



# ***TABLE TALK***

**AUSTRALASIAN TIMETABLE NEWS**

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**DON'T ASK ME MATE, I JUST WORK HERE**



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**WORLDWIDE STATION LISTS- PAGE 2**

# TABLE TALK NEWSWIRE

Do you wish to receive more timely railway timetable news? The AATTC is instituting a new service to members. Advance news from our monthly news magazine, *Table Talk*, will be emailed to interested members. This will occur once a month, to coincide with receipt of the monthly AATTC mailout. This advance email news will comprise those news items already on hand for the following month's *Table Talk* Rail and Tram news section. If you wish to receive Table Talk Newswire, send your email address to *Table Talk's* Rail and Tram Editor, Victor Isaacs. His address is [abvi@iinet.net.au](mailto:abvi@iinet.net.au)

## TOP TABLE TALK

### How not to obtain timetables in Sydney – the Minister is blamed

It is difficult to gain access to the display of Sydney Buses timetables at the Wynyard Transit Shop. One AATTC member reports there was someone watching over the timetables and when he tried to get more than one copy of a timetable he was told in no uncertain terms to put them back. However, these days are over, because now the shop is closed completely. A sign on the window of the shop directs people to nearby ticket outlets, but says nothing about timetables outlets.

On 31 May, the NSW Minister for Transport, Gladys Berejiklian, announced the transformation of the Circular Quay CityRail information office to an integrated information centre "to help customers plan their public transport journeys". But, two months later, the one-stop transport information centre is not open, and there is no reference to it on the Sydney Buses website. Another AATTC member had an experience at this centre last year, when it was still officially a CityRail site. The people in front of him were inquiring as to how to get from Manly to Mona Vale. The officer had no clue, so looked up the Sydney Buses regional map and found that Route 151 runs from Manly to Mona Vale and that is what he told the inquirers. For those that know, Route 151 is the all-night service. He could not help himself and butted in to tell them the correct answer to their question. Ironically, in practice, access to timetable information in Sydney seems to have become harder since the Minister's announcement that a 'one-stop-shop' would solve all these problems.

### How not to obtain timetables in Adelaide – the AATTC is blamed

The extent to which spin can go to extraordinary and ridiculous lengths was demonstrated recently in Adelaide in the lead up to the introduction of new train and bus timetables on 1 July. Adelaide Metro released a set of 86 new timetables – 85 for buses and one for the Grange and Outer Harbor train lines. In the two weeks before the start of these new timetables, there were consistent reports that many of the new timetables were unavailable, particularly the Outer Harbor one. The situation was so bad, that ABC local radio ran a lengthy interview at 7.15am on Friday 29 June with a spokesman from Adelaide Metro. He denied that there was any shortage of timetables – that there were plenty available everywhere, he said. When challenged on this, he said that if there was a shortage, it was only temporary while more timetables were obtained from the back room to put on the shelves. But the real blame, he said, lay with "these people who collect timetables to send around the world". He mentioned he had watched an elderly white haired gentleman fill his blue shopping bag with as many timetables as he could carry. That description fits one of our diligent AATTC members in Adelaide, Peter Hobbis, who had made several trips into the City to collect sets of the new timetables. He collected items from boxes that were full of timetables and which were constantly being refilled. But not all of the timetables were available on each visit. A few sets out of the thousands that were printed – hardly a reason to create a shortage!

Incidentally, AATTC members Peter Hobbis and Roger Wheaton were eventually able to collect sufficient complete sets to meet the orders for the Distribution Service. Peter says that staff at the Currie Street Information Centre in Adelaide know that he belongs to the AATTC and they are happy about it. He often gets positive comments about our Association!

**Thanks** to Robert Henderson, Peter Hobbis, Geoff Lambert, Len Regan and Lourie Smit for their experiences of how not to obtain timetables. Front cover photo from Geoff Lambert.

### Worldwide Railway and Tramway Station Lists

[www.railwaystationlists.co.uk](http://www.railwaystationlists.co.uk)

AATTC member Jim Fergusson has placed on the internet a collection of his listings of the stations of many systems in the world, including Australia, NZ, Canada and US. See [www.railwaystationlists.co.uk](http://www.railwaystationlists.co.uk)

These are likely to be remarkably useful documents. The lists are of all known passenger stations. They are based on a life-long study, mostly of railway timetables from his large collection. Other sources have also been used, including items printed by the AATTC and AATTC members. Timetable students and others with an interest in railway infrastructure will glean a very great deal of information. The source for each station name is noted as a particular timetable or timetables. This is a work in progress. The lists, by their nature, are a forever ongoing work - as new information comes to light, corrections made and railway infrastructure continually changes. Jim invites feedback..

Local users are likely to find some items in Australasian lists which need updating or amending. Equally, users will find some things that are new to them even for Australasia. For example, extracted from a South Australian Railways Working Timetable for 1952 is the information that Workers' Trains from Adelaide to Mile End Plant Depot stopped at "Opening in the Galvanised Fence at "B" Depot"! A notable feature is the very large locations between stations in New South Wales and Queensland where trains would stop for school children.

**From the Trivia section:** Some of Jim's *Favourite station names* are: USA: Old Armchair Bridge, No Name, Champagne Fountain, Garden of the Gods, Call of the Wild, Haunted House, Foody, Rough & Ready, Shoe Heel. UK: Bat & Ball,

Flowery Field, Hall i' th' Wood, Westward Ho!, Messrs Sanders & Co.s Orchid Sheds. Canada: Road to Herb Lake Gold Mines, Ha! Ha! Junction. South Africa: Jumbo Halt.

*Longest Station Names:* Baltimore & Ohio South-Western & Cleveland Cincinnati Chicago & St. Louis Junction (69 letters - USA).

