



TABLE TALK

AUSTRALIAN TIMETABLE NEWS

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HOW THE COSTS STACK UP

Long-term strategy 2036

OPTION 1

Second Harbour crossing and extra station near Martin Place:

\$31.75b

OPTION 2

Second Harbour crossing and line under Sussex Street:

\$31.75b

OPTION 3

Second Harbour crossing, extra station near Martin Place and express trains to Central:

\$37.78b

OPTION 4

Converting third of network to single-deck trains and extra line between Redfern and Wynyard:

\$26b

Includes, infrastructure, system-wide works and rolling stock to 2036

SOURCE: HALCROW ESTIMATES FOR LONG TERM RAIL STRATEGY

OPTION 5

Single deck trains plus second Harbour crossing:

\$32.24b



A new operating model for Sydney? – page 2

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. ABN 74248483468.

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TOP TABLE TALK

Single-deck rail network rapidly gathers a head of steam

By Jacob Saulwick, *Sydney Morning Herald*, 7 November 2011

A radical plan to convert large parts of the CityRail network to single-deck high frequency trains is closer to winning state government acceptance. Detailed reports show senior bureaucrats have been told a multibillion-dollar overhaul of the system would be the cheapest and most efficient way to add capacity to CityRail during the next 25 years.

The *Herald* has obtained documents that include cost estimates of the options. One estimate shows costs of between \$26 billion and \$37 billion for adding capacity during the next 25 years. Without extra capacity through the CBD, trains will soon be so crowded in peak hours that services will need to be cut. The documents show various options. Two of the plans involve using existing technology and double-deck carriages and building a second rail crossing over the harbour feeding a new station near Martin Place. This essentially replicates plans released by the Carr government in 2005. Another option, known as West Link, requires a second harbour crossing feeding a new station closer to Barangaroo. But three other options involve the "three-tier" program of overhauling large parts of the CityRail grid, replacing it with "metro-style" trains. These plans promise to run 28 trains an hour on existing lines through the city, compared to the maximum of 20 now.

The documents show at least six separate consultants have been used. One, Halcrow, writes that the three-tier option would be cheapest at \$26 billion. This would convert lines from as far as Rouse Hill, Hornsby, Cabramatta, Ashfield and Hurstville to carry single-deck carriages with minimal seating. It would require a city relief line between Central and Redfern. The second cheapest option, a modified version of the three-tier strategy, would cost \$26.9 billion. The most expensive options would maintain double-deck trains across CityRail. Consultants from LEK write: "West Link and West Link + Three Tier both appear to provide greater customer benefit than the other options (though the difference is subtle). "Three Tier and Modified Three Tier appear to be the most cost-effective options. "There are early indications that West Link and West Link + Three Tier may be more operable than the other options." The documents are briefings to a reference group comprising officials from the departments of Premier and Cabinet, Treasury, Planning, RailCorp, and Transport for NSW. The group is chaired by the director-general of Transport, Les Wielinga, and it is understood Infrastructure NSW is being briefed.

The Transport Minister, Gladys Berejiklian, will release a discussion paper detailing the options. But the documents say the discussion paper will be released only after officials have identified the "preferred direction".

Commentary by Jacob Saulwick *Sydney Morning Herald* transport writer

If you're a Sydney transport consultant and you have not been asked to work on the government's long-term rail plan for the city, you might wonder what you did wrong. No fewer than six different consulting firms have been engaged to look at ways of adding capacity to Sydney's rail system, according to two sets of documents obtained by the *Herald*. The documents detail the government's thinking, current to at least two months ago, about what is required over the next 25 years to allow more trains to run through the city - requirements that will cost in the region of \$20 billion to \$30 billion. But despite the volume of work that has gone into the process, serious questions will continue to be asked about the conclusions planners drawing up Sydney's long-term rail strategy appear to be reaching. And questions will also be asked about the way they are reaching those conclusions.

Let's look at the options. The two options most in keeping with the historical development of Sydney's rail system are called the Metropolitan Rail Expansion Program (MREP) and Sector Five. MREP was the program announced by the Carr government in 2005. This promised to link extra trains coming from the north-west rail link and the south-west rail link via a new harbour crossing running through the city underneath Pitt Street and connecting to an underground station near Martin Place. Sector Five is the same program as MREP, but with extra express services running on the Western Line to Central.

