TABLE TALK

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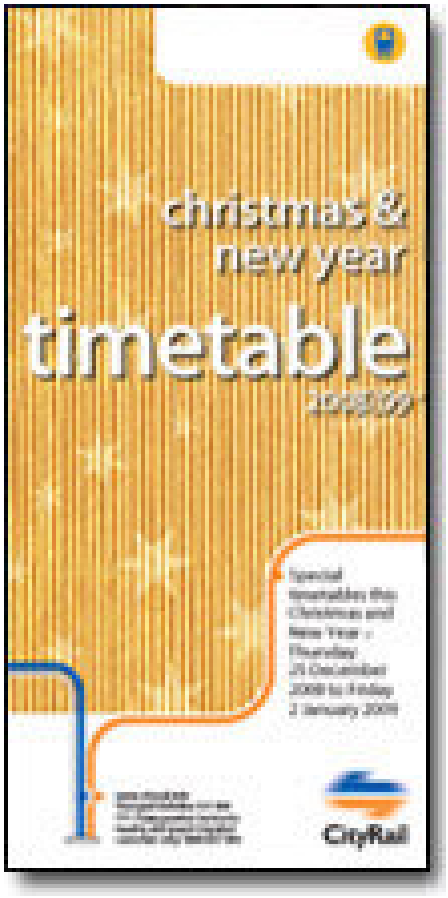
CityRail's holiday:



On 29 to 31 December and 2 January CityRail operated a Saturday timetable with additional peak trains. Additional services operated for New Year's Eve.

From 26 to 28 December 2008 all four lines from Lidcombe to Granville were closed for trackwork. On three successive weekends, 3/4, 10/11 and 17/18 January 2009 all lines from Granville, Villawood and Kingsgrove to Goulburn were closed for trackwork.

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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EDITORIAL

It will not be the usual custom to have an Editorial in Table Talk*, but we can't resist gloating this month.*

When the joint editors took over Table Talk *in late 2007 we had some trepidation about whether there was enough news around to sustain the magazine at its usual size. How wrong we were to worry about this! Every issue since then has been packed with developments about improving public transport in Australia and news of new timetables with additional services. And what a cornucopia of developments are reported in this issue! Massive railway infrastructure improvements have been announced for Victoria and for the ARTC and yet more foreshadowed from the Infrastructure Australia fund.*

NEWS

RAIL & TRAM

Government's Christmas present to Australian rail

On 12 December the Prime Minister, Kevin Rudd, announced a $4.7 billion expenditure package to boost the economy and employment by infrastructure spending. Of this, $1.2 billion is to go to the ARTC – the first time in living memory when expenditure on rail projects has exceeded expenditure on roads! There is little to surprise in the list of announcements; most of the projects have been foreshadowed or suggested, but this makes the government's commitment no less welcome. Indeed, benefits will flow quickly, as the government requires spending within the next 18 months. There are some new projects, such as the duplication of the Wodonga bypass. The $1.2 billion is in addition to $1.6 billion already committed to rail infrastructure through the Building Australia Program.

There will be further announcements by the Federal Government of expenditure on infrastructure early next year. That announcement will be of the Infrastructure Australia Fund, where every State and Territory has submitted long wish lists, far more than can be fulfilled (see next item).

Projects funded in the December announcement are:

Sydney – Brisbane New, Extended & Upgraded Loops: provide additional long loops to break-up long sections on the Sydney – Brisbane corridor, and complete upgrading of loops to high-speed turnouts. There will be a new loop at Mindaribba and loop extensions at Kilbride, Kerewong and Loadstone and loop upgrades at Killawarra and Johns River.

Melbourne – Junee Passing Lanes: construct two additional passing lanes to improve opportunities for trains to pass each other at speed. The crossing loops at Donnybrook and Culcairn will be extended to become passing lanes.

Seymour – Wodonga Track Upgrade: lay around 225,000 sleepers to complete concrete sleepering on the Melbourne – Sydney corridor.

Cootamundra – Parkes Track Upgrade: upgrade to a standard consistent with the rest of the interstate network. This will involve replacing existing timber sleepers with 301,000 concrete sleepers in the 201 km between Cootamundra and Parkes, increasing ballast depth and re-railing to remove badly worn and highly fatigued rail.

Western Victoria Track Upgrade: upgrade sections of poor quality track in Western Victoria, including rerailing, increasing ballast depth and eliminating the gap in concrete sleepers between Melbourne and Adelaide.

Wodonga Bypass Duplication: construction of the Wodonga Bypass as double track. This is a step toward the long-term goal of full double track between Melbourne and Sydney.

Cootamundra – Crystal Brook New & Extended Loops: allow for two additional long loops by 2010 and a further four by 2011 between Cootamundra and Crystal Brook to ensure transit times are maintained as volume grows. Loops at Jamestown, Ivanhoe, Menindee and Kiacatoo will be extended to 1800 metres, and two new 1800 metre loops constructed between Cootamundra and Parkes at Springvale and Wards Lane.

Melbourne – Adelaide Extended Loops: allow projected growth to be accommodated while maintaining current transit times, and increase maximum train length in the Melbourne – Adelaide corridor. The project will extend seven short crossing loops to 1800 metres at Mount Lofty, Petwood, Murray Bridge, Coomandook, Tintinara, Keith and Bordertown.

Adelaide – Kalgoorlie New & Extended Loops: provide additional crossing loops of 1800 metres length to allow projected growth to be accommodated while maintaining current transit times. The four new crossing loops will be between Bates & Ooldea, Fischer & Cook, Kitchener & Zanthus and Coonana & Koronie. Bolivar loop, north of Adelaide, will be extended.

Border – Acacia Ridge Track Upgrade: complete concrete sleepering on the Sydney – Brisbane corridor and provide narrow gauge access between Acacia Ridge and Bromelton.