*Longest single word:* Llanfairpwllgwyngyllgogerychwyrndrobwlilliantysiliogogoch (58 letters - Wales) However, this is a fabricated name to encourage tourism. Timetables only show Llanfairpwllgwyngyll. Venkatanarasimharajuvaripeta Halt (28 + 4 letters, India).

*Statistics: Passenger Route Mileages* World: 869,000 miles (1943 Railway Year Book 790,000 + 10% lines closed before/opened after). USA: All time 260,000 miles (Railroads), 16,000 miles (Interurbans). Today 26,000 miles (23,000 Amtrak + 3000 commuter lines). UK: All time 21,250 (21,000 National Rail + 250 London Transport), Today 10,500 (10,250 NR + 250 LT).

*Passenger stations and stops:* World: All time 300,000 (tentative guess!). Europe: All time 100,000, USA: all time 100,000 (RRs, assuming average 3 miles between stations/stops) 35,000 (Interurbans, assuming 2 stops per mile). Today 1,600 (500 Amtrak + 1,100 Commuter, excluding Metro, Light Rail & Heritage). UK: all time 12,000.

## RAIL AND TRAM NEWS

### Infrastructure Australia recommendations

Infrastructure Australia's fourth annual report to the Council of Australian Governments, as usual, divides its recommendations into four categories. The top category, "Ready to Proceed", has four projects:

- Brisbane Cross River Railway, Benefit Cost Ratio 1.34, cost \$5.31 billion.
- Melbourne Metro stage 1, BCR 1.3, cost not confirmed
- Melbourne Managed Motorway, Monash Freeway, stage 1, BCR11.5, cost \$14.3 million
- Melbourne Managed Motorway, Monash Freeway, stage 2, BCR 6.9, cost \$101 million.

However, it is not clear that the Queensland and Victorian state governments are yet prepared to make their contributions to the two rail projects. Indeed, the new Queensland government is currently reviewing the cross-river project.

Rail or public transport projects in other categories are:

Category 2 "Threshold": Brisbane Eastern busway, stages 2b and 3.

Category 3 "Real potential": Melbourne Metro stage 2, and Dandenong railway capacity upgrade.

Category 4 "Early Stage":

- Sydney rail network capacity improvements and expansion
- Sydney NW Railway
- Sunshine-Melton railway duplication and electrification
- Melbourne Tram route 86 upgrade stages B and C
- Hastings port upgrade including freight rail connection
- Digital Train Control System
- Mount Isa to Townsville railway upgrade
- Mildura to Menindee new railway
- Tasmanian rail revitalisation.

To see the Report, go to

[www.infrastructureaustralia.gov.au/2012\\_coag/files/P195\\_IACOAG%202012\\_FullReport\\_WS.pdf](http://www.infrastructureaustralia.gov.au/2012_coag/files/P195_IACOAG%202012_FullReport_WS.pdf)

### Pacific National steel haulage contracts extended

Pacific National has struck a new deal with steelmakers Bluescope Steel and Arrium to continue providing rail linehaul services across Australia. The existing agreement was due to expire in January 2015 but will now continue to at least 2022. PN will move about three million tonnes of steel products a year between manufacturing sites and distribution terminals in mainland capitals. Asciano has also signed a new seven-year agreement with BlueScope to continue supplying rail services within the Port Kembla Steelworks. At the end of the 2011 financial year, PN maintained a fleet of 317 locomotives and more than 6,000 wagons. It generated more than a third of Asciano's total revenue.

### Queensland: Galilee Basin Coal Railway

Adani Mining and QR National will jointly evaluate an integrated rail proposal for the Carmichael Coal Mine in the Galilee Basin. The study will assess rail infrastructure and haulage for 60 – 80 million tonnes of thermal coal per annum from Carmichael Mine to the Abbot Point Coal Terminal and / or the future Dudgeon Point Coal Terminal. This is in accordance with the Queensland government's decision to have a new west-east connecting railway to QR National's existing coal network that would service emerging Galilee Basin coal mines.

### Queensland Rail: Western Queensland services disrupted 6-8 July

Queensland Rail's main Central line from Emerald to Winton was closed from 6 to 8 July and the branches from Emerald to Clermont and Springsure for longer. There were concerns by the transport safety regulator about the safety of 70 wooden bridges. Underwater pylon checks had been "signed off" up to 18 months ago without checks having actually taken place.

### Queensland Rail: Public timetables 23 July

Queensland Rail issued new Public timetable folders in an altered format, effective 23 July 2012, for Beenleigh, Ferny Grove, Gold Coast-Airport, Nambour and Shorncliffe lines.

## Queensland Rail: Additional Shorncliffe line services from 23 July

From 23 July:

- Two additional late night trains operate on Mondays to Thursday departing Brisbane Central at 2223 and 2323, stopping all stations, arriving Shorncliffe at 2256 and 2356. Two additional inbound services operate from Shorncliffe at 2307 and 0007, all stations, arriving Brisbane Central at 2343 and 0043. These trains were already timetabled on Friday nights.
- Running times of peak hour trains departing Brisbane Central between 1545 and 1820 are lengthened by two to four minutes.

## Brisbane: Kippa-Ring railway

After uncertainty concerning the \$1.15 billion Petrie to Kippa-Ring Moreton Bay Railway currently under construction, the Queensland Transport Minister Scott Emerson said "We are committed to delivering this project, however given the level of state debt and the Labor government's financial mess we need to ensure we also deliver the best value for taxpayers." The Federal Government is contributing \$742 million, the State Government \$300 million, plus \$120 million of land and the Moreton Bay Council \$105 million.

