



TABLE TALK

AUSTRALASIAN TIMETABLE NEWS

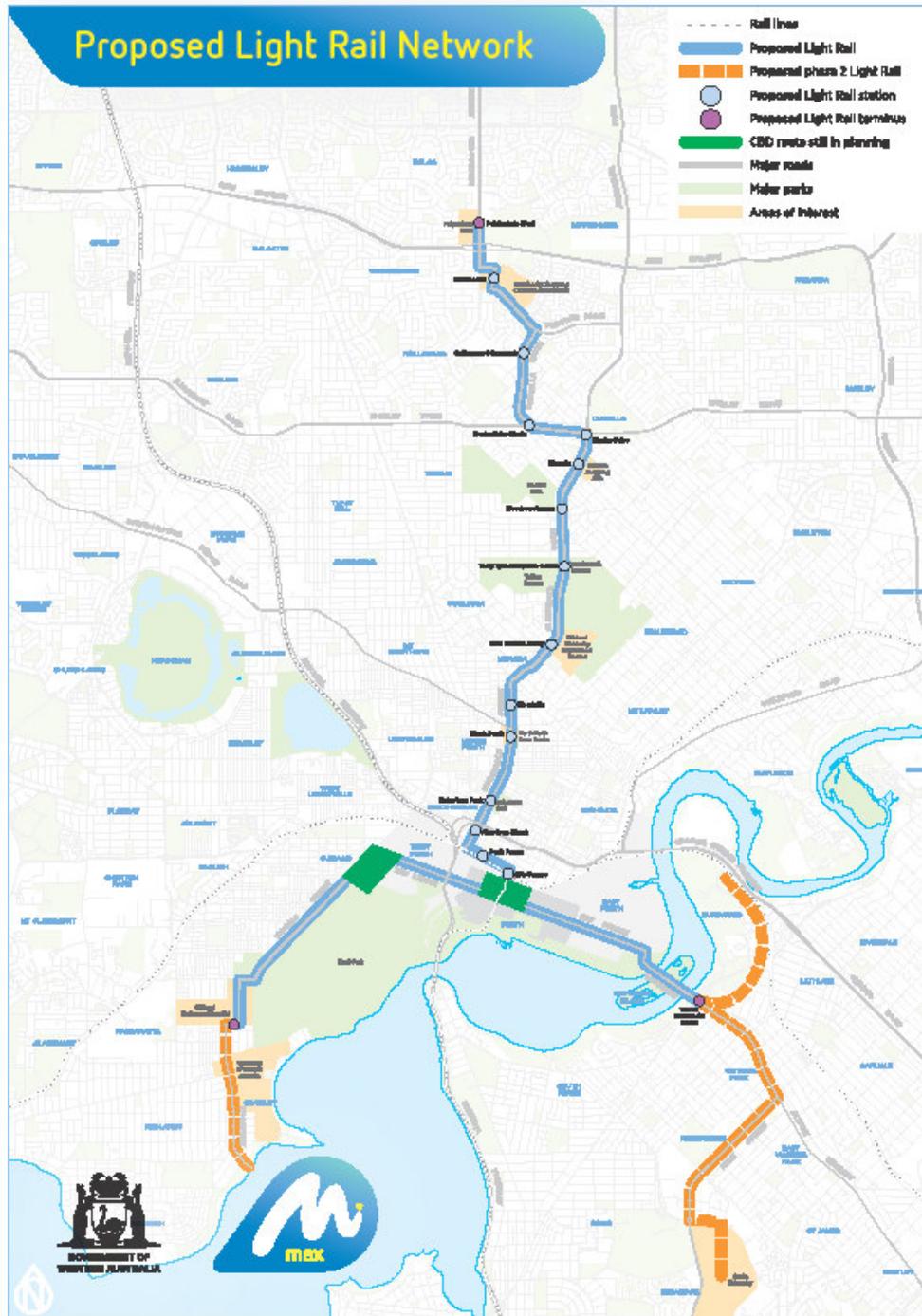
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RAIL AND TRAM NEWS

National Freight Strategy

On 7 September, Anthony Albanese MP, Minister for Infrastructure and Transport, released the first ever National Land Freight Strategy, which he described as a long term blueprint for a streamlined, integrated and multimodal transport system capable of moving goods into and out of major ports and around our country quickly, reliably and at the lowest cost. It was developed by Infrastructure Australia with input from the National Transport Commission, industry and state and territory authorities. It predicts that truck traffic will grow by 50% from 5.7 to 8.5 billion kilometres, and Rail freight by 90% from 235 to 445 billion tonne kilometres; The Strategy is at: www.infrastructureaustralia.gov.au.

QR National to become Aurizon. But will the trains run better?

QR National proposes to change its name to Aurizon Limited. Shareholders will be asked to approve the name change at the company's AGM in Brisbane on 7 November. Under the proposal the company's logo and corporate colours would remain unchanged to preserve the brand image. If shareholders approve the change, the company's ASX code will become AZJ on 1 December. QR National Managing Director & CEO Lance Hockridge said the name change was the logical next step in the company's transformation to becoming a world-class operator. The new name is a combination of Australia and Horizon. The company claims that Aurizon conveys the geographical scope of expanding operations, as well as the extraordinary growth opportunities that are on the horizon for the company. Mr Hockridge says the use of the "QR" prefix had been critical to the success of QR National's structural separation from Queensland Rail and the subsequent listing on the ASX in 2010, however significant confusion had persisted among stakeholders of the two organisations. "The similarities in our company names have made it difficult for financial market participants, different levels of government, the media and the general public to distinguish between the services offered by each company. We believe changing the company name will help address this problem and signify a symbolic break from legacy issues of the past, while still retaining the history and knowledge that has served our company so well over the past 147 years. While our Queensland operations will always be the company's foundation asset, and intrinsically tied to our future success, this new name makes a clear statement about our growing Australia-wide footprint and growth aspirations", he says.

Queensland Budget

The first Budget of the new, conservative, coalition Queensland government was presented on 11 September. It was a tough Budget, including job cuts at Queensland Rail, but included a few public transport initiatives:

- Double daytime frequency to fifteen minutes on the Ferny Grove line (\$18 million over two years) – see next item;
- Halving proposed public transport fare increases due in 2013 and 2014 in SE Queensland (\$158.2 million);
- Provide commuters with free travel on the Translink network after nine journeys in a week;
- Upgrade sections of the Mount Isa line (\$15.4 million); and
- New and upgraded rolling stock for Queensland Rail (\$357.4 million).

Brisbane suburban timetable 8 October: Ferny Grove off-peak frequency doubled

The number of weekday daytime off-peak trains will be doubled on the Ferny Grove line from Monday 8 October. Trains will operate every 15, rather than 30, minutes between peaks. There will be 28 additional services. The first new inbound train will leave Ferny Grove at 0842 weekdays, with a train every 15 minutes until 1512. Additional outbound trains will depart Central from 0821 until 1518. There will be other changes:

- Shorncliffe line: Inbound inter-peak trains will depart Shorncliffe later, usually 5 minutes later. Outbound trains will also depart later, generally by 7 minutes.
- Doomben line: The 1901 trial service from Roma St to Doomben will be removed due to low patronage. The last Doomben train will revert to the 1756 departure from Roma St. Inter-peak trains will depart earlier, generally inbound trains 12 minutes earlier from Doomben, and outbound trains 13 minutes earlier from Roma St.
- Beenleigh/Cleveland lines: Additional inter-peak services will run as far as Park Road, thus providing an average frequency of 10 minutes over this section. An additional train will depart Central at 2331 to Beenleigh on Mondays to Thursdays to match the existing Fridays train.

