



TABLE TALK

AUSTRALASIAN TIMETABLE NEWS

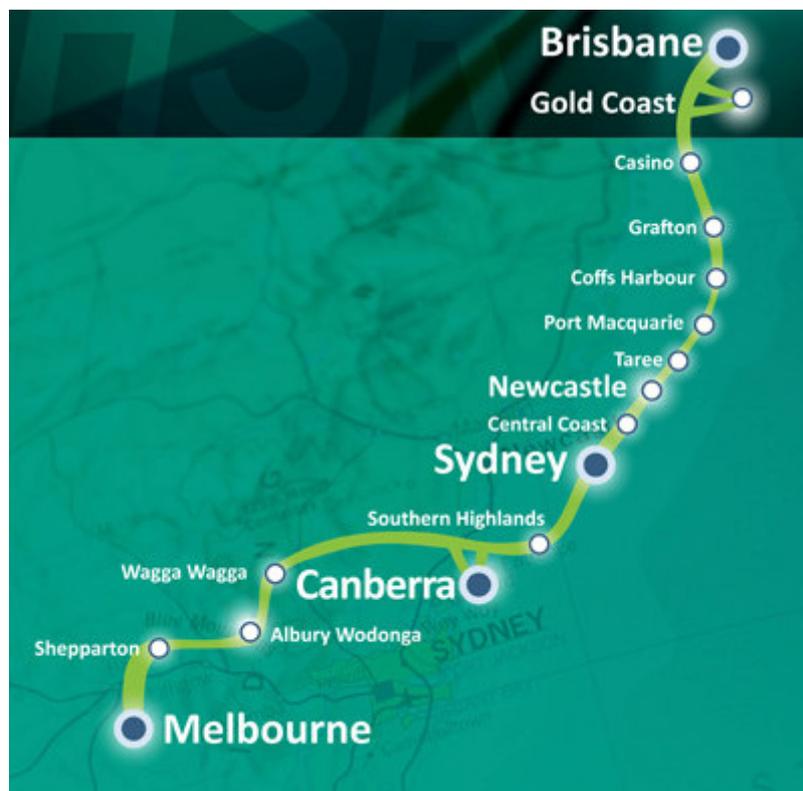
No. 249, May 2013

ISSN 1038-3697 RRP \$4.95

Published by the Australian Association of Timetable Collectors

www.aattc.org.au

TOP TABLE TALK: EAST COAST HIGH SPEED RAIL



The Federal government's study of a possible East Coast High Speed Rail was released on 11 April. It finds that HSR has the potential to be a game-changer, transforming the way Australians live, work and take holidays. It also has the capacity to better integrate our regional and metropolitan communities, ease congestion on our roads as well as provide a new foundation for a low carbon, high productivity economy. The study concludes that once fully operational in 2065, HSR could carry 84 million passengers each year, with express journey times of less than three hours between Melbourne and Sydney and between Sydney and Brisbane. Such a network has the potential to deliver a net economic benefit and generate sufficient revenue to cover its operating and asset renewal costs. However, the report does not anticipate completion until 2065! The HSR would be a monumental endeavour, with very real technical, logistical and financial challenges. It is envisaged that the first section, Sydney to Canberra, would not be completed until 2035, and the final section, between the Gold Coast and Newcastle, not until 2058. The identified route includes 144 km of tunnels, including a 67 km through Sydney from Mt Kuring-gai to Casula, a tunnel under the Hawkesbury River, 4 km of tunnel to access central Canberra, a tunnel from the northern suburbs of Melbourne to Southern Cross station, and a tunnel into central Brisbane. The report proposes that the route would be built in stages as follows:

	Construction starts	Opens
Sydney-Canberra	2027	2035
Canberra-Melbourne	2032	2040
Sydney-Newcastle	2037	2045
Brisbane-Gold Coast	2043	2051
Gold Coast-Newcastle	2048	2058

The report is at: www.infrastructure.gov.au/hsr. It finds:

- The HSR network would comprise approximately 1,748 km of dedicated route between Brisbane-Sydney-Canberra-Melbourne. The anticipated alignment places Canberra and the Gold Coast on spur lines, yet proposes deviations to serve Wagga Wagga and Shepparton.
- The preferred alignment includes four capital city stations, four city-peripheral stations, and stations at the Gold Coast, Casino, Grafton, Coffs Harbour, Port Macquarie, Taree, Newcastle, the Central Coast, Southern Highlands, Wagga Wagga, Albury-Wodonga and Shepparton.
- Once fully operational (from 2065), HSR could carry approximately 84 million passengers each year, with express journey times of less than three hours between Melbourne-Sydney and Sydney-Brisbane.
- The optimal staging for the HSR program would involve building the Sydney-Melbourne line first, starting with the Sydney-Canberra

sector. Subsequent stages would be Canberra-Melbourne, Newcastle-Sydney, Brisbane-Gold Coast and Gold Coast-Newcastle.

- The estimated cost of constructing the preferred HSR alignment in its entirety would be around \$114 billion (in 2012 dollars).
- The HSR program and the majority of its individual stages are expected to produce only a small positive financial return on investment. Governments would be required to fund the majority of the upfront capital costs.
- If HSR passenger projections were met at the fare levels proposed, the HSR system, once operational, could generate sufficient fare revenue and other revenue to meet operating costs without ongoing public subsidy.
- HSR would substantially improve accessibility for the regional centres it served, and provide opportunity for—although not the automatic realisation of—regional development.

A high level HSR Advisory Group has been established to advise the Government on key industry and community issues arising out of the report. The Federal Transport Minister has written to the Premiers of Queensland, NSW and Victoria, and the ACT Chief Minister, seeking their formal views on the report and nominations to a new Ministerial Group charged with coordinating the next steps for HSR across jurisdictions.

Federal Corangamite MP, Darren Cheeseman, says the proposed high-speed rail network should start in Geelong.

EDITORIAL COMMENT

*This document might be accurately described as a report into how **not** to build High Speed Rail. It was widely criticized – even lampooned – in the media. It lacks realism. Firstly, the report seems to always choose the most expensive option. An example is the costly tunnel proposed to access a central CBD station in Canberra, when a perfectly good location is already available a short distance away at Canberra Airport. Deviations to serve places which are not of the first rank, such as Wagga Wagga and Shepparton, degrade the idea of a HSR. The biggest criticism is that the report proposes far too much. The very lengthy timeframe and enormous cost relate to a HSR line extending all the way from Melbourne to Brisbane. Let us be realistic. A HSR from Sydney to Brisbane will certainly not be built in the foreseeable future, if ever. The more likely section to be built, Sydney to Melbourne, represents less than half the mooted cost and is also within a foreseeable timeframe. The report should have postulated building just this section, with possibly an option for more, when the validity of the HSR has been proved (as it will) after the first section is successfully operating.*

RAIL AND TRAM NEWS

No money from us for urban rail, says Abbott; Here is money from us for urban rail, says Gillard

Mr Abbott, Leader of the Federal Opposition, has made it clear that any incoming Coalition government will not fund urban rail projects. Any such government will, however, fund urban road projects. Mr Abbott said the federal government had no history of funding urban rail projects, but a long history of funding roads. He said this was why the Federal Coalition had already committed \$1.5 billion to the east-west link, a proposed 18-km road through Melbourne's north.

Victorian Transport Minister Terry Mulder said Melbourne Metro - the proposed nine-km, \$9 billion rail tunnel from South Kensington to South Yarra via the city centre with five stations - is the most crucial piece of public transport infrastructure for the state. He has said building it would require substantial federal funds.

Queensland Transport Minister Scott Emerson said, "Crunch time is coming. The reality is that the 2008 Inner City Rail Capacity Report indicated that there were real problems ahead if we did not improve the crossing of the Brisbane River for rail." The Merivale Bridge will reach a crunch point some time after 2016 and that is why we needed this Cross River Rail Project. That is three years from now. However, even if work on a solution, the Cross River Rail project, started tomorrow, it would not be finished until 2020". He said he is "disappointed" at his federal leader Tony Abbott's comment yesterday that the Coalition would not fund commuter rail projects if it won office.

WA Premier Colin Barnett said, "Given the current Federal government's support of \$236 million for rail infrastructure at the Perth City Link and \$3 million towards planning of the MAX light rail project, we expect that future Federal governments, whether Liberal or Labor, would consider the benefits of funding such important transport initiatives based on merit."