## Great Southern Railway: Trans Australian Railway Centenary train

Great Southern Railway will operate a special train on Friday 14 September to commemorate the centenary of commencement of construction of the Trans Australian Railway. It will depart Adelaide at 0800, Nantawarra 0937-0957, Winninowie 1148-1207, arrive Port Augusta 1230. Depart Port Augusta 1515, Winninowie 1540-1627, arrive Adelaide 2005. Ironically, none of this route is where the original construction of the TAR occurred - the 1912 project was all to the west of Port Augusta. ARTC TAA 1087-2012 refers.

## ARTC: Hunter Valley strategy

ARTC has released a 2012-21 Hunter Valley Corridor Capacity Strategy following consultations with the coal industry and other interested parties. This is a revised strategy for management and investment in its Hunter Valley coal network. It contains much information about traffic on the network and investment proposals. There is a possible program of continuous improvement by way of new loops or passing lanes. It is apparent that the pace of these will be commercially driven by the demands of the coal exporters. An unusual constraint is the small profile of tunnels on the Ulan line, which necessitates an interval of 30 minutes between trains to purge the tunnels of fumes. Some possible new lines are discussed: a Werris Creek bypass, a Muswellbrook bypass for Ulan line trains and a shorter line from Mangoola to Sandy Hollow on the Ulan line. The Report is at [www.artc.com.au/Content.aspx?p=115](http://www.artc.com.au/Content.aspx?p=115)

## ARTC: No Train

Track possessions are common, where no train movements are allowed, usually to facilitate civil engineering work. ARTC has now introduced the alternative term of "No Train". TAA (Train Alteration Advice) 1029-2012 introduced this term. It applied from 0830 until 1130 on Sunday 15 July from Osborne to Pelican Point to facilitate "Pelican Point Bicycle Racing". This is on ARTC's new freight line on Adelaide's Le Fevre Peninsula.

## NSW: Date of the big divorce

The two new train operators, Sydney Trains and NSW Trains, will come into existence by 1 July 2013. A NSW Trains business unit was established in mid-July to transition CountryLink and Intercity services into one entity.

## Countrylink: Sydney-Melbourne XPTs slowed down

As reported in July's *Table Talk* (page 7), Countrylink and most V/Line passenger trains were cancelled between Albury and Melbourne from 7 to 15 July while ARTC carried out more work to remedy problems with the line. Between these two dates, ARTC issued a continuous Total Occupation order for the West line between Seymour and Benalla. The schedules of all trains, especially those due to "cross" in this section (including V/Line trains) were altered accordingly (vide ARTC Train Advice 784). During the Occupation, re-ballasting work continued night and day with ballast trains shuffling back and forth distributing ballast to the track. These trains were operated by El Zorro locomotives, including ageing ex-CR locomotive GM36.

Following resumption of services, Countrylink instituted a slowdown of all their passenger trains between Sydney and Melbourne and v.v. to reflect speed restrictions resulting from the adverse condition of the line, usually by 25 minutes. Intermediate times were not changed, or at least not so indicated to the public. The southbound day XPT (CLK 623) was rescheduled into Melbourne at 1920 instead of 1856, the northbound day XPT (CLK 624) into Sydney at 2045 instead of 1954, the southbound overnight XPT (CLK 621) into Melbourne at 0800 instead of 0735, and the northbound overnight XPT (CLK 624) into Sydney at 2045 instead of 1954. These changes are to apply "until further notice". Countrylink has issued both public and internal documents advising the new arrival times. However, there is no sign of documentation by ARTC or RailCorp changing the running times. Possibly, these new times are simply "recovery" times that Countrylink will announce to their customers when they book, so that their trains do not seem to arrive "late".

## Countrylink: Bathurst car races 7 October

A special Countrylink train will operate to the Bathurst V8 Supercar race on Sunday 7 October. It will depart Sydney at 0514, pick up at Strathfield, Parramatta, Blacktown and Penrith, and arrive Bathurst at 0915. Return from Bathurst is at 1825, arriving Sydney at 2237.

## Sydney: Public Transport maps

Google now provides Sydney public transport maps, joining its coverage of Melbourne and Canberra.

## **Sydney: Taking the Train to the Plane**

Airport Link, the company that owns and operates Sydney Airport Domestic and International stations, estimates that their rail patronage grew 32% from 2008-09 to 2011-12, while the total number of air travellers passing through the airport grew by just 11%. Almost 16% of air travellers now use rail to get to and from the airport, compared to 10% in 2006.

## **RailCorp NSW: Freight Working Timetable 11 August 2012**

The latest in the frequent issues of Freight Working Timetables by RailCorp NSW is effective from 11 August (Weekends, Book 5) and 13 August (Weekdays, Book 4).

## **NSW Country Regional Network: Working Timetables 8 July 2012**

John Holland Rail Country Regional Network has had a complete re-issue of Working Timetables effective 8 July 2012. See their website [www.jhrcrn.com.au](http://www.jhrcrn.com.au) and click on "Operations".

## **Great Southern Railway: Working Timetables 2012**

New Working Timetables for 2012 for the Indian Pacific, Ghan and Overland are on GSR's website. See [www.greatsouthernrail.com.au/site/media\\_centre/fact\\_sheets.jsp](http://www.greatsouthernrail.com.au/site/media_centre/fact_sheets.jsp)

## **V/Line: Major Bendigo line closedown 27 July - 5 August**

Due to Sunbury electrification works, buses replaced trains between Melbourne and Bendigo/Echuca from 2200 Friday 27 July until Sunday 5 August. A temporary timetable operated during the nine day closure. All trains were replaced by buses between Southern Cross and Bendigo. Due to V/Line bridge works, buses also replaced Echuca trains between Melbourne and Echuca. Swan Hill trains were replaced by bus between Southern Cross and Bendigo, but remained trains from Bendigo to Swan Hill.