Several bus timetables are changed to maintain bus-train connectivity at stations.

Queensland Rail: Major shutdowns

The line from Darra to Ipswich to Rosewood will be closed from 21 until 31 December 2012 for what QR describes as "A five-day closure for major track works including turn-out replacement". However (there is always a "however"), the Rail Editor reckons that 21 to 31 equals eleven, not five days.

Following recent controversies about closedowns in Brisbane, the QR website now provides information far, far in advance – until August 2014. However, (yet another "however"), this is hard to find. From www.queenslandrail.com.au, one needs to look for "Rail services", then to "Timetables and Fares", then, rather strangely, to "Planning an Event?".

Queensland Citytrain: Doomben line Sunday services – or lack of them

Robert Dow from Rail Back on Track, a public transport lobby group, has called for Sunday services to be introduced on the Doomben line. He said that on top of increasing frequencies, the addition of trains on Sundays would help boost patronage by making the line more attractive. "The road situation in that area is getting worse by the day; the

Kingsford Smith Drive upgrade is at a stalemate, why wouldn't you add trains to the Doomben line? The service frequency was the key to making it work. The reason why it does not have good patronage overall is that there's poor frequency and there are plenty of examples around Brisbane that this argument works, like the BUZ bus services," he said. A Translink spokesman said Sunday passengers could use the route 303 bus-rail service.

Sunshine Coast Light Rail proposal

The Sunshine Coast Council has approved a two year, \$4 million feasibility study of light rail. A resulting tram could run from Maroochydore to Mooloolaba, Caloundra and the new hospital and town centre at Kawana.

BHP Billiton scales down

BHP Billiton has shelved plans to build more than \$5 billion worth of rail and port infrastructure in Queensland as part of a broader review of its coking coal growth ambitions. It has cancelled a planned expansion of the Peak Downs coking coal mine and closed their Norwich Park and Gregory operations. It will not pursue the multibillion-dollar Red Hill and Saraji East coking coal mine developments, which would have been supported by the planned rail and port infrastructure. BHP last year flagged plans to build its own 250 km railway line from Goonyella to Abbot Point, capable of carrying 60 million tonnes of coal a year and limiting its reliance on third-party provider QR National. It was expected to start construction by 2015. It also won the rights to develop a new coal terminal at Abbot Point capable of exporting 60million tonnes a year, with first shipments expected by 2016. A BHP spokesman said that the company would "continue to assess the best port and rail infrastructure solutions" but the timing would be linked to its mine growth plans. CEO Mr Kloppers said last year that BHP would seek to build its own infrastructure for its Queensland coking coal business to make it as efficient as its iron ore business in Western Australia, where it does not rely on third-party providers. But commodity prices have fallen sharply since then, reducing BHP's available cash to spend on projects.

NSW Country Regional Network: Train Order working extended

The Train Order system of train control was introduced from Junee to Griffith to Hillston from 4 September, and from Stockingbingal to Temora to Griffith from 27 September, replacing the archaic Electric Staff and Train Staff systems. CRN SAFE Notices 19-12 and 22-12 refer.

Countrylink & ARTC: Broken Hill line speeds

From Monday 27 August Countrylink passenger trains were permitted to resume maximum normal track speed on the Broken Hill line, following an assessment by Countrylink and the ARTC Safety Committee, subject only to a speed of 120 km/h over unprotected level crossings.

NSW grain lines

Over the next five years the NSW government has promised to spend a quarter of a billion dollars on maintenance and upgrade works on grain lines. This financial year \$46.5 million will be spent on:

- replacement of 55,000 timber sleepers with steel sleepers; on the Bogan Gate-Tottenham, The Rock-Boree Creek, Ungarie-Naradhan and Ungarie-Lake Cargelligo grain lines;
- resurfacing of 265 km of track;
- upgrading of 22 level crossings;
- replacing or upgrading 16 rail bridges and culverts; including several on the Coonamble line and replacement of the 30 metre long bridge over Humbug Creek at Ungarie; and
- laying of 20,000 tonnes of ballast.

By the end of 2013, 57 km of track from Armatree to Coonamble will be relaid.

NSW: Transport Master Plan

The NSW government released a draft 20-year Master Transport Plan on 4 September. Much relates to roads and some is a repeat of already announced plans. A summary of public transport components is:

SYDNEY

- Modernisation of the metropolitan rail network, including investment in network capacity, North West and South West rail links, more frequent services and faster journey times, a second tunnel under Sydney Harbour as part of a new CBD rail link and the establishment of Sydney Trains to provide better service;
- A redesign of the bus network to provide more choice and more frequent services, including a new Bus Head Start program to provide more services to the North West and South West Growth Centres, along Strategic Bus Corridors, and a shift towards high capacity bus rapid transit or light rail for busier corridors;
- A detailed feasibility study for new bus interchanges in the CBD;
- Expanded capacity on congested corridors, including road, rail and bus improvements such as bus rapid transit for the Northern Beaches and along Victoria Road.
- Light rail in the CBD, subject to ongoing feasibility work, construct the Inner West Light Rail Extension, and continue investigations along other corridors through a Light Rail Strategic Plan;
- A Barangaroo Ferry Plan that will improve ferry services to the CBD;
- An integrated electronic ticketing system, Opal;
- New ferries, trains and buses;

REGIONAL

- Establishment of NSW Trains and the development of a Country Passenger Rail Services Strategy to improve regional NSW rail connections;
- Better bus services for regional towns and growing regional cities, focused on more frequent services, wider network coverage and better integration with other travel modes;
- Improving community transport.

COUNTRYLINK

The Report notes that "Ageing rolling stock makes it difficult to maintain a reliable service, as well as undertake routine maintenance due to the difficulty in acquiring replacement parts. Country passenger rail services are approaching a critical decision point. The way forward will be to go back to basics and establish a clear vision of how we modernise our regional passenger rail service and determine how we can best achieve this outcome."

The report provides a summary of the average operating speeds of Countrylink services: Sydney to:

Melbourne	84 km/h (cf 80 km/h by the Age's calculations, see story below).
Canberra	76 km/h
Griffith	71 km/h
Dubbo	70 km/h
Broken Hill	81 km/h
Brisbane	73 km/h
Armidale	70 km/h
Moree	74 km/h

Sydney Light Rail

The NSW government is to call tenders for light rail development along three corridors: the CBD, towards the University of Sydney and towards the University of NSW.

CityRail, Rail Corp & ARTC: Working Timetables 21 October

A revised **CityRail** Working Timetable comes into effect from 21 October. Coverage of the WTT has been extended along the Western line from Lithgow to Bathurst. Thus it includes the complete schedule of the **new Bathurst day train** which will be introduced from that date. Major changes will be introduced in the CityRail (by then Sydney Trains) timetable of October 2013.

