



TABLE TALK

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Train is better than plane

Brussels Airport, 25 May 2008. A DB ICE passes the remains of a Kalitta Air freight plane.



But patronage on trains can get over popular

Multan, Pakistan, 2 November 2008. Pilgrims returning from a festival.

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.

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NEWS

RAIL & TRAM

Rail and Tram news in Table Talk starts with ARTC and GSR as national operations, then goes from north to south, then east to west, followed by NZ, then other overseas items (if any).

ARTC Working & graphical timetables 26 October 08

The Australian Rail Track Corporation loaded a remarkable cornucopia of interesting documents on their website in late October.

These include new Working Timetables for interstate mainlines taking effect from 26 October. As formerly, these do not include operators' names. NSW Working Timetables now appear on the same website page as these interstate WTTs. Go to www.artc.com.au/Content.aspx?p=180 New are graphical timetables for mainlines on a day-by-day basis. Go to www.artc.com.au/Content.aspx?p=187 for these. They show unexpected things. For example, on the Unanderra-Moss Vale line there are many trains held for crosses which could easily be advanced to Dombarton for a cross on the double line section. Presumably these are done so that arrivals at Pt Kembla are at convenient times.

In Rail Corp's graphical timetables, the status of trains is indicated by:

C Conditional Path
F Flexible train Path
S Spare Path
M Mandatory Path
T Tabled Path.

Conditional, Spare and Flexible paths, are normally graphed as a dash e.g. _ _ _ _

Mandatory/Tabled paths, are normally graphed as a solid line e.g. _____ Sometimes trains are graphed in a different colour to identify their status.

Generally, Conditional, Flexible or Spare Paths, are just that, and are disregarded, unless advertised by a STN (for RailCorp) or TAA (for ARTC).

In the case of RailCorp, the spare path train number will apply for multiple days e.g. --43, but if a train is to use that path, the train will not use the train number --43, and will instead use a Mandatory or Tabled train number, or a number applicable to the operator.

The Private Freight Operator may make application to Train Control, at short notice, for some extra trains to run, Train Control will then graph the extra train on one of these Conditional, Flexible, or

Spare Paths by changing the graph line from a dash_____to a solid_____line, if the path is still available. The Train enthusiast won't have any knowledge of this, as this last minute requirement is not normally advertised on a STN or TAA.

Area Controllers (or Signallers) are also Train Controllers in the majority of ATRC territory.

In some cases, a Possession may alter Mandatory and Tabled paths and the Conditional, Flexible or Spare path is no longer available. In other words, there is no room to fit extra trains due to the way the Mandatory or Tabled trains have been altered on the graph by Train Planners earlier to satisfy such possession.

As timetables are updated, some Conditional, Flexible, or Spare paths, may become Mandatory or Tabled Paths and some Mandatory or Tabled paths may become Conditional, Flexible, or Spare.

ARTC Advanced Train Management System

The ARTC has launched an Advanced Train Management System which is designed to improve rail network capacity, operational flexibility, train service availability, transit times, rail safety and system reliability. It will:

- Replace trackside signalling with in-locomotive displays of authorities to drivers
- Provide precise location of trains both front and rear
- Provide new digital network control centres, each capable of controlling all traffic on the ARTC national network
- Provide a back up capability in the event of failure at one control centre
- Provide enforcement of authorities on each locomotive if a train is at risk of exceeding its authority
- Provide switch settings and automatic route clearances
- Provide information (voice and data) to all locomotives via the Telstra 3G National Network.

ATMS is a communication based train management system. It will communicate via both voice and data between the Network Control Centres and locomotives operating on the ARTC National Network. After receiving clearance from the Authority Management Server, ATMS will send the authority to the locomotive to proceed on its planned route to the next control point. ATMS will continuously update the clearance for the driver. This will occur once the system verifies that the switches are in the proper position and then confirms that there is no conflicting traffic on the track. If the system identifies conflicting movement authorities, then parts of the planned authorities will be retained in the Train Control System (stacked) until they are clear to issue.

ATMS provides the network controllers and the train drivers with a very powerful capability to operate trains in closer proximity than ever before and to be assured that they do so safely.

ATMS is currently at Proof of Concept phase, being trailed on the Adelaide-Crystal Brook-Port Augusta line. ARTC have provided a website to explain the system. See www.atms.artc.com.au

ARTC Hunter Valley duplication

Two tracks were brought into use from Antienne to Grasstree from 21 November 2008. At present, they are being operated as two single tracks side-by-side. This is stage two of the Antienne-Muswellbrook duplication, due for completion in May 2009.

GSR August 08

A new GSR fares and timetables brochure for the Ghan, Indian Pacific and Overland has been issued, designated Edition III and dated August 2008. It is smaller than former GSR brochures with only three panels each side, DL size.

QR Traveltrain 1 Oct 08

QR Traveltrain has issued an attractive new timetable and fares brochure dated 1 October 2008. It is DL size and 28 pages (of which two are blank).

QR Citytrain 14 Dec 08

There will be a new QR Citytrain timetable from 14 December 2008, but with only minor changes.

Brisbane storms Nov 08

Following the series of storms in Brisbane in the week commencing 16 November, the Ferny Grove line was closed intermittently beyond either Mitchelton or Keperra, and the Ipswich/Rosewood line beyond Bundamba. Country lines between Ipswich and Toowoomba and Warwick and Inglewood were also closed for a while. River Cat services on the Brisbane River were suspended because of the large amount of debris in the river.

Sydney: The fast way to Rozelle, the slow way to the North west & the South west, and the change on your journey from the West

The NSW Premier, Nathan Rees, announced on 24 October a proposal for a seven km underground Metro railway from Central to Town Hall, Martin Place, Wynyard, Barangaroo, Pyrmont and Rozelle. The line would cost \$4 billion and NSW wants the Commonwealth government to pay the full cost from its Infrastructure Australia fund. If the Commonwealth agrees, construction could start in 2010. Additional trains could be provided along the main line to Central station, but there is insufficient capacity for these to travel around the City loop. Hence passengers could change at Central to the proposed metro for the central city and the anticipated office developments at Barangaroo.

However, the proposed 38 km North West metro from Sydney City to Macquarie Park and Epping, announced by the former Premier, was officially abandoned by the NSW government as part of its 11 November Mini-Budget. The North West suburbs will receive 100 additional buses instead. Also scrapped was:

- the South West railway from Glenfield to Leppington, although Glenfield station will be upgraded,
- duplication of the Richmond line from Schofields to Vineyard, although it will still be duplicated from Quakers Hill to Schofields,
- sextuplication from Sydenham to Erskineville, and
- a loop at Rydalmere on the Carlingford line.

A front page article on 14 November in the *Sydney Morning Herald* claimed that the Rozelle Metro proposal was part of a long-term plan by the NSW government to start converting the CityRail system to operation by single deck trains. It quoted the Minister for Transport, David Campbell, as saying that these would “assist in moving people across the network faster by reducing dwell time, address capacity constraints and improve service levels”. The article claimed that the first step would be to run more Western line trains but terminate them at Central, requiring a change to the City Circle or the Metro to reach the CBD.

The announcement of the Rozelle metro has been met some scepticism given the history of unfulfilled projects announced by the NSW government in recent years:

1998 Waterfall-Thirroul upgrade including tunnel
1998 Strathfield-Hurstville underground
1998 Bondi Junction-Bondi Beach underground
1998 Parramatta –Epping
1998 Hornsby-Newcastle upgrade
1998 North West Rail
2005 South West Rail
2005 Cross City underground
2005 Duplication of Richmond line Schofields-Vineyard, sextuplication Sydenham-Erskineville, loop on Carlingford line
2008 North West Metro.