## **Victoria: Freight subsidies**

Freight transport companies in Tocumwal, Horsham, Warrnambool and Mildura will share in a \$10 million Mode Shift Incentive Scheme funding to shift freight onto rail. Patrick Container, Regional Port Enterprises, Wimmera Container Line, Qube Holdings, Wettenhall and Iron Horse Intermodal have committed to moving 50,000 containers in and out of the Port of Melbourne by rail instead of road.

## **Metro Trains Melbourne: New Website**

Metro Trains Melbourne introduced a revamped website from 15 July - see [www.metrotrains.com.au](http://www.metrotrains.com.au). It provides a clearer approach to providing information. There has been criticism for the Public Transport Users' Association, however, that details of cancelled trains are no longer included. As before, clicking on the site for "Timetables", ie, public timetables, leads to the Public Transport Victoria website. As before, a copy of the just superseded Working Timetable as well as infrastructure information is provided. However, these are harder to find now, and require use of the "Search" function. The current V/Line Working Timetable of 22 April is still not provided on the V/Line site - although the just superseded one remains there.

## **Metro Trains Melbourne: Racecourse line timetables**

It is now possible to obtain timetables on the internet for the occasional services on the Showgrounds / Flemington Racecourse line. The Public Transport Victoria website [www.ptv.vic.gov.au](http://www.ptv.vic.gov.au) provides a copy of the timetable for the next weekend on which services will operate.

## **Melbourne: Doncaster railway proposed**

A railway to Doncaster could be built for \$840 million and paid for using taxes raised from the higher property values it would generate, says a report by transport experts from Curtin and RMIT Universities and global engineering firm Arup. It found that the line could transport about 100,000 passengers a day if it was linked to the proposed Melbourne Metro rail tunnel, at an added cost of \$300 million. This is the same number of vehicles projected to use the Baillieu government's proposed east-west road link daily, after it is built at an estimated cost of \$5 to 9 billion. The authors have modelled their cost estimates on the highly successful Mandurah line in Perth. The report proposes building the Doncaster railway along the median of the Eastern Freeway, as was planned when the road was built in the early 1970s. This route is also one of three options put forward in the state government's \$6.5 million Doncaster rail study. It is proposed to either connect the line by tunnel to the existing rail corridor in Collingwood, or tunnel a further 3 kms to Parkville as part of the \$5 billion Melbourne Metro rail tunnel proposal, which would run from South Kensington to South Yarra. This would cost an extra \$300 million but would deliver the most benefit. The report found that property values in Brisbane in the past 25 years had risen 23% more in suburbs with high-quality public transport than those without. It was commissioned by six eastern suburbs councils that form the Doncaster rail local government group.

## **Adelaide: Aldinga line**

Following completion of the Noarlunga to Seaford rail extension, a further extension to Aldinga, 10 km, is planned, with the SA government already in the process of planning a preferred route. However, land acquisition will not be included in the State budget until the 2016/17 financial year.

## **Adelaide Metro: Outer Harbor line suspended 5-8 July**

The Outer Harbour line beyond Woodville was closed from 5 to 8 July after a truck hit an overhead bridge at Port Adelaide. The bridge had to be inspected and repaired.

## Genesee & Wyoming expands

North America's two largest shortline and regional rail operators are to merge. Genesee & Wyoming announced on 23 July that it will acquire RailAmerica at a cost of about \$US 1.4bn. G & W's current largest operation is Genesee & Wyoming Australia, operator of SA intrastate freight lines and the Tarcoola-Darwin railway.

## Genesee & Wyoming steel haulage contracts

Genesee & Wyoming Australia has expanded two contracts with Arrium to haul an extra 2.7 million tonnes of iron ore a year in South Australia. This means GWA will spend \$60 million in new narrow gauge locomotives and wagons - as well as a standard gauge rolling-stock maintenance facility. GWA has already invested \$67 million for nine new locomotives, the last of which was delivered in June, and facilities to support shipments from the new mine, which are expected to begin in the fourth quarter of 2012. Metallic ores were a standout for GWA's performance in the three months to June 2012, rising 41% to 8265 carloads in the quarter. But falls in haulage of farm produce and petroleum products reduced overall traffic growth to 3.5% for the quarter or 55,718 carloads.

## SA: Snowtown – Wallaroo re-opening mooted

Havilah Resources is investigating exploiting an iron ore deposit in SA near Broken Hill. Investigations include the possibility of re-opening the railway from Snowtown to Wallaroo to transport the iron to port.

## Transwa: Public timetables 11 May 2012 and website

Transwa re-issued all its train and bus Public timetable pamphlets effective 11 May. The only changes to trains seem to be earlier departure of down Prospectors from Midland, earlier arrival of the Monday Prospector at Kalgoorlie, and earlier arrival of the evening Australind at Bunbury. There does not appear to be any alterations to bus schedules.

Transwa has a re-designed website. It is now more attractive and easier to use - see [www.transwa.wa.gov.au](http://www.transwa.wa.gov.au)

## Western Australia: Mid-West upgrade and duplications

Brookfield Rail, track lessee of the WA country network, is upgrading the railway from Geraldton to Morawa. The project commenced in July 2011 and is about 80% complete. The project will facilitate increased mineral railings to Geraldton and ultimately to the proposed new port at Oakejee. Centralised Train Control now controls trains from Geraldton to Mullewa. The line is being duplicated from Mullewa to Sullivan and from Canna to Bell.

## Perth: No train to Ellenbrook

A WA government promise to build a rail line to Ellenbrook was never viable according to a local MP. Alyssa Hayden MLC, said the Public Transport in Perth in 2031 Plan showed expenditure on the Ellenbrook line could not be justified, either on existing or forecast population growth. She said the rail line's projected cost of between \$630 million and \$1.1 billion – depending on the route chosen – together with low forecasts for commuter usage would result in a cost to WA taxpayers of \$550,000 per passenger.