In what seems an expensive operating procedure, the Bathurst train, a two-car Endeavour DMU, will be based at Lithgow. On **Mondays to Fridays** it will depart Lithgow at 0337 and arrive Bathurst at 0440. It will then depart Bathurst at 0548, stop at Lithgow, Bell if required, Mount Victoria and Katoomba, then to set down at Springwood, Penrith and Parramatta. It is not timetabled to stop at Strathfield. It will arrive Sydney Central at 0925. The return will depart Central at 1755 and arrive Bathurst at 2138. It will have the same stops except for Bell. The train then departs Bathurst on Mondays to Thursdays at 2230 and arrive Lithgow at 2334. On Fridays this run will depart Bathurst at 2355 and arrive Lithgow at 2359.

On **Weekends** the new train will depart Lithgow at 0519 and arrive Bathurst at 0622. It will depart Bathurst at 0728, and making the same stops as on weekdays, except for Bell, arrive Central at 1106. The return will run slightly earlier than on weekdays and be slightly faster. It is scheduled to depart Central at 1750 and arrive Bathurst at 2130. This then departs Bathurst at 2220 to arrive at Lithgow at 2324.

Rail Corp will introduce a revised Freight Working Timetable from 21 October. With this SWTT comes the closure of the short section of the South Sydney Freight Line from Sefton to Leightonfield.

ARTC will also introduce a new Working Timetable effective 21 October 2012. As usual, it is available at www.artc.com.au

CityRail: Trains on the new North-West line predicted to run at 60 km/h

by Jacob Saulwick, Sydney Morning Herald, 28 August 2012:

When it comes to talking a big game, Sydney's train planners are world class. Consider this: the most recent prediction is that the north west rail link will deliver commuters from Rouse Hill to Chatswood at an average speed, including 12 stops, at about 60 km/h. This might be technically possible. But if the predicted speed, included in planning documents for the \$9 billion project, is achieved it will make the link one of the fastest metro-style train lines in the world, quicker than feted metros in Hong Kong, Shanghai and Singapore. The former Labor government made similar predictions for its ill-fated north west metro in 2008. Some planners struggled to believe those predictions, just as some struggle with the latest.

The latest proposal for the north west rail link is to build it as a 23-km extension to the 13 km Epping to Chatswood rail line. When finished, in about 2019, a private operator will run single-deck trains in a shuttle between Rouse Hill and Chatswood. Planning documents for the line anticipate the total trip - 36 kms - to take 37 minutes. The government insists this speed - about 60km/h, including eight stops on the north west rail link, and four on the existing Epping to Chatswood line - should pose no problem. This would be an impressive feat. One of the best metro lines in the world, Hong Kong's Kwun Tong Line, for instance, runs through 14 stops for 16 kms at a total speed of about 35 km/h. Singapore's North East Line takes over half an hour to travel for 20 kms, past 15 stops, at a speed of about 37.5 km/h.

Rail experts and train manufacturers were reluctant to talk on the record about the travel times, as most have an interest in getting work on the project. But one manufacturer said the speed might - might - be able to be achieved with top-of-the-line train technology, and very fast interchanges at all stops. Another rail expert said: "The times don't look kosher." This was partly because so much of the line will be in tunnel - 28 km of the 36. The existing Epping to Chatswood line already has a maximum speed limit of 80 km/h, and a number of segments demanding slower speeds. "Once you go in tunnels you've got extra windage as the train pushes the air away," the expert said. Smaller tunnels create more wind resistance. "The less free space you have got, the more windage," he said. The north west rail link is being built with small tunnels. Another consultant told the *Herald* to ask Transport for NSW to "provide details of assumed dwells at each stop, acceleration rates, braking rates, maximum speeds and travel times (not counting dwells) between each station. If they can't or won't provide this, they're hiding something."

A spokeswoman for Transport for NSW declined to provide details of assumed dwells at each stop, acceleration rates, braking rates, maximum speeds and travel times - not counting dwells between each station. Instead, the spokeswoman said the new line would have stations much further apart than comparable lines, allowing trains to operate at higher speeds for longer distances. "There will be reduced dwell times on Sydney's new single deck trains because they will have more doors than double-deckers and customers will be able to get on and off faster," she said. "Modern trains have fast acceleration and deceleration rates - the exact train performance specifications are dependent on the final rolling stock procured for the project."

Emu Plains sidings on hold

Plans for a new train stabling facility at Emu Plains have been deferred. In late 2009 the then NSW government announced plans and gained development approval for the project. When Transport for NSW was formed last year, it reviewed train stabling capacity. This indicated that with two new major stabling facilities at Auburn and Rossmore, at the end of the South West railway currently under construction, facilities at Emu Plains are not expected to be required for a number of years. Construction of the Auburn Stabling facility has commenced and is expected to be in use by 2016. It will provide capacity for 11 eight car trains. The Rossmore sidings will provide capacity for up to 20 eight car trains and is scheduled for completion in 2016.

Newcastle train patronage

Transport for NSW has refuted recent claims of an exodus of passengers from Hunter rail lines, saying in fact the opposite is true and patronage is growing. Data for the period between 2001 and 2011 shows significant growth on the Hunter rail line. It grew by around 20%, with an extra 227,000 journeys. The figures were not so positive for the Central Coast, which saw journeys decline by about 12%. A decision is expected soon on closing the rail line into Newcastle. The transport data does show a continued decline in bus patronage across the Hunter, despite a recent network review aimed at boosting growth.

Metro Trains Melbourne timetable 18 November

Metro services to Sunbury will begin on 18 November, with extension of electrification from Sydenham to Sunbury. The present 298 V/Line services to Diggers Rest and Sunbury will be increased to 489 Metro services each week – a 61 % increase. There will also be new peak services on the Craigieburn and Upfield lines. The introduction of Metro services on the Sunbury line will alleviate crowding on Bendigo trains. Bus timetables will also have consequential alterations.

Melbourne public transport patronage

Trips on Melbourne trains dropped by almost 7 million in the 2011-2012 financial year, but this decline was more than offset by increases in tram and bus trips. Public transport patronage was 536.8 million boardings, a 17 million or 3.4% increase. There were 123.2 million bus trips in 2011-12 - a 15.8% increase. The number of train journeys dropped 3.3%, from 228.9 million to 222 million – the first decline since 1993-94. Overall patronage has grown by 53% in the past eight years. Tram trips increased 4.5% to 191.6 million boardings. Public Transport Victoria CEO Ian Dobbs blamed a number of factors for the decline, including "lower retail sales in the city, the broader impact of a downturn in the global economy, decline in petrol prices and the highly publicised period of poor performance in April 2011, when Metro's punctuality fell to just 76% - the lowest level in decades". He said Metro's performance had improved significantly since then.

V/Line & ARTC: Albury trains to be slowed

V/Line has admitted that the condition of the ARTC standard gauge line to Albury means the timetable cannot be met for the foreseeable future. On 31 August, a statement by V/Line said that it was working with ARTC to address track conditions. V/Line also said it was "in discussion with Public Transport Victoria about introducing a revised timetable which would accurately reflect the current travel times." This will be introduced, it said, in "the coming weeks". The statement also said that V/Line's CEO "understood the frustrations of North East Victorians" in this matter. The statement is also interesting for demonstrating the lack of authority that V/Line has over its own timetables, which apparently must be developed with PTV. The Albury-Wodonga *Border Mail* believes V/Line will add 30 to 45 minutes to its timetables to more accurately reflect travel times. If the new timetables reflect the actual travel times by the average lateness for August (so that they will always be "on time"), we will end up with 4h40m travel times - the slowest for "Expresses" for over 120 years. In August at least one service ran late every day, with buses replacing trains on some days. Most days saw delays for at least four services. In the first five days of September, not a single train ran to time and the average lateness was 45 minutes.