But wait, there’s more: Country NSW

Also announced in the NSW Mini-Budget of 11 November, and relating to the country network, was:

- Suspension of five minor Country Regional Network services: Ungarie-Lake Cargelligo, Demondrille-Koorawatha, Koorawatha-Cowra, Koorawatha-Greenethorpe and Nevertire-Warren; and
- Merging of the Rail Infrastructure Corporation with RailCorp.

A visit to the RIC website, prompted by this information, revealed that they claim among "Passenger" lines, some which do not have any regular passenger services. This presumably means they are available for special passenger trains. Lines concerned are Demondrille-Cowra, and Stockingbingal-Ariah Park – (and possibly) Griffith. Check information on the site www.ric.nsw.gov.au before it disappears.

CityRail public timetable August 08

There is a new Western and Cumberland lines timetable still effective 28 May 2006 but updated to August 2008.

CityRail timetable mid 2009

The new 12.5 km Chatswood-Epping underground line will open in early 2009. As is historically common on the Sydney suburban network, initially it will be a stand-alone service. CityRail point to the need to undertake a commissioning process and to assimilate the line into the network. They say commissioning is a complex process and during this time they will refine the performance of the line. There will be a service at 15 minute frequency between Epping and Chatswood stopping at the intermediate stations of Macquarie University, Macquarie Park and North Ryde.

In mid 2009 a new timetable will be introduced across the network. The major changes will be:

- integration of the new line into the network,
- introduction of changes consequent upon the opening of the new Revesby turnback, and
- some new peak hour trains from outer suburban destinations.

The new line will serve growth centres at the new stations. Diversion of some Northern line trains will provide paths for four additional Western line trains on the mainline (at the expense of reduced service to stations between Epping and Strathfield).

The proposed timetable will see additional peak hour services, six-car trains increased to eight-car trains and more services across Sydney to providing extra capacity and additional off-peak services added to the late morning period on the South, North Shore, Western and Northern lines.

The new link will form part of the Northern Line. Under the new timetable, Northern Lines services will operate from Hornsby to the City via Macquarie Park (on the new link), then via North Sydney to the CBD, continuing via Strathfield to Epping. This will free paths between Strathfield and the City for additional services to operate between the west and the City.

CityRail has invited comment on the proposed timetable.

Bankstown Line

Weekday off-peak and afternoon peak: Most Bankstown Line services will not stop at Warwick Farm between 1300 and 1900 in either direction.

Weekday evening: City to Lidcombe via Bankstown services, in both directions, will not operate after 2020.

Inner West Line

Weekday -morning peak: Before 0800 Lidcombe to Liverpool trains via Regents Park will not operate.

The 0800 Liverpool to City service via Regents Park will be replaced by a new service departing at 0739 from Campbelltown to the City via Granville, arriving at Central at 0853.

Weekday evening: Services between Lidcombe and Liverpool via Regents Park, in both directions, will not operate in the late evening. 2136 will be the last direct service from Central to Liverpool via Regents Park and 1916 will be the last direct service from Liverpool to Central via Regents Park.

Revesby turnback and new platform will be completed for the 2009 timetable. It will be the starting point for all stations trains on the Airport & East Hills Line. This removes the need for trains to cross in front of frequent Campbelltown limited stops services at East Hills, as is currently the case. This should improve reliability. In the 2009 timetable, all stations services will start and finish at Revesby. Weekday -morning peak East Hills will therefore have a

reduction in frequency. However it will still have a minimum of four services an hour in the morning peak. These will be express services.

Panania will have four express services an hour. Revesby will have an increase of up to four express services an hour to the City. In the Weekday -off-peak East Hills and Panania will have a reduction in frequency to half hourly Revesby will have an increase of two trains an hour to the City.

Weekday -afternoon peak: A new fast afternoon peak service will depart Central at 1756, Sydenham 1804 and arrive at Campbelltown at 1851.

North Shore Line

Morning peak: Services from Chatswood to the City will increase by four trains an hour.

Weekday off-peak: Services from Chatswood to the City will increase to eight an hour (four non-stop at Waverton and Wollstonecraft).

Evening peak: services from the City to Chatswood will be increased by up to four an hour.

Weekday evening and Weekends: services between Chatswood and the City will be increased by two an hour.

South Line

Weekday -morning peak: A new morning peak train will depart Campbelltown at 0739, operate via Granville and arrive at Central at 0852.

Weekday-off-peak: Services between Glenfield and Central in both directions will be increased to four services an hour until approximately 1130.

Western Line

Weekday -morning peak: A new morning peak train will operate departing Quakers Hill at 0710, arriving at Town Hall at 0804 and North Sydney at 0814. Trains from Quakers Hill currently terminating at Central at 0819 and 0829 will be extended to North Sydney (0830 and 0843).

Weekday -off-peak: Services at Penrith, St Marys, Mt Druitt, Blacktown, Seven Hills, Westmead, Parramatta, Granville and Strathfield in both directions will increase from four to six an hour until approximately 1130.

The hourly City to Riverstone service will be extended to Richmond, providing two services an hour.

Weekday -afternoon peak: A new semi-fast afternoon peak train will depart North Sydney at 1712, Town Hall 1722, arriving Quakers Hill at 1815.

A new express will operate departing North Sydney at 1727, Town Hall at 1737 and arriving Penrith at 1841.

A new semi-fast evening peak service will depart North Sydney at 1827, Town Hall 1837 and arrive Penrith at 1947.

Stopping patterns will be adjusted to move passengers more effectively from the CBD in the afternoon peak and reduce passenger numbers on City Loop platforms.

Kingswood and Werrington will receive four services an hour from the City.

Northern Line

The new link between Epping and Chatswood will form part of the Northern Line. This change will affect stopping patterns and departure times of all Northern Line services. The three new stations - Macquarie University, Macquarie Park and North Ryde - will receive four services an hour in both directions on weekdays and weekends. Northern Line trains will operate from Hornsby to the City via Macquarie Park, then North Sydney to the CBD and continue to Epping via Strathfield, returning the same way.

Northern Line services will no longer operate directly between Hornsby and the City via Strathfield.

All services on the Northern Line will have eight carriages.

The Hornsby platform 5 and stabling project, which is part of the Rail Clearways Plan, will be completed for the 2009 timetable. This will increase train terminating capacity at Hornsby to support services on the new link, which will start from Hornsby.

Weekday -morning peak: The four semi-fast Hornsby to the City trains will no longer operate via Strathfield, but via Macquarie Park. Epping will have 12 services an hour in the morning peak: four to the City via Macquarie Park; four to the City via Strathfield, and four intercity trains. Eastwood will have eight services an hour to the City in the morning peak, four of these intercity trains. Eastwood will no longer receive the semi-fast Hornsby to City via Strathfield service as this will now operate via Macquarie Park. West Ryde will receive six services an hour to the City in the morning peak, two of these will be intercity trains. Denistone, Meadowbank, Rhodes and Concord West will continue to have four direct services to the City via Strathfield.

Normanhurst, Thornleigh, Pennant Hills, Beecroft and Cheltenham will have four direct trains to the City operating via Macquarie Park

Weekday -off-peak: Services at all stations will increase from two to four an hour in both directions until 1130.