Federal Infrastructure Minister Anthony Albanese said Mr Abbott's comments indicated he had "turned his back on long-suffering commuters".

The Australasian Railway Association said Mr Abbott had demonstrated that "he simply does not understand public transport. Comments today that an incoming Abbott government would cut all urban rail funding should send shivers down the spine of commuters everywhere, said Bryan Nye, the Association's chief executive. Mr Nye said public transport use had almost doubled in Australian cities in the past decade, and that more investment was needed "to keep our cities from grinding to a standstill over the next 20 years. Clearly not everyone can afford an inner city car parking space, so how does Mr Abbott propose our growing population will get to work each day if he refuses to fund public transport?"

Meanwhile, it is believed that the Gillard government will soon announce funding for the Melbourne Metro tunnel. Mr Albanese said the project was ready to build, foreshadowing a significant contribution from the Commonwealth. "Melbourne Metro has been identified as a project of national significance," he said. "We have already delivered \$40 million to get it shovel-ready, and future funding is being considered."

The Federal government has contributed billions of dollars to rail in recent years through Infrastructure Australia's nation building program. It is contributing \$3.2 billion to building the regional rail link, which will separate V/Line trains from Metro trains in Melbourne's west, removing rail bottlenecks.

Queensland Rail restructuring

Queensland Transport Minister Scott Emerson announced on 15 April that Queensland Rail will be changed from a government-owned corporation to a statutory authority, reversing a 2006 decision. From May, the minister will have tighter control on the day-to-day running of the business and will no longer have to issue directives to initiate change. He criticised the organisation for being profit-focused, rather than passenger-focused, and believes the changes will rein in the ballooning cost of rail. He insists it has nothing to do with privatisation, but says a decision on that is yet to be made. "Transferring it from a government-owned corporation to a statutory authority brings it closer to government, not privatisation," he said.

QR Citytrain: Ipswich line closedown 13-14 April

The QR Citytrain four track line from Roma St to Corinda plus the new Darra-Richlands branch were closed for works on the weekend of 13 and 14 April. However, Ipswich line trains still operated. At Corinda these were diverted to operate over the usually freight only double track line to Yerrongpilly then via Southbank and South Brisbane - at both of which they stopped - to resume normal routing at Roma St. Signal upgrades and replacements and preventative maintenance were undertaken.

NSW Country Regional Network: WTT 14 April

As well as other Working Timetables (ARTC, RailCorp) introduced in NSW on 14/15 April, mentioned last month, a re-issue of the WTT for John Holland Rail Country Regional Network was also introduced. As usual, it is on their website. See <http://www.jhrcrn.com.au/Documents.asp?ID=67&Title=Standard+Working+Timetable+%28SWTT%29>

NSW RailCorp CityRail: Newcastle line timetable February 2013

A new Newcastle and Central Coast line public timetable has been issued, designated "Updated February 2013".

NSW RailCorp: Christmas-January closedown

As is now customary, there will be major closedowns for trackwork in the Sydney area over the Christmas January period. Current planning is that these will be:

- 27-30 December 2013: Strathfield-Epping and Strathfield-Westmead plus Carlingford branch;
- 2-12 January 2014: Villawood and Fairfield to Glenfield, and Chatswood-Hornsby;
- 13-24 January 2014: Gordon-Hornsby

NSW RailCorp: Bondi exercise

An unusual Special Train Notice was STN 1420 recording the use of the line from Central to Bondi Junction from 0005 until 0400 on 2 May for a counter terrorism exercise.

NSW RailCorp: Major closedowns

A closedown of the City Circle took place on 21-22 April.

The Western line from Mt Victoria to Lithgow was closed to CityRail trains from 22 April until 3 May. Countrylink trains were subject to scheduled delays on some days. Work undertaken was laying new sections of track foundation in the Zig Zag tunnel and installing heavier rail, improving drainage and installing a digital train radio system in the Zig Zag tunnel.

The Carlingford branch will be closed and subjected to bustitution from 29 April until 12 May. Work undertaken will be upgrading power supply, reconstruction of track, re-railing existing tracks to reduce noise, routine signal and electrical maintenance and vegetation maintenance and graffiti removal.