On 13 September the situation had become so intolerable that a crisis meeting was held between the ARTC and the Victorian government. "ARTC officials acknowledged that the standard gauge line was its problem to fix and not the responsibility of either the Coalition government in Victoria or rail operators V/Line or CountryLink," Nationals MP and member for Murray Valley Tim McCurdy said after the meeting. V/Line spokeswoman Clare Steele said the

track's poor condition was causing wear and tear on its locomotives. It has replaced 16 springs on trains that run on the Albury line this year. Normally, it replaces about two springs a year in total.

ARTC is fixing the mudholes by replacing muddied track ballast, at a cost of \$134 million. The rehabilitation work is expected to be done by mid-next year. But sources that have worked on the line's rehabilitation told the *Age* under the condition of anonymity that replacing the ballast was a short-term solution. The problem could only be permanently fixed by replacing the track's foundation. If not, water would one day seep up through the ground again. "What's being done is very much a Band-Aid," one source said. "They're spending a lot of money and they're doing it in a way that is seeking to address the short-term problem of having to impose severe speed restrictions, but it's not really addressing the fundamental problem."

HIGH-SPEED RAIL AROUND THE WORLD				
COUNTRY	JOURNEY	AVG SPEED (KM/H)	DISTANCE	DURATION
Japan	Tokyo to Hiroshima	224	894 kms	4 hrs
France	Paris to Marseilles	235	783 kms	3 hrs 20 mins
US	Washington DC to Boston	105	734 kms	7 hrs
SAfrica	Pretoria to Johannesburg	114	80 kms	42 mins
Brazil	Rio to Sao Paulo (planned)	285	405 kms	1 hr 25 mins
Australia	Melbourne to Sydney	80	960 kms	12 hrs

Table from the *Age*, Melbourne, 15 September.

See related article "The Dog Days of August" in the October 2012 edition of the *Times*, page 14

V/Line: Gippsland trains disrupted

On the weekend of 18/19 August heavy rain caused the Morwell River to overflow and wash away about 20 metres of track between Moe and Morwell. Repair work closed the line on 19 August. It re-opened next day, but was closed again from 22 August for more permanent repair work. Meanwhile V/Line is operating trains only between Melbourne and Moe. A temporary timetable is in effect with buses beyond Moe to Traralgon, Sale and Bairnsdale. Many passengers are, however, choosing to drive to Moe. Two temporary timetables were issued, one for services to Traralgon and one for services to Bairnsdale. V/Line says it is making progress but cannot say when the track will reopen – it hopes services will resume in early October. The Morwell wetlands have had to be drained so repair crews can get to that section of track. Concrete culverts will now be reinforced to ensure the track's foundations are secure.

Ballarat and Bendigo lines closedown

From late December and into January, trains on the Ballarat and Bendigo lines will be replaced by buses for Regional Rail Link works. The dates have not yet been set.

Yarra Trams: Downloadable timetables

It is now possible to download a copy of the same timetable seen at tram stops. Users can choose a route, direction of travel and stop from the timetables section of the Yarra Trams website and a printable PDF of timetable for that stop will be displayed, which can then be saved locally or printed. Timetables which show just major stops along the route can also be downloaded and printed out.

Victorian infrastructure projects

The Victorian government has presented its 2012 submission to Infrastructure Australia. It is seeking funding for:

- **East West Link** – construction of a freeway-standard link connecting the Eastern Freeway to CityLink, the Port of Melbourne and to the M80 Ring Road;
- **Melbourne Metro** – construction of a nine-kilometre rail tunnel between South Kensington and South Yarra, including five new stations at Arden, Parkville, CBD North, CBD South and Domain;
- **Port of Hastings** – planning for and construction of the Port of Hastings as an international container port, including planning for transport links such as the Western Port Highway;
- **Dandenong Rail Capacity Program** – staged construction of a series of projects along the Dandenong line, including priority grade separations, signalling upgrades and platform lengthening to allow the running of high-capacity trains;
- **Western Interstate Freight Terminal** – construction of an interstate freight terminal and freight precinct in Melbourne's west at Truganina, including a standard gauge rail link to the interstate rail line;
- **Removing Level Crossings** – a progressive program of level crossing removal in strategic corridors across Melbourne;
- **Avalon Airport Rail Link** – construction of a railway from Avalon Airport to the Melbourne-Geelong line, the construction of a new station at Avalon and grade separations;
- **Growth Areas – Priority Transport Package** – package of transport initiatives in Melbourne's growth areas such as the upgrade of arterial roads and public transport corridors;
- **High Capacity Signalling Project** – development and roll out of new high-capacity train signalling technology across existing rail lines (such as the Dandenong Rail Corridor) and on future rail links (such as Melbourne Metro);

- **Outer Metropolitan Ring Transport Corridor** – planning and corridor protection to provide long-term orbital capacity for the metropolitan transport network;
- **Murray Basin Transcontinental Rail Link (including standardising the Mildura Line)** – planning for and construction of a transcontinental railway between Mildura and Menindee (near Broken Hill, NSW) connecting to the Sydney-Perth rail line. The project would include the standardisation of the Mildura rail line and construction of a rail bypass of Mildura.
- **Tram Route 86** demonstration project. A series of infrastructure and traffic management treatments to provide public transport priority and help revitalise High St and Plenty Road, Darebin.
- **Doncaster Rail Study** into the potential for a railway to Doncaster;
- **Rowville Rail Study** into the potential for a railway to Rowville;
- **Melbourne Airport Rail Study** into the potential for a railway to Melbourne Airport ;
- **Rail Revival Study** into the long-term feasibility of returning passenger trains between Geelong, Ballarat and Bendigo;
- **Upgrade Regional Passenger Lines** – the provision of additional tracks and an electrified service between Sunshine and Melton and capacity improvements on the Ballarat and Bendigo lines;
- A number of road projects.

Perth Light Rail announced

A 22 km, \$1 billion light rail network to serve Perth's inner northern suburbs and the CBD has been announced by the WA government. The Metropolitan Area Express, or MAX, will run from the Balga TAFE campus south along Alexander Drive and Fitzgerald St to the CBD and then divert west to the Queen Elizabeth II Medical Centre in Nedlands and across the Causeway. The line will service the Perth Arena and stop at the Wellington St bus station before continuing along William St. Construction of the initial line is due to begin in 2016 and take two years to complete. In stage 2 it could be extended to the University of WA, Curtin University and the new sports stadium at Burswood. Perth's population is expected to reach 2.7 million by 2031 with public transport patronage predicted to double by then. The announcement does not come with any funding on top of the \$11 million previously put towards the initial planning, but it commits the government to a timeline to complete the project. Federal Infrastructure Minister Anthony Albanese said the Commonwealth added \$4 million to the State's \$11.8 million for feasibility and planning work because it was a strong supporter of public transport. But it would not commit to helping build it until that work was complete.