Weekday-afternoon peak: For one hour in the afternoon peak, the four semi-fast City to Hornsby trains will not operate via Strathfield. These will run via Macquarie Park. Epping will have 12 trains an hour in the afternoon peak: four from the City via Macquarie Park; four from the City via Strathfield; and four intercity trains. West Ryde will have six services an hour in the afternoon peak, two being intercity trains. West Ryde will no longer have the semi-fast City to Hornsby via Strathfield service as this will operate via Macquarie Park.

Denistone, Meadowbank, Rhodes and Concord West will continue to have four direct trains from the City via Strathfield.

Normanhurst, Thornleigh, Pennant Hills, Beecroft and Cheltenham will have four direct trains from the City via Macquarie Park.

Weekday-evening: Services will increase from two to four an hour in both directions at all stations.

Weekends: Stations Hornsby to Chatswood will have four services an hour in both directions, an increase between Hornsby and Epping. Two will operate via Macquarie Park then continue to Epping via Strathfield, and two services an hour will operate between Hornsby and North Sydney via Macquarie Park.

Eastwood and all stations to North Strathfield will continue with two services an hour.

Newcastle & Central Coast Line

Weekday -morning peak: All intercity services will stop at Epping and Eastwood, except the 0619 from Newcastle which will stop at Epping only. The 0604 Wyong to Central six-car train will commence from Gosford at 0634 (as currently timetabled) and consist of an eight-car Oscar. This will also stop at Epping, Eastwood and West Ryde

The 0707 Gosford to Central six-car train will be an eight-car Oscar and stop at Epping, Eastwood and West Ryde.

Weekday -off-peak: All intercity services will stop at Epping and Eastwood, except the 0756 from Newcastle.

Weekday -afternoon peak: All intercity trains will stop at both Eastwood and Epping except the 1612 and 1715 to Newcastle.

The 1630 and 1730 two six-car trains from the City to Gosford will be eight-car Oscars and stop at West Ryde, Eastwood and Epping.

Weekday evening: All intercity services will stop at both Epping and Eastwood.

Weekends: All intercity services will stop at both Epping and Eastwood.

Hunter Line

This timetable is still being developed.

South Coast Line

When the Cronulla branch line duplication is completed, a new timetable for the Eastern Suburbs, Illawarra and South Coast lines will be introduced.

Cumberland, Carlingford, Olympic Park, Blue Mountains and Southern Highlands Lines

There will be no fundamental changes, however, some times may change. The mooted return to full-time services on the Cumberland will not occur.

RailCorp NSW WTTs 16, 21, 23 Nov & 1 Dec 08

In some sort of record, RailCorp NSW issued three freight WTTs amendments in one day on 17 November. The cover therefore now reads:

"RailCorp

FREIGHT SERVICES

STANDARD WORKING TIMETABLE

24 AUGUST 2008

Revised effective from:

21, 23 November 2008, 1 December 2008 VERSION 2.1, 2.2, 2.3"

Different pages are valid from differing dates varying from 16 November to 1 December.

Revesby

From 15 December the new platform 3 at Revesby will come into use and the existing down platform will become a terminating platform.

Sydney Monorail & Light Rail July 08

A Metro Monorail & Light Rail Guide has been sighted dated July 2008.

Elvis and Countrylink

Countrylink's annual service to Parkes for the Elvis Festival (which they sponsor) will depart Sydney on Friday 9 January 2009 at 0915 arriving Parkes at 1500. The return will depart Parkes on Monday 12 January 2009 at 0830 arriving Sydney at 1509. This may run with up to eight carriages.

NSW wheat transport

The NSW Ministry of Transport has sought expressions of Interest closing 24 November for grain haulage on branch lines for a minimum period of five years commencing from 1 July 2009. The NSW Government will transfer suitable rolling stock to the successful applicant/s providing that priority for the use of the assets is given for transporting grain on the NSW branch line network. These will be two trains comprising 4 x 48 class locomotives with 40 wagons, one operating out of Werris Creek and the other from Parkes, plus a further 2 x 48 class with 20 wagons operating from a site to be agreed. It is anticipated that grain would be loaded at nominated silos and transported to either Junee, Temora, Parkes and Werris Creek sub-terminals, where the grain would be unloaded (and transferred into high capacity wagons and trains operated by Pacific National). The locomotives and rolling stock would be provided (in working order) at no cost at the commencement of operations, but the branchline operator would be required to maintain them for the duration of the agreement.

V Line 9 Nov 08

The following amplifies aspects of last month's report (Nov *Table Talk*, p. 7) about the new V Line timetable of 9 Nov 08. Web and individual line timetables were available from 26 October, but the useful regional booklets were not available until after the new timetables were introduced.

Working timetable

V Line's Working timetable of 9 November is on their website at www.vline.com.au/rna/rna/information_pack.html The North East line is currently called the Goulburn Valley line in the WTT.

North east line temporary closure and bus replacement services

As expected, the main alterations are to the North East line as a result of the closure of the broad gauge line for conversion to standard gauge. The former Albury trains still operate, but only between Southern Cross and Seymour and v.v. The up trains usually run earlier from Seymour than formerly. Buses provide services beyond Seymour. Usually each train connects with an express bus to Benalla, an express bus to Wangaratta, an express bus to Wodonga then Albury, and a bus stopping at all stations, and v.v. However, most up stopping all stations buses connect at Seymour with stopping all stations trains, rather than with the pseudo-Albury trains. The Seymour-Benalla buses usually form Benalla-Mulwala services and v.v.

North East XPT and bus connections

As mentioned in last month's article, V Line has available seats on Countrylink's day XPT trains. All of economy class carriage D (next to the buffet) is allocated to V Line. In fact, the day XPTs are sometimes being used for connections with V Line bus services. On weekdays, the "Canberra Link" will operate all the way from Canberra to/from Seymour until the works are completed in 2010. However, on weekends this service will operate to/from Albury, connecting there with XPTs. Thus passengers could leave Canberra at 1005 on a Countrylink bus and connect at Yass or depart at 1050 on V Line and connect to the same train at Albury. Returning, passengers could leave Melbourne on the same train and arrive Canberra at 1620 on V Line via Albury or at 1722 on Countrylink via Yass.

The down XPT is also being used for connections on Mon-Fri mornings at Wangaratta with the bus to Beechworth (altered to depart at 1100), and on Mon, Wed, Fri, Sat & Sun for the morning Wangaratta-Bright bus (now also departing at 1100). The afternoon bus from Bright on these days (now at 1430) also connects at Wangaratta into the XPT.

Other connections at Wangaratta are between the substitute mainline buses and the branch buses. These are zero-minute connections.

Geelong line

The first seven-carriage VLocity trains now run on the Geelong line on four peak hour weekday services. These provide an extra 76 seats meaning there are now 496 seats on every peak service. Platforms at Marshall, South Geelong and North Melbourne are currently being lengthened. Until then the lengthened trains will have two conductors. The seven-carriage VLocity trains will be:

- 0650 Marshall - Southern Cross;
- 0717 South Geelong - Southern Cross;
- 1640 Southern Cross - Marshall; and
- 1729 Southern Cross - Marshall.

Other lines

On other lines, although there are no significant changes, there are minor changes of just a few minutes to the majority of trains.

Buses

There are major changes to many V Line bus services, in addition to the North East changes. See the report in this month's Bus News section at page 18.

V Line Christmas / New Year

V Line train services over the holiday season will follow the normal pattern, viz:

24 Dec	Normal timetable
25 Dec	Sunday timetable
26 Dec	Saturday timetable
27-31 Dec	Normal timetable
1 Jan	Saturday timetable.