## Via Rail Canada: Cutbacks

**Via Rail**, the Canadian federal government long-distance passenger train operator, is to slim down its services from November 2012. The well-known transcontinental train, the Canadian, which presently operates from Toronto to Vancouver and v.v., thrice weekly, will in future operate only twice weekly in winter (still thrice weekly in summer). The Océan, the overnight passenger train from Montréal to Halifax and v.v., which mainly uses carriages built for operation in the English Channel tunnel, but never so used, at present operates six nights weekly. From November, it will operate only thrice weekly. Some trains within Ontario running to destinations south west of Toronto will also be discontinued.

Meanwhile, the Ontario Provincial government is planning to sell the **Ontario Northland Railway**. It will also discontinue the ONR's Northlander passenger train from Toronto to Cochrane and v.v., which at present operates six times a week and is one of the few Canadian long-distance passenger trains not operated by Via. ONR's Polar Bear Express, from Cochrane to Moosonee on Hudson Bay, will continue operation.

**Agence métropolitaine de transport**, the Montréal suburban train operator, is on schedule for opening of the Ligne de l'Est, a new commuter line to the north east suburbs by year's end.

## Amtrak Timetable books

For an online version of the current complete Amtrak Public system timetable book, see [www.amtrak.com/ccurl/89/745/System-Schedule-Spring-Summer-2012.pdf](http://www.amtrak.com/ccurl/89/745/System-Schedule-Spring-Summer-2012.pdf)

For an Amtrak Employees' Timetable book online (albeit a 2006 edition) go to [http://palter.org/~brotzman/Misc/NEC\\_GO\\_205\\_Full\\_07-13-09.pdf](http://palter.org/~brotzman/Misc/NEC_GO_205_Full_07-13-09.pdf)

## Recommended reading

"More Tracks, Slower Trains" by John Nestor in *Policy*, the magazine of the Centre for Independent Studies, vol. 27. no. 4, Summer 2011-12. A critical analysis of the Victorian Regional Rail Link project, including consideration of a cheaper alternative. See <http://www.cis.org.au/images/stories/policy-magazine/2011-summer/27-4-11-john-nestor.pdf>

The Bureau of Infrastructure, Transport and Regional Economics (BITRE) has recently released reports of interest:

- *Understanding Australia's Urban Railways*
- *Australian Infrastructure Statistics—Yearbook 2012*

- **Train Line 1** a statistical report on rail freight. This gives no cause for optimism that the rail-freight situation in Australia is improving.

These reports, and many, many more, can be found on the BITRE website at [www.bitre.gov.au](http://www.bitre.gov.au). Such reports, and many, many more, generally are made available at notional cost to AATTC members in the subsequent January issue of "Timetables on CD/DVD"

**Thanks** to Tony Bailey, Jim Fergusson, Scott Ferris, Joe Friedman, Victor Isaacs, Geoff Lambert, Len Regan, Roger Wheaton, *Age*, *Advertiser*, *Sydney Morning Herald*, ABC News, [www.vicsig.net.au](http://www.vicsig.net.au) and [www.railpage.com.au](http://www.railpage.com.au) for Railway news.

## BUS NEWS

### New South Wales - Sydney Private Bus Timetables

#### Busways Campbelltown Route 887 - Improved Services to and from Wollongong

A new timetable for Route 887, Campbelltown – Wollongong, will commence on Monday 20 August 2012. It features extra trips, longer operating hours. All trips will run via Mt Ousley (previously known as Route 887X), but will be known as 887. No trips will run via Bulli Pass. This means savings of up to 10 minutes per trip for passengers travelling to and from the main destinations of Wollongong CBD and University of Wollongong. Weekday timetable will be the same all year, with no reduction in service during school vacations. There is a later departure from Wollongong Station and University in the evening. An hourly service applies to and from Wollongong in the peaks. Weekend services are unaltered.

#### Forest Coach Lines

A new version of the timetable for Routes 195/6/7 (Macquarie Park - Mona Vale, etc) is available. It is dated June 2012 (v3.). Little alteration can be noted.

#### Shorelink – Transdev

Transport for NSW and Shorelink conducted community consultation during July for changes to Route 575 (Hornsby-Macquarie Park) and for new routes 562 and 572 to be commenced. The proposed changes include:

- Route 575 between Hornsby and Macquarie Park is proposed to run along the Pacific Highway and Ryde Road instead of Kissing Point Road at South Turramurra. The last trip would leave Macquarie Park around 9pm (currently 10pm).
- To maintain services in the South Turramurra area following the changes to route 575, a new extended full time route 572 is proposed to operate between Turramurra, South Turramurra, West Pymble and Macquarie Park.
- A new route 562 is proposed as an off-peak shopper hopper service with three return trips on weekdays from Gordon to Macquarie Park via Dunoon Avenue at Gordon West.
- Improved Saturday frequencies and hours of operation on weekends

No commencement date has been announced.

#### Veolia Transport Routes 971, 972 and 988 – Miranda/Cronulla area

Transport for NSW and Veolia Transport are proposing alterations to these routes. The proposed changes would provide increased services on the busier routes. The proposed changes include additional weekday services from Miranda to Cronulla and from Hurstville to Miranda via route 971. Other alterations to routes 972 and 988 are also proposed. Our correspondent says the increased services are on route 971 including weekday off peak half hour service on the South Cronulla loop, but at the expense of decreased services on the other two routes.

### New South Wales - Rural & Regional Private

#### Priors, Batemans Bay

There is a new timetable for Routes 757, 760 and 761, dated June 2012.