Premier Colin Barnett said the "bold" plan was "a major step forward" for public transport in Perth. "This is an absolute transformation of public transport in Perth," he said. "It's probably the greatest advancement since the electrification of the Perth rail network and the [construction of the] Mandurah line." MAX will power Perth commuters into the future, helping to reduce congestion into the city from our inner north and manage population growth as the city expands to as many as 2.7 million people by 2031," he said. Transport Minister Buswell said the light rail system would bring about significant changes to land use along that transport corridor and inject "a real dynamic" into the city. MAX would provide public transport in areas that were unable to meet current and future demand. It would likely carry 35,000 passengers per day by 2031 - similar to the present patronage on each of the Midland, Armadale and Fremantle heavy rail lines. Carriages would be 30-40 metres long with capacity for 200-300 people each. The route includes stations at 500 metre-1.5 km intervals, including Mirrabooka Shopping Centre, Dianella Shopping Centre, Terry Tyzack Aquatic Centre, Edith Cowan University and Mt Lawley High School, North Perth and the soon-to-be-opened Perth Arena.

Rail to Perth Airport

A railway to Perth Airport would branch from the Midland line, run along the middle of Tonkin Highway, tunnel under runways and stretch to the foothills as part of the WA government's preferred model. The State government has earmarked the project for between 2021 and 2031 but the route needs to be finalised so it can be incorporated in the airport's current redevelopment plans. No cost estimates have been placed on the project but industry sources have suggested a price tag of about \$750 million.

Fortescue Metals' future

On 14 September the High Court ruled that Fortescue Metals Group may run its trains on BHP Billiton's and Rio's iron ore railways. The case was returned to the Australian Competition Tribunal for detailed consideration, so it will be some time before there is mixture of company trains on any line.

However, it is conjectured that Fortescue could consider selling its rail infrastructure if iron ore prices do not recover, as part of its efforts to reduce debt by asset sales. This may occur if iron ore prices do not improve and the company needs to raise more capital. Sale of the rail network could yield billions, though it would drive up future operating costs. Fortescue's rail network could be relatively easily carved off from its iron ore operations as it is housed in a separate company. With Fortescue hauling up to a 115 million tonne production rate in the near future, a third party such as QR National, Asciano or Brookfield could be interested in buying the assets as an alternative to building an independent rail network.

Meanwhile, duplication of Fortescue's railway from Port Hedland to Christmas Creek, 214 km, is expected to be completed by late this year.

Hobart suburban train plan criticised

TasRail Chairman Bob Annells has warned a Tasmanian Legislative Council inquiry of the high costs involved in developing a passenger rail service for Hobart's northern suburbs. "Everything about running railroads is expensive," he said. "You just think of a number and put lots of noughts behind it." Mr Annells told the inquiry that running a freight railroad is fundamentally different to running a passenger service. He says advice should be sought from a company which delivers a small suburban service. TasRail's operations will be relocated to a multi-million dollar transport hub at Brighton in the next 12 to 18 months resulting in the decommissioning of the railway from Brighton to Hobart.

KiwiRail: Northern Explorer stops

KiwiRail's new Northern Explorer between Auckland and Wellington will have two more stops added from 15 October at Papakura and Paraparaumu for passengers in south Auckland and north Wellington.

All TranzScenic long-distance passenger services are being readied for sale or operation in partnership with a private company. CEO Jim Quinn said several offers were already on the table, and it was simply a matter of deciding which were "viable."

TranzScenic's webpage address has changed to www.kiwirailscenic.co.nz

British current Railway Working Timetables and network information

For current British Network Rail Working Timetables on the internet see

<http://www.networkrail.co.uk/browseDirectory.aspx?root=&dir=Timetables\Working%20timetable%20%28WTT%29\May%202012%20-%20December%202012>

For a wide variety of information on UK Network Rail see <http://www.networkrail.co.uk/transparency/datasets/>

For background information specifically about London (rail and bus) see

<http://www.whatdotheyknow.com/body/tfl>

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BUS NEWS

New South Wales – Sydney

Sydney Buses

From Sunday 7 October, changes to some northern beaches and lower north shore bus services will be implemented, improving the reliability of services. All route 169 services will finish and start in the City at Wynyard, rather than the current arrangement where a small number of services run through to the QVB. However, there are a couple of routes with changes of up to 14 minutes. Changes to bus timetables will occur for the following routes:

- 130 – Manly night loop via Harbord and Narrabeena
- 131 – Manly night loop via Balgowlah and Seaforth
- 132 – Manly Wharf to Warringah Mall via Seaforth
- 135 – North Head to Warringah Mall via Balgowlah
- 136 – Manly Wharf to Chatswood via Dee Why and Frenchs Forest
- 139 – Manly Wharf to Warringah Mall via South Curl Curl
- 142 – Manly Wharf to Skyline Shops via Allambie Heights
- 143 – Manly Wharf to Chatswood via Neutral Bay and Gore Hill
- 144 – Manly Wharf to Chatswood via Royal North Shore Hospital
- 153 – Warringah Mall to Wheeler Heights via Narrabeena
- 155 – Manly Wharf to Bayview Garden Village via Mona Vale Hospital
- 156 – Manly Wharf to McCarrs Creek via Narrabeen and Mona Vale
- 158 – Manly Wharf to Cromer via Dee Why
- 159 – Manly to Dee Why via Warringah Mall and Wingala
- 169 – Manly to the City via Narrabeena and Seaforth
- 171 – Manly Wharf to the City via Balgowlah Heights and Clontarf
- E50 – Manly to Milsons Point via North Sydney
- E65 – South Curl Curl to the City via Manly Vale and Neutral Bay
- E70 – Manly to the City via Balgowlah
- E71 – Manly Wharf to the City via Balgowlah Heights and Clontarf

Interestingly none of the Sydney Buses news had appeared on their website by Sunday 23 September. The northern beaches changes were first announced on the TfNSW website as a media release.

Kings Cross: As part of a campaign to reduce violent alcohol related problems in the Kings Cross Area several initiatives were announced including additional police and liquor licence restrictions. Included from the October long weekend was a six month trial of extra buses from Kings Cross to the CBD between 1.00 am and 5.00 am to link up with existing Night Ride services at Town Hall and Central.

- There will be an additional six N100 services an hour to Central Station, meaning a bus less than every eight minutes on average. This includes four new direct services to Central with no stops in between, which will avoid William Street, reducing the risk of traffic delays impeding the movement of buses. The N100 timetable is included in the Nightride timetable.

- Buses will also operate on Sydney Buses route 999 from Kings Cross to Town Hall every 15 minutes, currently every 30. The 998/9 timetable is available on the Sydney Buses web site.

After 6 months TfNSW will review the patronage numbers to determine if this increased level of service is warranted or if any further changes need to be made to routes. As a special exemption in the City of Sydney, TfNSW will allow any commercial private bus service to operate from Kings Cross to other destinations in the City of Sydney by removing regulatory barriers to commercial bus services from Kings Cross before the end of 2012.

Northern CBD: On 10 September TfNSW announced a plan to reroute 7% of the current morning peak bus services coming across the Sydney Harbour Bridge to the Cahill Expressway and travel down Bridge, Pitt, Hunter and Castlereagh streets before terminating at Market Street. This equates to about 60 buses from the north west.

311 and 339 change termini and new X40: As yet unconfirmed is a plan to alter the 311 and 339 termini. The 311 will terminate at Millers Point with a frequency of 30mins until 8pm. In the morning and afternoon peaks every second service will terminate in Loftus St, south of Bridge St and pick up in Pitt St, Nth of Spring St. After 8pm services will terminate in Loftus St and pick up on Alfred St, Circular Quay.