Victoria Ballarat-Maryborough passenger opening

Passenger train service between Ballarat and Maryborough is likely to be resumed in early 2009, by extension of at least one of the existing Ballarat services. This line has recently been rehabilitated

(see August *Table Talk*, p. 5), as has Maryborough station. Other recent passenger restorations in Victoria have been Ballarat-Ararat and Bendigo-Echuca.

Deniliquin passengers

Murray Shire in southern NSW has written to V Line enquiring about the possibility of restoring passenger services between Echuca and Deniliquin. At present, Deniliquin is served by a daily V Line bus and a daily Countrylink bus.

Mildura line

Rehabilitation of the Mildura line is progressing. Sleeper replacement had reached Ouyen by October, with 70% of track now re-sleepered.

Victorian freight line closures

The line from Barnes to Cardwell (on the Moulamein née Balranald line) has been booked out of use since mid May and the Shepparton-Dookie line since August.

The following closed lines have been transferred from V Line to the control of VicTrack:

- North Geelong – Fyansford,
- Springhust – Wahgunyah,
- Strathmerton – Cobram,
- Cranbourne – Nyora, and
- Heywood – Mumbanner (Mt Gambier line).

Warrnambool freight trains 20 Oct 08

Operation of freight trains between Warrnambool and Melbourne Docks by El Zorro ceased on 17 October. From 20 October the trains are operated by Patricks.

Yarra Trams Route 48 Waterfront City Docklands-North Balwyn 7 Sept 08

A new timetable with the above date has been issued. Note the changed route description.

Melbourne rail infrastructure hopes

The Victorian government wants a 17 km, \$8.5 billion rail tunnel between Melbourne's west and southeast to get the city moving again. On 21 November the *Herald Sun* stated that the tunnel from Footscray to Caulfield will be the big ticket item in the Innovative Transport Plan to be revealed in early December. The government will also back construction of the Tarneit Link, a new rail line between West Werribee and Sunshine, costing \$1.5 billion.

But the allocation of at least \$5 billion in federal funding will determine when the rail tunnel can be built. The *Herald Sun* believes the Brumby government wants to start construction in about six years, in line with recommendations in international transport expert Sir Rod Eddington's East-West Needs Assessment report. But concerns over whether Victoria will get its promised funding from the Rudd government could delay the project for at least ten years, causing chaos on the rail system.

Metlink chief executive Bernie Carolan said there would be no excuse for the Brumby government to not go ahead with the rail tunnel. "We simply have to find a way to fund it," he said. Ideally it's funded cooperatively between state and federal but it is going to be needed because the train system is running just too close to capacity. It has to remain top of the priority and somehow or another a solution to the funding issue needs to be found."

Federal Treasurer Swan said the Federal government would have to make "tough decisions" on state funding after the global financial crisis blew a \$40 billion hole in the Budget. Mr Rudd later said he could not guarantee Victoria would get its fair share of the \$20 billion Building Australia fund.

Sources told the *Herald Sun* the State government does not want to release its blueprint without first securing funding for the projects. Sir Rod said more tolls on roads, registration levies, property taxes and fare rises were among ways his recommended \$18 billion projects could be delivered. Public transport projects could be funded by a levy on fares.

A long wait in Melbourne, 6 Nov 08

On Thursday 6 November a pantograph tangled in overhead wires caused massive disruption to evening peak services on the Craigieburn, Upfield and Racecourse lines. The disruption occurred just as an estimated 50,000 racegoers were leaving Flemington after the last race of Oaks day. In contrition Connex donated \$100,000 to charity and provided free travel to racegoers on the following Saturday.

Time is money - or perhaps not

The proposal by Mr Brumby, Premier of Victoria, for free travel after 1900, has not been implemented, having been overtaken by growing evening patronage. There has been an increase of 18% in the year to 1 July on Melbourne's trains and 13% on public transport overall. Meanwhile, free travel before 700 is now judged to be attracting very few additional passengers.

TransAdelaide Oct & Nov 08

New train timetables are:

- Gawler Central Oct 08
- Outer Harbor & Glanville 26 Oct 08
- Grange 26 Oct 08
- Tonsley, Brighton & Noarlunga Oct 08
- Belair 10 Nov 08

All are in the attractive new format described last month (page 10).

Freightlink off the rails

Freightlink, owner and operator of the Tarcoola-Darwin line, was placed in voluntary administration on 6 November. Although it made an operating profit of \$28.6 million, this was insufficient to pay interest on its debts of \$500 million. Although a takeover offer was received, creditors were unable to agree on accepting the terms. The company says "operations will continue as normal".

Open access on iron ore railways

The Federal Government has ordered mining companies Rio Tinto and BHP-Billiton to open up their rail lines in WA's north-west to third parties. Both BHP and Rio built their rail networks decades ago and have always had monopoly control over them, but rival miner Fortescue Metals Group called for the Hammersley, Robe River and Goldsworthy rail lines to be opened up to others to use. FMG has long argued that the State Agreements which bind Rio Tinto and BHP had always intended the lines be opened to third parties. Federal Treasurer Wayne Swan declared on 26 October that the rail networks should be opened up from November 19 for 20 years. Mr Swan has rejected the miners' concerns that third party access would cost the economy billions.

Rio Tinto's head of iron ore, Sam Walsh, says allowing third parties access to its rail will reduce the amount of iron ore it will be able to export. He says future expansions will be more complex and therefore delayed. Rio Tinto says it is considering its options and is likely to take the matter to the Australian Competition Tribunal for a review of the decision.

BHP and Rio Tinto both claim that they plan to use their lines to full capacity and that opening them to third parties such as Fortescue will cut efficiency, crimp production and block expansion.

Auckland

A major closedown will take place on the rail network from 26 Dec 08 until 18 Jan 09 to allow the major upgrading program to progress. Works will be undertaken across the network. The biggest project is the construction of the new station at the key junction of Newmarket. Other projects include more duplication and preparations for electrification. From 26 December until 4 January all suburban trains will be replaced by buses. Then, from 5 to 18 January there will be no trains on the Western or Southern lines, but they will operate on the Eastern line.

Amtrak 27 Oct 08

Amtrak's Fall 2008-to Winter 2009 System Timetable became effective on 27 Oct. As usual, as well as individual line or train public timetables, a system wide book was published. There are several minor adjustments across the US, but no major timing changes. Although it doesn't affect the

schedule, the big service change is the restoration of through Boston-Chicago coaches and sleepers on the *Lake Shore Limited*. A Northeast Corridor Thanksgiving edition will be printed as usual, superseding the fall/winter timetable between 25 Nov. and 1 Dec.

Thanks to Tony Bailey, Geoffrey Clifton, Ian Cooper, Scott Ferris, Geoff Lambert, Dennis McLean, Geoff Mann, Michael Marshall, Lourie Smit, Victor Isaacs, ABC news, *Australian*, *Semaphore* (Signalling Record Society of Victoria), *Sydney Morning Herald*, *Sunday Age* for Rail & Tram News (and a belated thanks to David Whiteford for a September item).