Hunter Valley: Liverpool Range New Rail Alignment: develop a new rail alignment across the Liverpool Range that will ease expected capacity restrictions when forecast increases in coal demand are realised. Alignment options include two variations of surface options with reduced grades that make use of the existing tunnel at Ardglen, and tunnel options with reduced grades, and a major new tunnel through the Liverpool Range at a lower elevation than the existing tunnel.

Hunter Valley: Bidirectional Signalling, Maitland to Branxton: upgrade of signalling systems through replacement of old unreliable equipment with modern equipment. This will improve productivity by allowing trains to travel in either direction on either track, ensuring that Hunter Valley coal volume production and export capacity is optimised.

Hunter Valley: Minimbah Bank – Third Line: provide a significant boost to capacity on this congested section of the Hunter Valley rail network and contribute to optimising Hunter Valley coal volume production and export capacity with the construction of a third track along the length of the Minimbah Bank starting from the north of Whittingham Junction.

Hunter Valley: St Heliers to Muswellbrook Duplication: improve Hunter Valley coal volume production and export capacity by extending the existing double track, which currently ends in St Heliers, to Muswellbrook. The project includes new signalling and three new bridges.

Hunter Valley: Minimbah to Maitland – Third Line: improve coal volume production and export capacity in the Hunter Valley by increasing rail capacity and eliminate bottlenecks with the construction of an additional track between Maitland and Minimbah.

Hunter Valley: Ulan Line Passing Loops and Duplication: construct new passing loops at Bylong, Warondi, Aerosol Valley and Radio Hut and duplication from Muswellbrook to Bengalla. This will increase the number of paths available to coal trains and improve operational flexibility of trains travelling between Ulan and Muswellbrook.

Advanced Train Management System (Phase 2): trial of this system will potentially remove the need for physical land based signalling infrastructure across the network through the use of satellite based Global Positioning System (GPS) and Broadband Data and Voice communications to manage train movements. ATMS involves the use of satellite based Global Positioning System (GPS) and Broadband Data and Voice communications to manage train movements. Phase 2 of the ATMS project will trial the technology between Crystal Brook and Port Augusta. If the trial proves successful it is proposed that a common train management system is established for ARTC's entire interstate and Hunter Valley networks. The system will replace the many inherited and disparate physical train control and signalling systems with an advanced geographical system utilising global positioning, 3G broadband communications and satellite technology.

Government's New Year present to Australian rail

On 12 December 2008 the Federal Government released its short list of projects for consideration for funding from the Infrastructure Australia fund. The list was reduced from the lengthy lists submitted for consideration by every state and territory. It is still a large list and will be reduced further. Some projects are already funded as part of the ARTC package referred in the article above. The final list of projects to be funded will be announced early this year. By far the largest remaining proposal is for a Very Fast Train Sydney-Canberra-Melbourne, submitted by the ACT Government. The rail projects remaining for consideration are:

Queensland:	
Mount Isa line upgrade	$1 b
Brisbane inner city capacity upgrade	$14 b
Darra – Ipswich upgrade	$3.8 b
Gold Coast rapid transit	$850 m
Queensland/NSW/Victoria	
North - South line upgrade	$7.2 b
New South Wales	
Hunter Valley upgrade	$1.68 b
Newcastle – Dubbo rail freight upgrade	$24 m
Northern Sydney rail freight line	$4.075 b
CBD Metro	$4.8 b
West Metro	$8.1 b
NSW/ACT/Victoria	
Sydney-Canberra-Melbourne Very Fast Train	$32 to 59 b
Australian Capital Territory	
Canberra light rail	$2.95 b
Victoria	
Regional Rail Express line	$3.8 b
East – West tunnel	$3.5 b
Southern Cross platforms 15 & 16 activation	$155 m
Duplication to Melton and electrification to Bacchus Marsh	Cost not stated
Geelong package	$94.6 m
Victoria/SA/WA	
East – West line upgrade	$554 m
South Australia	
Gawler line electrification & re-sleepering	$2.19 b
New railway Noarlunga – Seaford	$456 m
Goodwood and Torrens junctions grade separation	$415 m
Western Australia	
Northbridge rail lowering	$263 m

ARTC upgrading

ARTC has completed the following projects in **NSW:**

- Concrete re-sleepering between Gunnedah and the Gap near Werris Creek, involving laying over 105,000 concrete sleepers at a cost of $24 million. The line carries heavy coal traffic.
- A 1591 metre crossing loop at Nana Glen between Kungala and Boambee Beach on the North Coast line, and.

- A crossing loop at Mangoola, between Muswellbrook and Denman on the Ulan line.

Also on the Ulan line a new loop is under construction at Bylong, between Kerrabee and Coggan Creek.

From 7 December 2008 the ARTC took over responsibility for Botany yard in Sydney.

The Signal Box Rationalisation Program on NSW's Country Regional Network was scheduled for completion with Griffith and Temora in December 2008.

On the NE line in **Victoria** the extension to Donnybrook Loop was commissioned in December. The extension to Tallarook Loop and the new Kilmore East Loop are likely to be brought in to use in early 2009. A ballast train derailment at Longwood on 10 December damaged about 500 metres of track resulting in a three day closure.

ARTC's lease on interstate mainlines in Victoria has been extended from 2014 until 2059 and extended to cover the former NE broad gauge line and the Maroona-Portland line.

In **South Australia**, the new Bishop Loop of 1500 metres, between Dry Creek and Port Adelaide, is scheduled for completion in early 2009.

ARTC & NSW WTTs 21 Dec 2008

The new Working Timetables reported in December *Table Talk* (pages 2 & 8) did not last long. New WTTs were introduced from **21 December 2008** for:

- ARTC National
- ARTC NSW (these are designated "From 26th October 2008 (version 2 from 21st December 2008)"
- NSW RailCorp.