NSW: Murwillumbah line

On 23 April 2013 the NSW government released the study of the transport needs of the community along the disused Casino-Murwillumbah rail line. Minister for Transport Gladys Berejiklian said it examined the feasibility, benefits and costs of reinstating passenger services on the 130km rail line, which has been out of service since 2004. The study was led by transport project director Tim Poole and the government will consider the findings as part of finalization of the Northern Rivers Regional Transport Plan, expected to be completed this year.

The study finds the railway would not meet current or future transport needs and there was no commercial demand for it to be reinstated to carry freight. A thorough engineering examination carried out as part of the study confirmed that the infrastructure has deteriorated significantly. More than \$900 million would need to be invested to clear dense vegetation, stabilise landslide areas, replace timber bridges and sleepers, replace ballast and bring the system up to current safety and operating standards.

The report found that even if this money was spent the line still would not serve the major growth corridor between Lismore, Ballina, Byron Bay and the Tweed district.

The study recommends investigating improving bus services. There was recognition that a quality bus network would best meet public transport needs. It recommends investigating:

- running more frequent services on five routes
- changing other routes to include key destinations such as education campuses and hospitals
- introducing new express services on the Pacific and Bruxner Highways
- improving timetable integration between services, and
- improving passenger information.

There was also community interest in using sections of the line for a rail trail, with Byron Bay as the focal point. The study notes that this could be investigated further to test costs, benefits and feasibility.

The study can be downloaded at www.transport.nsw.gov.au/projects

ARTC: South Sydney Freight Line operations

The South Sydney Freight Line was brought into use on 23 December 2012. Dr Geoff Lambert has compared interstate freight trains in the April 2013 and October 2011 Working Timetables to analyse the resulting changes in operation, with the following results:

- SSFL Running times: reduced by 15 minutes (Enfield-Macarthur South Junction),
- SSFL Elapsed times: reduced by 7 minutes (because many trains have crosses on the SSFL),
- NSW-VIC Elapsed times reduced by 4 minutes (some padding added in the Melbourne-Macarthur section),
- Number of Interstate services taking advantage of the "lifting of the curfew": 0.

So far, there doesn't seem to be much of a "return" on the \$1billion investment. This is not really surprising because the curfew was not really much of a hindrance to the Interstate operators given their current traffic mix.

In 2000 consultants Booz -Allen-Hamilton produced a report for ARTC on upgrading its network to capture a bigger share of the market. They considered three scenarios: S1, S2 and So ("o" for optimal), and gave figures for costs and benefits. Benefits were increases in reliability, increases in market share and decreases in transit time. In 2008, ARTC off its own bat, re-worked these figures as part of an ambit claim to Infrastructure Australia. The reports covered the entire network, but focused a great deal of attention on the Melbourne-Sydney line. This is my current area of attention. These plans are compared with the reality in the following table:

Finish Year	Scenario	Capital Investment \$million	Transit Time (best)	Reliability	Market Share
2000	Existing	----	13.5	55%	11%
2004	S1	227	11	75%	19%
2004	So	294	10.5	75%	21%
2009	S2	703	9	95%	26%
2018	2008 ambit	1144	10.1	?	60%
2013	Reality	2500	13.5	49%	8%

V/Line & Metro Trains Melbourne: Timetables of 28 April

As mentioned in last month's *Table Talk*, there is a new V/Line timetable from 28 April. Some of the slowdowns on the Bendigo line introduced in the last timetable have been reversed. But Geelong line trains have been slowed slightly. Major changes are:

- 0633 Bendigo-Southern Cross is 6 minutes faster
- 0652 Kyneton-SX now departs at 0724, and is 15 minutes faster resulting in a more convenient arrival time at Sunbury of 0801 for workers and students and at SX at 0842
- 1657 SX-Kyneton is 13 minutes faster
- 1728 SX-Bendigo is 7 minutes faster
- 1837 Bendigo-SX is 10 minutes faster
- Running times of most Geelong and Warrnambool trains have been extended by 1 to 3 minutes
- 0628 SX-Traralgon arrives Traralgon 12 minutes earlier at 0838 to facilitate bus connections
- A new 1100 Corowa-Wangaratta bus runs on Tuesdays and Thursdays, but doesn't connect with anything. Possibly this is to balance the 0640 Mon, Wed, Fri bus.
- A new 1545 Wangaratta-Corowa bus on Mon-Fri. This also has no connections, and is only 50 minutes after the 1455 bus departure.