BUS

New South Wales – Sydney

Sydney Buses

- Route 330: The popular “Pumpkin Bus” from Coogee Beach re-commenced on 7 November for the Summer Season. Running on Friday and Saturday nights, the bus departs every half hour between 22.45 and 02.45 from Coogee Beach and travels to Randwick, Kingsford and Maroubra Junction in a loop service.
- Route X04 (City - Chiswick) became a PrePay-only service from 27th October.
- Route 204 - Northbridge - City (Wynyard) and Route 210 - City (Wynyard) - East Lindfield converted to PrePay-only routes on Monday 24 November
- Updated STA timetables:
 - 182, E83 d/s DL flyer with timetable, effective 24 November 2008
 - 202-210 - v 7 March 2007, reprinted with 205 Prepay information
 - 204, 210 Prepay brochure, effective 24 November 2008
 - 313, 314, 316, 317 - v 8, effective October 2008,
 - 323, 324, L24, 325, 326 - v 11, effective September 2008
 - 386, 387 - v 8, September 2008
 - 360, 361 - v 8, October 2008
 - 475, 478, 479 - v 7, August 2008
 - 182, E83, 185, L85 effective 24 November 2008. Route 182 is a new route from Elanora to Mona Vale and route E83 has been extended from Narrabeen to Warriewood and has hence been added to this timetable which has started again at version 1.0. Route E83 will also become Prepay as part of this change. There are also some changes to routes 183 and E84 but no mention of a new timetable as yet. (E83 was previously in the same timetable as 183 and E84). The timetable is in a new format for Sydney and is in the same format as the new Newcastle timetables. This seems to be only part of the region 8 review which was circulated earlier this year. Also these changes were supposed to replace part of Forest route 285 in the Elanora area. There is no information as yet as to what is happening there.

Sydney Private Buses

NightRide timetables have been updated 'due to road traffic changes' effective 27 October. There is a pdf timetable downloadable on the CityRail site but without a map.

N10 to Sutherland 3 minutes longer - to City 5 minutes longer.

N11 to Cronulla 3 minutes longer – to City 2 minutes longer.

No longer any mention of the Saturdays and Sundays 02:15 trip to Cronulla.

N20 – Still 20 minutes in both directions but now only stays at Riverwood for 2 minutes instead of 10 minutes to give better connection at Rockdale.

N30 – An extra 5 minutes in both direction to/from Macarthur. Departures from Campbelltown are a few minutes earlier.

N40 to East Hills an extra 6 minutes and from East Hills an extra 11 minutes.

N50 Only a minor change with trips from Liverpool taking an extra 2 minutes.

N60 Fairfield – No apparent changes.

N70 Penrith – No apparent changes.

N80 and N90 Hornsby – No apparent changes.

However there is now an N90 footnote:” * = The 00:35 departure from Town Hall may wait for up to ten minutes at North Sydney station to provide a connection (“canection” in the brochure) with the 00:39 train arrival from Hornsby via Strathfield.”

In the case of routes N40, N50 and N70 the Saturday and Sunday short workings are still shown. However what is a bit misleading is that they are shown intermixed with normal trips (no problem) but then duplicated separately without any times shown which could suggest that they may no longer be operating.

- The **Hillsbus Beach Bus** is back. There are two routes operated each with one trip - a timetable is available on the Hillsbus website showing the departure times from various stops in the Hills area and then express to Manly while for the return trip only a departure time of 4pm is shown from Manly opposite the Police Station. It operates daily from Saturday 22nd November 2008 to Sunday 1st February 2009, except for Christmas Day. It appears that it is operated by CharterPlus (the charter arm of the CDC operation) whose logo is shown in the timetable.
- **Forest Coach Lines** has developed a new bus network that will provide fast, frequent and direct services to major centres such as Chatswood and Macquarie Park while maintaining links to employment, educational and recreational facilities.
After extensive community consultation and consideration of all feedback, Region 14 will be implemented on 24 November, 2008. The implementation will be supported by new timetables and advertisements in local papers. Transport access guides for Chatswood, St Ives and Macquarie Park will be distributed.
There are six new timetables all dated November 2008 for routes:-
194, 594 (The latter operated by Shorelink); 195, 196, 197; 270, L70, 281; 276, 280, 281, 282, 283; 277, 278; 278, 279, 280, 281, 283, 284.

It is reported that the Macquarie Centre guide will not be published in paper form until after the reviews of regions 4, 7 and 12 are implemented – the review of region 7 has not started yet. The other two guides will be available in paper form.

New South Wales – Regional

Newcastle Buses timetables commencing 30 November 2008.

100, 106, 107, 111 Mount Hutton, Charlestown and Jesmond to Newcastle

104 Jesmond to Newcastle East

201 Hamilton to Marketown

222, 224, 225 Wallsend & Jesmond to Newcastle East

226, 230, 231, 235 Glendale & Wallsend to Newcastle

310, 313, 318, 320 Belmont & Warners Bay to Charlestown & Newcastle

317, 322 Belmont to Newcastle

334, 339 Glendale to Charlestown & Newcastle

349, 350, 352 Swansea to Newcastle

363 Warners Bay to Newcastle

Ferry, 118 Stockton to Newcastle

Newcastle & Lake Macquarie Region Guide

There was a new Nightowl services timetable issued by Newcastle Buses on 8th August 2008.

The **Southern Region Summer Bus** services sponsored by the Ministry of Transport are running again this year. They encompass Wollongong, Nowra, Kiama, Southern Highlands, Ulladulla and Bateman's Bay. In some cases services have been much reduced from previous years. There is a web site where details can be found, believed to be www.summerbus.com.au.

New Community Bus Services

Deniliquin – Echuca: A trial bus service twice a month at weekends has been introduced under an \$8,000 grant from the NSW Government in partnership with the Deniliquin Shire Council to allow young people access to the nearest major centre of Echuca. There is a return fare of \$10.

Berrigan – Cobram: This project was developed after it was identified that many residents of Berrigan needed a transport option in order to get to Cobram and connect with other existing transport services. There are return services twice weekly, on Tuesdays and Thursdays, dropping passengers at the V-Line interchange or the shopping centre in the CBD. The return fare is \$6.

Ogdens, Mudgee issued a new timetable for their local Mudgee route 560-563 on 18 June 2007.

Culburra Coaches, operator of route 728 Nowra – Orient Point has been taken over by Kennedy's Coaches of Nowra, operator of route 729 to Greenwell Point as from 1/11/2008. It is believed Kennedy will reorganise the routes early in 2009 to merge them together more effectively.

Port Stephens Coaches. Newcastle Airport Shuttle Service (NAS). NAS is a new service operated by Port Stephens Coaches. This is a scheduled shuttle service departing from Charlestown & Newcastle Airport twice daily. These shuttles are designed to target a group of flights, rather than a specific one. The website timetable initially showed a commencing date of 13 October 2008 but that has now been removed.

Symons Narooma, routes 764/765: New timetable dated June 2008 – virtually no changes.

Queensland – Brisbane

Brisbane Transport

Timetables for Brisbane Transport changes from 27 October 2008:

100 N100 110 115 118

109 139 169 209

111 N111 133 160 162

119 120

150 151 152 153 156

170 171 176

172 173 174 175

179 180 181 186 189

192 191 (192 is now Uni of Queensland to City via Eleanor Schonell Bridge)

198; 199 N199 197 196 195 193

200 N200 201 206 207 222

214 215 216 220 221 N226

302 303 304

321 923

330 N330 331

333 332 N330

334

338

340 341 344

362

385 N385 382 383 384

460 461 N464

Spring Hill Loop (replaces 323)

Hornibrook

690; 695 effective 20 October 2008

Veolia

240 241 243 effective 27 October 2008

250 N250 effective 27 October 2008

251 252 255 257 effective 27 October 2008

253 254 effective 27 October 2008

263 264 265 effective 27 October 2008

270 271 277 278 279 effective 27 October 2008. Note that the 270 is now Victoria Point Jetty to

Capalaba/Brisbane City

272 273 274 275 effective 27 October 2008

280 281 285 effective 27 October 2008

Queensland – Regional

Cairns Transit Network The network linking Palm Cove to Gordonvale and all neighbourhoods in between has been launched by Premier Anna Bligh and Minister for Transport John Mickel. The network will connect all major centres in the Cairns area, including the Northern Beaches, Smithfield, the airport, Earlville, Edmonton, Gordonvale and the central business district. Comprising three public transport spines, it will become the centre of Cairns' public transport system.