According to capital cost estimates provided by the consultants Halcrow to the government, MREP has a total cost of \$31.75 billion and Sector Five a total cost of \$38.78 billion. The picture is confused by another cost estimate provided by consultants PricewaterhouseCoopers that says Sector Five has a total cost of about \$25 billion in

today's dollars and MREP a cost of about \$19 billion. It is clear, however, that the people putting together the strategy are ambivalent about these options. "According to nearly all criteria, MREP and Sector Five appear to be inferior to the other options," reads a "High Level Summary" prepared by consultant LE.K. Instead, the summary lists under "emerging findings" a preference for two other options or some variation on them. The two other options are West Link and Three Tier. One of the variants is West Link + Three Tier. Under West Link, the government would still have to build a second rail crossing over the Harbour Bridge. But the crossing would run trains underneath Sussex Street, much closer to Barangaroo. And it would connect not to the East Hills line like the Sector Five proposal, but straight to the Western Line heading out to Strathfield, Lidcombe and Parramatta. The Three Tier option aims to prevent the need for a second rail crossing. It would convert about a third of the network, including trains coming from as far as Rouse Hill, Hornsby, Hurstville and Cabramatta, to single-deck services with less seating. In theory this should allow rail operators to run these single-deck "metro-style" trains more often including as many as 28 services an hour over the Harbour Bridge.

There are serious doubts, however, about whether it would be possible to retro-fit the signalling technology needed to make this happen to the present CityRail grid. The planning documents obtained by the *Herald*, however, do not discuss these concerns. According to the Halcrow estimates, the three-tier proposal has a capital cost of \$26.18 billion. West Link is costed the same as MREP at \$31.75 billion. West Link + Three Tier is costed at \$32.24 billion. The PricewaterhouseCoopers estimates place a price tag of about \$12 billion on the Three-Tier proposal, and about \$19 billion for West Link and West Link + Three Tier. PWC also estimates greater public benefit from West Link, West Link + Three Tier, and Three Tier.

Because of the sums involved, planning for the future of Sydney's rail system touches on a number of departments. The working group assessing the options includes senior officials from the departments of Treasury, Premier and Cabinet, and Planning, and is chaired by the director-general of transport for NSW, Les Wielinga. Infrastructure NSW is also understood to be involved. Within Transport for NSW, the process is being driven by the director of rail strategy, Gary McGregor. McGregor is being assisted by a consultant from Lend Lease, Bob Hammer. The government is understood to be close to releasing a discussion paper outlining the various options. However, concerns remain, inside and outside the bureaucracy, about how the process has been undertaken to date.

One criticism the *Herald* has heard is that the Sector Five proposal has been made to look more expensive because its costs include ancillary projects that have not been included in the other proposals but would still be necessary. And it is noteworthy that one of the only consultants prepared to speak in public about the plans being canvassed, Sandy Thomas, said he quit when asked not to report the fudging of patronage figures regarding the Three Tier option in RailCorp submissions to Transport NSW. The sooner the better the Transport Minister, Gladys Berejiklian, can make public the process of arriving at another "transport master plan".

For more analysis of this proposal, see AATTC's December Times magazine, pp.15-16

RAIL NEWS

ARTC: Burilda Loop commissioned

A new passing loop at Burilda, between Werris Creek and Breeza was commissioned in early November. The 1,520 metre loop can accommodate 82 wagon coal trains and cost around \$13.8 million.

ARTC: South Sydney Freight Line opening deferred

Opening of the first section of the South Sydney Freight Line from Sefton to Leightonfield was to have been on 20 August, then 24 September, then 19 November. It has now again been deferred to 10 December.

Rail Corp NSW: Freight WTT 3 December 2012

A new Rail Corp Freight Working Timetable is effective from 3 December 2012. Book 4 for Weekdays and Book 5 for Weekends have been re-issued. STN 211 details the alterations.

CityRail: South Coast closedown

From Saturday 12 November until Sunday 4 December the South Coast line from Dapto to Nowra was closed with buses replacing trains. During the very early morning, the closedown extended to Wollongong. During the closedown, RailCorp relayed 3.8 km of track between Minnamurra and Dapto, replacing timber sleepers with concrete sleepers and installing new rail and ballast, completed the new loop at Dunmore, and reconditioned the track in the Omega tunnels, south of Kiama. The next South Coast weekday closedown is currently scheduled for February 2012.

CityRail: new issues

Eastern Suburbs & Illawarra line timetable, effective 10 October 2010, updated October 2011;
Hunter line timetable, effective 10 October 2010, updated October 2011.

V/Line: Clunes stop

Maryborough line trains have stopped at Clunes since 4 December 2011. Passenger trains last served Clunes in 1993. The station has been rebuilt. Following completion of level crossing upgrades, up trains are six minutes faster between Maryborough and Ballarat and down trains eight (weekdays) or nine (weekend) minutes faster. New timetables dated 4 December have been issued for Melbourne to Maryborough, Ballarat/Wendouree, Ararat, Nhill, Halls Gap, Ouyen via Hopetoun, Warrnambool via Linton, Geelong, and Apollo Bay.