### Queensland - Brisbane

#### Western Brisbane Region

Translink issued new timetables, to improve connections and reliability, effective 16 July 2012 for the following services operated by Bus Queensland:

- 463 Goodna – Forest Lake
- 500 Ipswich-Goodna
- 502/503/509 Ipswich-Bundamba
- 506/516 Ipswich-Leichhardt/One Mile
- 508/515 Brassall-Yamanto
- 512/513 Ipswich-Brassall
- 514 Tivoli-Booval
- 522/530 Goodna-Springfield
- 524/525/526 Goodna-Redbank Plains

## **Brisbane Northern Region**

New route 661 from Westfield North Lakes to Deception Bay Shopping Centre operates from Monday 23 July as a trial service for 12 months. Running seven days a week, the service runs half hourly Monday to Friday, half hourly on Saturdays, and hourly on Sundays and public holidays.

## **Queensland – Regional**

### **Sunbus Townsville**

The Red Bus from the Townsville Breakwater to City Mall was replaced from 30 July by an extension of 200 City-Kelso and 201 City-Townsville Hospital from the City Mall to the Breakwater. 200 and 201 will combine to provide a 10 minute weekday service, 30 minutes at weeknights and weekends, along the Ross River Road Corridor from Stockland Shopping Centre at Nathan to the Breakwater via the City Centre. Ex Hermit Park Bus Service route 33 Townsville-Bushland Beach was renumbered 233.

James Cook University students and workers now have a centralised stop at the accessible Student Union. This will address concerns about the damage being caused to the university ring road.

In addition to the above changes for 200, 201 and 233 changes also occurred to timetables and some bus stops for routes 202 City-Townsville Hospital via Gulliver, 208 City-Willows Shopping Centre via Annandale & Townsville Hospital, 209 City-Stockland Shopping Centre via Wulguru and 210 Townsville Hospital-Willows Shopping Centre via Carlyle Gardens.

## **South Australia – Adelaide**

New city priority bus lanes on Currie and Grenfell Streets and East Terrace came into effect from 7am Monday 9 July.

Peter Hobbs reports that the drivers are very pleased with the new timetables (refer July *Table Talk*).

## **Tasmania – Hobart**

**Metro Hobart** has issued new timetables effective 30 July 2012 for:

- 56, 61, 62, 63, 67, 68 Kingston via Channel Highway
- 65, 89, 92, 93, 94, 95, 96, 97, 98 Channel
- 72, 74, 75, 82, 84, 85, 86 Kingston via Southern Outlet
- 58 to 456 Hobart College

Things to note are:

- The 8.00 am 64 Hobart- Woodbridge service has become the 7.45 61 Hobart to Kingston service connecting with the new 7.57 95 Hobart-Woodbridge via Southern Outlet service at Kingston. Route 95 is now used for Hobart-Woodbridge via Southern Outlet services serving the Kettering Ferry Terminal.
- A new 95 Hobart to Woodbridge service leaves Hobart at 11.57am returning from Woodbridge at 1.06pm.
- New Saturday services leave Hobart for 95 Woodbridge at 8.30am (returning 9.30am), 93 Snug at 2.10pm (returning at 2.59pm) and 95 Woodbridge at 3.56 (returning at 5.05pm). Now the Channel has five return services on Saturday in lieu of two.
- All Channel services apart from 89 Howden will depart from Bus Stop Q in Murray St rather than Bus Stop P in Macquarie St Hobart.
- 63 Antarctic Division services have been extended to Huntingfield Av and are now designated as 63 Huntingfield services.

## **Victoria – Melbourne**

**Route 460** Caroline Springs to Watergardens has been transferred from Melbourne Bus Link to Kastoria. A new timetable dated 4 June 2012 has been issued with unchanged times.

**Route 548** Kew to Latrobe University: An additional service on school days at 3:30pm from La Trobe University to Ivanhoe Station was introduced from 5 March 2012. From Monday 7 May, the 3:22pm Route 548 service from Kew High School to La Trobe University has been extended. The Monday to Friday service now commences from Cotham Road in Kew at 3.22pm. The service runs via the stop at Kew High School at 3:28pm.

**National Bus** has issued new timetables for Routes 906 (31 May 2012) and 907 (23 May 2012).

**New local area maps** effective April 2012 are now available from the PTV website for the municipalities of Banyule, Brimbank, Cardinia, Casey, Greater Dandenong, Darebin, Manningham, Melbourne, Melton, Nilumbik, Whittlesea, Wyndham and Yarra.

These updated maps cover the cessation of Route 350 City to Latrobe Uni peak express back in January, the new stations at South Morang, Cardinia Rd & Lynbrook and extensive bus network changes in the northern suburbs that commenced on April 22. The Whittlesea map has corrected several minor errors in the version that made it into the brochure regarding the changes. The Greater Dandenong map has not been updated to delete the 691 extension to Monash Uni, and the Melbourne map continues to omit the 238 inter-peak deviation into South Wharf.

## **Victoria - Regional**

PTV has produced a new East Gippsland Bus Timetable effective from 4 June 2012. The 72 page booklet includes foldout network maps for Bairnsdale & Lakes Entrance plus the following timetables.

### **East Gippsland intertown bus services**

Route 10 Bairnsdale to Marlo

Route 11 Bairnsdale to Lake Tyers Beach

Route 12 Bairnsdale to Gelantipy  
Route 13 Bairnsdale to Paynesville  
Route 14 Bairnsdale to Omeo

#### **Bairnsdale town services**

Routes 1 West Bairnsdale, 2 East Bairnsdale and 3 Bairnsdale to Wy Yung

#### **Lakes Entrance town services**

Routes 1 Kalimna, 2 North and 3 East.

Note from Bus Editor: At the foot of page 18 in the July issue, I included in haste a summary of a press release regarding the above services. The press release outlined the number of new services for various townships without stating whether daily, weekly or whatever, thus rendering the release almost meaningless. Fortunately, Victor included a concise summary on page 7 in the Rail news.

