



# TABLE TALK

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Monday to Friday Frankston to City																									
Station	AM																								
Frankston Dep		6.46		6.59				7.09						7.17				7.25		7.21	7.34				7.43
Kananook		6.49		7.02				7.12						7.20				7.28		7.24	7.37				7.46
Seaford		6.51		7.04				7.14						7.22				7.30		7.26	7.39				7.48
Carrum		6.55		7.08		7.04		7.18		7.14				7.26		7.22		7.34		7.30	7.43			7.39	7.52
Bonbeach		6.57		7.10		7.06		7.20		7.16				7.28		7.24		7.36		7.32	7.45			7.41	7.54
Chelsea		6.59		7.12		7.08		7.22		7.18				7.30		7.26		7.38		7.34	7.47			7.43	7.56
Edithvale		7.01		7.14		7.10		7.24		7.20				7.32		7.28		7.40		7.36	7.49			7.45	7.58
Aspendale		7.03		7.16		7.12		7.26		7.22				7.34		7.30		7.42		7.38	7.51			7.47	8.00
Mordialloc		7.06		7.19		7.15		7.29		7.25				7.37		7.33		7.45		7.41	7.54			7.50	8.03
Parkdale		7.09		7.22		7.18		7.32		7.28				7.40		7.36		7.48		7.44	7.57			7.53	8.06
Mentone		7.11		7.24		7.20		7.34		7.30				7.42		7.38		7.50		7.46	7.59			7.55	8.08
Cheltenham		7.14		7.27		7.23		7.37		7.33				7.45		7.41		7.53		7.49	8.02			7.58	8.11
Highett		7.17		*		7.26		*		7.36				*		7.44		*		7.52	*			8.01	*
Moorabbin		7.19		*		7.28		*		7.38				*		7.46		*		7.54	*			8.03	*
Patterson		7.21		*		7.30		*		7.40				*		7.48		*		7.56	*			8.05	*
Bentleigh		7.23		*		7.32		*		7.42				*		7.50		*		7.58	*			8.07	*
McKinnon		7.25		*		7.34		*		7.44				*		7.52		*		8.00	*			8.09	*
Ormond		7.26		*		7.35		*		7.45				*		7.53		*		8.01	*			8.10	*
Glenhuntingly		7.29		*		7.38		*		7.48				*		7.56		*		8.04	*			8.13	*
Caulfield	7.33	7.32	7.39	7.38	7.42	7.41	7.46	7.48	7.50	7.53	7.51	7.56	7.56	7.59	7.59	8.05	8.04	8.08	8.07	8.13	8.14	8.18	8.16	8.21	8.22
Malvern	*	7.35	*	7.41	*	7.44	7.49	7.51	*	7.54	*	7.59	*	8.02	*	8.07	8.10	8.10	8.16	*	*	*	8.19	*	8.25
Armadale	*	7.37	*	*	*	7.46	*	*	*	7.56	*	*	*	8.04	*	8.09	8.12	8.12	*	*	*	8.21	*	8.27	*
Toorak	*	7.39	*	*	*	7.48	*	*	*	7.58	*	*	*	8.06	*	8.11	8.14	8.14	*	*	*	8.23	*	8.29	*
Hawksburn	*	7.41	*	*	*	7.50	*	*	*	8.00	*	*	*	8.08	*	8.13	8.16	8.16	*	*	*	8.25	*	8.31	*
South Yarra	7.40	7.43	7.46	7.46	7.49	7.52	7.55	7.56	7.57	8.00	8.02	8.04	8.04	8.07	8.10	8.12	8.12	8.15	8.18	8.21	8.22	8.25	8.27	8.29	8.30
Richmond	7.43	7.46	7.49	7.49	7.52	7.55	7.58	7.59	8.00	8.03	8.05	8.07	8.07	8.10	8.13	8.15	8.15	8.18	8.21	8.24	8.25	8.28	8.30	8.32	8.33
Parliament	7.46	7.49	7.52	7.52	7.55	7.58	8.01	8.03	8.06	8.08	8.10	8.12	8.12	8.15	8.18	8.20	8.23	8.26	8.27	8.30	8.33	8.35	8.37	8.39	8.41
Melbourne Central	7.48	7.51	7.54	7.54	7.57	8.00	8.03	8.05	8.08	8.10	8.12	8.14	8.16	8.19	8.22	8.24	8.27	8.30	8.31	8.34	8.37	8.39	8.41	8.43	8.45
Flagstaff	7.50	7.53	7.56	7.56	7.59	8.02	8.05	8.07	8.10	8.12	8.14	8.16	8.18	8.21	8.24	8.27	8.30	8.31	8.34	8.37	8.39	8.41	8.43	8.45	8.47
Southern Cross	7.52	7.55	7.58	7.58	8.01	8.04	8.07	8.09	8.12	8.14	8.16	8.18	8.20	8.23	8.26	8.28	8.31	8.34	8.37	8.39	8.41	8.43	8.45	8.47	8.49
Flinders Street Arr	7.56	7.59	8.02	7.53	8.06	8.08	8.11	8.13	8.16	8.18	8.20	8.22	8.24	8.27	8.30	8.32	8.34	8.37	8.39	8.41	8.43	8.45	8.47	8.49	8.51
Southern Cross				7.59										8.11	8.18	8.23	8.26	8.28	8.31	8.34	8.38	8.41	8.43	8.45	8.48

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# About *Table Talk*

**Table Talk** is published monthly by the Australian Association of Timetable Collectors Inc. (Registration No. A0043673H) as a journal of record covering recent timetable news items. The AATTC also publishes the **Times** covering timetable history and analysis. Contributions are very welcome and should be sent to the appropriate Editor.

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

**Editor, Bus:** Geoff Mann, 19 Rix St Glen Iris Vic 3146, geoffwm@bigpond.com.au

**Production and Mailout:** Geoff and Judy Lambert.

**Proofreaders:** Agnes Boskovitz and Geoff Hassall.

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## TOP TABLE TALK

### Public Holidays *by Victor Isaacs*

#### 25 April 2011

Public Holidays have a profound effect on Public Transport timetables. What is going to happen in 2011? April 25<sup>th</sup> will be both Anzac Day and Easter Monday. This is the current situation:

NSW: No substitute holiday has been considered at this stage.

Victoria: Tuesday 26 April will be a substitute holiday.

Queensland: No substitute holiday has been considered.

WA: Tuesday 26 April will be a substitute holiday.

SA: Tuesday 26 April will be a substitute holiday.

Tasmania: A proposed substitute holiday was rejected by Parliament, but never fear, the State government had in reserve the option to declare Tuesday 26 April a Public Holiday as Easter Tuesday, and has done so.

ACT: A possible substitute holiday will be considered.

NT: No substitute holiday has been considered at this stage.

NZ: No substitute holiday has been considered at this stage.

#### Queen's Birthday

The Queen's real birthday is on 21 April, but in the UK and Australia, it is officially celebrated on the *second* Monday in June. Unless we are in WA, where we celebrate her in late September or early October depending on the year. Unless we are in the Pilbara when we celebrate HM in early August. Unless we are in the Shire of East Pilbara when we celebrate in July. Unless we are in the northern part of the Shire of East Pilbara when HM is celebrated in mid-August! In NZ the Queen has her birthday on the *first* Monday in June. In Canada they still celebrate the birthday of Queen Victoria on 24 May. Is everything clear now?