The three proposed spines are:

Northern spine - from the Cairns Central Business District to Palm Cove via Smithfield
Southern spine - from the Cairns Central Business District to Gordonvale via Edmonton
Western spine - from Earlville to Smithfield via Redlynch.

Existing cane train lines are proposed to be used in some parts of the network, while other areas could utilise on-road bus lanes or bus-only roads separated from general traffic.

Mr Mickel said Cairns' growth was the envy of the world but this was placing pressure on the city's lifestyle and transport system. "The Cairns Transit Network will help cement Cairns' reputation as the tourism capital of Far North Queensland. Mr Mickel invited community feedback on the network plan at public displays, via newsletter, a freecall telephone number, a reply-paid postal service and through the project website.

The project website is www.transport.qld.gov.au/cairnstransitnetwork Consultation is open until 5 December and Queensland Transport is scheduled to release a Draft Concept Design for further comment in early 2009.

Bowen: Jetstar has changed flight times into and out of Whitsunday Coast Airport to now operate in the late afternoon from 26 October 2008. As a result Bowen Transit is now operating two daily bus services between Bowen and Whitsunday Coast Airport to ensure continued connections with both Jetstar and Virgin Blue without excessive waits.

Rockhampton

1. Paradise Coaches introduced a service between Rockhampton and Moranbah effective 30 September 2008. The service operates twice weekly departing Rockhampton 4.15pm Sun, Thu arriving Moranbah at 10pm. The return service departs Moranbah at 8.30am Mon, Fri arriving Rockhampton at 2.15pm.
2. Greyhound Australia will introduce Rockhampton-Emerald - Mackay services daily from 1 December 2008 to Mackay and 2 December 2008 return. Times are ROK 0830, EMD 1150-1250, MKY 1800 and MKY 0700, EMD 1210-1300, ROK 1620.

South Australia – Adelaide

New Adelaide Metro timetables:

100 Circle Line – 9/08

110, 111, 113 – 8/08

Victoria – Melbourne

Reports in the *Age* and *Herald Sun* state that bus patronage increased by 12 per cent in the past year, which equates to an additional million journeys per month. This is partly attributed to better frequencies on some bus routes.

The Bus Association of Victoria wants to see the Government:

- Boost bus services to better feed into the train network, to help alleviate massive pressure on parking at train stations. One in four bus trips in Melbourne involves a transfer to or from the train network.
- Significantly upgrade bus services in the Doncaster corridor, in line with recommendations by Sir Rod Eddington in April.
- Introduce bus services as residents move into new suburbs, so that households can avoid buying a second or third car.
- Introduce buses into industrial areas that have little or no public transport, such as Laverton North, Altona, Tullamarine, Somerton and South Dandenong.
- Accelerate the roll-out of the SmartBus network, including completion of the Government's five orbital routes by 2010 instead of 2012 as planned.

Night Rider services have been increased to a half-hourly frequency (01:30 to 04:30 Saturdays and 01:30 to 05:30 Sundays) and new routes will include Doncaster, Cranbourne and Healesville.

There is also a new NightRider Guide dated November 2008 and the following route no's. are now allocated:

942 City to St Albans & Sunbury (Dysons)

943 Deer Park to Melton (Dysons)

944 City to Werribee (Dysons)

954 City to Craigieburn (Dysons)

956 City to Epping (Dysons)
958 City to Eltham (Dysons)
961 City to Doncaster (Dysons)
965 Lilydale to Healesville Loop (McKenzies)
966 City to Croydon & Lilydale (Ventura)
968 City to Knox, Bayswater & Belgrave (Ventura)
970 City to Frankston, Mornington & Rosebud (Peninsula)
980 City to Dandenong (Grenda)
981 Dandenong to Cranbourne Loop (Grenda)

No printed timetables have yet been sighted for the individual routes, and they are only available currently as PDF's on Metlink.

New Routes: Ventura (Nationalbus) - Routes 280 & 282 "Manningham Mover" – 24 November 2008. New loop service linking The Pines, Tunstall Square, Doncaster Shoppingtown, Doncaster Park+Ride, Bulleen Plaza, Templestowe Village & The Pines, taking just under 90 minutes to complete. 280 runs clockwise, and 282 anti-clockwise. The services replace 283 and sections of 289 & 365. Services will operate every 30 minutes in each direction on weekdays and hourly on Saturdays.

New Route 318 introduced 24 November 2008, running via Blackburn Road, King Street, Victoria Street, Wetherby Road, Eastern Freeway, Hoddle Street, Victoria Parade, Gisborne Street, Albert Street & Lonsdale Street to the new Lonsdale/Spencer Street terminus. Inbound Route 318 services depart The Pines at 07:28 & 08:24, arriving Spencer/Lonsdale at 08:33 & 09:30. Outbound Route 318 services depart Spencer/Lonsdale at 17:00 & 17:12, arriving The Pines at 18:03 & 18:17.

Nationalbus - other timetable changes from 24 November 2008:

Routes 201, 202 & 302 - Timetable #2. Two additional Route 302 peak hour services.

Routes 207 & 307 - Timetable #4. 13 new shortworkings on Route 307 between Doncaster Park+Ride & City.

Route 246 - Timetable #14. Updated timetable.

Routes 270 & 271 (Box Hill - Ringwood) - Timetable #7. Route 271 extended from North Nunawading to Ringwood, replacing current Route 365 between Tunstall Square & Ringwood.

Weeknight & Sunday services will continue to operate between Box Hill & North Nunawading only.

Route 281 (Box Hill - Eltham) & Route 295 (Box Hill - The Pines). Route 281 extended from Shoppingtown to Box Hill on most trips to replace Route 289 along Elgar Road.

Route 301 (City - The Pines), Route 305 (City - Deep Creek/Warrandyte) & Route 308 (City - Deep Creek) - Timetable #3. 4 additional 301 peak hour trips. Route 305 Weekday & Saturday daytime offpeak services between The Pines & Doncaster Shoppingtown effectively doubled, to cater for the withdrawal of Route 289 along George Street. The other significant change to the 301, 305 & 308 timetable - these routes will now start & terminate at Lonsdale/Spencer Streets rather than at Queen/Collins Streets (or Crown Casino after 7pm).

Routes 304 (City - Ringwood/Warrandyte) & 364 (Doncaster Shoppingtown - Ringwood) - Timetable #1. 2 additional 304 peak hour trips. Various changes to Route 364 timetable, including Sunday services ex Ringwood running up to 38 minutes later, and last Weekday trip ex Shoppingtown is 20 minutes earlier at 17:07.

Routes 309 (City - Donvale/The Pines SC), Route 318 (City - The Pines SC) & Route 319 (City - The Pines SC) - Timetable #40

Nationalbus Routes 283, 289 & 365 will be withdrawn as part of these changes.

Timetable re-issues: (Those dated 9 November are concurrent with train alterations)

Sita - Routes 400 (shared with Westrans Altona), 404, 431, 432, 451, 454, 456, 457, 458, 459 and 471, dated 9 November 2008.

Sita - Route 401 - Undated DL flyer. Effective 10 November 2008. Loop at Melbourne University end now changed to be via Leicester St, Pellham St & Bouverie St to avoid traffic congestion.