ARTC also loaded on their website new graphical timetables.

GSR reduces services

GSR has halved its services for most of 2009 stating that "Recent developments in the economy have led to reduction in demand for all types of tourist and transport services and travel …has been affected by the difficult market conditions". The Indian Pacific will run just once a week, except for the first two weeks of January and September to November when two services survive. The remaining weekly service will be the Saturday departure from Sydney and the Wednesday departure from Perth. The Ghan will also run just once a week, except that there will be two services from February to March and from June to mid-November. During weekly operation, the Sunday departure from Adelaide and the Wednesday departure from Darwin will operate. The Overland continues at thrice weekly frequency.

Townsville – Mt Isa

Queensland Rail has transferred operation of its Townsville – Mt Isa line to its subsidiary ARG. It is believed ARG has lower operating costs.

Vale Hughenden – Winton

The railway from Hughenden to Winton is to be officially closed after ten years of disuse.

Cairns Tilt Train

Following the Tilt Train level crossing accident near Cardwell on 27 November 2008, until further notice, the Wed Tilt Train from Brisbane and Fri service from Cairns have been cancelled.

RailCorp NSW Network Rules and Procedures

The following amendments to Network Rules and Procedures and the Safeworking Glossary became effective on 23 November 2008:

- NGE 204 Network communication v3.0
- NGE 212 Network information publications v3.0
- NWT 302 Local Possession Authority v5.0
- NWT 304 Track occupancy Authority v4.0

- NWT 308 Controlled signal blocking v4.0
- NWT 310 No Authority Required v4.0
- NPR 701 Using a Track Occupancy Authority v4.0
- NPR 711 Lookouts v3.0
- Safeworking Glossary v4.0.

Sydney infrastructure and 2009 timetable

CityRail officially took over the **Epping-Chatswood** line on 19 December 2008 from the Transport Infrastructure Development Corporation. Driver training is due to commence on 12 January 2009, shuttle services (using OSCAR sets) providing public service will probably now commence in March (deferred from 22 January) and integration with the network (using K sets) is expected in October 2009 with a new system-wide timetable.

The line is signalled bi-directionally, although ordinary working will be conventional up/down. Epping now has five platforms – three on the surface and two underground, and Chatswood has four surface platforms.

Trains have used the new down platform at **Revesby** from 15 December 2008. The former down platform will now be modified to be a centre terminating platform.

The new platform 5 at **Hornsby** is expected to be available for traffic from 16 March.

Running empty

From 15 December two empty trains daily were extended from Hornsby Yard to Gosford to stable between the morning an evening peaks, until commissioning of additional sidings in Hornsby Up Yard, and similarly two extended from Penrith to Springwood between the peaks.

CityRail timetable re-issues

All CityRail public timetable booklets of 28 May 2006 have been reissued marked “Updated August 2008” or “Updated September 2008”..

CityRail timetable, late 2009

The bad news is that talk of CityRail’s new timetable has slipped from “mid-2009” to “late-2009”. The good news is that planning is well advanced. In fact, in a Swiss-like display of efficiency, CityRail were distributing a draft Working Timetable almost a year ahead in November 2008. Services in it are as described in December 2008 *Table Talk* pages 5-8, but it does appear to contain some oddities. For example, proposed run 169 does a Hornsby-North Sydney-Hornsby shuttle (has this ever been done since the Bridge opened?). Run 174 has a couple of trips via the North Shore and also finishes the day by crossing the Bridge to bounce at Wynyard(!), then back to North Sydney to stable (this is to clean Wynyard cross-over points). It started the day at Hornsby, so there must be at least one other train that "swaps" these two stabling points. There are also differences in travel times for the same sections.

CityRail on the brink

by Linton Besser, *Sydney Morning Herald*, 17 December 2008

The CityRail network will reach choking point within four years, despite billions being spent on new trains and the long-delayed Epping to Chatswood line, the pricing regulator has revealed. Crowding on trains is worsening by the week, an off-peak ticketing trial that ended in October was a dismal failure, and commuters will have to fork out 25% more for their tickets over the next four years. By 2012 the morning peak will be so busy new commuters will find no space to squeeze on board. Such overcrowding would cause the timetable to collapse, undermine CityRail’s on-time running performance and bring grief to the Rees Government before the 2011 election.

Patronage grew by 5.2% this year, but in peak hour there are 7.2% more commuters on average. And the Inner West line registered a 10.8% increase. If such growth continued until 2010, 97% of morning peak trains at Redfern would carry more than 135% of seating capacity and on-time running would drop below 70% - 22 percentage points beneath the Government’s target – according to research by the Boston Consulting Group.

The dire warning would come as no surprise. In 2001, the Long-Term Strategic Plan for Rail forecast, "By between 2011 and about 2015 the relief provided by [the Clearways Program] will be effectively exhausted and a new rail route through the inner city and the CBD…will be essential."

The Iemma Government ignored the forecast and shelved a rail extension program in Sydney's south-west, and a second line through the CBD and across the harbour. Last month the Government dumped every significant rail expansion program to which it had previously committed. It axed the $12.5 billion North West Metro, the $1.36 billion South West rail link and radically cut back the Rail Clearways Program after a series of cost blow-outs.

Now the Independent Pricing and Regulatory Tribunal has revealed the rail system is headed for a crash. It its fares report…the Tribunal said that despite more carriages and the Epping to Chatswood line, "if patronage during peak periods continues to grow at current levels, this additional capacity will be exhausted by 2012 at the latest. And as the network reaches full capacity, the quality of services will inevitably do down – for example, crowding on trains and in stations will increase, and ultimately reliability will decrease."