#### Local holidays

Local holidays are a trap for the unwary. Some jurisdictions (eg, Tasmania, NT, NZ) have them on different dates in different parts. In other jurisdictions (eg, NSW) only some areas are favoured with local holidays. But outside the immediate area, how many of us would be aware of, for example, Family & Community Day (ACT), May Day (NT), Gold Coast Show Day (Queensland – although I'm a bit uncertain what agricultural produce the Gold Coast actually produces) or Geelong Cup Day (Victoria). In NSW there are, among others, Newcastle Show Day, Trundle Show Day, Scone Cup Day and Grafton Jacaranda Thursday. In Victoria, all areas have Melbourne Cup Day, unless they substitute a local day, and many do. So, for example, if you are planning to be in Yarriambiack Shire on Murtoa Show Day, you will need to check if they are having a holiday this year or not, and, if so, what parts of the Shire it applies in. In Tasmania, we find, among other local days, Devonport Cup Day (after 11am only please!), and Recreation Day (only in areas which do not observe Royal Hobart Show Day). New Zealand has Provincial Anniversary Days - all on different dates - to celebrate the founding of Provinces, all of which were abolished in the nineteenth century. The calculation of Canterbury Anniversary Day seems more complicated than working out when Easter or US election day is. It is on the second Friday after the first Tuesday in November! Unless you are in south Canterbury. Then it is in September.

# RAIL & TRAM NEWS

## **Federal Budget: Freight train coming** *by Victor Isaacs*

The Federal Budget, presented on 11 May, included an equity investment of \$996 million in the Australian Rail Track Corporation to fund rail freight infrastructure across Australia. This was the biggest new expenditure initiative announced. It is the first time ever that the biggest expenditure initiative has been for railways. The total government contribution to ARTC over the past six years has been \$3.4 billion.

New projects are:

- Straightening the line between Maitland and the Queensland border at 58 locations, helping to reduce transit times by almost one hour. The \$170 million project will take approximately 14 months to complete.
- Building three double track passing loops near Goulburn, Moss Vale and Glenlee providing overtaking opportunities and fewer delays. The \$24 million project will take approximately 20 months to complete.
- Re-railing between Whyalla-Broken Hill and Parkes-Broken Hill, to allow heavier trains. The \$312 million project will take approximately 25 months to complete. This will replace 794 track km of 47 kg/m rail with 60 kg/m rail to increase speed/axle loads.
- Replacing wooden sleepers between Parkes and Broken Hill with one million concrete sleepers, improving capacity, reducing transit times and the need for temporary speed restrictions during summer. The \$253 million project will take approximately 13 months to complete.
- Re-railing between Albury-Melbourne-Geelong reducing transit times and allowing heavier trains. The \$110 million project will replace 239 km of 47 kg/m rail with 60 kg/m rail and upgrade deficient bridges and turnouts. It will take approximately 13 months to complete.
- Building four new passing loops between Gheringhap and Maroona, providing more overtaking opportunities and fewer delays. The new loops will be south of Westmere, south west of Lismore, east of Cressy and between Wingeel and Inverleigh. The \$32 million project will commence in November and be completed about March 2012. It is part of the project for 1800 metre trains on this line.
- Re-railing between Koolyanobbing and Kalgoorlie and building two new passing loops, reducing transit times and delays. The \$95 million project will take approximately 11 months to complete. Investment for this project is subject to ARTC concluding arrangements for access to the interstate network in WA with WestNet Rail.

The new rails and concrete sleepers will be sourced from factories in Whyalla, Grafton, Geelong, Mittagong and Wagga Wagga.

Existing or already announced projects received funding:

- Port Botany line upgrade stage 2 between Enfield and Port Botany scheduled for completion in 2013.
- Development of the Wimmera Intermodal Terminal at Doon scheduled for completion in 2011-12.
- Gawler line modernisation scheduled for completion in 2013.
- Adelaide O-Bahn City Access scheduled for completion in 2012.
- Tasmanian Rail Rescue Package: This rail maintenance program is scheduled to be completed 12 months early, following the decision to bring forward \$14 million of funding into 2009-10.

The Budget also allocated \$71 million to complete detailed planning of the Moorebank Intermodal Terminal Project in Sydney's South West, with staged redevelopment of the hub expected to start in 2013 subject to final approval.

The government also allocated \$183.2 million to ARTC to complete other capital works, including increased capacity on the Hunter Valley coal network and the South Sydney Freight Line.

The Government also announced reforms to railway regulation with funding to replace existing state-based regulations with one national rail safety regulator and one set of nation-wide rules. The Australian Transport Safety Bureau will also become the national investigator of rail accidents.

## **ARTC Working Timetable 25 April**

New ARTC Graphical Master Train Plans (aka Working Timetables) were released in early May, effective from 25-April-2010. The new graphs differ from the old in that every day of the week for each "segment" appears as a stand-alone PDF file, ostensibly meant for printing on A0 paper. These charts indicate that the new Passing Lanes are being used, but there appear to be no time savings achieved thereby. The new ARTC graphical timetables show for the first time the proposed paths for the V Line standard gauge passenger services. This makes the NE SG look busy for the first time in many years. The paths of freight trains have been adjusted accordingly. However, the commencement of the V Line services is at some unknown time in the future, so few of the paths shown in the timetable have any resemblance to reality. A number of technical and administrative barriers stand in the way, including gauge conversion of rolling stock, track-access charges and incompatibility of signalling and signalling rules between ARTC and V Line.

An omnibus volume of the new graphical MTP is available from the June AATTC Distribution List. They can also be found at [www.artc.com.au/Content.aspx?p=187](http://www.artc.com.au/Content.aspx?p=187)

## **Pacific National: New contracts**

PN has signed:

- A seven year \$150 million contract with freight forwarder Sadleirs Transport for haulage from Melbourne and Perth, to add to existing haulage from Sydney to Perth; and
- A long term haulage contract with Toll Holdings worth up to \$1 billion over five years. PN Intermodal division will supply rail haulage to Toll to move containers and cars.

## **Operator changes**

Coote Industrial has sold South Spur Rail to P&O Trans Australia. Patrick will cease train operation in NSW from 30 June 2010.

## **QR division**

The *Financial Review* reported (3 May, p. 8) that the division of Queensland Rail, which has to be finalised by 30 June, is one of the largest and most complex in Australian history. It involves the division of 10,000 km or track, signalling and electrification equipment, 16,000 staff, 1600 IT systems, 200 contracts to be renegotiated, and 108,000 assets. Once the split is finalised, Queensland Rail, the government owned passenger operation, will have 6000 staff, revenue of \$1.5 billion a year, and assets of \$5.1 billion including 8000 km of tracks. QR National, the privatised freight operation, will have 9000 staff, revenue of \$2.3 billion a year, and assets of \$6.9 billion including 2000 km of tracks.

On 26 May, the Queensland Coal Industry Rail Group (QCIRG) offered to buy the QR Central Queensland coal track network for \$4.85 billion. This is in contradiction to the Queensland government's proposal to offer the network as an integrated operation. The Central Queensland network, covers four systems and the Goonyella to Abbot Point Expansion, which are used predominantly or exclusively by the coal industry. The QCIRG comprises 13 coal producers in the Queensland coal industry, including Anglo American Metallurgical Coal, BHP Billiton, Ensham Resources, Felix Resources, Jellinbah Resources, Macarthur Coal, Peabody Energy, Rio Tinto Coal, Vale Australia, Wesfarmers Resources and Xstrata Coal. They propose contracting with the ARTC to manage the network.