Metro Trains Melbourne: Network enhancements

The status of developments on the Melbourne metropolitan network is:

- Duplication Keon Park-Epping was commissioned from 29 November;
- Electrification Sydenham-Sunbury is expected to be commissioned in April 2012;
- The new layout at Westall, third track and third platform, is running behind schedule, and expected to be commissioned in December;
- New stabling sidings at Craigieburn were commissioned in October;
- Grade separation at Mitcham will commence in mid 2012; and
- Planning has commenced for grade separation at Springvale

Yarra Trams: 30 October 2011 timetables

From 30 October an extra 28 trips were added on St Kilda Road services between 09:00 and 10:30 on Sundays, meaning most routes have a tram approximately every 20 minutes (instead of every 30 minutes) on routes:

- 3a Melbourne University – East Malvern via St Kilda
- 5 Melbourne University – Malvern
- 6 Melbourne University – Glen Iris
- 64 Melbourne University – East Brighton
- 67 Melbourne University – Carnegie
- 72 Melbourne University – Camberwell.

There are new website timetables for routes 1, 3/3a, 5/64, 6, 8, 16, 67, 72 and 78/79.

Tram Z1 158, used by the Queen and the Duke of Edinburgh for travel along St Kilda Road on 26 October, will be used in its special colour scheme for the next twelve months in regular service on a variety of routes.

TasRail: Train Control

TasRail called tenders on 28 November for the provision of Train Control services.

Adelaide Metro: Christmas Pageant

Adelaide's annual Christmas Pageant was held on Saturday 12 November. Until midday no trams operated between South Terrace and the Adelaide Station. A timetable was placed on Adelaide Metro's website.

Veolia Auckland

Mangere station closed from Friday 9 December, due to proximity to Middlemore (550m south), and limited services (basically only school children heading to/from Kings College).

In the 12 months to September 2011 patronage on Auckland suburban trains increased by 13.7% compared to the same period in 2010. This was after one-off factors such as the Rugby World Cup were removed.

State Railways of Thailand: Flooding

The severe floods in Bangkok have had a major impact on SRT services. An emergency timetable was introduced. In early November the situation was:

Northern line: Commuter service Bangkok Hualampong-Don Muang, two pairs of trains daily to/from Ayutthaya. Commuter service Map Phra Chan-Lop Buri-Kaeng Khoi. Through service for a lot of trains between Ban Phachi Junction and Chiang Mai. Some trains run from Bangkok to Chiang Mai via the Eastern Line to Chachoengsao Junction-Khlong, then the goods only Chachoengsao-Khlong Sip Kao-Kaeng Khoi line.

North Eastern line: Trains to Isaan (Ubon Ratchathani, Udon Thani, Nong Khai) use the Eastern Line and the connection between Khlong Sip Kao-Kaeng Khoi also.

Eastern line: All trains run, but with severe delays, because too many trains are now using this single track line.

Southern line: Service interrupted between Bang Sue Junction and Nakhon Pathom. A special service provided between Bang Sue Junction and Nakhon Pathom with Henschel/Krupp diesel-hydraulic locos (built in 1960!), which are the only locos able to pass through the deep flooding.

Greek Timetable

The OSE Greek Railways Public Timetable book is no longer being published. OSE has considerably reduced services recently, including all International trains and most trains on the Peloponnese metre gauge network.

European competition

RegioJet commenced operation, as an open access operator, from Prague to Ostrava on 26 September, in competition with traditional operator, CD Czech Railways. From December 2012, a third operator will commence on the same route, Leo Express.

In Germany, open access operator MSM is expected to commence, in the northern summer 2012, regular trains Kolin-Hannover-Hamburg and Kolin-Berlin.

European time

Russia and Ukraine have decided to remain on one time zone all year. Accordingly, on 30 October, when the rest of Europe changed from Summer to Standard time, they did not change, but will remain on what was Summer time all year round. Times of international trains to/from these countries now all have new schedules, as they have lost their former timetable paths.

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BUS NEWS

ACT Canberra

Proposed Changes to Canberra Bus Services

A number of changes have been identified to improve the ACTION bus network. The ACT government has released the following proposals, to be implemented in 2012, for comment:-

- Routes 1, 2, 3 and 7 will be redesigned to improve service to the City West precinct and Australian National University.
- Route 2 Dickson-Hackett-City-Yarralumla-Curtin-Woden is to be split into new route 1 Dickson-Hackett-City West and route 2 National Museum-City-Yarralumla-Curtin Woden.
- Route 3 Belconnen-ANU-City-Deakin-Hughes-Garran-Woden will no longer service the National Museum. This will reduce travel time to the City for ANU commuters and combined with Route 2 will provide a 15 minute frequency for the ANU and City West.
- Route 4 City-Red Hill East-Geoscience Australia will be extended via Canberra Hospital to Woden. Routes 3, 4, 5 and 6 will combine to provide a high frequency link between The Canberra Hospital and the Woden Bus Station
- Route 7 City-Cowper St-Dickson-Belconnen will now commence at City West.
- Route 10: To cater for the growing demand of services to Majura Park, the frequency of this route will increase during peak hours.
- Route 51 Gungahlin-Ngunnawal-Nicholls-Belconnen will be extended to serve Casey.
- New weekday route 55 Gungahlin-Forde-Bonner will be introduced.
- Route 58 City-Harrison-Gungahlin-Belconnen will be extended to serve Crace.
- Route 59 Gungahlin-Amaroo-Belconnen will no longer serve Forde.
- Route 80 City-Fyshwick- Woden will operate by a more direction route through Fyshwick.
- Route 200 Gungahlin-City-Fyshwick will now operate direct along Wentworth and Canberra Avenues to Fyshwick.
- Blue Rapid Routes 318 and 319 Lanyon-Tuggeranong-Woden-City-Belconnen will be extended to Kippax providing a direct link between Kippax, Belconnen, the City, Woden and Tuggeranong. Buses will depart Kippax every 15 minutes from 7:00am to 7:00pm.
- More buses will depart the Gungahlin Town Centre during the morning peak hours on the Red Rapid. Buses will depart every 10 minutes.