Yet the planned CBD Metro between Central and Rozelle will take out the only alignment available to the critical second CBD Rail line that the Government was told in 2001 must be built. The $2.35 billion Epping line would provide up to 30% more capacity, said the Minister for Transport, David Campbell.

XPT disruptions

Due to track possession from Sims St to Dynon all XPT services on 27 and 28 December 2008 ran only to and from Albury with bus connections to Melbourne.

Victorian Transport Plan

Victorian Premier, John Brumby, released a Transport Plan on 8 December 2008. It includes more than $38 billion in projects to meet transport demands. The State government has committed $25 billion and there is Commonwealth funding for $3 billion. The State hopes for another $10 billion in Commonwealth funding from the Infrastructure Fund. The centerpiece is stage one of the proposed cross-city rail tunnel. A major project to benefit both V Line and suburban services is the Regional Rail Link. Major public transport initiatives are:

New rolling stock:

- Up to 74 VLocity carriages,
- Up to 120 new metropolitan trains and trams,
- 38 six-carriage X'Trapolis trains for delivery from late 2009. These will be followed by up to 42 "next generation" trains.
- Up to 50 low floor trams, considerably larger than those now on the network, for delivery from 2012-13.

A new line West Werribee – Tarneit – Sunshine - Southern Cross at a cost of $4 billion and dubbed the Regional Rail Link project. This will provide substantial increases in capacity and reliability for Geelong, Ballarat and Bendigo services, and free up capacity for extra suburban services from Werribee, Sunbury and Craigieburn. It will comprise more than 40 kilometres of new track- allowing regional services to run express into Melbourne and not be caught up with the growing number of suburban services. The project includes two new platforms at Southern Cross Station, rebuilding of Sunshine Station with extra platforms, and construction of a new rail bridge over the Maribyrnong River. This project has been included as the highest priority in the State's Infrastructure Australia submission for Commonwealth funding and is regarded as a short-term project.

A new rail tunnel between the city's west and east, costing more than $4.5 billion is the biggest single project. It has been dubbed Melbourne Metro. However, the plan envisages not the mooted complete project recommended by Sir Rod Eddington in his report, but a first stage between Dynon and in the west and St Kilda Road at Domain Road. This will benefit the entire metropolitan rail network by creating more rail track in the inner-city. Stations at Melbourne Central and Flinders Street will provide easy interchange and new stations at Parkville and St Kilda Road will link to jobs and education in Parkville and St Kilda Road. This will help relieve

pressure on trams in Swanston Street and St Kilda Road. The project is designed to unclog the busiest rail lines creating additional paths for more than 14 trains an hour on the Craigieburn, Sunbury, Werribee, Williamstown and Upfield lines. Melbourne Metro stage one is a short-medium term priority in the State's Infrastructure Australia funding submission to the Commonwealth Government. Work is proposed to commence to start in 2012 and be completed by 2018.

Stage 2, linking Domain to Caulfield (plus additional tracks between Caulfield and Westall), will be considered in the longer term. There is currently no timescale for stage 2.

Extension of the suburban rail network to South Morang, Sunbury, Melton and Cranbourne East:

Five kilometres will be duplicated between Keon Park and Epping, and a second platform built at Thomastown. Thomastown and Epping stations will also receive upgrades to improve accessibility. Three and a half kilometres of new double track will be laid beyond Epping, and a new fully staffed, premium station built at **South Morang**. Services will run from South Morang every 10 minutes in the peak and every 20 minutes off-peak. The new station will include 500 car parks, a safe drop off area, taxi rank, bus facilities and bike lockers. Preliminary design work on the Keon Park – Epping duplication and South Morang extension is well advanced and construction will start in 2010.

Services to **Melton** will be doubled following the completion of the Regional Rail Link and the electrification of the line to Sunbury. These projects will allow relocation of V/Line trains to the Melton service. Construction of a new station at Caroline Springs will begin in 2010 and other stations will be built as development progresses and patronage rises. In the medium to long-term, as the proposed Rockbank major activity centre is developed, this line will be electrified to serve the future needs of this growth area. This project forms part of the Victorian Government's submission to Infrastructure Australia as a medium-term priority.

Passenger numbers on the Sydenham line have grown by 55 per cent over the past three years – the highest rate of growth on the metro train network. Extending electrification to **Sunbury** will relieve pressure on V Line services and allow for extra peak services. Diggers Rest and Sunbury stations will be upgraded.

Cranbourne East is expected to have a population of more than 10,000 by 2011, and grow to more than 27,000 people by 2021. This project will extend the Cranbourne line to Cranbourne East and construct new stations at Cranbourne East and Lynbrook.

Various projects over the next four years to increase the capacity and improve the reliability of existing rail services at a cost of $200 million:

- 24 extra platform staff at key stations in central Melbourne to improve crowd movement and reduce the time trains are delayed at stations;
- Improving signalling, modernising overhead power supply and extending the new METROL control system to the outer sections of the system;
- Upgrading overhead power supply control systems;
- Improvements in driver changeover facilities to enhance the efficient operation of the train fleet and reduce delays;
- Better passenger information systems for V/Line services; and
- A **new timetable from early 2010** to progressively incorporate extra services made possible by the additional trains and stabling upgrades now under construction.

Upgraded stations:

- Williams Landing on the Werribee line (presumably this will replace Aircraft station),
- A new station at Coolaroo between Broadmeadows and Roxburgh Park,
- Upgrade Ferntree Gully, Windsor and Prahran stations,
- Continuation of the program to upgrade regional stations.

Return passenger trains between Ballarat and Maryborough. A daily train service will start in 2010. Bus services will be upgraded to improve connections.

Commonwealth Government funding is being sought to upgrade road and rail infrastructure in the **Green Triangle freight** region. This will include reopening and converting to standard gauge the rail line between Heywood in Victoria and Penola in South Australia to allow for the transport of woodchips and pulp to the Port of Portland.