Westrans Altona - Route 411/412; 413; and 416 – all 30 June 2008.

Ryan Brothers - Routes 465; 467; 468 – all 9 November 2008

Sunbury - Routes 481, 483, 485, 486, 487 & 488 - 9 November 2008

Dysons - Route 508 - 4 June 2007. Reprinted with new style map dated 19-06-2008.

Dysons - Route 513 - 4 June 2007

Dysons - Route 518 - 2 October 2006 (reprinted V2-09.2008)

Broadmeadows - Routes 528, 529, 532 & 533 - 9 November 2008
 Reservoir - Routes 554 & 557; 555 & 556; 558; 559 – all 9 November 2008
 East West - Route 560 - 9 November 2008
 Reservoir - Route 561; 577 – both 9 November 2008
 Dysons - Route 562 - 29 August 2005 (but effective 7 April 2008) The Dysons timetable for route 562 has been incorrectly reprinted showing a cover date of 29 August 2005 instead of 7 April 2008, which is when the current timetable started.
 Dysons - Route 563 - 2 October 2006 (reprinted V1-08.2008) Dysons 563 and East West 571 now run via Westfield Plenty Valley Shopping Centre on all trips, not just offpeak.
 Dysons - Route 564 - 7 April 2008 (reprinted V1-08.2008)
 Dysons - Route 566 - 4 June 2008 (reprinted V1-08.2008)
 East West - Route 571 - 1 October 2007 reprinted, with V1-8.2008 on rear cover.
 East West - Route 571 - 9 November 2008. South Morang bound trips now operate via Plenty Valley Shopping Centre. The section between Roxburgh Park & Northern Hospital now has a 30 minute service on weekdays, rather than at random intervals. A Sunday service is also introduced, which will run every 40 minutes for the most part, until 21:00. There are also several other changes in conjunction across the entire route with the new train timetables. An interim A4 timetable has been issued, until a proper Metlink DL format timetable is available
 Dysons - Route 572 - 7 April 2008 (reprinted V1-10.2008)
 Panorama - Routes 578 & 579 - 9 November 2008
 Panorama - 581 (Eltham - Research) short workings have been withdrawn due to more frequent 578 & 579 services. Both routes now run at minimum standards level, each running every hour off peak and every 30 minutes peak, with a higher frequency over the common sections.
 Panorama - Route 582 - 9 November 2008. This service now runs every 20 minutes 7 days a week, with some 15 minute intervals during the morning peak. Currently weekday offpeak services are only hourly, while weekend services are every 30 minutes. On weekdays buses run from 06:35 until 19:40, and on weekends from 07:00 until 19:22. All trips run anti-clockwise, instead of having morning trips running clockwise. This route also now runs on public holidays for the first time.
 Eastrans - Route 605 - 15 September 2008 City terminus has been re-located from Russell & Lonsdale to Melbourne Central, but no timing changes. Incorrectly shows the 14:25 ex Gardenvale & 15:15 ex City as not running over the Christmas Holiday Period.
 Ventura - Route 767 - October 2007
 Cranbourne Transit - Routes 789, 790 & 791; 795, 796 & 797; 799 – all 9 November 2008
 Grenda's Route 800 - 1 September 2008. Reprinted timetable, with various formatting changes, as a result of Metlink producing the timetable rather than Grenda's.
 Grenda's Routes - 802/804/862; 813/815; 814/848; 827/828 (joint with Moorabbin) all 9 Nov.
 Cardinia Routes 834/835 dated 1 September 2008. New timetable has been reported.
 Peninsula Routes 832 & 833 - 24 March 2008. Reprinted with route map dated 24-6-08.
 Cranbourne Transit - Route 892 - 9 November 2008
 Cranbourne Transit - Route 893; 894; 897 – all 9 November 2008
 Cranbourne Transit - Routes 896 & 897 - 9 November 2008 Revised with new train timetables. 896 now runs every 30 minutes in the evenings, to cater for increased Cranbourne line train services.
 Eastrans/Grenda's - Route 900 Smartbus - 9 November 2008 (but effective 10 November 2008). Service now operates into the recently opened Chadstone Shopping Centre bus interchange, instead of stopping outside on Dandenong Road. Travel times have been extended to allow for this change, as well as improve on time running across the entire route - travel times are up to 24 minutes longer.
 Grenda's/Invicta - Route 901 - 9 November 2008

Victoria – Regional

VLine timetables:

Refer to the Rail News section at page 8 for bus changes consequential to the North East rail temporary closedown. Other changes to V Line bus services from 9 November are:

Maffra

The Sale-Maffra-Traralgon V Line bus service has been significantly augmented at weekends. On Saturdays the former one bus service has been increased to three. Departures from Sale via Maffra now are at 0747 (as formerly), 0927 and 1827 (no connection to Melbourne). Departures from Traralgon are now at 0602 (no connection from Melbourne), 1242 (as formerly) and 1942 (to Maffra only).

On Sundays the former zero service has been increased to two. From Sale via Maffra at 0927 and 1827 (no connection to Melbourne). From Traralgon at 0712 (no connection from Melbourne) and 1942 (to Maffra only).

Great Ocean Road buses

The new public timetables now show additional coach services to South west coastal destinations for the summer holiday period. From 25 December 2008 until 26 January 2009 V Line bus services along the Great Ocean Road will be significantly augmented. Additional services will be

Ex Geelong: Mon-Fri: 0645 to Lorne (no connection from Melbourne), plus extending the 1200 Geelong-Lorne to Apollo Bay,

Sat & Sun: 0645 to Lorne (no connection from Melbourne), 1115 to Lorne, 1200 to Apollo Bay, 1515 to Apollo Bay.

Ex Lorne: Mon-Fri: 0845, 1732 (originates Apollo Bay),

Sat: 0845, 1045 (originates Apollo Bay), 1350, 1732 (originates Apollo Bay),

Sun: 0845, 1045 (originates Apollo Bay), 1350, 1555 (originates Apollo Bay).

As usual, there are also shown additional summer weekend trips to Cowes, Phillip Island.

Ballarat-Bendigo

An additional weekday service is now provided between Ballarat and Bendigo, travelling via Smeaton and Maldon and connecting to and from Geelong.

Warrnambool-Mt Gambier

Alterations to the Warrnambool – Mount Gambier service have simplified the pattern.

North west

The Ouyen to Ballarat service now travels directly between Minyip and Rupanyup, bypassing Murtoa and cutting journey time. A morning connecting bus is now provided from Murtoa, which also has lost the early morning service via Horsham.

Adelaide-Melbourne overnight

An Adelaide – Melbourne and v.v. overnight service has been introduced titled “The Nightlink”. This terminates and commences from Ballarat connecting with trains except on Fridays and Saturdays from Adelaide where it is a through coach to Melbourne. This interstate service is listed under a separate table and not adjacent to the Daylink service between Adelaide and Melbourne. There seems to have been no publicity for this significant new service. This is the second V Line overnight bus service, after Melbourne-Mildura and v.v.

Non V Line regional

Ballarat:

A new weekday bus service connecting Sebastopol West and Delacombe began early November. It will run five times a day, Monday to Friday. Until now, Delacombe residents wanting to access services in Sebastopol would have to take a bus into central Ballarat and get a connecting service back out to Sebastopol. Department of Transport regional manager of public transport David Ward said the service had been planned for six months as part of the Ballarat Transit service. "The route was selected to pick up from what are called critical nodes and to connect these people with the sort of essential services they are after," Mr Ward said. The route is the last of a series of new services.