## **QR: Kuranda Scenic Railway interim service**

Following the closure of the Kuranda Scenic Railway after landslides (see May *Table Talk*, p. 3), QR operated a restricted service between Kuranda and Barron Falls. It commenced on Friday 30 April 2010 and was a smaller train than normal (5 cars/251 seats). It departs Kuranda at 1000, 1100, 1200, 1300 1400 and 1530 for a return trip of 30 minutes including a 15 minute stop at Barron Falls Lookout. Then during May, June and July, the 930 train ex Cairns and the 1400 ex Kuranda was not scheduled to operate. This was due to decreased demand while the Skyrail Rainforest Cableway was closed for maintenance.

## **QR: branch closures**

The Theebine-Kingaroy line, 129 km, was formally closed in Dec. 2009. Trains have not run for some time.

The Thallon-Dirranbandi line, 62 km, damaged in the recent floods, will officially close from 30 June.

## **QR Citytrain**

From Tuesday 27 April an additional train has departed Varsity Lakes at 0434 stopping all stations to Beenleigh (0509), then express to Loganlea and Coopers Plains, then all stations from Park Road to Roma St 0553, Central 0556, International Airport 0617 and Domestic Airport 0621. This is the eighth new train service for the Gold Coast line since 2007.

From Monday 10 May the 0645 Cleveland bound service has departed Lota 5 minutes later “to improve service reliability”.

A new timetable is to be introduced early next year on the Ipswich and Caboolture lines, as part of a plan to ease peak hour crowding, to coincide with the opening of triplication from Corinda to Darra.

### **CityRail: Rosehill races**

When notified for the Rosehill Races a 6-car R set chartered by the Sydney Turf Club will operate a shuttle service between Clyde and Rosehill to supplement the normal Carlingford service.

### **CityRail: Cronulla branch**

On Sunday 20 June CityRail will undertake Operation Kurnell. This involves testing the new infrastructure on the Cronulla branch in regard to operating eight trains per hour, new platform working at Cronulla, and understanding passenger movements, given the new "back to back" platforms at Cronulla. RailCorp staff will replicate customers to assist and identify risks with passenger flows, ticketing queues and passenger information and announcements. Simulated incidents will occur to test operating plans and the ability to recover from these incidents.

### **CityRail: Major closedowns**

**South Coast:** A major curtailment of services affected services from 3 to 14 May. This significantly affected weekday services, something usually avoided (at least outside of January closedowns). During this closedown over 6.5 km of timber sleepers between Austinmer and Scarborough were replaced with concrete, new rail installed, ballast cleaned and drainage improved, at a cost of \$9.5 million. Buses replaced most trains between Thirroul and Waterfall. Trains between Thirroul and Nowra/Port Kembla operated to an amended timetable. Most trains between Waterfall and Central maintained their normal weekday timetable. During the morning peak, direct trains operated from the South Coast to Central, departing up to 10 minutes earlier than normal. During the afternoon peak, direct trains operated from Central to the South Coast arriving up to 10 minutes later than normal. However these were cancelled on 4 May because of emergency overhead repairs at Wombarra. Buses replaced trains on the Port Kembla branch from 1530 to 1730. The next stage of the South Coast Line track reconstruction program will take place with a two-week closedown in July.

**CityCircle:** On the weekend of 22 and 23 May major upgrading work meant the closure of the Sydney City Circle. The \$3 million project was for a range of projects including replacing timber with concrete sleepers.

**Richmond branch and Western line:** From Monday 24 to Friday 4 June, buses replaced trains between Richmond and Quakers Hill, and the evenings from Blacktown to Richmond. On the intermediate weekend buses replaced trains from Blacktown to Richmond and to Lithgow. Bustritution also occurred for the whole fortnight between Mt Victoria and Lithgow.

Work was undertaken on duplication between Quakers Hill and Schofields. This \$233 million project includes a new station at Schofields. During this closedown eight kms of timber sleepers between Riverstone and Richmond were replaced by concrete sleepers along with new rail and ballast.

The Richmond line duplication is taking place in stages and is expected to be completed by early 2011. Further weekday closedowns are scheduled for September-October and November-December 2010.

### **Sydney Light rail**

The NSW Government's plan to extend Sydney's light rail network would provide only marginal economic benefits, according to a study released in mid-May by Premier Kristina Keneally. The \$500m 10 km light rail expansion was announced early this year as part of the *Metropolitan Transport Plan* and will allow passengers to travel directly from Dulwich Hill, through Sydney's Inner West and the Sydney CBD, to Circular Quay. The first part of the Sydney Light Rail Extension Study focused on Stage One – a 5.6 km extension from the current light rail terminus at Lilyfield along the disused freight rail corridor to Dulwich Hill.

The results of the preliminary benefit cost analysis indicate that extending Sydney's light rail system to Dulwich Hill is “justifiable on economic grounds, albeit at the margin”, the study states. The extra costs of extending the rail line to Lewisham are “modest” in infrastructure terms, while extending the existing line further from Lewisham to Dulwich Hill is “more marginal”, it states. The extension and new trams would cost between at least \$100m to \$120m, the benefits of capturing an increased number of commuter passengers are “notable”, with the extension seeing up to 6.5m trips diverted to light rail per year. The study recommended eight new light rail stations including James St in Leichardt, Parramatta Rd near Lewisham station and Dulwich Hill station.

A similar study will commence shortly for the proposed extension from Central using Sussex St and Hickson Rd to Circular Quay, and a possible new route on George St.

## Metro Trains Melbourne: Contract doubts

In an extraordinary series of events, just six months into its eight year, \$8 billion, contract, Metro Trains Melbourne denied rumours that it was considering abrogating its contract. Metro also denied it was going broke. Since taking over from Connex in December, Metro has failed to meet punctuality targets. In May, 85.4% of trains ran on time, whereas the contract specifies 88% must run within five minutes of scheduled time or penalties apply.

## Metro Trains Melbourne: New timetable 6 June

Metro Trains Melbourne is to divert more peak hour trains from the City Loop in an attempt to alleviate congestion. Most peak Frankston trains will now run direct to Flinders St, a significant change from the former policy of all long distance suburban trains using the Loop. There will also be more express running on the Caulfield group. Metro says that this is a first step to moving Melbourne's train system to a metro style operation, which means more consistent stopping patterns and evenly spaced services. On the Pakenham/Cranbourne and Frankston lines patronage has grown 50% since 2004.

The changes are the main feature of the first timetable Metro has introduced since taking over the franchise. The timetable will commence on Sunday **6 June**. It will include 171 additional services and 40 extended services per week including 70 new peak services.

On the **Frankston line** there will be 16 additional services every weekday, including three in the morning peak, and four in the evening peak. This will increase capacity to carry an additional 14,000 people in the peaks. About half of the morning peak services will stop most at stations to Cheltenham, then run directly to Flinders St, without travelling through the City Loop. These services will arrive in the CBD about 10 minutes earlier than the services stopping at most stations (and entering the CBD via the City Loop) and some will continue on to Southern Cross. About half of the morning peak services will stop at most stations to Flinders Street running via the City Loop. A third of the evening peak services will not run through the City Loop, running express from Flinders Street to Cheltenham, and then stopping at most stations thereafter. Two thirds of services in the evening peak will continue to run via the City Loop and stop at most stations along the Frankston line.

The 0437 ex Frankston no longer operates. Instead there are trains ex Frankston at 0437 and 0457. An additional train operates 0515 Mordialloc-Frankston. The 0612 Mordialloc-Frankston now departs at 0621. The 0657 Mordialloc-Frankston no longer operates. The 0628 Mordialloc-Frankston now originates at Flinders St at 0548. Additional trains operate Flinders St to Frankston at 0454, 0525, and 0602. Additional trains operate Frankston to Flinders St at 1745, 1821, 1900 and 1930.