Level crossing elimination, starting with Springvale Road in Nunawading at a cost of $440 million. The rail line will be lowered and a new road crossing built over it. A new station will replace the existing **Nunawading** station. The Commonwealth Government has pledged funding towards this project. The State will seek Commonwealth funding to extend the program.

Cranbourne upgrade

The Cranbourne station upgrade is nearing completion. This provides new overnight storage sidings for six trains; a significant upgrade to Cranbourne Station; and an upgrade to the bus interchange.

V Line patronage

In 2007-08 patronage on V Line services increased by 23% to a new record of 11.96 million. Of these, more than 11 million travelled on trains and 952,000 on buses. In the past four years patronage has increased by 65%! Patronage by line was:

- Geelong line 3.08 million (an increase of 19.8% in 2007-08)
- Bendigo line 2.78 million (26.5% increase),
- Ballarat line 2.39 million (27% increase),
- Gippsland line 1.54 million (47.3% increase), and
- North east line 1.2 million (5.5% increase).

V Line Melbourne – Adelaide bus

Further to the report in last month's *Table Talk* (page 18) concerning the introduction of what we thought was a new V Line overnight bus service from Ballarat to Adelaide and v.v., this is an existing service already operated jointly by Greyhound Pioneer and Firefly Express. Apparently now it is a three-way code share!

V Line public timetables 9 Nov 08

A complete listing of **Pocket** timetables of V Line services from the timetable change of 9 November 2008 is:

Adelaide – Melbourne (via Bendigo / via Ballarat)	North
Adelaide – Sydney (via Albury)	North
Albury – Mildura	North
Albury – Wangaratta – Shepparton – Bendigo	North East
Albury – Wodonga – Melbourne	North East
Apollo Bay – Lorne – Melbourne	South West
Ararat – Melbourne	West
Bairnsdale – Melbourne including Lakes Entrance & Lake Tyers	East
Ballarat – Bacchus Marsh – Melton – Melbourne	West
Ballarat – Bendigo	North
Barham – Cohuna – Melbourne	North
Barmah – Melbourne	North
Batemans Bay – Narooma – Melbourne including Genoa – Mallacoota	East
Bendigo – Kyneton – Sunbury – Melbourne including Lancefield	North
Melbourne – Bright & Mt Beauty / Rutherglen & Corowa / Yarrawonga & Mulwala	North East
Canberra – Melbourne via Albury and via Bairnsdale	North East
Casterton – Hamilton – Melbourne (via Geelong / via Ballarat)	West
Daylesford – Melbourne via Woodend via Ballarat	North
Donald – Melbourne	North
Echuca – Melbourne including Deniliquin	North
Geelong – Ballarat	South West

Geelong – Melbourne	South West
Inverloch – Phillip Island – Melbourne	East
Maffra – Melbourne via Traralgon & Sale	East
Mansfield – Melbourne including Mt Buller	North East
Maryborough - Melbourne via Castlemaine and Ballarat plus Maryborough–Bendigo via Castlemaine	North
Mildura -Melbourne via Ballarat & via Bendigo includes Ballarat - Mildura via Bendigo and Swan Hill	North
Mt Gambier – Melbourne via Geelong & via Ballarat	South West
Nhill – Dimboola – Horsham – Melbourne includes Grampians Link: Halls Gap to Melbourne	West
Ouyen – Hopetoun – Melbourne	West
Sea Lake – Charlton – Melbourne	North
Seymour – Melbourne	North East
Sunbury – Melbourne	North
Swan Hill – Melbourne	North East
Shepparton – Melbourne includes Cobram / Tocumwal	North East
Traralgon – Warragul – Melbourne	East
Warrnambool – Melbourne	South West
Warrnambool – Apollo Bay – Melbourne via Great Ocean Road	South West
Warrnambool – Ballarat	South West
Yarram – Leongatha – Melbourne	East

- All pocket timetables fold to 105 mm x 75mm
- Regions are colour coded on the timetables as follows: East – Green, North – Yellow, North East – Orange, South West – Blue & West – Teal
- V Line Pocket timetables can be obtained from Southern Cross Station, Connex premium stations and staffed V Line stations.

In addition there are **Booklet** timetables for each region, which are slightly more comprehensive. Unfortunately, they are sometimes difficult to obtain. These are:

- South Western
- Western
- Northern
- North Eastern
- Eastern.

V Line ticketing

In early December V Line finally added online ticket purchase ability to their webpage. Passengers can now purchase tickets online, but it does not provide for printing of electronic tickets. It is necessary to either call at a V Line ticket outlet to pick up your ticket, or have the ticket posted to you. This is because of the need to print tickets on secure paper, and because any electronically secure system would need to be replaced when Myki tickets are introduced.

Victorian freebies

The Victorian government financed free travel on Connex and V Line on Christmas Day and after 1800 on New Year's Eve.

Murrayville re-opens

In October, Premier Brumby announced the re-opening of the line from Ouyen to Murrayville.

SA review

On 19 December 2008 the SA announced a "review" of the State Budget. There will be a delay in starting work on electrification of the Outer Harbor and Noarlunga rail lines. There will be no delay on extension of the tram to the Entertainment Centre at Hindmarsh.

TransAdelaide maps

TransAdelaide has replaced the all-Adelaide Metroguide with four Metroguides covering different parts of the metropolitan area. Each comprises:

- Page 1, with different photographs of happy people using TransAdelaide services,
- Pages 2 & 3, general information about using the system,

- Page 4, ticketing info,
- Page 5, how to obtain information about services,
- Pages 6 & 7, Suburb and Route index for the appropriate edition,
- Pages 8 & 9, City map,
- Pages 10 to 15, appropriate suburban maps for the edition,
- Page 16, general information.