Due to the range of improvements to the bus network, bus timetables are expected to change in May 2012. New timetables will be available approximately two weeks prior to commencement of the new services.

Planning for the future

In 2012 the Canberra community will be invited to provide input into a more extensive review of the ACTION network, in preparation for a new network in 2013. This review will utilise travel pattern data provided through the MyWay ticketing system, as well as feedback from the ACT government's recent "Time to Talk" community consultation.

New South Wales – Sydney

Sydney Buses

Further to the listing last month running times on Route 225 (Cremorne Wharf to Neutral Bay Wharf) have actually been reduced by a minute. The new 225 it also resolved whether the PM diversion via Cremorne Rd had finished; seemingly not –they just left off the symbol in the previous tt.

From Monday 14 November, due to passenger demand, an additional L80 service operates to Dee Why from Wynyard at 7.03am on weekdays.

From Monday 28 November, the frequency on Route 448 services was reduced from every 7/8 minutes to every 15 minutes. Services depart QVB from 7.15am (previously 7.50am) until 9.35am (9.50am) and from The Star (the unimaginative new name for the Star City Casino), Pyrmont, from 5.00pm until 7.00pm.

There were also slight changes to morning services from Bondi Junction on route 200. The 7.39am service now departs at 7.36am, arriving at Chatswood at 8.38am. The 7.58am service departs at 7.49am, terminating at North Sydney at 8.30am, it previously extended to Chatswood. The 8.08am service departs at 8.00am, extended to arrive at Chatswood at 8.59am

Congestion in York St and Druiitt St has become progressively worse as the number and length of buses has increased. In an attempt to alleviate the problem some morning peak diversions begin on Monday 5 December. Victoria Road bus routes 502, 505, 508, 510 and L37 will travel into the city via Bathurst and George Streets rather than Druiitt St. A new bus stop will be installed in Bathurst St near Sussex St for customers wishing to access Darling Harbour, Town Hall Station and other transport services. Morning peak Pittwater express bus routes E86, E87, E88 and E89 will also be diverted as they enter the city, travelling along Grosvenor and George streets, instead of via York and Druiitt streets.

Special Services

During November Sydney Buses operated a number of significant special services:

The **7 Bridges Walk** took place on Sunday 30 Oct 2011; the bridges being Pyrmont, Anzac, Iron Cove, Gladesville, Tarban Creek, Fig Tree and Sydney Harbour. For those participants not walking the entire course a service operated from Milsons Point in both directions around the event route from 8.30am until 4.30pm every 20 minutes in the morning and every 15 minutes in the afternoon. Bus Stops were:

1. Alfred St, Milsons Point Station
2. King St Bus Stops outside the Village at Brennan Park
3. River Road Bus Stops at Greenwich Hospital on both sides
4. River Road West Bus Stops near Edward William St
5. Burns Bay Road Bus Stops after View St (Linley Point)
6. Hunters Hill Exit Bus Stops prior to Church St on Burns Bay Road
7. Victoria Road Bus Stops at Drummoyne Post Office near Lyons Rd
8. Balmain Road Bus Stops near Cecily Street (at Callan Park)
9. Pirrama Road Explorer Bus Stop near Pyrmont Bay Park, or north of intersection of Jones Bay and Pirrama Roads (Bus Stop no. 200920)
10. George St First Fleet Park Bus Zones

For the **Australian Open** at The Lakes Golf Club a courtesy shuttle bus service operated continuously from Mascot station to the Slattery Place entrance. A second service operated from car parking at Moore Park. Buses were provided by Port Botany and Tempe Depots.