There are minor changes to Stony Point line trains to maintain connections.

On the **Cranbourne/Pakenham line** there will be two additional peak services per day. Journey time will be reduced by up to five minutes due to the extra express running. Most morning peak Pakenham trains will run express Dandenong - Noble Park, then Sandown Park, Springvale - Clayton - Oakleigh - Caulfield - South Yarra and via the City Loop. Most morning peak Cranbourne, Berwick and Dandenong services will run express Caulfield - South Yarra and via the City Loop. There will be five extra evening peak services every day. Trains from the city will run express from South Yarra to Caulfield. Most evening peak Pakenham trains will run express Dandenong - Noble Park, then Sandown Park, Springvale - Clayton - Oakleigh - Caulfield - South Yarra and via the City Loop. Most evening peak Cranbourne, Berwick and Dandenong services will run express Caulfield - South Yarra and via the City Loop.

The 0624 Springvale-Pakenham (ex Westall Sidings) now originates at Dandenong. The 0719 Cranbourne-Dandenong is extended to Flinders St. An additional 0509 Dandenong-Pakenham operates. Additional trains depart Dandenong for Flinders St at 0724, 1455, 1510, 1536 and 1637. An additional train operates 1704 Flinders St-Dandenong. Additional trains operate Flinders St-Oakleigh at 1556, 1630, 1646 and 1814. An additional train operates 1710 Oakleigh-Flinders St. The 1756 Cranbourne-Flinders St now originates at Dandenong. An additional train operates from Cranbourne at 1805 to Dandenong.

There are three service extensions **Broadmeadows-Craigieburn** & v.v. in the morning peak and two in the evening peak each weekday, utilising the new sidings at Craigieburn. Coolaroo station on the Craigieburn line is open from 6 June. An additional train operates 0457 Craigieburn-Flinders St.

On the **Eltham** line the former departures from Flinders St at 1946, 2011, 2041 and 2111 now depart at 1937, 2005, 2118, 2041, 2105 and 2118.

The 1512 Flinders St-Belgrave now operates express Richmond-Glenferrie-Camberwell.

This is the first of two timetable changes scheduled for 2010, with the second change to provide more services to the Craigieburn, Sydenham and Werribee lines, following completion of work on the Laverton rail project.

Detailed information and copies of the new timetables are at <http://junetimetable.metrotrains.com.au>. Hard copy timetables were available from premium stations from late May.

## V Line: New timetable 6 June

Simultaneously with Metro, V Line introduced a new timetable valid from 6 June. The new timetables were placed on V Line's website on 23 May and hard copies available from stations later. The changes are mainly minor, changes of a few minutes to trains on the North East and Gippsland lines and South Gippsland buses. All off-peak Traralgon trains now stop all stations. An additional bus service, connecting from the 0715 train from Melbourne, now departs Seymour at 0850 Mondays-Fridays, arriving at Shepparton at 1000.

Timetables re-issued were Melbourne to:

- Seymour
- Albury
- Shepparton
- Mulwala
- Bright/Mt Beauty
- Corowa
- Traralgon
- Bairnsdale
- Lakes Entrance/Lake Tyers
- Narooma/Batemans Bay
- Maffra
- Paynesville (this appears only on the V Line website; not as a hard copy version. So this can be added as another example to the debate over what is a V Line and a non-V Line bus)
- Yarram
- Cowes & Inverloch

## Victorian Budget: Regional Rail Link

The Victorian Budget, presented on 4 May, provided \$510 million (towards the total cost of \$4.3 billion) for the Regional Rail Link providing access for V Line trains through western Melbourne, including intermediate stations at Wyndham Vale and Tarneit. There was also funding for additional premium and staffed stations, and 50 trams.

## New Melbourne stations

The Victorian government called tenders closing 11 June for construction of new stations at Lynbrook, between Dandenong and Merinda Park (Cranbourne line), and at Cardinia Road, between Officer and Pakenham.

## Victoria: Mornington railway

The *Frankston Independent*, 11 May, reported that "the state Department of Transport has a long-term plan to electrify the rail line between Frankston and Baxter and eventually the spur line to Mornington" [ie, the former Mornington branchline]. This has come to light in planning for the Peninsula Link motorway.

## V Line: Robinvale line closed

The railway from Manangatang to Robinvale, 54 km, was booked out of service from 5 February, due to track condition.

## Victoria: NE SG

The first use of the new Standard Gauge platform at Seymour was on 8 May when the southbound XPT stopped for a sick passenger to be removed by ambulance officers.

## Melbourne train – bus connections

From the *Sunday Age*, 9 May 2010

More than half of Melbourne's train services do not connect with a bus service, and those that do can leave commuters waiting at stations for more than 30 minutes. A study of bus and train connections has revealed just how disjointed Melbourne's public transport network is and prompted calls for an independent authority to oversee the time-tabling co-ordination of both transport modes to allow seamless travel around the city. The survey found that on weekdays just 46% of train services connected with buses. Of those, only 10 bus routes had timetables ensuring commuters on every train service only had to wait between three and 10 minutes for the next bus. Many buses were scheduled to leave stations one or two minutes before trains arrived.

This meant 37.5% of the time commuters were left waiting longer than 10 minutes for a connecting bus, Public Transport Users Association spokesman Daniel Bowen said. He said the situation deteriorated further on weekends, especially on Sundays, when less than a third of train services had a bus connection. The association's study - which compared train arrival times with bus departure times from stations - found the average waiting time for a bus was 11 minutes on weekdays, 12 minutes on Saturdays and 14 minutes on Sundays. At some stations, however, some commuters are forced to wait half an hour for a bus. The longest delays were experienced on Saturdays and Sundays at Berwick station where patrons regularly waited either 21 minutes or 36 minutes for the bus to Narre Warren South. "Nobody wants to sit at a stop for 20 minutes or half-an-hour waiting for a bus home. People will instead either drive to the station, or just give up on public transport and drive all the way to their destination," Mr Bowen said. The shambolic state of the bus and train system was the result of no government department taking responsibility for making the two transport modes work together. Mr Bowen called for Transport Minister Martin Pakula to make his department responsible for co-ordinating train and bus services and for increasing the number of bus connections at train stations. He also called for a shake-up of public transport management and the introduction of an independent public transport authority to run it. The data analysis is part of the association's "Every 10 minutes to everywhere" campaign - a push for buses and trains to run every 10 minutes to make public transport a more attractive option. "There just aren't enough buses. Some areas are lucky enough to have train services - buses have to fill the gaps, but they're falling far short," Mr Bowen said. He said the department had shown it could co-ordinate bus and train timetables with two TrainLink routes in Cranbourne and Epping, but had failed to carry this across the network. He said it was disappointing the state budget had no new funding for better bus services.

Mr Pakula's spokesman, Stephen Moynihan, said there were no plans to create a transport agency but agreed more frequent bus services were needed. "The Department of Transport believes one solution is to increase the frequency of bus services so that, no matter what time your bus arrives at the train station, it's never long until the next train," Mr Moynihan said.

A spokesman for the Bus Association of Victoria, Chris Loader, and Mr Moynihan both said train-to-bus links were difficult to manage especially when bus routes intersected with more than one station, when train and bus frequencies did not match and passengers needed to travel in different directions. Mr Loader said the State Government had implemented less than one-third of its bus service review's recommendations for bus-train connections.