The 339 will no longer operate to Millers Point and inbound services will terminate at Loftus St, Circular Quay. Outbound services will pick up in Pitt St, north of Spring St.

Six of the existing 10 morning peak inbound X39 services will be altered to the new route X40 on a trial basis. The X40 will follow route X39 up to Moore Park and then via Eastern Distributor to the City.

Sydney Private Operators

Double decker buses return to Sydney:

Double decker buses returned to Sydney starting from the first week in September in a trial to see if they could play a prominent role in the city's future public transport system. Minister for Transport Gladys Berejiklian inspected the first bus in the trial which entered service on the North West T-Way. It will run on routes servicing Blacktown, Castle Hill, Glenwood, Rouse Hill, Riverstone, The Ponds and Schofields, including the following:

T70 - Blacktown to Castle Hill via Glenwood

T71 - Blacktown to Castle Hill via Rouse Hill Town Centre

T74 - Blacktown to Riverstone via The Ponds and Schofields

T75 - Blacktown to Riverstone via Rouse Hill Town Centre

Seven more brand new buses will be delivered next year for the trial, which will go until 2014. They will run on routes between the city and the North West and Northern Beaches. "These buses represent more than a trip down memory lane for transport history buffs – they could well be the way of the future," Ms Berejiklian said. "The new double decker buses are an exciting addition to our public transport fleet and show the NSW Government is prepared to look at new and different ways to improve public transport." Ms Berejiklian said there was evidence that double decker buses could be effective on longer routes, with fewer stops. "They are certainly not the be-all and end-all but in the right circumstances and on the right routes we see potential for them to be able to help reduce congestion," she said. "Double decker buses carry more people using similar road space to a normal bus, so they have less impact on traffic. "As part of the trial we need to look at what the impact is on dwell times - the time it takes people to board and alight, how customers respond to the service and how it compares with other options."

Double deck buses can carry around 110 passengers, twice the number of passengers that normal buses can carry, and take up less road and depot space than bendy buses. The first new double decker is being trialled by Busways. The remaining double deckers will enter the trial in early 2013 and will be operated by CDC and Forest Coach Lines on routes between the city and the North West and Northern Beaches. The buses being trialled have the latest automotive engineering technology and are much more reliable than the ones phased out decades ago.

Veolia - Hurstville, Kogarah, Rockdale, Miranda, Sutherland and surrounding areas

Further to the changes mentioned in last month's news, this is a full list of new timetables dated 3 September 2012:

452/453 Beverly Hills – Rockdale (The shortened 453 is now included with route 452 instead of route 455)

455 Kingsgrove – Kogarah.

947 Hurstville – Kogarah

958 Hurstville – Kogarah

959 Hurstville – Bald Face.

967 Miranda – Como West

968 Miranda – Bonnett Bay

969 Sutherland – Cronulla
970/971/988 Cronulla – Hurstville.
972 Miranda – Southgate.
973/974 Miranda - Yowie Bay - GyMEA Bay
975/76 Miranda – Grays Pt - Sutherland
977/78 Miranda – Caringbah – Lilli Pill – Pt Hacking
987 Cronulla – Kurnell.
991 Heathcote – Sutherland.
992 Engadine – Kingswood Rd
993 Engadine – Woronora Hts
996 Engadine – Heathcote

The new timetables include implementation of the reviews of Routes 452/453/455 and of Routes 971/972/988. Routes 969, 977 and 978 have some additional services about 3pm. Other routes have not been reviewed, but new timetables appear to contain mainly timing changes.

Veolia - Liverpool

Noted for the first time is a revised timetable for Routes 902/902X Liverpool to Holsworthy dated “Effective 13 September 2010 – Revised 28 November 2011”.

CDC/Hillsbus – Hills district

A new Hills District Bus Guide dated July 2012 has been issued.

Shorelink/Transdev

In connection with the review which resulted in the rerouting of 575 and the introduction of 562 & 572, all other Shorelink timetables were also reissued as from Monday 27 August. Routes affected are 556, 558, 560, 562, 565, 571, 572, 573, 575, 576, 577, 579, 582, 586, 587, 588, 589, 592, 594, 595, 596, 597, 598.

Apart from the altered/new routes, most changes were to wheelchair trips, but there are also some timing changes.

Westbus/Hopkinsons - Region 3

As a result of the recent review of some routes in region 3, the following timetables were reissued as from 10 September 2012. There are again different Hopkinsons and Westbus versions of the 802/803 timetables – the maps are quite different and the Hopkinsons one has train connections which the Westbus one does not have. Because of the larger Hopkinsons map that timetable consists of 14 pages while the Westbus one is 12 pages.

802/803	Parramatta - Liverpool (Westbus/Hopkinsons)
804	Parramatta - Liverpool (Westbus)
809/818	Merrylands - Pemulwuy - Westmead (Westbus)
810/810X/811/811X	Parramatta - Merrylands (Westbus)
820/821/822	Merrylands - Smithfield - Guildford (Hopkinsons)

These timetables that more accurately reflect actual travel times and are meant to improve connections. Route 803 follows a revised route in the Miller and Cartwright areas, following recent community consultation. Route 804 has additional night and weekend services.

Busways Macarthur - Routes 892 and 895

New timetables for these two routes were introduced on Monday 17 September 2012.

Busways Campbelltown - Routes 886/7/8

Besides the normal timetable dated 20 August 2012 for Routes 886/7/8 (reflecting the revised Campbelltown-Wollongong service), Busways has also produced a leaflet, which folds up to credit card size, entitled “CTOWN 2 UOW”, showing only Campbelltown-Wollongong trips and highlighting times at Wollongong University.

Hawkesbury Valley Bus Service

New timetable for their Routes 661-4 in the Windsor area also commenced on Monday 17 September 2012. Changes are cosmetic and mainly appear to tie in with changes to school trips.

New South Wales – Rural & Regional

Deane's Transit Group - Queanbeyan

As previously mentioned in the September news, this operator has been taken over by ComfortDelGro Cabcharge from Saturday 1 September 2012. ComfortDelGro Cabcharge is continuing to operate the existing timetables and service levels. The acquisition of Deane's Bus Lines Pty Ltd and Transborder Express – both of which are part of Deane's Transit Group (DTG) – has further increased ComfortDelGro Cabcharge operations in the Australian land transport industry. The company is now Australia's largest operator of private bus services and has many local bus operations in NSW and Victoria. Deane's operations on the South Coast are not part of the takeover.

Queensland - Brisbane

Ferny Grove and Doomben areas: Timetable changes have been made to bus routes 367 Ferny Grove to Upper Kedron, 397 & 398 Ferny Grove to Mitchelton as a consequence to the new rail timetables from Monday 8 October. Timetable and route changes have also been made to buses that connect to the Doomben and Shorncliffe lines (Routes 303 Eagle Junction to Doomben/Portside & Pinkenba, 690 Sandgate to Clontarf & 695 Sandgate to Rothwell).

Bribie Island area Route 640 Caboolture to Woorim: The trial route extension into the Bribie Island shopping centre and park 'n' ride has been made permanent.