The Shuttle Bus service operated from:

| | Mascot Station | Moore Park (Route 1) |
|-------------|------------------|----------------------|
| Tuesday 8 | 6.30am to 6pm | 6.30am to 5.30pm |
| Wednesday 9 | 6.30am to 6pm | 6.30am to 6pm |
| Thursday 10 | 6.00am to 8pm | 6am to 8pm |
| Friday 11 | 6am to 8pm | 6am to 8pm |
| Saturday 12 | 6.30am to 6.30pm | 6.30am to 6.30pm |
| Sunday 13 | 6.30am to 6.30pm | 6.30am to 6.30pm |

The **new Ikea store at Tempe** opened on Thursday 3 November and Leichhardt Depot provided buses for a shuttle service from Sydenham Station

| | From Sydenham | From Ikea |
|-------------------------|--------------------------------------|--------------------------------------|
| Thursday 3 | every 15 minutes - 8.00am to 8.00pm | Every 15 minutes- 8.15am to 9.00pm |
| Friday 4 | every 15 minutes - 9.30am to 8.00pm | Every 15 minutes - 9.45am to 9.00pm |
| Saturday 5 | every 15 minutes - 8.30am to 6.00pm | Every 15 minutes- 8.45am to 7.00pm |
| Sunday 6 | every 15 minutes 8.30am to 6.00pm | Every 15 minutes - 8.45am to 7.00pm |
| Monday 7 – Friday 11 | every 20 minutes - 10.00am to 8.00pm | Every 20 minutes - 10.20am to 9.00pm |
| Saturday 12 – Sunday 13 | every 15 minutes - 8.30am to 6.00pm | Every 15 minutes - 8.45am to 7.00pm |
| Monday 14 – Friday 18 | every 20 minutes - 10.00am to 8.00pm | Every 20 minutes- 10.20am to 9.00pm |
| Saturday 19 – Sunday 20 | every 15 minutes - 8.30am to 6.00pm | Every 15 minutes - 8.45am to 7.00pm |

For **Sculpture by the Sea** during the weekends of 5/6, 12/13 and 20/21 November the frequency of route 361 between Bondi Interchange and Tamarama was increased from 60 mins to 15 between 10.0am and 5.30pm. The regular hourly service was maintained to South Bondi.

NSW - Private Operators

Hillsbus – Routes 615X (Kellyville – City) and 616/616X (Rouse Hill town centre – City)

A new timetable effective 14 November 2011 for these routes reflects actual operating conditions on some afternoon services operating from the City. Minor timetable changes have been made with reduced travel times. At the same time, the diversion of Route 616/616X services off Old Windsor Road and into the Norbrik T-way bus stop will cease. Passenger loading surveys have identified that the current diversion of the Route 616/616X is significantly delaying these City services. The existing Route 617X services travel on a similar route and service intending Norbrik passengers at frequent intervals.

Hillsbus – Routes 601, 630, 700 & 711

A range of minor timetable adjustments have been made to the following services:

- 630 - Blacktown - Macquarie via North Rocks
- 700 - Blacktown - Parramatta via Pendle Hill
- 711 - Blacktown - Parramatta via Toongabbie

Some operating times have been adjusted following the survey of local traffic conditions and current running times.

A new timetable has been reported for Route 601, Parramatta – Baulkham Hills – Rouse Hill town centre, although, at the time of writing, Hillsbus's website was still displaying a 2010 timetable

Hillsbus – Route T64 (Parramatta - Rouse Hill town centre)

Route T64 was rerouted as from 14 November 2011 via Norwest Private Hospital. The new section of the route is between Elizabeth Macarthur Drive and Norbrik Drive, providing improved access to Hospital and adjacent shopping centre. Times of some trips have changed by a few minutes.

Hillsbus – Routes 625/6/32/51

Updated bus timetables were introduced on 24 October 2011 to maintain connections with the CityRail timetable adjustments at Pennant Hills and Beecroft stations:

- 625 - Parramatta to Pennant Hills
- 626 - Dural via Cherrybrook to Pennant Hills
- 632 - Castlewood - Castle Hill to Hornsby
- 651 - Castle Hill via West Pennant Hills - Beecroft to Macquarie

Hillsbus - Route 610X, City-Castle Hill via Lane Cove tunnel

Route 610X was due to become a 24-hour service on Friday and Saturday nights from 2 December 2011. From that date, additional trips are provided, in both directions, to provide a 24-hour service between the City and Castle Hill. This will provide customers with greater opportunity to get home from the City in the early hours of Saturday and Sunday mornings, instead of trying to board the last buses from the City which departed at approximately 02:30.

The additional trips are provided as follows:

Friday night/Saturday morning:

Departing Castle Hill at 2:37am, 3:37am and 4:37am
Departing City-Railway Square at 3:40am, 4:40am and 5:40am

Saturday night/Sunday morning:

Departing Castle Hill at 2:00am, 3:00am, 4:00am, 5:00am, 6:00am and 7:00am
Departing City-Railway Square at 3:05am, 4:05am, 5:05am, 6:05am, 7:05am and 8:05am.

In conjunction with the introduction of these additional services, existing Route 610 services operating after midnight on Friday and Saturday nights will operate as route 610X via the Lane Cove Tunnel and will no longer operate via Epping Road.