The long wait between a train's arrival and a bus's departure is more than 10 minutes for 37.5% of train services. (Weekdays 39.7%, Saturdays 56.7%, Sundays 58.6%):

- On Sundays, the 630 bus leaves Gardenvale Station for Elwood one minute before the train from the city arrives, ensuring a 19-minute wait.
- The 418 bus leaves St Albans station two minutes before the train arrives, ensuring an 18-minute wait on Sundays and 14 minutes on Saturdays.
- The 532 bus from Upfield station to Broadmeadows only has one good connection a day - the rest of the time it is an 11 or 21-minute wait on weekdays.
- The new Smartbus 903 at Altona station on weekends runs every 30 minutes and trains every 20 minutes, making it an average 23-minute wait after the train has arrived.

## **TransAdelaide: Outer Harbor line re-opens, Gawler line closes**

Train services between Woodville and Outer Harbor resumed on Sunday 9 May, after reconstruction of the Port Adelaide viaduct and other works.

Major track works between Adelaide and Mawson Lakes will start on 6 June necessitating partial closure of the Gawler line and bus substitution. The works comprise:

- Upgrading the base layer;
- Installing new gauge-convertible concrete sleepers;
- Improving stormwater drainage;
- Refurbishing/replacing rail; and
- Connecting the new Dry Creek railcar depot to the Gawler line.

As a result of Federal funding of \$293.5 million, the project will now be completed in 2013, two years earlier than previous scheduled. The upgrade of the Gawler line is part of the State and Federal governments' \$2.6 billion, decade-long investment in SA public transport infrastructure. The major components are electrification of the Noarlunga, Gawler and Outer Harbor lines, station infrastructure upgrades, new electric trains and a modern ticketing system.

All buses are timetables to stop at North Adelaide, even though trains normally stop there only during weekday peak periods. Five or six minutes are allowed for the transfer between bus and train at Mawson

Lakes. Letters and brochures detailing the timing of the works, maps and substitute bus timetables were distributed to local residents.

During the closedown, TransAdelaide will operate empty railcars from Adelaide to Dry Creek via the Rosewater loop line.

## **WA suburban tenders**

The WA Public Transport Authority has called tenders:

- To prepare a business case to extend the northern suburbs railway from Brighton (Butler) to Yanchep. This will be used to advise the state government of priority for expenditure on rolling stock and infrastructure and to plan for the PTA's rolling stock acquisition and capital works program;
- To review the location of Oats Street railway station and rail crossing including options for grade separation.

## **WA grain freight network funded**

The WA government announced in the State Budget that it would fund a 50% share of the \$43.5m cost of re-sleeping the Avon to Albany Great Southern Railway, as recommended by the Strategic Grain Network Committee. The remaining 50% requires Federal Government funding, yet to be announced.

## **Tranz Scenic services upgraded**

NZ South Island Tranz Scenic services, TranzAlpine and TranzCoastal, will receive new, modern carriages with features designed to enhance the scenic experience, including GPS triggered information screens, larger windows and windows in the carriage ceilings. These features are currently under construction and will be introduced in 2011. In the North Island, the Overlander continues to grow in popularity, with a 40% increase in passenger numbers from 2008 to 2009. Tranz Scenic has increased services, with the peak season 7 day timetable starting in September (previously it started in December) and running through to May. Off peak is still Friday to Sunday.

## **KiwiRail: Onehunga branch passenger restoration**

KiwiRail has announced that passenger services on the Penrose-Onehunga branch, 3.6 km, in southern Auckland, will be restored from 19 September. The branch was closed to passengers in March 1964. There has been "some slippage" on preparations to re-open the line, but KiwiRail says it needs time to complete all necessary tasks without compromising safety or reliability. Time was needed to finish building three stations and signalling and other infrastructure before train drivers could familiarise themselves with the setup. September 19 had been agreed between KiwiRail, the Auckland Regional Transport Authority and train operator Veolia Transport for re-opening.

## **Auckland Western line**

Since 2005 patronage on Auckland suburban trains has more than tripled from 2.5 million pa to 8.2 million pa. The final section of double tracking between Avondale and New Lynn will be completed in June and a new station opened at New Lynn. The long period of weekend disruptions on the Western line should then end and Sunday trains will be extended to Henderson. A new timetable came into effect on the Western line from 11 April following completion of duplication in the Boston Road area.

An Auckland-Huapai commuter rail service is a possibility from February 2011, despite the failure of last year's Helensville commuter service. The approximate annual cost, net of fare revenue, would be \$200,000. Huapai was the most popular station during the Helensville rail trial. In the Auckland Rail Development Plan, Huapai is a terminus station on the western line, with a regular hourly service planned for introduction after the electrification of the core Auckland network.

## **Singapore station**

The Singapore and Malaysian governments have agreed that the Singapore railway station - which is on Malaysian-owned land near the Singapore financial district - will be moved to Woodlands near the border by 1 July 2011. The Singapore government will ensure that train travelers will enjoy proper bus service connections to a nearby Mass Rapid Transit station. The two countries also agreed to build a rapid transit link between Johor, Malaysia and Singapore by 2018.

## **Great Britain National Railway Timetable book**

The GB National Timetable Book now appears in landscape page format, with smaller font than formerly. There are also other changes which make the book harder to use, changing sound timetable principles going back years. For example, if a station is shown and a train is shown with no time at the station, one would assume it does not stop there. No longer is that true. Stations are now listed in a different sequence to that served by trains, with semi-random stops shown. Trains which go to or come from Victoria in one timetable are shown as terminating or starting at Clapham Junction in another, but others are shown correctly. It

makes it appear that there are no through trains from Caterham to London in the am peak any more. Network Rail have commissioned new software for the timetable process and it hasn't worked properly. They have an apology notice on their website for weeks. The tables on the website are a mess with trains out of sequence etc.

## Peru: Machu Picchu trains

from the *Economist*, 22 April 2010

Earlier [in April] the railway link to Machu Picchu, the ruined Inca citadel that is Peru's foremost tourist attraction, reopened after a two-month gap caused by floods that washed away stretches of the line in January. For the moment just 900 passengers a day—less than a third of the normal number—can be carried, and they are bused from Cusco, travelling only the last stretch by train. PeruRail, the operator, hopes to restore normal service next month. But repairing the line is not its only problem.

The railway involves a natural monopoly: the only other way of getting to the ruins is a four-day hike along the Inca Trail. When it privatised the line in 1999, the government of President Alberto Fujimori was eager to attract foreign investment. It granted a 30-year concession to PeruRail, which is managed and half-owned by Orient-Express Hotels, a Bermuda-based company.

PeruRail invested in new trains, but even so its monopoly has been highly lucrative. It carries 1.1m passengers a year and fares for the 110km (70 miles) journey from Cusco start at \$US96. Orient Express owns luxury hotels and trains around the world. It lost \$69m last year, but made a profit of \$12.8m from PeruRail and four hotels in Peru. One is a formerly state-owned hotel overlooking the ruins at Machu Picchu where rooms now start at \$825 a night.

Three other companies would like to run train services on the line to Machu Picchu, but they have been thwarted by a string of lawsuits from PeruRail. One of the newcomers, Inca Rail, a Peruvian company, finally began offering services in November; another, Andean Railways, a Peruvian-American venture, plans to start soon.

They got a boost last month when a preliminary report from Indecopi, Peru's competition watchdog, accused PeruRail and two related firms of a "predatory strategy" involving sham litigation to force rivals out of business, and recommended they be fined \$10.8m. PeruRail says it will fight the recommendation, which it claims is without merit.

A final ruling from Indecopi's antitrust tribunal will not come for another year. Since capacity at the ruins is limited, so is the scope for more services to Machu Picchu itself. But competition might well lower fares and bring more tourists to the valleys on either side.