The new public timetables were online from 12 April.

The new timetable brought to an end the last operation in the world of passenger trains by "bulldog" locomotives. The last run was Clyde-GM A60 on the 0612 Bacchus March-SX on 26 April.

New Metro Trains Melbourne timetables also apply from 28 April:

- Some dwell times at Flinders St have been reduced;
- 1620 Flinders St-Oakleigh has been extended to Westall stopping at Huntingdale and Clayton; and
- 1801 Flinders St-Westall has been extended to Dandenong stopping at Springvale, Sandown, Noble Park and Yarraman.

These timetables were online from early April.

V/Line: Working Timetables

The current V/Line Working Timetable is not on their website. But the just superseded WTT of 18 November 2012 was recently placed there. See

www.vline.com.au/about/networkaccess/infopack.htm/

V/Line: Grovedale station

Construction of Grovedale station to the south of Geelong will commence in early 2014. It will have a single platform, bus bays, bicycle storage and parking for 200 cars at a cost of \$25.9 million. V/Line services will be extended to Grovedale from Marshall. There will be seven services to Melbourne in the morning peak and about 25 return services through the day. Patronage on the Geelong train line has increased by more than 100% since 2005/06.

Metro Trains Melbourne: how to speed up trains, or not

From the *Herald Sun* 16 April:

Lucrative performance bonuses are encouraging train operator Metro to unnecessarily skip stations at the expense of passengers, it is feared. The train driver's union, Public Transport Users Association and the Opposition are calling for Metro's bonuses - worth \$3.38 million last year - to be scrapped if achieved by shortcuts. Documents obtained by the *Herald Sun* using Freedom of Information laws show the State Government raised concerns some skipping may not be warranted. "There have been some instances where the decision appears to be not in the best interest of commuters, which led to the issue being raised via the Network Development Partnership," a ministerial document said. But Metro denied it skipped stations to make a profit, saying it was only used when trains were running late.

Rail, Tram and Bus Union locomotive secretary Marc Marotta said station skipping had gone from an emergency practice to a daily practice under Metro, with the Frankston and Craigieburn lines the worst affected. "I believe that they are trying to artificially meet these (performance) targets so they can qualify for bonuses paid for by the taxpayers of Victoria," Mr Marotta said. Public Transport Minister Terry Mulder didn't introduce station skipping penalties after a review last year, saying changing the contract would cost taxpayers. The *Herald Sun* can also reveal: Fifty-nine stations were skipped three or more times in a week between 22 April and 10 October, 2012; Eyebrows were raised about an Alamein train which skipped Glenferrie when it was a mere three minutes late; Irate passengers are abusing train drivers for skipping stations; Senior ministerial advisers have expressed concerns about how long passengers have been forced to wait if scheduled services didn't stop.

Opposition transport spokeswoman Fiona Richardson said Mr Mulder, who had the power to stop the practice but had chosen not to, and Metro benefited from station skipping because it was the only way to meet punctuality targets. PTUA president Tony Morton said the organisation didn't think Metro should get bonuses when it skipped stations to meet targets but could under the contract.

Metro spokeswoman Larisa Tait said most station skipping happened to counter-peak trains to minimise inconvenience. "However we are very mindful that we do inconvenience a small number of customers to benefit the majority and do our best to keep these occurrences to a bare minimum," Ms Tait said. She said Metro ran about 2000 trains a day and since September 2012, 1998 had been altered to run express. "PTV has communicated to Metro those instances such as a peak hour service full of passengers skipping stations when there is not a service directly behind it, may not be in the best interest of commuters," Ms Tait said. "This category of station skipping is rare as most services that are altered to run express are counter-peak or do have another service directly behind it." PTV director of network operations Norman Gray said Metro had been told about the need to eliminate station skipping, except as a last resort in extreme circumstances. He said stop-skipping peak hour trains was "clearly not in the best interest of commuters" but the overwhelming

number of services that missed stops were counter-peak. "Services that skip stops represent less than 0.5 per cent of Metro's daily timetable would have virtually no impact on whether Metro receives a performance bonus or penalty," Mr Gray said. "PTV will continue to monitor the situation and to raise any ongoing issues with Metro."

Mr Mulder said the government would continue to improve the system's reliability, and therefore reduce the need for Metro to station skip, by injecting hundreds of millions of dollars into maintenance and new trains.