Additional services will also be provided on Sunday evenings from Castle Hill to the City, departing Castle Towers at 7:00pm, 8:00pm and 9:00pm, to provide later services for customers heading to the City from the Hills District (the current last departure from Castle Hill to the City departs at 18:30 on Metrobus Route M61).

Forest Coach Lines

The timetable for Routes 270 & L70 (Terrey Hills) has been reissued showing only "Reprinted November 2011" as the date. The only difference noted from the previous version was a small number of extra wheelchair accessible services. Coincidentally, in connection with those routes, Forest Coach Lines started using a 96-seat demonstrator double deck bus on selected trips as from 18 November 2011. Experimental use of a double decker is mainly in response to the "conga line" of buses clogging the Sydney Harbour Bridge and the city in peak hours. Double deckers use less road space than Forest's current fleet of articulated buses. Transport for NSW will be watching the experiment closely, as it will have implications for future vehicle purchases by both Forest and the STA. Patronage on Forest's City routes has risen from 53,000 to 85,000 per month since 2006.

Veolia – various routes in and around Bankstown

New timetables were introduced on the following routes effective 28 November 2011:

- M90 – Liverpool-Bankstown-Burwood
- M91 – Parramatta-Bankstown-Hurstville
- 905 – Bankstown-Fairfield
- 906 – Parramatta-Fairfield
- 907 – Parramatta-Bankstown via Bass Hill
- 908 – Merrylands-Bankstown
- 909 – Parramatta-Bankstown via Regents Park
- 911 – Bankstown-Auburn
- 927 – Bankstown-One Tree Point

Routes M90 and M91 have minor changes on weekdays and major time changes on weekends. Routes 905, 906, 907, 908, 909 & 911 have mostly minor changes.

Route 927 Saturday services have been discontinued – alternative service is available by nearby Route M91.

Hawkesbury Valley Buses

A new timetable for Routes 661, 662, 663 and 664 in the Riverstone/Windsor area dated 28 November 2011 has been issued. No significant changes could be noted.

New South Wales – Regional

Forster Coaches

A new timetable is being issued for town service Routes 303, 304, 305, 306, 307 and 308 dated 28 November 2011. Changes appear to be mainly to timing of trips.

Cavanagh, Kempsey

The latest timetable for the Kempsey town service Routes 341, 342, 343,346 and 349 is dated 1 April 2010.

Greens Northern Coaches - Route 15 (Helensburgh – Stanwell Tops)

A new timetable dated 8 August 2011 appears to incorporate the changes originally planned for October 2010, but deferred at the time.

Ryans Bus Service, Coffs Harbour

A new timetable for Route 372 (Coffs Harbour – Grafton) is dated 2 July 2011. The only change noted is that of the Saturday afternoon trip from Coffs Harbour to Woolgoolga and return.

Busways Taree-Newcastle

From 23 October Busways 151 Sydney-Forster/Tuncurry service was cut back to operate Newcastle-Forster/Tuncurry-Taree. From this date Forster Coaches commenced a Sydney-Forster/Tuncurry service operating on a timetable virtually the same as Busways' previous schedule.

Busways Coffs Harbour

Busways Coffs Harbour introduced a new timetable effective 14 November:

353 Grassy Head & Scotts Head to Macksville has been renumbered 356

Macksville-Bowraville services have been renumbered 357R via Rodeo Dr, 357W via Wilson Dr, previously Bowraville was served by an extension of 360 Coffs Harbour-Macksville.

358 Macksville-Valla Beach is now extended to Bellingen incorporating 359 Bellingen-Nambucca Heads

New 359 is Urunga to Bonville. New 359B is Mylestom to Bellingen

360 Coffs Harbour-Macksville services have been renumbered 360M.

368 Shopper Hopper from Coffs Harbour to Park Beach Plaza becomes an extended service via Pearce Dr.

Queensland - Brisbane

Higher Bus Fares Reduce Patronage: Brisbane's Lord Mayor has reportedly seized on falling bus patronage figures to launch a broadside against rising public transport fares. Bus statistics released by Brisbane City Council showed there were 230,357 fewer passengers on Brisbane buses from July to October 2011 compared to the same period in 2010. Weekends, late night and off-peak travel showed the biggest drop. The state government introduced 15 per cent annual increases for public transport fares in January 2010. Since then, passenger growth dropped from 6.5 per cent (2009-10) to 2.03 per cent (2010-11) to a 0.8 per cent decline in the first four months of the 2011-12 financial year.

Queensland – Gold Coast

Surfside Gold Coast: The following changes were introduced on 7 November:

A new 740 Surfers Paradise-Nerang via Benowa was introduced. It operates every 30 minutes seven days a week from 7:00am to 7:00pm.

Four additional trips in both directions on 15 Southport to Arundel Crest serve Seachange Village.

Four additional trips in both directions on 726 Helensvale-The Lodge Aged Care Facility.

N21 Surfers Paradise to Nerang is now extended along Nerang-Broadbeach Rd.