## Letter to the editor: Lines with one passenger train a day

*Samuel Rachdi writes:*

Recently you wrote in *Table Talk* [May 2010, page 7] about the planned closure of the Irish Railway's line from Waterford to Rosslare and that this line may be only European line with only one train per day. In fact this line has less than one train per day, because the existing service runs only 6 days a week. But it isn't the only line with such few services.

Several border crossing lines have only one train per day or less than a daily service. Probably the worst was the **Lithuanian/Latvian** border in 2009, the Truskavets – Riga train just 6 times in each direction between 1 January and 31 May 2009, then it was suspended. Many other border crossings, especially in Eastern Europe have often only one train per day in each direction.

But to compare with the Irish line I did a short survey, not complete, to show you that one train only per day isn't so rare. Here the samples I could find on a quick overview (always in both directions):

**Croatia:** Vukovar – Vukovar Borovo Naselje 1 train / 7 days per week, may be reduced to 5 per week.

**Poland:** Kalwaria Zebrzydowska Lanckorona – Wadowice 8 trains per week of which one is cancelled 48 times per year; Nysa – Głucholazy 4 trains per week; Opole – Jelcz Laskowice 1 train / 7 days per week but never on public holidays; Babiak – Inowrocław 1 train / 6 days per week; Bogaczewo – Braniewo 1 train / 7 days per week; Czerwonka – Mrągowo 1 train / 7 days per week; Suwałki – Olecko 1 train / 7 days per week, doesn't stop at the 7 staffed intermediate stations!

**Denmark:** Nykøbing – Gedser 1 train / 5 days per week, suspended since 12 December 2009.

**Romania:** Jebel – Liebling 1 train / 7 days per week; Mărășești – Panciu 1 train / 7 days per week; Ilva Mică – Rodna Veche 1 train / 7 days per week;

**Moldava:** Abaclia – Prut – Cahul 1 train / 7 days per week; Revaca – Cainari 1 train / 7 days per week;

**Serbia:** Prokuplje – Merdare 1 train / 7 days per week; Požarevac – Majdanpek 1 train / days per week

**Finland:** Kemi – Kolari 1 train / 5 to 7 days per week depending on the season; Kemijärvi – Rovaniemi 1 train / 7 days per week.

**Albania:** Rrogzhiņë – Fiļr 1 train / 7 days per week; Elbasan – Pogradec 1 train / 7 days per week; Vorë – Shkodër 1 train / 7 days per week.

**Latvia:** Riga – Gulbene 1 train / 2 days per week (since 1 May 2010); Riga – Liepaja 1 train / 2 days per week

**Estonia:** Tartu – Orava 1 train / 6 days per week (more in June-Sept.).

**France** has a lot of road services replacing rail services which often run less than daily, for example between Loudun and Thouars, the bus runs only for about 8 months per year and only 4 to 5 days per week; the Morteau – Trevilliers – Maiche bus runs 3 days a week except during summer and Christmas holidays.

But only a few trains per week have a long tradition in Europe.

In **Germany** probably the lowest service level was for many years between Laupheim and Laupheim West (South of Ulm) with only one train Monday to Friday and only in one direction.

In **Portugal** some branches in the South have long been served by very few trains, for example: Castro Verde-Almodôvar – Aljustrel had only one train in each direction on 6 days per week over about 25 years until its closure in the late 1960's. The Evora – Mora branch had 5 trains per week and direction, and in the 1980's this was even reduced to three round-trips, at the time when the branchlines Evora – Reguengos de Monsaraz, Béja – Moura and Torre da Gadanha – Montemor-o-Novo lost all railcar services and just the mixed trains, which operated 3 to 5 days per week, continued for some more years until closure of all these branches. The now closed Sabor narrow gauge line had only one railcar service 7 days per week on its upper part between Mogadouro and Duas Igrejas-Miranda.

At least until the late 1980's or early 1990's Spain, Italy, France (Aillevilliers – Port d'Atelier), Austria, Western Germany, Yugoslavia, Greece had all some lines with one train per day or less.

**Switzerland** had a law from 1872 to 1998 that railway companies with an operating concession for regular public passenger transport must operate a minimum of 3 trains 7 days a week in each direction, if the company was no longer able to do so, the concession was annulled and the respective railway closed. This was the case for example with Uerikon – Bubikon – Hinwil in 1947 or Mendrisio – Stabio in 1927, this one after just 13 month in operation.

**Thanks** to Tony Bailey, Neville Fenn, Scott Ferris, Geoff Lambert, Victor Isaacs, Samuel Rachdi, Lourie Smit, Roger Wheaton, David Whiteford, *Catch Point*, *Economist*, *Financial Review*, *Railway Digest*, [www.artc.com.au](http://www.artc.com.au), and [www.vicsig.net](http://www.vicsig.net) for Rail news.

## BUS NEWS

### ACT - Canberra

#### Public Transport featured prominently in 2010-11 ACT Budget

In a very significant development, the allocation of additional capital and operating funds to expand the public transport network in Canberra, has featured prominently in the ACT Budget handed down on 5 May.

#### Belconnen

Belconnen to City Transitway Stage 1 along Barry Drive, from Belconnen Way to Clunies Ross Street is under construction and the intersection of Barry Drive and Clunies Ross Street is to be re-constructed and a bus priority lane built from Clunies Ross Street to Marcus Clarke St, which will include expanded passenger facilities at the busy Barry Drive stop outside the Australian National University. There is also a reference to a transitway between the City and the ANU but it is not clear whether this project requires on-street bus lanes and there is no reference to the path of the transitway. Budgetary notes indicate that the link between City and Belconnen Town Centre is now the busiest section of bus route in Canberra, undoubtedly boosted by the increasing numbers of students attending the two main universities, a tertiary college, a secondary college and a large hospital. Bus priority measures are to be built on College Street at Haydon Drive on the Intertown route. (\$7.3m over two years).

A feasibility study is to be undertaken to determine the alignment of the central section of the transitway in Belconnen (\$0.2m).

Park and Ride and Bike and Ride facilities are to be built in the Belconnen Town Centre and a major upgrade of the Kippax Centre bus stop is planned.

#### Gungahlin

A major bus station is to be built in the Gungahlin Town Centre (\$1.675m).

Design study to be made for the Flemington Road bus priority lanes (\$0.750m over two years). In addition the Commonwealth Government will be contributing \$4m over three years to this project. Park and Ride and Bike and Ride facilities are to be built at Exhibition Park and Bike and Ride facilities built at Harrison.

### **Inner North and South Canberra**

The experimental Redex Route 727 between Gungahlin to Kingston to become permanent and will be extended to the Direct Factory Outlet (DFO) centre in Fyshwick as part of the new Network 10. Park and Ride facilities are also to be built adjacent to the DFO.

Bus Priority lanes to be built on Canberra Avenue (\$8.2m over four years).

Bus Priority lanes to be built on Northbourne Avenue and a major bus station built at Dickson (\$4.250m over four years).

Construction of a new City bus layover and an upgrade of bus stops in City (\$2m)

Improvements to the main bus stops in Russell and Manuka.

Feasibility study on the construction of a major bus station in Barton to service the Parliamentary Triangle (\$100,000).

### **Woden and Weston Creek**

Bike and Ride facilities in Phillip.

A major bus stop upgrade at Cooleman Court, Weston.

### **Tuggeranong**

Construction of a major bus station at Erindale, including park and ride and bike and ride facilities (\$3.150m).

A major bus stop upgrade at Lanyon Market Place.

Bike and ride facilities on Drakeford Drive.