Under its contract with the government, Metro must run at least 98% of scheduled trains each month and 88% of them must be on time.

From the Age 17 April:

An attempt by Metro to speed up the lengthy stopping times of trains at Flinders St station was abandoned within weeks because it created network chaos and set impossible tasks for train drivers. The trial, which began with the latest timetable change in November but was dumped on Christmas Eve, required some drivers to change over at North Melbourne station instead of their usual Flinders St base. It was an early move in Metro's wider plan to remove drivers from Flinders St and scatter them to various suburban hubs in a bid to expedite train traffic flow through the city centre. Trains routinely sit at Flinders St for up to 10 minutes while drivers change over, delaying passengers and creating network congestion. But the trial system fell apart when there were train delays, which put drivers out of sequence with cascading consequences that risked some trains being left with no rostered driver. "In times of disruption, the trial became problematic and complicated so we decided to end it on Christmas Eve," Metro spokeswoman Larisa Tait said.

Marc Marotta, the Rail, Tram and Bus Union's locomotive division secretary, said drivers warned Metro the trial would fail without a driver depot at North Melbourne with reserve drivers. "If you had any practical knowledge about the delays that occur for a whole range of reasons – sometimes it's a signal failure or someone stuck on a crossing, a sick passenger, whatever – you could have seen it would throw the whole thing out," Mr Marotta said.

Metro now plans to build a large new driver depot at North Melbourne by the end of next year, with room for up to 125 staff. Those drivers will be the first to be "decentralised" but Metro says other major depots will also be built at Ringwood, Upfield, Mordialloc, Pakenham and Carrum.

"This will improve congestion at Flinders St and improve overall performance," Metro spokeswoman Larisa Tait said. Other interim moves by Metro to cut waiting times at Flinders St to less than a minute are also being resisted by train drivers, who say they are concerned about safety.

From 28 April, some train services will be scheduled to arrive and depart Flinders St at the same time. Mr Marotta said this move would place unreasonable pressure on drivers and potentially put passengers at risk when there were large crowds. "If this goes forward we'll tell drivers to wait for people to get on and off, irrespective of the timetable," Mr Marotta said. But Metro said that it could no longer afford to stop trains

at Flinders St for lengthy spells. "Due to running more services on the network, we now need to treat Flinders St the same as the other Loop stations," Ms Tait said. "There is still time for people to get on and off a train when the arrival and departure time is the same. It normally takes between 40 and 50 seconds for customers to get on and off a train at stations such as Parliament, Melbourne Central and Flinders St."

Melbourne: Level crossing removal

The Victorian Public Transport Minister, Terry Mulder and Treasurer, Michael O'Brien, have stated that more than \$50 million will be allocated in this year's Budget to plan and commence pre-construction works to remove seven notorious level crossings. These are crossings in North Rd Ormond, Blackburn Rd Blackburn, Main Rd St Albans, Mountain Highway and Scoresby Rd Bayswater, Burke Rd Glen Iris and Murrumbeena Rd Murrumbeena. Level crossings are one of the major problems in Melbourne transport.

V/Line: NE line woes continue

Notwithstanding that formally only the two V/Line Albury line midday trains in each direction have been cancelled from 2 April until 30 June (April *Table Talk* page 7), in fact, since we reported last month, on most days four trains have been cancelled. Usually only the morning up and evening trains have run, all others being replaced by buses. The second train V/Line standard gauge set returned to service on 17 April, but then trains began to increase in lateness, reaching an average of 50 minutes by Anzac Day, with some trains as much as two hours late. On Anzac Day the up evening train ran two hours late. This reason announced was because they were waiting for a driver!

Trains will be replaced by buses between Albury and Melbourne on 11-12 May and 1-2 June.

TransWA: New timetables 22 March

TransWA issued new public timetables for the Australind Perth-Bunbury and Prospector Perth-Kalgoorlie dated 22 March 2013. The only alteration the Editor could find is the extension of the TransBunbury bus connection from Bunbury Station to Bunbury CBD from six to seven day a week operation.