## **Western Australia - Perth**

#### **2012 timetable issues:**

29/1: South Eastern 2, 17, Northern 73, 67. Operator now Veolia Transdev

19/2: Eastern 90, 100, South Eastern 4, 10, 11, 15, 20

Southern: 117

Western: 31, 32, 33, 44, 45

Northern: 58. Delete 401, Add 403, 404. Operator Swan Transit 80 Add Route 451

Circle: 200, 98 99. Delete Circle 201

Joondalup Cat TT 205. Operator Veolia Transdev

18/3: Eastern 103

25/3: Southern 133

1/4: South Eastern 7

Northern: 62 79. Operator now Swan Transit

8/4: Northern 74 75

Southern: 121. Operator now Veolia Transdev

29/4: Northern 65 66 73 78 80 83 65 66. Operator now Veolia Transdev

22/7: Southern 122

19/8: Eastern 86, 89, 91, 93,96,97,99, 101, 102, 104, 105, 106

Southern: 123, 125,126

South Eastern: 1, 3, 6, 7, 8, 9, 10, 13, 14, 17, 18

Western: 41

**Thanks** to Hilaire Fraser, Alan Gray, Craig Halsall, Robert Henderson, Peter Hobbis, Duncan MacAuslan, Michael Marshall, Paul Nicholson, Lourie Smit, Roger Wheaton for Bus news.

## **AIR NEWS**

### **Domestic**

**Qantas** will increase capacity to Canberra from 29 October, adding five extra services per week between Adelaide and Canberra. QF2091 will depart Canberra at 1105 and arrive in Adelaide at 1235. QF2092 will depart Adelaide at 1305 and arrive in Canberra at 1535. Qantas will increase services between Melbourne and Hobart from twice daily to thrice daily. In addition QF1020 from Hobart to Sydney will move from a 1040 to an 1155 departure, arriving in Sydney at 1340. QF1019 from Sydney to Hobart has moved from a 1415 to a 0925 departure, arriving in Hobart at 1115.

### **International**

**Jetstar Japan** inaugurated services on 3 July, with a flight from Tokyo to Sapporo. Jetstar Japan is jointly owned by Qantas, Japan Airlines, Mitsubishi Corporation and Century Tokyo Leasing. **Jetstar** will launch a Darwin-Singapore-Osaka service. The airline's existing Darwin-Singapore service will continue to Osaka thrice weekly from 1 November.

**Aerolineas Argentinas** commenced three flights a week from Buenos Aires to Sydney in early July.

**Qatar Airways** commenced three weekly flights from Doha to Perth in early July and hopes for daily flights by year's end. Gulf rival **Emirates** will commence services from Adelaide with a weekly service in November, increasing to four times a week in February 2013. It will increase frequencies to Perth with its current double daily services rising to 19 per week from 1 December and to triple daily from 1 March next year.

**China Eastern** will introduce three flights a week between Shanghai and Cairns around the end of 2012. This will add to the 14 weekly services it operates from Shanghai to Sydney and Melbourne.

**China Southern** will increase the frequency of its new Canton route between Australia and London via Guangzhou, operating a daily service from October 2012. It currently runs three flights per week on the route. With a three-hour stopover in Guangzhou, the Canton route takes about 26 hours to connect Melbourne and Sydney with London.

**Singapore Airlines** will add a fourth daily service to Perth from 16 August to March 2013.

**Thanks** to Tony Bailey and Victor Isaacs for Air news.

# FERRY NEWS

## Sydney Ferries

Sydney Ferries timetables dated June 2012 have been sighted for Parramatta River and Manly. The 1052, 1152, 1252 and 1352 departures from Circular Quay for Parramatta are now shown as separate entries for departures from Circular Quay and Darling Harbour, even though these are in fact the same trip. Apparently, this is to alleviate confusion between those boarding at CQ and those boarding at Darling Harbour or Cockatoo Island. This could be due to the fact that passengers were boarding weekend Parramatta River services at CQ and wanting to travel around to Darling Harbour, even though there is a trip note explaining that passengers can only be taken up at Darling Harbour on outbound trips until 8pm and not set down.

At 0300 on Sunday 29 July, Sydney Ferries was privatised. According to the NSW government, passengers should notice no difference - which might mean no improvement. Sydney Ferries staff were awarded a very large bonus package in order for them to accept this change. Staff seem to have accepted the change accordingly. The new operator is a consortium of Transfield and Veolia Transdev, a unit of France's Veolia Environment. Questions about the Balmain Depot, replacement buses during bad weather, new boats and timetable change appear not to have been answered. Neither is there any information on the wharves or on board the boats about this.

**Thanks** to Geoff Lambert, Victor Isaacs and Lourie Smit for Ferry news.

## LETTERS TO THE EDITORS

### Jim Wells writes about Melbourne trams:

I was intrigued by the reference in July *Table Talk*, p8, to overcrowding in trams. The section was a lift from the *Age* but I wonder if we could get a Melbourne based member to research this. How does one measure overcrowding in a vehicle in which the design space for standees is much greater than that for seated passengers?

### Robert Henderson writes about Sydney and Newcastle buses:

Sadly a gremlin crept into the Sydney private bus news in the July *Table Talk*. When the news left me, there were asterisks against the first three routes (M61, 607X and 610) in the list of M2 routes on page 15, but they had disappeared by the time the magazine arrived in my letterbox. That omission made the explanation of the asterisk at the foot of the paragraph somewhat meaningless! I note that the indents for parts of the Sydney news got lost also, but the indent in the item about Newcastle - Hunter Valley Buses remained!