Tasmania

New Timetables for Metro Hobart 20 November 2011

Metro **Hobart** has re-issued all timetables except 140 Hobart-Bothwell in Transit Graphics format effective 20 November 2011. The new timetables better reflect actual running times. Several routes which previously had separate leaflets have being combined. The new timetables are:

Northern Suburbs

24 to 126 Glenorchy-Hobart All Stops

110 to 122, X1, X7 Bridgewater-Hobart

35 to 40 Claremont & Chigwell-Hobart

42, X4, X10 Austins Ferry-Hobart

113 to 128, X3 to X9 Brighton & Gagebrook-Hobart

21 to 29, 180, 190 Moonah-Springfield

X1 to X9 Glenorchy-Hobart Express

31, 32, X6, Jackson St-Hobart

15, 16, 20 Goodwood & Lutana –Hobart

34 Rosetta-Hobart
27, 28, 29, X6 Tolosa St-Hobart

Western Suburbs
11 to 14 Moonah & Florence Heights-Hobart
3 to 10, 27, X6 Lenah Valley, Mt Stuart & West Hobart-Hobart

Southern Suburbs
56 to 68 Kingston –Hobart via Channel Hwy
72 to 85 Kingston-Hobart via Southern Outlet
64 to 98 Channel-Hobart
44 to 49 Fern Tree-Hobart
57, 58, 59, 156, 158 Mt Nelson-Hobart
51 to 55, 154, 888 Sandy Bay & University-Hobart

Eastern Suburbs
605, 613 to 615 Camelot Park-Hobart
606 to 694 Shoreline Central & Rosny Pk-Hobart
606, 608 Carella Pk, Howrah Hts & Bellerive Bluff-Hobart
630 to 648 Lauderdale-Hobart
638 to 648 Opossum Bay-Hobart
680 to 694 Risdon Vale-Hobart
620, 625 Clarendon Vale-Hobart
602, 670, 675 Bellerive Bluff & Rosny Pt-Hobart
650 to 668 Seven Mile Beach, Mornington & Warrane-Hobart

Victoria – Melbourne

Grenda sale

Two of Australia's largest family based bus operators, Ventura and Grenda, will come together with Ventura being the successful purchaser of Grenda Transit. Ventura has been a successful family business since 1924, and has a long history of excellent performance delivery in the Melbourne bus industry. The Grenda family is confident that the combination of Grenda and Ventura can only enhance the delivery of transport services to the Victorian public. The existing management structure of Grenda Transit will remain in place. Andrew Cornwall, Ventura Group's Managing Director confirmed that they acquired the Grenda business due to its position as a market leader and the merger of Grenda Transit Management and Ventura makes for a very strong and sustainable bus business. Andrew said "We have a record of continuing business as usual after an acquisition and look forward to working with all the Grenda workforce." The transaction is expected to be completed over the next few months, subject to ACCC and Victorian Department of Transport approval. Whilst not strictly relating to timetables, the ownership change is significant for much of Melbourne's eastern and south-eastern suburbs together with the Mornington Peninsula. The Grenda fleet of approximately 584 route buses operates under the trading names of Grenda's, Invicta, Moorabbin Transit, Cardinia, Peninsula and Portsea. Observers have already suggested possibilities in operational changes which may result in timetable alterations.

Improved bus services for Caroline Springs, Taylors Hill and Hillside

A new bus route and extension to an existing bus route commenced on Monday 28 November

Route 461 is extended to provide a direct connection between Taylors Hill and Caroline Springs Square. From Watergardens Station, Route 461 now runs along Hume Drive and then south via Gourlay Road and Caroline Springs Boulevard to Caroline Springs Square Shopping Centre. New Route 462 replaces Route 461 along some sections of Calder Park Drive.

Route 462: new route – Watergardens Station to Caroline Springs. Route 462 services Taylors Hill and Hillside via Calder Park Drive. The bus runs via Melton Highway, Calder Park Drive, Loddon Drive, Watervale Boulevard and Caroline Springs Square Shopping Centre.

Connections to Melton, Sunshine and Highpoint Shopping Centre are available from the Caroline Springs terminus at Rockbank Middle Road.

Route 510 Essendon to Ivanhoe (Moreland Bus Lines): To improve the on time running of services, bus Route 510 received a new weekday timetable from Monday 5 December. There are minor timetable changes to buses running in the peak period between 15:00 and 17:00.

Thanks to Tony Bailey, Hilaire Fraser, Craig Halsall, Robert Henderson, Victor Isaacs, Geoff Lambert, Duncan MacAuslan, James Ng, Lourie Smit, Jim Wells for Bus news.

FERRY NEWS

Sydney Ferry

New issues are: Manly timetable effective 31 January 2011, reprinted November 2011;
Map Guide to Sydney Harbour, effective July 2011

Darwin Ferry

Sea Cat & Charters, operator of the ferry from Cullen Bay to Mandorah for 13 years, will be replaced by Sydney-based Fast Ferries from 1 January, after a tender process by the NT government

Thanks to Tony Bailey for Ferry news.