The four editions are;

- Northern, July 2008
- East-West, 13 January 2008
- Southern, June 2008
- Hills, 6 July 2008.

TransPerth maps

TransPerth no longer publishes a Perth Map Book. It does, however, now publish individual maps based on stations on the Northern Suburbs and new Southern Suburbs lines which have important bus interchanges. The maps are not dated. The maps promote all forms of alternative transport, not only buses. On each map, there is a circle drawn around the station in question denoting "10 minute walk" and another circle showing "10 minute walk". Maps sighted are for: Clarkson, Joondalup, Whitfords, Warwick, Glendalough, Cockburn Central, Kwinana, Wellard, Rockingham, Warnbro and Mandurah.

Transwa bus cancellation

The 1600 Friday only Bunbury-Perth and 1900 Perth-Bunbury Transwa buses, which supplement the Australind train service, were cancelled as from 12 December 2008.

Wellington works

Ontrack is undertaking a large program of works on the Wellington suburban network:

- New electric multiple units, known as Matangi trains, to be introduced from 2010,
- Enlarging the seven tunnels on the Johnsonville line for these new trains,
- Lengthening the three crossing loops on the Johnsonville line,
- Upgrading platforms on the Johnsonville line,
- Extending duplication from McKays Crossing (between Paekakariki and Paraparaumu) to Waikanae,
- Extending electrification from Paraparaumu to Waikanae,
- Expanding the throat of Wellington station from two to three tracks,
- Installing new power supply and signalling, and
- Building additional storage sidings and upgrading maintenance facilities.

Earthworks for the Waikanae duplication started in December 2008, but as this partially crosses swampy land, the new works will have to be allowed to settle which will take up to a year.

To facilitate the work on the Johnsonville line, it is closed from 28 December 2008 until 7 February 2009 with bustitution.

Cambodia

Toll Holdings, owners of Australia's Pacific National, have gained a 30 year concession to manage and upgrade Royal Cambodian Railways.

Austrian High-Speed

Following news of planned private operators competing with the national railways in Italy (see September *Table Talk*, p. 8) and France (October *Table Talk*, p. 8) an open access operator now proposes to compete in Austria. Rail Holdings proposes double deck high speed electric multiple units hourly from Wien west to Linz and Salzburg.

Thanks to Simon Aalbers, Tony Bailey, Peter Bass, Ian Cooper, Neville Fenn, Scott Ferris, John Kain, Geoff Lambert, Geoff Mann, Michael Smith, Lourie Smit, Victor Isaacs, ARTC Annual Report, *Sunshine Express*, *Rail Express, Rail News Victoria* for Rail news.

BUS NEWS

Letter from Simon Aalbers:

In the October 2008 issue of *Table Talk* there was an item regarding least patronised bus routes in Melbourne that caught my attention. In particular my attention was drawn to both the frequency of the routes and the definition of passenger.

Frequency – Out of the 10 "least-popular services" only two routes have more than 5 services a day (route 687 with 8/day and 582 with 42/day) however passenger numbers where counted for the whole day, not for each service. It is difficult for a route with only 1 service per day to reach the patronage levels of, for example, the tram network with a frequency of around 15mins. When patronage is calculated per service then the order of the 10 routes looks more like.

Route	No. of pass./service	No. of pass./day
582	0.4	17
777	0.5	1
609	0.6	3
479	0.8	4
745	1	1
687	1	8
796	3.6	11
797	3.6	18
838	7.3	22
842	8	24

Definition – The number of passengers is based on the number of validations for the day. While living at Romsey I know that Route 479 received significant patronage from school children to the extent that my step-father would choose not to use this service because of the noise. It would seem that on the day in question (5 February, 2008) either the local schools all had student-free days or more likely the school children didn't validate tickets. A similar scenario is likely for route 745 which operates to Wantirna Primary School with only 1 passenger!

Statistics such as these must always be read with caution as, on first glance, it would be easy to question why route 777 or route 745 continue to operate with only 1 passenger per day whereas I would be more likely to question why route 582 continues to operate at such a high frequency with on 0.4 passengers per service. (Simon Aalbers)

New South Wales – Sydney

New CBD Shuttle: Route 555 running between Central Station and Circular Quay via George and Elizabeth Streets commenced on 03/12/2008. The free service operates between 09:30 and 15:30 (21:00 Thursdays) on weekdays and 0900 to 1800 on weekends. The buses sport bright green vinyls and run at 10 minute intervals in each direction on the circular route.

A similar service is to be introduced in Wollongong.

Bankstown changes: Sydney Buses has extended Route 487 (Canterbury – Bankstown) into the Centro Shopping Centre on the north side of Bankstown Station from 8 Dec 2008. Similarly, Veolia has extended all routes formerly terminating on the south side to the north side whilst routes from the north will use the south side to turn. New timetables for the routes in the 900 to 996 range have been issued.

Metrobus Route 10: This recently introduced route was altered as from Sunday 28 Dec 2008 to terminate and commence at Leichhardt Town Hall (Norton Street) in lieu of Leichhardt Market Place due to issues raised by Leichhardt Council.

New South Wales – Regional

Wagga Wagga: Long established (92 years) operator of local services in Wagga, Fearne and Sons has been sold to Sydney operator Busabout (Calabro's) as from 3 Dec 2008.

Queensland – Brisbane

Eastern Busway: Construction of a 1.05km extension from Buranda to Main Avenue is to commence mid 2009.

Queensland – Regional

Paradise Coaches introduced a service between Rockhampton and Moranbah effective 30 September 2008. The service operates twice weekly departing Rockhampton 1615 Sun, Thu arriving Moranbah at 2200. The return service departs Moranbah at 0830 Mon, Fri arriving Rockhampton at 1415.

Greyhound Australia introduced 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.