*Victor Isaacs responds: Robert is a very accurate reporter of NSW bus news. As co-ordinating editor, I plead guilty as charged. These changes occurred as a result of my effort to standardise the appearance of content of last month's issue.*

## ODD SPOT

V/Line's bus departure from Bright at 1430 is peculiar. Firstly, it does not run every day –although there are also other V/Line bus services in this category. It operates on Mondays, Wednesdays, Fridays, Saturdays and Sundays. Even more peculiar, is that at Wangaratta the bus does not connect with a V/Line train to Melbourne, but rather with Countrylink's Sydney-Melbourne daylight XPT – a connection of seven minutes. Or so all of V/Line's timetables tell us. But they also tell us that V/Line tickets are not valid on the XPT. So, pity the perplexed prospective passenger trying to book an online ticket. The ticketing section of V/Line's website tells him that the connecting time in Wangaratta is 2 hours and 16 minutes, ie, until the next V/Line train, and will only sell him a ticket for this service.

## 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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**Proofreaders:** Agnes Boskovitz, Ian Cooper and Geoff Hassall.

Original material appearing in *Table Talk* may be reproduced in other publications but acknowledgement is required.

**Membership of the AATTC** includes monthly copies of the *Times*, *Table Talk*, the Distribution List of timetables, and the twice-yearly Auction catalogue. The membership fee is \$60 (Adult) and \$36 (Junior) pa. Membership enquiries should be directed to the Membership Officer, P O Box 1253, North Lakes Qld 4509, (07) 3491 3734.



# ***Members' News*** ***- August 2012***

## **Australian Association of Timetable Collectors**

**aattc.org.au**

### **FUTURE DIRECTION OF THE AATTC & FUTURE NAME OF THE AATTC:**

#### **DISCUSSION PAPER**

A Discussion Paper by our Secretary, Geoff Lambert, is being emailed to members on the Distribution List email list, and is available on request (email or hard copy) for all members. Members not on the e-mail Distribution List, but who have an e-mail account, can request an electronic copy from the Secretary Geoff Lambert, on [G.Lambert@unsw.edu.au](mailto:G.Lambert@unsw.edu.au). The Paper canvasses important questions about the future direction of our Association and the possibility of renaming the Association to better reflect current interests and possibilities. It builds upon discussions at our 2011 AGM. The questions raised will be further discussed at our 2012 AGM, at which there may be a motion to change the name of the organisation. This would be a constitutional change and would require due notice and a two-thirds majority to be accepted. Notice would be given in the September mail-out, along with the voting and proxy papers. Please take a few minutes to read the Paper, think about the ideas raised, and to fill in and return the questionnaire. The questionnaire can be filled out on your computer and returned by e-mail. The future of our Association lies partially in your hands.

#### **AATTC ANNUAL GENERAL MEETING: 20 OCTOBER 2012**

The 2012 AGM of the AATTC will be held at 1400 (2 pm) on Saturday 20 October at the Hawthorn Tram Museum (the former Hawthorn Tram Depot), corner Riversdale Road and Power St, Hawthorn, Melbourne. This is conveniently located on Tram Routes 70 and 75.

The AATTC AGM is a convivial occasion and the main opportunity for members from all over Australia to catch up with each other each year. In addition, it has also become customary in recent years for some members to meet beforehand for lunch. The criteria are accessibility to public transport, a range of food to suit various tastes, and an informal atmosphere. If so inclined, therefore, meet beforehand from about 1130 in the Food Hall downstairs at the Australia Arcade, on the north side of Collins St, half way between Elizabeth St and Swanston St, Melbourne City. Then at about 1300-1315 we will set off by Tram for the former Hawthorn Tram Depot.

#### **YOUR ASSOCIATION NEEDS YOU!**

Please consider standing for the AATTC committee at the AGM, or volunteering for one of the appointed positions. The position of Distribution Officer is one very valued appointed position that is likely to be vacant. As indicated by the notice in the current Distribution List, the incumbent, Len Regan, is standing down. This is one important position which will need filling. Can you do it?

## TABLE TALK NEWSWIRE

Do you wish to receive more timely railway timetable news? The AATTC is instituting a new service to members. Advance news from our monthly news magazine, *Table Talk*, will be emailed to interested members. This will occur once a month, to coincide with receipt of the monthly AATTC mailout. This advance email news will comprise those news items already on hand for the following month's *Table Talk* Rail and Tram news section. If you wish to receive Table Talk Newswire, send your email address to *Table Talk's* Rail and Tram Editor, Victor Isaacs. His address is [abvi@iinet.net.au](mailto:abvi@iinet.net.au)

## DIVISION MEETINGS

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

**Brisbane:** Meetings are usually held at 8 Coachwood St, Keperra. For more information phone 07 3354 2140 or [bwebber5@bigpond.com](mailto:bwebber5@bigpond.com). Please bring an interesting timetable.

**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. 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](mailto:swar3841@bigpond.net.au). Stephen will be stepping down as Melbourne Convenor early next year, as he will spend some time travelling. The next meeting will select a new Convenor.

**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](mailto:Geoffrey.Clifton@sydney.edu.au) or GPO Box 1963, Sydney NSW 2001.

## AATTC FUTURE AUCTIONS

Items for the AATTC Auction, for sale by commission on your behalf, or donated to the AATTC, should be discussed with our Auctioneer, Geoff Hassall by email at [geoffrey.hassall@gmail.com](mailto:geoffrey.hassall@gmail.com) or at 19 Yara Crescent, Maryland NSW 2287. It is best to contact the Auctioneer first, rather than send unsolicited material. We anticipate that our next Auction will be in late 2012 or early 2013.

*AATTC Members' News is compiled by Victor Isaacs, President. Contributions to [abvi@iinet.net.au](mailto:abvi@iinet.net.au) please. The deadline is the last weekend of each month.*