2008.

Eastern Routes 87, 89, 90, 96, 97 and 108: 6 April; 2008 add new 40.

Southern Routes 120, 123, 124, 125, 126, 130, 131, 132 and 133: 27 April 2008.

## BUDGET NEWS

### New South Wales

The NSW 2008-09 Budget provide \$110m for 263 buses for Sydney and Newcastle (Rail initiatives are above).

### Victoria

Bus initiatives in the 2008-09 Victorian Budget were:

- Expanded bus services to **South Gippsland** and the Bass Coast (\$14.7 million). This is compensation for the abandonment of the idea to restore passenger trains on the South Gippsland line (see Rail News above). It will pay for new routes Leongatha-Inverloch-Wonthaggi-Pakenham and between Koo-Wee-Rup and Pakenham.
- \$22.5 million to increase services along the **Eastern Freeway to Doncaster**. The funding provides for eight buses, resulting in 20 extra peak services every weekday, providing capacity for an additional 200 people a day (\$22.5 million).
- Increased frequency of the suburban **Nightrider** service to every 30 minutes from (instead of hourly).
- New metropolitan bus contracts and a bus tracking and monitoring system (\$64.3 million).

### South Australia

The SA Budget provided for \$64.4million to add 80 buses in the fleet over four years, in addition to the 133 new buses to be purchased under the existing \$102.2 million bus replacement program;

## ACT

The 2008-09 ACT Budget included an additional \$12.95 million for ACTION to implement Network 08 which will commence on 2 June.

The Budget also included \$302,000 over four years for ACTION to provide a bus service between Woden Interchange and the new ACT Prison in Symonstown, which is well away from existing bus routes.

## NT

The NT Budget included \$500,000 for a bus interchange at Humpty Doo.

(**Thanks** to Graeme Cleak, Adrian Dessanti, Hilaire Fraser, Norbert Genci, Alan Gray, Craig Halsall, Victor Isaacs, John Kain, Michael Marshall, Bradley Matthews, Len Regan and Lourie Smit for Bus News).

# FERRIES

## Sydney Ferries

New format timetables for the following routes are now available, all effective December 2007 (same as website PDFs):

Taronga Zoo, Neutral Bay, Mosman, Balmain/Woolwich, Darling Harbour and Watsons Bay

## Kangaroo Island ferry cancelled for winter

**Kangaroo Island Ferries**, which operates services between Wirrina and Kingscote, has suspended services until October. It is blaming higher fuel costs and lower demand for the trip. Intending winter season passengers are being offered refunds. The ferry, MV Seaway, will operate in Darwin over winter.

There are also ferry services between Cape Jervis and Kangaroo Island, operated by **SeaLink**. It says it will put on extra services to help any passengers who would otherwise be left stranded.

(**Thanks** to Tony Bailey, Adrian Dessanti and Lourie Smit for Ferry News)

## LETTER TO THE EDITOR

**Dean Ogle** writes:

The May issue of *Table Talk* states that Delta and Northwest Airlines have amalgamated. This is not yet a fait accompli. The Boards of Directors of both companies have given the go-ahead as of April 15, but first shareholders will have to agree (that's probably a given) and then American federal anti-trust regulators will have to get behind the proposal. It will take months. In the meantime, I'd expect introduction of various operational efficiencies to their mutual benefit.

Closer to (your) home, on page 4 are mentioned new Brisbane CityTrain timetables, and in particular the miniature Monday-Friday only pocket timetables. Therein lies a tale: I was in Brisbane during February and, being a timetable collector, I can't pass a display rack without helping myself – in more ways than one! I quickly acquired both the larger format seven-day timetables and the miniatures. Now and again I wondered why there seemed to be so many of the miniatures scattered all over the displays. I assumed this was done just to fill up otherwise-empty areas and make the displays look better, so I just grabbed willy-nilly and exited stage right before attracting too much attention. Now that I'm back home and starting to sort and catalogue my hastily-acquired treasures, I've realized I'm an idiot. I should have looked much more closely at those miniatures, because **THEY ARE STATION SPECIFIC**. At least those issued in June/July 2007 were ...As I write this, I'm looking at two Cleveland Line miniatures. The difference is obvious, right on the cover; one says "Cleveland Ormiston Wellington Point Birkdale ... to Brisbane City" and the other reads "Morningside Norman Park Coorparoo Buranda ... to Brisbane City". Inside, both show times at Cleveland, then their nominated stations, then all Park Road to Bowen Hills. I'm guessing there are at least two and possibly three more Cleveland line timetables covering intermediate stations. Next on the pile is a Beenleigh Line timetable with "Coopers Plains Salisbury Rocklea Moorooka ... to Brisbane City" on the cover.