Tasmania – Hobart

Derwent Valley: The New Norfolk services have been sold by Metro to O'Driscoll's Coaches. The new operator commenced on 27 Dec 2008 running to the Metro timetable.

Victoria – Melbourne

Victorian Transport Plan: Bus network enhancements under this Plan are to include:

- Additional local bus services into Melbourne's growth areas as they develop together with longer operating hours and increased frequencies
- Expansion of the SmartBus network with funding for 70 kilometres of planned routes. These include the *Red Orbital (Route 903)* from Mordialloc to Altona to commence in early 2009, the *Green Orbital (Route 902)* from Edithvale/Chelsea to Airport West commencing in early 2010 and the *Yellow Orbital (Route 901)* from Frankston to Melbourne Airport planned to commence in early 2011.
- A major expansion of the Eastern Freeway express bus network through the Doncaster Area Rapid Transit (DART) program, doubling the number of services across four routes within three years. The routes to be upgraded (301, 304, 307 and 308/319 from The Pines, Warrandyte and Mitcham areas to the City will run every seven to 10 minutes during peak hours and will operate between 0500 and midnight on weekdays, 0600 and midnight on Saturdays and 0700 to 2100 on Sundays.

Southern Star Shuttle: A free shuttle bus service, operated by Driver Bus Lines, has been introduced between Southern Cross Station and the Southern Star Observation Wheel located in Docklands. Details of operating hours of the bus service (the Wheel operates from 1000 to 2200 daily) are unknown at present.

Victoria – Regional

Alexandra – Seymour bus: A new bus service linking these towns was introduced on 1 December 2008. The bus departs Alexandra at 0900 M, T, Th & F and arrives Seymour at 1005. On Wednesdays, departure is at 0825 with a Seymour arrival at 0930. The return journey commences at 1600 from Seymour. Alexandra arrival is at 1705. The operator is Fallon's.

Torquay Summer Bus: Operating from 26 Dec 08 until 26 Jan 09, this service traverses a looped route from Wombah Park to Jan Juc. The frequency is hourly from 0909 until 1909 from Wombah Park except for 2 hour gaps late morning and late afternoon. These local trips complement the Geelong – Torquay/Jan Juc services. The operator is McHarry's and details are available on McHarry's website.

Western Australia – Regional

Kalgoorlie: The bus network, previously operated by the Eastern Goldfields Transport Board, is now administered by the PTA in Perth.

Thanks to Australian Transport Discussion Board, Tony Bailey, Barry Blair, Adrian Dessanti, Neville Fenn, Hilaire Fraser, Norbert Genci, Craig Halsall, Victor Isaacs, Michael Marshall, Bradley Matthews, Ministry for Public Transport, Len Regan and Lourie Smit.

AIR NEWS

International

Garuda is to scrap plans to fly from Brisbane to Bali. It was due to begin a thrice weekly service from 14 December but poor bookings led to the service being cancelled.

New Caledonian airline **Aircalin** will increase frequencies on the Sydney-Noumea route from 3 April with double daily flights from Sydney on Mondays and Fridays. It will scrap its Tuesday flight ex Sydney after securing a "generous seat allocation" on Air Austral's services.
Jetstar will expand its Gold Coast – Tokyo (Narita) service from five times a week to daily from 29 March and its Perth – Bali flights to Monday, Wednesday, Thursday and Friday.

Qantas has taken delivery of its second A380. It began operating between Melbourne and Sydney to Los Angeles on 22 December. The carrier's third superjumbo started operating between Sydney and London, via Singapore, on 16 January.

V Australia has pushed back the start date for its Brisbane-Los Angeles flights until at least 8 April as it awaits aircraft from Boeing. It will commence flights between Sydney and Los Angeles on 27 February after taking delivery of its first 777-300ER from Boeing. A second aircraft will arrive in February, allowing it to commence daily flights on the route. But the Brisbane-LA services, which were to start on 1 March, have been delayed.

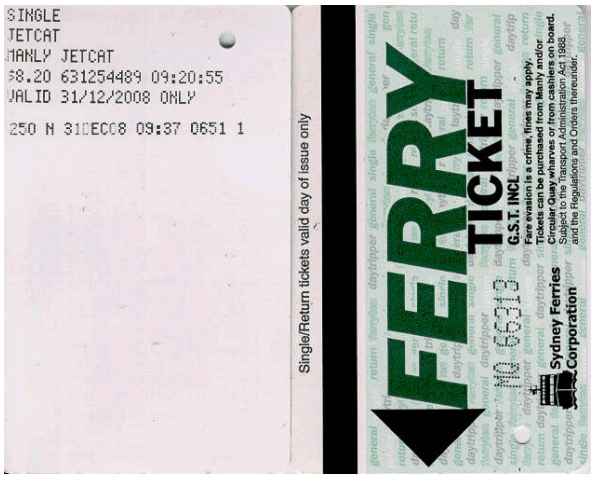
Delta Airlines will take on United Airlines, Qantas and V Australia on the trans-Pacific route from July. The Atlanta-based carrier, which recently merged with Northwest Airlines, has loaded schedules into global distribution systems showing daily flights from Sydney to Los Angeles from 1 July.

Air Tahiti Nui has suspended non-stop flights Sydney – Papeete from April to October, substituting a transit stop at Auckland.

Thanks to Tony Bailey for Air news.

FERRY NEWS

The Last Manly Jet-cat



Ticket for the final service

As foreshadowed in December *Table Talk*, the Manly Jet-cat services ended with the departure of the 1000 service from Manly to Circular Quay on New Year's Eve, 2008. This service was run by the *Bluefin*, with the preceding service run by *Sea Eagle*. As the incoming *Bluefin* and outgoing *Sea Eagle* passed off Little Manly, they performed a pirouette for the benefit of the media helicopters and did so again at Circular Quay. About 80 people, including about 20 media

representatives, travelled on the last boat, which did a lap of honour between North and South Heads on its way south. AATTC Secretary Geoff Lambert was officially the last passenger off the final service. The *Sea Eagle* and *Bluefin* then returned to the Sydney Ferries shipyard at Balmain.