### **Metropolitan wide**

Inauguration of the MyWay smartcard ticketing system by the end of 2010.

Launch of Network 10 in October 2010 and Network 11 in July 2011 with \$6.1m over four years in funding.

Installation of 25 large bus stop shelters with bike racks on busy routes and 50 standard shelters, plus new bus stops, signs, lights and bike racks (\$2.75m).

Funding of the upgrade of major bus stops has been estimated to cost \$1.8m over three years, park and ride at \$4.1m over four years and bike and ride at \$700,000.

Acquisition of a GPS based real time passenger information system. (\$12.5m over three years)

The ongoing purchase of MAN 12.5m and Scania 14.5m diesel buses.

A continuation of engine rebuilds on Renault buses, a growing number of which are in excess of 20 years of age, estimated to cost \$461,000 in 2010-11. ACTION's oldest main line buses were first registered in April 1988.

### **Other ACTION News**

ACTION has commenced fitting buses with brackets to hold the new electronic ticketing equipment being supplied by contractor Downer EDI Engineering Power. Passenger trials are expected to commence in August and it is hoped to have the entire system, being marketed as MyWay, operational by the end of 2010. Smartcards, similar to those in use in Perth, are at the core of the new system. The smartcards will be able to be recharged through agents, online or by telephone. All passengers will be required to tag-on and tag-off, a feature which is almost certain to slow travel times.

ACTION expects patronage to decrease in 2009-10 to just over 16m but the target for 2010-11 is 18m. No explanation was provided.

## **New South Wales - Sydney**

**Sydney Buses:** New Route L39 Leaflet: The route and the leaflet are unusual in several ways.

Routes L39 and 439 are both Mortlake to Circular Quay via Five Dock, Marion and Norton Sts and Pmatta Rd. When route L39 is operating (0637 to 0747 inbound and 1619 to 1837 outbound) the all-stops 439 does not run. This is unusual for a joint L and 4 route.

The leaflet is large - six double-sided panels. It has ROUTE L39 in large print on the front. Ordinary route 439 is not mentioned until the very end and then only in small print. It has lots of info about tickets (it is primarily a PREPAY leaflet) and has special useful tips for tourists and for seniors only wishing to go two sections and back.

**Busabout** has issued new timetables for their Region 2 routes dated 10 May 2010. There are no changes to bus routes, only minor changes to some running and departure times.

850 Oran Park - Minto

851 Carnes Hill (Cowpasture Rd) - Liverpool

852 Carnes Hill (Greenway Dr) - Horningsea Park - Liverpool

853 Carnes Hill - Middleton Grange - Liverpool

854 Carnes Hill (Greenway Dr) - Liverpool  
855 Austral - Liverpool  
856 Bringelly - Liverpool  
857 Narellan - Liverpool  
864 Carnes Hill - Glenfield via Horningsea Park  
867 Prestons - Glenfield  
865 Casula - Liverpool via Jedda Rd  
866 Casula - Liverpool via Amalfi St

## Northern Territory - Darwin

Below is a list of new Darwin TTs produced by Transitgraphics effective Dec 09.

These timetables are found at <http://www.nt.gov.au/publictransport>

1 Casuarina-Hospital-Tiwi-Brinkin-Nakara-Casuarina  
2 Casuarina-Wanguri-Leanyer-Wulagi-Wagaman-Casuarina  
3 Casuarina-Alawa-Jingili-Moil-Anula-Casuarina  
4 Darwin-Fannie Bay-Nightcliff-Rapid Creek-Alawa-University-Casuarina  
5 Darwin-Winnellie-Berrimah-Marrara-Moil-Casuarina  
6 Darwin-Fannie Bay-Parap-Stuart Park-Darwin  
8 Darwin-Berrimah-Palmerston  
9 Casuarina-Karrama-Berrimah-Palmerston  
10 Darwin-Stuart Park-Parap-Ludmilla-Rapid Creek-Alawa-Casuarina  
11 Casuarina-Millner-Rapid Creek-Alawa-Casuarina  
12 Casuarina-Malak-Karama-Casuarina  
14 Darwin-Cullen Bay-Convention Centre-Darwin  
14A Darwin-Bayview-Convention Centre-Darwin  
21/22 Darwin-Casuarina-Hospital Express & Darwin-Leanyer Express  
25 Darwin-Karama Express  
28/29 Darwin-Palmerston Express & Casuarina-Palmerston Express  
70 Palmerston-Driver-Moulden-Palmerston  
71 Palmerston-Woodroffe-Gray-Palmerston  
72 Palmerston-Gunn-Bakewell-Rosebery-Palmerston  
73 Palmerston-Durack-University-Palmerston  
74 Palmerston-Farrar-Palmerston Health Precinct-Palmerston  
75 Palmerston-Robertson Barracks  
440/445/446 Palmerston-Humpty Doo/Noonamah/Bees Creek  
447/450 Palmerston-McMinns Lagoon or Girraween-Humpty Doo  
At long last the Darwin TTs are now professionally presented with route maps.

## Queensland - Brisbane

**Changes to Brisbane bus routes:** A new route, additional services and minor service changes came into affect across selected Brisbane bus routes on Monday 10 May.

**New route:** Route 126 (Sunnybank to Acacia Ridge): services the new Acacia Ridge Trade and Technicians Skills Institute and Coopers Plains train station with 11 services per weekday (five to Acacia Ridge and six to Sunnybank).

Additional services will be added to the following routes:

P119 (QEII Hospital to City): Seven extra trips a day (five am inbound and two pm outbound), buses every 10 minutes in peak hours. Outbound services no longer use the Queen Street Bus station.

120 (Garden City to City): 20 extra trips a day, buses every 10 minutes inbound during the morning peak and outbound in the afternoon between 1430 and 1820. Counter peak direction frequencies are every 15 minutes morning and afternoon.

306 (Nudgee-Toombul to City): One extra Saturday morning service from Toombul at 7.22am. Minor timetable changes to improve on-time running.

322 (Chermside-Toombul to City): Seven extra trips a day (three extra weekday services to Chermside departing Wavell Heights at 0605, 0645 and 0710 and four extra weekday services to Wavell Heights departing Chermside at 1820, 1855, 1930 and 2041). Four new weekend trips between Chermside and Wavell Heights (Saturday at 0713 from Wavell Heights and 1835 from Chermside; Sunday at 0816 from Wavell Heights and 1830 from Chermside).

330 (Bracken Ridge to City): 23 extra weekday trips (12 morning inbound and 11 afternoon outbound, bus route extended to Oasis Retirement Resort in Quinlan Street).

P331 (Bracken Ridge to City): Extended route (to Quinlan Street) and extra services (one morning inbound and one afternoon outbound to provide frequencies of every 10 minutes in morning peak and every 10 to 15 minutes in afternoon peak). Also changes to running times to improve reliability.

340 (Carseldine to City): one extra inbound trip departing Carseldine at 0842.

It was revealed that 5215 buses were too full to pick up passengers in March, the highest level since records began 2 1/2 years ago.

## Queensland - Gold Coast

Transport Minister Rachel Nolan has announced more bus services across the southern Gold Coast from late June, including additional service frequencies and coverage across the Gold Coast. "More than 8.6 million customers used Surfside services between July 1 and December 31, 2009 " 300,000 more than same period in 2008 " and this package will meet future demand for public transport across the Gold Coast."

The package will include a new Varsity Lakes to airport service (Route 761) and it will be "customised in a similar configuration to the route 702 from Southport to the airport " to provide additional space and storage for luggage, allowing easy transfer between train, bus and plane.