Victoria - Melbourne

New bus timetables are being introduced on 18 November, the same day as the new Metro Trains timetable which includes the opening of the Sunbury electrification & are mostly revisions to better meet the new train timetable. Routes with new timetables online include:

- 408 St Albans - Highpoint (Westrans Sunshine)
- 418 St Albans - Caroline Springs (Westrans Sunshine)
- 419 St Albans - Watergardens (Westrans Sunshine)
- 421 St Albans - Watergardens (Westrans Sunshine)
- 422 St Albans - Delahey (Westrans Sunshine)
- 423 St Albans - Deer Park Shopping Centre (Westrans Sunshine)
- 424 St Albans - Deer Park Shopping Centre (Westrans Sunshine)
- 425 St Albans - Watergardens (Westrans Sunshine)
- 453 Melton Station - Melton (Sita)
- 455 Melton Station - Micasa Rise/Roslyn Park (Sita)
- 457 Melton Station - Melton (Sita)
- 458 Melton Station - Kurunjang (Sita)
- 459 Melton Station - Arnolds Creek (Sita)
- 460 Caroline Springs - Watergardens (Kastoria)
- 461 Caroline Springs - Watergardens (Westrans Sunshine)
- 462 Caroline Springs - Watergardens (Kastoria)
- 465 Essendon - Keilor Park (Ryans)
- 467 Moonee Ponds - Aberfeldie (Ryans)
- 468 Essendon - Highpoint (Ryans)
- 481 Sunbury - Mount Lion (Sunbury)
- 485 Sunbury - Wilsons Lane (Sunbury)
- 486 Sunbury - Rolling Meadows (Sunbury)
- 487 Sunbury - Kilara Heights (Sunbury)
- 488 Sunbury - Jacksons Hill (Sunbury)
- 489 Sunbury - Canterbury Hills (Sunbury)
- 510 Essendon - Ivanhoe (Moreland)
- 512 Strathmore - East Coburg (Moreland)
- 526 Coburg - West Preston (Ivanhoe)
- 527 Gowrie - Northland (Ivanhoe)
- 534 Glenroy - Coburg (Dysons)
- 536 Glenroy - Gowrie (Dysons)
- 538 Broadmeadows - Somerset Estate (Dysons)
- 540 Broadmeadows - Upfield (Dysons)
- 575 Epping North - Thomastown (Reservoir)
- 556 Epping - Northland (Reservoir)

Route 577 Epping Plaza - South Morang Station was modified operate via Civic Dr instead of Ferres Bvd in South Morang due to traffic congestion as from July 16 2012.

Additional 22 April timetables: Routes 528/529/532/533/535/544 (Broadmeadows), 530/531 (Broadmeadows)

It has been noted that train connections are generally no longer shown in the April batch of timetables.

Melbourne metropolitan bus franchise:

Public Transport Victoria has announced that it has shortlisted five parties in the tender process for the operation of approximately 30 per cent of Melbourne's bus network. The following parties have been selected to continue with the tender process:

First Transit of Australia Pty Ltd. First Transit of Australia Pty Ltd is part of the First Group, one of the world's largest providers of passenger transport services, operating over 60,000 buses world-wide. First Group is the

operator of large bus and rail systems in the United Kingdom; also providing school, city and intercity bus services throughout North America.

Keolis Downer Rail. Keolis Downer Rail (KDR) is the current operator of Melbourne's tram system. Keolis is a major global bus operator providing over 22,000 buses worldwide.

National Bus Company (Victoria) Pty Ltd. National Bus Company (Victoria) Pty Ltd currently operates over 80 per cent of the services being tendered. The Ventura Group (the parent entity) operates approximately 1300 buses in Victoria, providing metropolitan and regional services.

Transit Systems Pty Ltd. Transit Systems is an Australian owned company operating over 850 buses in Australia. It provides bus services in South Australia and Western Australia. Transit Systems also operates a number of passenger and vehicular ferry services in Queensland.

Veolia Transport Australasia Pty Ltd. Veolia Transport Australasia Pty Ltd, part of Veolia Transdev S.A., is one of the largest transport operators in the world. Veolia Transdev operates over 40,000 buses throughout 27 countries. It already has a presence in Australia with over 1200 buses currently in operation in Perth, Sydney and Brisbane. Veolia Transdev also operates light rail and monorail services in Sydney and is the operator of ferry services in Sydney and Brisbane

Ian Dobbs, Chair and CEO of Public Transport Victoria, said that the announcement of the shortlist was an important milestone in the tender process. "We received 10 excellent Expressions of Interest from a very strong field of experienced Victorian, national and international operators, and we are confident that the shortlisted group is representative of the best bus operators in the transport market," Mr Dobbs said. "The shortlisted parties have demonstrated through their EOI submission that they have the necessary experience, expertise, capabilities and resources to run the services and address current and emerging transport challenges." "We look forward to taking the five shortlisted parties through to the next stage of the tender process, which will result in a value-for money outcome and deliver improved bus services for passengers," Mr Dobbs said.

The new bus franchise will be comprised of a fleet of around 500 buses operating the following services:

Eastern area: 40 routes running in excess of 2500 services per weekday and servicing the eastern suburbs and Melbourne CBD, including the four Doncaster Area Rapid Transit (DART) services, plus 106 school-only services.

Western area: nine routes running in excess of 700 services per weekday and servicing the western suburbs, south-eastern suburbs and the Melbourne CBD, plus 16 school-only services.

SmartBus Orbitals: three bus routes, Yellow (route 901), Green (route 902), and Red (route 903), running in excess of 545 weekday services through Melbourne's outer suburbs. These services run at a high frequency from 5am to midnight Monday to Friday, 6am to midnight on Saturday and 7am to 9pm on Sunday.

The tender process is expected to be complete by mid-2013 with the successful operator in place by August 2013. It is expected that the contract will be awarded for an initial period of seven years.

Western Australia - Perth

New Bus Timetables effective 30 September 2012

Northern 56 (routes 15/401)

Northern 57 (374/386/387/388/389)

Northern 58 (402/403/404)

Northern 59 (413/414/415, 414 now via Odin Dr)

Northern 60 (410/412)

Northern 61 (424/426/427/428, prev 421/2/4/6, 424 now via North Beach Rd direct)

Northern 62 (421/422/423/425 prev 423/5/7/8, 423 now via Huntress Rd)

Northern 69 (390/391)

Northern 73 (467/468/469)

Northern 74 (365/372/375)

Northern 79 (407)

Northern 81 (387/388/449, 449 now limited service)

Northern 82 (374/386/389)

Southern 137 (600 Mandurah-Pinjarra, 604 Mandurah-South Yunderup new)

- Additional trips on 387, 421, 423, 424, 425, 467
- Small number of withdrawn trips on 388, 413, 428, 468
- Time changes to 15, 365, 372, 374, 386, 387, 388, 389, 390, 391, 401, 402, 407, 414, 421, 423, 424, 425, 426, 427, 428, 467, 468.