AIR NEWS

Domestic

Strategic started flying under its new name of **Air Australia** from 15 November. It has abandoned its full service business model and will operate as a low-cost carrier.

Virgin Australia will add six weekly services between Brisbane and Launceston, and an additional two weekly return services between Melbourne and Hobart from mid-December to the end of January 2012.

International

Qatar Airways will commence services to Perth in 2012, its second route to Australia after Melbourne.

Jetstar's Melbourne-Singapore-Beijing service commenced on 17 November.

Thanks to Tony Bailey, Michael Marshall and Lourie Smit for Air news.



Members' News

- December 2011

Australian Association of Timetable Collectors

aattc.org.au

NON-ELECTED POSITIONS

As is usual, and as provided in our Constitution, at its first meeting after the Annual General Meeting, the Committee considered appointments to non-elected positions. I am very pleased to report, that with the exception of our Auctioneer, discussed in the next item, everybody was willing to be re-appointed. Dennis Mclean continues as Membership Officer, Lourie Smit as Webmaster, Len Regan as Distribution Officer (in addition to his elected position of Treasurer), Geoffrey Clifton as National Timetable Collection Co-ordinator (as well as being Sydney Convenor), Geoff Lambert as *Times* Editor (in addition to having being elected Secretary), Victor Isaacs (in addition to being President and Canberra Co-Convenor) and Geoff Mann as the Co-Editors of *Table Talk*, Geoff Lambert as Production Manager, and Geoff Lambert to yet another position as Publicity Officer.

AATTC AUCTION

Stephen Ward has indicated that with the completion of the current Auction, he wishes to step down as Auctioneer, due to changed circumstances. Stephen has made a mighty commitment of time to helping the Association through his dedicated activity as Auctioneer. The AATTC owes him a big thank you and wishes him well! Stephen will very kindly help with the transition to his successor. The Auction is one of our main income generators. Without it, our activities would be curtailed.

Geoff Hassall has volunteered to be our new Auctioneer. Please support him – and help yourself - by bidding at future Auctions, or by donating material. This can either be sold for yourself (on a commission), or alternatively be donated to the Association for sale. You can contact Geoff by email at geoffrey.hassall@gmail.com or write to him at 19 Yara Crescent, Maryland NSW 2287. As before, it is best to contact the Auctioneer first, rather than send unsolicited material. We anticipate that our next Auction will be in mid-2012.

DIVISION MEETINGS

Adelaide: Inquiries to Adelaide Convenor, Roger Wheaton, at rogetw@adam.com.au or 08-8331 9043.

Brisbane: A Brisbane meeting was held on Sunday 20 November at which all seven of the usual attendees attended. Three had been overseas recently. It had been requested that members bring their favourite timetable and most did. Richard brought his first timetable, a NSW country public timetable which had encouraged his interest in railways (and geography; at the time he lived in northern NSW) and a well-worn Cook's Continental Timetable which he used to plan a European trip about 1972. He and Ian elaborated on the arrangements for trains to pass through East Berlin at that time. Graham discussed his NSW Country Public timetable which was the year before Richard's and included diagrammatic maps (thought to be the only timetable in which these appeared). Brian discussed a QR South Western 1966 Working timetable which included the Wandoan branch showing three trains (a railcar, a steam goods and a diesel goods) on the branch on Wednesdays when livestock was loaded at Wubugal (about 3km from the terminus). The steam goods departed the terminus first and was overtaken by the railcar which then crossed the diesel goods at the next crossing loop. Consecutive stations on the branch were

Gurulmundi, Giligulgul and Gulugaba! Brian also spoke about the Injune and Millmerran branch timetables and their crewing arrangements.

The members voted unanimously (Brian abstaining) for Brian Webber to continue as Brisbane Convenor. The next meeting is set for Sunday 25 March at the Webber residence, 8 Coachwood St, Keperra at 2pm - contact Brian on 07 3354 2140 or bwebber5@bigpond.com.

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 or 02-6254 2431.

Melbourne: Meetings are held on the first Wednesday of odd months from March to 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. Enquiries to Melbourne Convenor, Stephen Ward, swar3841@bigpond.net.au.

Sydney: Sydney meetings are held at 1400 on the first Saturday of February, May, August and November at the church hall, 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, Geoffrey.Clifton@sydney.edu.au or GPO Box 1963, Sydney NSW 2001.

AATTC CONTACT DIRECTORY

| | | |
|---|-------------------|--|
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* indicates Committee member.

AATTC Members' News is compiled by Victor Isaacs, President. Contributions to abvi@inet.net.au please. The deadline is the last weekend of each month.

The February edition of Members' News will be compiled by Vice-President Hilaire Fraser. Please send any contributions to him at hnfras5@bigpond.com.au