The Jet-cats had been running since the early 1990s, when they replaced the earlier hydrofoil service, which had been running since the late 1960s, when the service was introduced by the Port Jackson and Manly Steamship Co. The travel times for both types of boats was 15 minutes wharf-to-wharf, 18 minutes faster than the traditional ferries. Special pontoon wharves were built for these services; the use of the wharves for the Jet-cat services when they replaced the hydrofoils pre-determined certain features of the Jet-cats, such as the door-spacing. By repute, the Jet-cats were unreliable, expensive and not designed for a 15-minute service, but all of these assertions have been challenged and cannot be verified by publicly-released documents. The Jet-cats came in for particular attention in the 2006-7 Walker Enquiry, but Brett Walker, QC, was critical of the Government's termination of the service in response to his report.

The Government says that it is currently sifting tenders for a privately-run replacement service. The timeline and the type of service which might eventuate are indeterminate. The Government will shortly also call tenders for purchase of the 3 Jet-cats, but again the process for this is not clear and is conceivably tangled up with the new service tender.

Summer timetables

As in previous years, Sydney Ferries issued an extensive DL-sized brochure containing a special Summer Timetable. The main focus of this brochure was the Manly ferry service, with separate timetables being published for the pre-Christmas period, the post-Christmas period and for Boxing Day and News Year's Eve, when special services were run and some other services suspended due to events on the Harbour. Ferry services ran throughout the early morning, until 6 a.m., after the New Year's Eve fireworks display.
The Manly service frequency was increased to three per hour, by bringing a fourth boat into service between the morning and evening peaks, although with a gap for a shift-change in the afternoon. The initial edition of the timetable was drawn up before the termination of the Jet-cat service and made no provision for early-morning trips, where the service had been provided by Jet-cats at ferry fares. A "revised edition" was issued, effective from 20 December, when this lack was rectified by the provision of a 0610 service from Manly, although there is no balancing service from Sydney for this boat. This new early service is run by a boat running empty from Balmain. Upon reaching the Quay at 0640, it takes up its "normal running" Previously it would have run empty from Balmain to the Quay an hour later.In addition, several late-night services were added, particularly on weekend nights, when the service does not terminate until the arrival of the last boat at the Quay at 0125. The summer service will continue until Australia Day, when a new Jetcat-less service will be instituted.

Both versions of the Summer Timetable will be available in the AATTC Distribution Service.

Sydney timetables

Sydney Ferries website includes a Manly Ferry timetable of June 2008, plus cute instructions of how to trim it to size and fold it to a convenient size:

> Creating your Sydney Ferries Pocket Timetable in five steps:
> **Step 1:** Print out your Sydney Ferries Pocket Timetable true to size on an A4 page.
> **Step 2:** Fold the page in half along the centre horizontal line.
> **Step 3:** Fold vertically along each dotted line where indicated in a zig-zag fashion.
> **Step 4:** Once creased, unfold your Sydney Ferries Pocket Timetable and trim around the outside as shown.
> **Step 5:** Re-fold your Pocket Timetable and stow away in your wallet or card holder for convenient travel.

Thanks to Geoff Lambert for Ferry news.

Members' News - January 2009

Australian Association of Timetable Collectors

DIVISION NEWS

Adelaide: The South Australian Division meets twice a year normally in May and November on a Friday mutually convenient to the majority of local members. The date is arranged during the preceding month. Interested persons should contact convenor Roger Wheaton at thornewheaton@telstra.com or 08-8331 9043.

Brisbane: Regular meetings are held. Contact the Brisbane Convenor, Brian Webber, 8 Coachwood St, Keperra 4054, bwebber@tpg.com.au or 07-3354 2140.

Canberra: At its last meeting, as required after an AATTC AGM, the Canberra Division elected a convenor for the next year. Ian Cooper was elected unanimously.

The Canberra Division meets at 1830 on the second Thursday of every month at the Canberra Club, West Row, City. Enquiries to Ian Cooper, GPO Box 1533, Canberra ACT 2601, 02-6254 2431, iancooper@velocitynet.com.au.

Melbourne: The Melbourne Division had its final meeting for 2008 on Wednesday 5 November 2008. As this was the first meeting of the division after the Association's AGM, it was a requirement to elect a convenor for 2009. The current convenor, Stephen Ward, was absent due to suffering an injury In his absence the meeting re-elected Stephen as convenor for the next 12 months.

The status quo for meeting arrangements remains and meetings will be held on the first Wednesday of odd months from March to November 2009. Meeting dates will therefore be:
Wednesday 4 March 2009 Topic: General discussion of current timetable topics (Local/Interstate/Overseas)
Wednesday 6 May 2009
Wednesday 1 July 2009
Wednesday 2 September 2009
Wednesday 4 November 2009

All meetings commence at 2000s and are held at the home of David Hennell, 3/29 Croydon Road, Surrey Hills which is a short walk from Chatham Railway Station on the Lilydale/Belgrave line.

As agreed at the AGM, Melbourne will be host of the 2009 AGM. Further details will follow later in the year about the date and venue for this event.

Sydney: Sydney meetings are held at 1400 on the first Saturday of February, May, August and November at the church hall, rear of the Roseville Uniting Church, 2 Lord St, Roseville. All members and non-members are welcome and chocolate cake is always served.

Inquiries to the Sydney convenor, Geoffrey Clifton, GPO Box 1963, Sydney NSW 2001, G.Clifton@itls.usyd.edu.au