Bus enhancements will also include additional feeder bus services for key hubs including Varsity Lakes station, more frequent services on the western side of the rail line to meet school transportation needs and new routes to provide coverage and access for fast growing residential areas.

## Victoria - Melbourne

**New Route:** 535 Craigieburn to Craigieburn West (Broadmeadows B. S.) commenced on 23 May 2010. Frequency is 30 minutes Mon to Sun and Public Holidays with the last departures from Craigieburn Station at 2129. From the same date, Route 533 (Craigieburn to Craigieburn North) has been slightly re-routed.

**Portsea Passenger Service** has issued a combined timetable booklet for Routes 786/787/886 dated 29 March 2010 v1 (10 Apr).

A **new Metlink local guide** has been printed for the City of Frankston dated March 2010.

## Western Australia – Perth

Recent timetable updates:

Eastern 91 (308,311) 9 May 2010

Northern 67 (470, 473), Northern 73 (468,469), Northern 78 (481, 483, 484, 490) all 4 April 2010.

South Eastern 7 (241, 250), South Eastern 10 (212, 220), South Eastern 13 (508) all 9 May 2010.

Southern 124 (540, 541, 542, 543), Southern 128 (551, 552), Southern 129 (556), Southern 130 (557, 562, 564), Southern 131 (558, 561), Southern 132 (588, 589, 590), Southern 133 (591, 594), Southern 134 (598) all 18 April 2010.

Western 45 (23, 78, 79, 102, 107) 23 May 2010.

## Western Australia – Regional

WA Transport Minister Simon O'Brien says a private bus operator has agreed to continue driving between Broome and Perth until September. Bus company **Greyhound** currently runs the route four-days-a-week. However, it has requested a six figure subsidy from the State Government in order to remain viable. On Tuesday, Mr O'Brien rejected that request. However, he says it has now agreed to service the route until September. "During which time further discussions will take place between the Government and Greyhound about the route's long-term viability," he said.

**Thanks** to ATDB, Ian Cooper, Hilaire Fraser, Victor Isaacs, Michael Marshall, Alan Miles, Lourie Smit, David Whiteford, Bob Wilson and the various operator websites.

# AIR NEWS

## International

**Virgin Blue** and **Air New Zealand** have announced "commercial co-operation" on Trans-Tasman markets.

From October, **Pacific Blue** will have an extra weekly Hamilton to Brisbane flight, making four. It will also have an extra weekly Dunedin-Brisbane service, also making four, with an additional flight on a Friday. However, it will cease direct Hamilton-Sydney flights.

**Air Pacific** will introduce a new scheduled service from Nadi to Melbourne on 4 September.

In the US, **United** and **Continental** have announced that they will merge, creating the world's largest airline. Last year, these airlines had a combined loss of \$US1.5 billion. Continental will commence non-stop, Auckland—Houston five times weekly services from 16 November.

**Japan Airlines** will axe Brisbane flights from 30 September as part of a network-wide restructure slashing its international operations by 40%. Fifteen international and 30 domestic routes were axed as the ailing carrier looks to return to profitability as part of a state-backed revitalisation plan.

**Jetstar** will launch long haul services from Australia to Singapore, North Asia and/or European destinations from late 2010.

**Qantalink** will offer twice daily weekday and daily weekend flights from Cairns to Port Moresby from 1 July.

From July **Air Mauritius** commences a new schedule in and out of Australia, from Port Louis to Melbourne and Sydney on Mondays, returning on Wednesdays, and from Port Louis to Perth on Saturdays, returning on Mondays.

## **Domestic**

The WA Public Transport Authority has called tenders for the provision of regulated regular public transport air services to nominated regional centres.

**Strategic Airlines** is to introduce services from Brisbane and Melbourne to Port Hedland.

**Thanks** to Tony Bailey, David Whiteford and the *Australian* for Air news.

## **AND FINALLY**

A fake email regarding **Transperth** football services was reported in the *West Australian* newspaper of 15 May. "The Public Transport Authority announced that from next weekend, and for all West Coast Eagles [home] games, special train services from Subiaco to the city will be introduced at three-quarter time. The extra services have been introduced to cater for the growing number of Eagles fans who have been leaving the game early. If the trend continues, the PTA will also run special trains at half-time". PTA spokesman David Hynes was aware of the email about a week previously - "before the Eagles tried to spoil the fun by actually winning a game". But he denied that the PTA would ever endorse such partisan gloating. "Mind you, we could probably backfill the mythical three-quarter time trains with the new breed of Dockers supporters, who come out of the woodwork only when the Freo boys are winning" he said.

**Thanks** to David Whiteford for this item.



# **Members' News**

## **- June 2010**

### **Australian Association of Timetable Collectors**

#### **MEMBERSHIP RENEWALS**

Membership Renewal forms were included with the April mailout and are now due. If you have not already done so, please send your renewal to the Membership Officer. If you require another copy of the form, contact our Membership Officer, Dennis McLean, [dbmclean@powerup.com.au](mailto:dbmclean@powerup.com.au), or P O Box 1253, North Lakes QLD 4509.

#### **ANNUAL GENERAL MEETING: 16 OCTOBER**

The highlight of the Australian year, the AGM, will be on **Saturday 16 October** in **Sydney**. It promises to be the usual very convivial occasion. Details will be notified as they are arranged.

#### **AUCTION**

The regular AATTC Auctions are a great way to acquire items, and also a great way to dispose of items. The Auctions are also a very important source of income to the Association. Consequently, if you have old items you no longer want, but which would adorn somebody else's collection, please consider disposing of them via the AATTC Auction. Get in touch with our Auctioneer, Stephen Ward, [swar3841@bigpond.com.au](mailto:swar3841@bigpond.com.au), or Unit 12, 1219 North Road, South Oakleigh, VIC 3167.

#### **DIVISION MEETINGS**

**Adelaide:** Inquiries to convenor Roger Wheaton at [rogertw@adam.com.au](mailto:rogertw@adam.com.au) or 08-8331 9043.

**Brisbane:** Seven members attended a meeting on Sunday 11 April. Grab boxes were enthusiastically explored and there was animated discussion about timetables and many other unrelated subjects. We thank Len Regan for organising the grab boxes.

The next meeting will be at Brian Webber's residence, 8 Coachwood Street, Keperra at 2pm on **Sunday 29 August**. Inquiries to [bwebber@tpg.com.au](mailto:bwebber@tpg.com.au), or 07-3354 2140. All welcome!

**Canberra:** The Canberra Division meets at 1830 on the second Thursday of **every** month at the Ainslie Club, Wakefield Avenue, Ainslie. Good conversation and a meal are features. Enquiries to Ian Cooper, GPO Box 1533, Canberra ACT 2601, [iancooper@goldweb.com.au](mailto:iancooper@goldweb.com.au) or 02-6254 2431.

**Melbourne:** Meetings are held on the first Wednesday of odd months from March to November. Remaining meetings in 2010 will be on:

- Wednesday 7 July
- Wednesday 1 September
- Wednesday 3 November

All meetings commence at 2000 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.

**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. This is a very short walk from Roseville Railway Station on the North Shore line. All members and non-members are welcome. Large grab tables for the exchange of timetables, and cake, are always features. Inquiries to the Sydney convenor, Geoffrey Clifton, GPO Box 1963, Sydney NSW 2001, [G.Clifton@itls.usyd.edu.au](mailto:G.Clifton@itls.usyd.edu.au)

*AATTC Members' News is compiled by Victor Isaacs, President. Contributions to [abvi@webone.com.au](mailto:abvi@webone.com.au) please.*