A new **community bus service** between Mount Gambier and Portland has been introduced in a year-long trial. The service operates every Monday and Friday stopping at Gorae West, Mount Richmond and Nelson along the way. It is claimed to be the first ever public transport to serve Nelson. Details do not appear on the Viclink website as yet.

Geelong:

McHarrys / Benders - Greater Geelong & Lara Bus Timetables - 1 September 2008

McHarry's has introduced a new route 45 East Geelong to West Geelong, Corio & North Shore that combines Routes 40, 41, 42, 43, 45 & 49.

New “Omeo – Bright Alps Buslink” Summer Trial

The Minister of Transport, Lynne Kosky, MP announced, on 2nd September 2008, \$11,500 funding for a new “Alps Bus Link” trial project during the summer between Omeo and Bright in North East

Victoria. It was due to commence on 31st October 2008 and run through until end May 2009 and will operate on Mondays and Fridays. Operator is local Omeo bus operator Rod O'Connell. Funding for a winter trial will also be sought early in 2009 following summer trial evaluation and surveys. The bus departs Omeo 08:30, runs via Dinner Plain, Mont Hotham and Harrierville and arrives Bright 10:45. The return journey commences at Bright 13:20 and arrives Omeo 15:20.

Thanks to Simon Aalbers, Australian Transport Discussion Board, Tony Bailey, Ballarat *Courier*, Barry Blair, Victorian Department of Transport, Adrian Dessanti, Matthew Gibbins, Craig Halsall, David Hutton, Duncan MacAuslan, Michael Marshall, Bradley Matthews, Lourie Smit, Tris Tottenham.

AIR

Domestic

Qantas Qantas has announced on 25 Nov that falling consumer demand had forced it to further reduce capacity to the equivalent of grounding ten aircraft and halt all planned domestic growth. It said the industry was in "unpredictable times" with international sales in particular slowing. Services to Los Angeles, London, Honolulu and Hong Kong will be reduced. Qantas will commence twice-weekly services between Kalgoorlie and Adelaide from 1 March on Sundays and Tuesdays and increase capacity between Perth and Broome and Karratha.

QantasLink will commence flights between Townsville and Mount Isa from March with 11 flights a week.

Jetstar will commence a daily return service between Perth and Adelaide from 2 February. This is in addition to Qantas's five daily flights. Jetstar will also fly three times per week from Perth to Cairns from 6 February replacing Qantas's twice-weekly service.

MacAir will introduce three weekly services from Brisbane to Middlemount (Central Queensland) from 17 November and Townsville – Mackay – Moranbah – Emerald and return on Saturdays effective 18 October 2008. The service is pitched at mine workers in the coal fields. Macair are introducing services between Cairns and Bamaga effective 23 November 2008 initially operating Sundays.

Rex will cease serving small destinations in Western NSW from 20 December 2008. The routes affected are those linking Dubbo to Bourke, Cobar, Coonamble, Lightning Ridge and Walgett as well as the Mudgee to Sydney run. Rex blames the decision on spiralling costs, increasing regulatory requirements and the shortage of pilots and engineers.

Australiasian Jet service between Brampton Island and Hamilton Island will cease from 31 December 2008.

Skytrans withdrew services between Cairns and Kurumba from 1 September blaming pilot shortages and the airport not being able to accommodate the Dash 8 aeroplanes. Skytrans has also withdrawn their Cairns-Townsville services from an unknown date

Tiger Airways will commence services between Adelaide and Canberra from March 2009.

International

Etihad increased its Sydney services from seven to 11 weekly from 27 October, taking its Australian frequencies to 21. It has seven remaining under the air services agreement negotiated last year. Four are expected to be used on the Brisbane route, taking services to daily, and three on Sydney, taking frequencies to double daily.

Emirates is exploring the possibility of flying into Adelaide and confirmed it will add a third daily flight into Sydney late 2009. From February 2009, Emirates will introduce the first non-stop flight from Dubai to Brisbane.

AirAsia X commenced flights from Kuala Lumpur to Melbourne and Perth from November

Qantas will shed 29 of its 114 domestic NZ, equating to 25 per cent, by the end of January. Routes to be cut back include Auckland to Wellington, Christchurch and Queenstown and Christchurch to Queenstown and Rotorua. The economic situation has been blamed.

Qantas has expanded its Chinese network, with daily China Eastern code share flights between Shanghai and Chengdu and Xi'an. Qantas subsidiary, **Pacific Air**, will discontinue its Nadi-Japan flights from March.

Air China's fourth service from Melbourne commenced on 23 November while an eighth Sydney flight will be added from 12 December. Air China is considering services to a third destination in Australia or NZ within the next 18 months. Brisbane, Perth or Auckland are under consideration.

In the US, **Delta** and **Northwest** have merged forming what will be the world's largest airline by traffic measurement. Northwest branding will start disappearing in early 2009.

Thanks to Simon Aalbers, Tony Bailey, Ian Cooper, Victor Isaacs and the *Australian* for Air News.

FERRY

Great Barrier Reef

As a result of the closure of Great Keppel Island Resort for renovations, **Freedom Fast Cats** have reduced their Great Keppel Island service to a daily (ex Mon) service with an additional service on Friday. The new tt is effective 8 April 2008.

New Thursday Island ferry tts effective from 1 Sept 2008 were introduced to coincide with a revised QantasLink flight schedule. This effects both **McDonalds Charter Boats** and **Rebel Marine/Torres Strait Tours** services. Both tts are available on the internet – a first for Rebel Marine/Torres Strait Tours.

Whitsunday Island ferry services have been altered due to airline flight changes, mainly due to daylight savings. This year the airline schedules appear to be very unsettled with both companies introducing a tt effective from 5 October to 25 October. **Cruise Whitsunday** issued a tt effective 26-31 October, while **Fantasea's** tt is only dated 26 October. Fantasea tt 5-29 Oct Oct saw only minor changes, while the 26 Oct tt saw significant reductions in services (Shute to Hamilton reduced from 11 to 9 services; Shute to Airport down from 5 to 3; Shute to Daydream down from 6 to 5; Daydream to Shute down from 9 to 5; Daydream to Hamilton down from 6 to 5; Daydream to Airport down from 5 to 3; Hamilton to Shute down from 11 to 9; Hamilton to Daydream down from 8 to 6; Airport to Shute and Daydream down from 5 to 3). Significantly, Fantasea is now relying on Hamilton Islands "Resort Link" taxi service for 3 transfers to/from Great Barrier Reef Airport. Cruise Whitsundays tts have seen significant changes to times. The 5-29 Oct Oct tt saw minimal overall service changes while the 26-31 Oct tt saw a slight reduction in overall services and longer connection times at Great Barrier Reef Airport.

Sydney

The NSW Mini-Budget of 11 November included cancellation of the **Manly Jetcat** service from 31 December 2008. Additional regular Manly ferry services will operate.

There is a new version of the Guide to Sydney - Holiday on the Harbour dated Aug 2008.

Matilda Cruises Zoo Express timetable is now dated June 2008 now headed Captain Cook Cruises/Matilda Cruises.

The latest **Captain Cook Whale Watch** timetable is dated 27 May to 15 November 2008.

Wallaroo – Cowell, SA

Sea SA will resume operation of two ferries across the Spencer Gulf for the summer season. From Friday, 31 October to the end of April 2009 ferries will depart Wallaroo for Cowell at 0730, 1030, 1330 and 1600 weekdays, 0900 and 1200 Sat.; 1200 and 1430 on Sun.

Thanks to Simon Aalbers, Tony Bailey, Geoff Lambert and Lourie Smit for Ferry news.