South Australia – Adelaide Metro

The Adelaide Metro website has advised of 29 updated timetables effective 7 October. 26 are for:

115, 117, 118 City-West Lakes/Pt Adelaide via Crittenden Rd
140, 144, 147, 148 City-Glen Osmond/Beaumont
141, 142 City-Stonyfell/Burnside
150, 350, 352, 353 City-Pt Adelaide/Osborne via Port Rd
167, 168, 169 City-Marleston & Glenelg via Richmond Rd
170, 172 City-Urrbrae/Kingswood via Duthy St
174, N178 City-Paradise/Newton via Payneham Rd
177, 178, 179, 579, N178 City-Athelstone/Paradise via Payneham Rd
281, 522 City-Klemzig/Paradise
287, 288 City-Henley Beach/West Lakes via Ashley St
411 Salisbury-Mawson Interchange via Parafield Gardens
440, 441, 442, 443 Elizabeth-Munno Para/Smithfield
500, 501, 502, N502 City-Elizabeth/Mawson Lakes
560, 565 Elizabeth-Tea Tree Plaza & Mawson Interchange-Ingle Farm
591, 592, 593 Golden Grove-Greenwith (previously G1, G2, G4)
681, 682, 683 Hallett Cove Beach Stn-Flinders Uni/Sheidow Pk
723, 733 City/Marion-Colonnades Shopping Centre via Woodcroft
725 City-Noarlunga Centre Interchange via Acre Av
737 Chanders Hill-Old Reynella Interchange
892, 893, 894 Aldgate-Blackwood Station
B10, B11, B12, 312 Magill-West Lakes, Tennyson via Grange Rd
G20, G21, G22, 320, RZ22, N10, N21 City-Aberfoyle Hub
H20, H21, 580 Paradise-Glenelg via Marion Rd
H22, H23, H24, H32, N22 Wattle Park-Henley Beach South
J1, J2, 162 Jetbus
W90, W91, Marion/St Marys-Marden

There are three discontinued timetables:

701, 702 Woodcroft Local Services (replaced by 721-725, 733-734)
712 Old Reynella Interchange-O'Halloran Hill TAFE (replaced by 733, 737)
C1, C2, G40, M44 Adelaide O-Bahn Mega GoZone (refer to individual timetables)

Independent of the website announcement, there is also a web timetable for 745, 747, T748 Seaford Circuit.

Thanks to Hilaire Fraser, Craig Halsall, Robert Henderson, Peter Hobbis, Duncan MacAuslan and Lourie Smit for Bus news.

AIR NEWS

Domestic

QantasLink will begin flying direct between Sydney and Gladstone from March 2013, with eight return flights per week - including twice daily on Mondays, Thursdays and Fridays. QantasLink will now service six ports directly from Gladstone - Sydney, Brisbane, Mackay, Rockhampton, Townsville and Cairns.

Virgin Australia will provide additional services from Brisbane to Emerald from 29 October and to Newcastle and Rockhampton from 12 November 12.

International

In the biggest shake-up in its history, **Qantas** announced on 6 September a ten-year alliance with Dubai's **Emirates**, a key step in its efforts to shore up its loss-making international business. Qantas will replace Singapore with Dubai as its hub for European flights and it will drop its Frankfurt route as part of the deal. Qantas will drop its traditional alliance with British Airlines, and its code share with Cathay Pacific and Air France. Qantas will have 12 flights a week Australia-Dubai-London. Emirates will have 84 flights a week Australia-Dubai. All of this is subject to regulatory approval.

Emirates will commence a service to Adelaide on 1 November. It will depart Dubai on Tuesday, Thursday, Friday and Sunday at 0200 arriving in Adelaide at 2050. The return will leave Adelaide at 2235 and arrive in Dubai at 0515 the following day. The service will go daily from 1 February 2013.

Jetstar will add 36 weekly return flights in NZ from 15 November. There will be 20 extra weekly return flights between Auckland and Wellington as well as seven extra weekly return services between Auckland and Christchurch and between Wellington and Christchurch. Trans-Tasman flights will be increased with four direct flights for Melbourne and Queenstown services and three more Sydney to Queenstown flights. However, there will be one less flight per week between Christchurch and the Gold Coast and Melbourne.

China Eastern is introducing thrice-weekly direct services between Shanghai and Cairns from October 2012: Flights will depart Shanghai Pudong on Tu Th Sa at 2100 arriving Cairns on We Fri Su at 0800; depart Cairns We Fri Su 1000 arriving Shanghai Pudong at 1620. **China Southern** is to introduce direct services between Guangzhou and Cairns from December 2012. No frequency or time details are available yet. In response, **Cathay Pacific** is to re-

time its existing services between Hong Kong and Cairns from November 2012, to provide better connections at Hong Kong to/from major cities on the Chinese mainland. No further details available at present.

Sichuan Airlines proposes – subject to regulatory approval - to begin three weekly flights from Chengdu, western China to Melbourne in late 2012. It will be the fifth Chinese carrier to fly to Australia.

Philippine Airlines will increase its Australian services with direct flights from Sydney and Melbourne to Manila to replace the present triangular service. From 28 October, it will have four non-stop flights per week from Sydney and three from Melbourne.

Thanks to Tony Bailey, Tony McIlwain and the *Canberra Times* for Air news.

LETTER TO THE EDITORS

Derek Scrafton writes about the UK West Coast Rail franchise:

In the *Table Talk* (No. 241, September 2012, p. 9) item on the UK West Coast rail franchise you mention the improvements that helped First Group win the new franchise, but you need to add the fact that First promises financial returns to the Treasury some 50% more than the existing Virgin franchise. It is this element of First's bid that Branson disputes and led to calls for a review of the award to First. The UK Govt has not agreed to such a review, but has agreed to delay the confirmation of the award of the new franchise.

ODD SPOT 1 - GEORGE BRADSHAW LIVES!

Newman's Indian Bradshaw remains as an all-India Railway timetable, published by the Newman Company of Kolkata. It is now in a modernised format, but retains many idiosyncrasies. It no longer attempts to cover all Indian trains, but only mainline services. The title page currently devotes half of its space to a portrait and biography of George Bradshaw of England (1801-1853), the originator of comprehensive, privately published railway timetables.

ODD SPOT 2 – MAGNIFYING THE TIMES

Since the demise of the comprehensive German timetable book published by DB, Deutsche Bahn, some States have filled the gap by publishing their own timetable books. These are Bayern (Bavaria), Baden-Wurttemberg, Nordrhein Westfalen, Schleswig-Holstein, Thuringen and Sachsen-Anhalt. The Baden-Wurttemberg book comes with extras. The 2012 edition included not only a pull-out copy of the traditional map of German Railways, but – although printed at a respectable type size - also came with a magnifying glass.

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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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.

Table Talk Newswire is an advance monthly email of Rail news. To obtain this, ask the Rail Editor at abvi@inet.net.au



Members' News

- October 2012

Australian Association of Timetable Collectors

aattc.org.au

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.

A Proxy Form and a Nomination Form were appended to last month's Members' News. If you want another copy contact the Secretary or President.

YOUR ASSOCIATION NEEDS YOU!

Please consider standing for the AATTC committee at the AGM, or volunteering for one of the appointed positions. All positions are potentially vacant. Participation in the Association is very satisfying and brings rewards. 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? Can you fill one of our other positions?

DIVISION MEETINGS

Adelaide: Inquiries to Adelaide Convenor, Roger Wheaton, at 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. 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 David Cranney, cranney@iinet.net.au 0421 174 951 or to Victor Isaacs, abvi@iinet.net.au 02-6257 1742. David Cranney has been elected the new Canberra Convenor.

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. Stephen Ward 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 or GPO Box 1963, Sydney NSW 2001.

AATTC 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 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 early 2013.

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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.