WA grain transport

The Australian Competition and Consumer Commission has agreed to end the CBH Group's monopoly on grain transportation in WA. ACCC Chairman Rod Sims said the decision meant "that for the first time since deregulation of wheat export marketing in 2008, growers and marketers in WA will be free to make their own arrangements for transporting grain to port for export. Importantly, the decision does not affect CBH's ability to continue to offer WA growers a bundled storage and transport option, currently known as Grain Express. The effect of the Tribunal's decision is simply that growers and marketers storing grain with CBH will no longer be forced to use CBH's Grain Express system to move their grain." CBH is the state's biggest grain exporter and under an exclusive dealing notification required WA grain growers and marketers who used its 'up-country' storage facilities to also use its transport services to deliver grain to port for export.

West Coast Railway Tasmania

The Tasmanian government on 6 April advertised for Expressions of Interest to operate West Coast Wilderness Railway. The EOI process has multiple stages. The initial stage involves shortlisting organisations or consortiums that have the required capacity and expertise which will then be invited to develop a full proposal. The West Coast Railway service will be suspended over winter, while major capital improvements are made, using \$6 million of Commonwealth government funding.

KiwiRail: Coastal Pacific curtailed, Capital Connection stays for now

KiwiRail will suspend its Christchurch to Picton Coastal Pacific passenger train during winter. It will run until Sunday 5 May and resume on Friday 27 September. This follows a drop in passenger numbers since the earthquakes, leading to a \$NZ3 million annual loss. KiwiRail says it needs to sell 130 seats on each service to break even, but passengers were as low as 30 on some days, despite a number of initiatives to boost its popularity.

KiwiRail has also announced that the Capital Connection, the Monday-Friday Palmerston North-Wellington commuter train, will be retained, at least for the next two years. There will be a decision in June 2015 on its continuance. The future of this train has been in doubt since Wellington suburban electrification was extended to Waikanae six months ago, taking much of the train's patronage. To minimise the losses the service is currently making, it will be run with minimum capital investment and annual fare increases with a view to seeing if the service can at least break even. KiwiRail says that in order for the train to break even by 2015, daily patronage needs to have increased by 61 passengers in each direction and the average ticket prices need to be 40% higher. That will see KiwiRail attempting to grow patronage while

increasing fares about 10% year on year. Meanwhile, KiwiRail will undertake marketing and ensure service costs are optimised and tightly controlled. Currently, the average passenger ticket price is \$10.29. The daily average number of passengers travelling from Otaki station and further north is 174 (60%), and from Waikanae and further south is 116 (40%).

Amtrak: Patronage increases

Patronage continues to increase on Amtrak, with a record set for October 2012-April 2013 when ridership grew 0.9% compared to the preceding six months- despite disruptions caused in late October by Hurricane Sandy, which impacted service along much of the Northeast Corridor where ridership was down 1.2%.

British Working Timetables

For current British Working Timetables on the web see <http://www.networkrail.co.uk/browseDirectory.aspx?dir=Timetables\Working%20Timetable%20%28WTT%29&root=Timetables\Working%20Timetable%20%28WTT%29>

Swedish timetable planning

Swedish infrastructure manager Trafikverket has received 46 applications for train paths on the rail network in 2014 - 27 for passenger operators and 13 for freight, with the remainder for maintenance and other works. Trafikverket is discussing the applications with the various companies to see what can be accommodated on the routes. A draft version of the new timetable will be available from 28 June, with the final timetable to be published on 20 September for introduction on 15 December.

Thanks to Tony Bailey, Scott Ferris, Albert Isaacs, Victor Isaacs, Geoff Lambert, Lourie Smit, Roger Wheaton, www.railpage.com.au, *Age*, *Herald Sun*, *Rail Gazette International* and *Rail Express* for Railway news.

BUS NEWS

Queensland

Brisbane - a Tale of Two Plans

Further to the Translink South East Queensland Bus Network Review released in March, the Brisbane City Council has also prepared to review of its own network. This review doesn't combine All Stops / Cityxpress / Rocket / BUZ routes into single high frequency services unlike the Translink Review. However, it does provide for curtailments after 19:30, reduced frequencies and discontinuations on some routes. A link to the Council Review is found on the Translink website. Some proposals include:

- 66 (Royal Brisbane & Women's Hosp-Woolloongabba) and 109 (City - Uni of Queensland) to be combined into new 66 Royal Brisbane & Women's Hosp-Uni of Queensland. This is the same as the proposed Uni Glider (route 3) in the Translink Review
- 77 (Chermside - Eight Mile Plains via CLEM7 Tunnel) to operate hourly instead of 30 minutes
- P88 (Indooroopilly - Eight Mile Plains) to be discontinued
- 117 (City - Acacia Ridge) curtailed to operate as Woolloongabba-Acacia Ridge

- 199 (Teneriffe Ferry - West End) to operate via Ivory St instead of Valley
- 310 (City - Brighton) to operate via Airport Link tunnel instead of Bowen Hills
- 369 (Mitchelton - Aviation Precinct) to be curtailed to operate as 369 Mitchelton-Toombul. Weekday off-peak service to be 20 minutes instead of 15 minutes.
- 475 (Rainworth - PA Hospital) to be split into 475 Rainworth - City and 234 City -Woolloongabba via Kangaroo Point
- 590 (Garden City - Aviation Precinct) to be extended to operate as 590 Garden City-Toombul

South Australia

Light City Buses (Transfield) lose 8 routes

Due to ongoing reliability and punctuality issues, the State Government will transfer eight routes from the current operator Light City Buses (Transfield) to Torrents Transit (Transit Systems) from 12 May in a bid to improve services for passengers. Routes to be transferred include:

- W90/W91 (St Marys/Marion - Marden via City)
- 190 (Glenelg - City via Edwardstown, Hawthorn, Unley Road)

- 195/196 (Blackwood Station - City via Belair and Unley Roads)
 - 230/231 and 232 (Port Adelaide - City via Arndale)
- Transfield has also been fined \$181,297 for its poor performance. The change of operator will cost taxpayers an extra \$2 million per year as they will now need to pay Torrents Transit at the market rate in their contracts rather than the cheaper Transfield rate.

12 May timetable changes

In addition to the eight routes changing operator, 43 other routes will operate to updated timetables from 12 May, with the existing Route 522 (Kelmzig – Paradise) incorporated an extended W90 service, along with minor revisions to the following timetables, including some minor route changes. Routes include:

- 100/101 (Arndale - Glen Osmond & Flinders Uni)
- 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)
- 155/7, 376 (City-West Lakes/Pt Adelaide/Largs Bay & West Lakes-Delfin Is)
- 167/168/169 (City - Marleston & Glenelg via Richmond Rd)
- 170/172 (City - Urrbrae/Kingswood via Duthy St)
- 171/173 (City - Mitcham Square & Blackwood via Fullarton Rd)
- 174/N178 (City - Paradise/Newton via Payneham Rd)
- 177/178/179/579/N178 (City -Athelstone/Paradise via Payneham Rd)
- 190 (City - Glenelg via Raglan Av)
- 195/196 (City - Blackwood via Unley Rd)
- 200/200B (City - Marion via Clapham)
- 202/203/209F/N202 (City -Tea Tree Plaza via Hampstead Rd)
- 204/208/528 (City -Northgate/Paradise)
- 230/231/232 (City - Pt Adelaide via Harrison Rd)
- 241/245/248 (City - Warradale/Marion)
- 253/254 (City - Mansfield Pk/Pt Adelaide via Hanson Rd)
- 262/263/265/N262 (City - Marion via Glenelg)
- 281 (City – Paradise)
- 287/288 (City - Henley Beach/West Lakes via Ashley St)
- 300 (Suburban Connector)
- 333 (Outer Harbor - Pt Adelaide)
- 361 Tea Tree Plaza - Pt Adelaide
- 500/501/502/N502 (City - Elizabeth/Mawson Lakes)
- 503/507/RZ5 (Paradise - Tea Tree Plaza via Holden Hill)
- 591/592/593 (Golden Grove – Greenwith)
- 600/601/605/694/G30 (Aberfoyle Hub - Marion & Darlington-Blackwood)
- 640/719/720 (City - Flinders Uni/Old Reynella)
- 645/646 (Marion - Seaview Downs/Seacombe Hts)
- 721/T721/N721 (City - Noarlunga Centre via Main South Rd)
- 722/T722 (City – Noarlunga Centre via States Rd)
- 723/733 (City/Marion - Colonnades Shopping Centre via Woodcroft)
- 725 (City - Noarlunga Centre Interchange via Acre Av)
- 737 (Chandlers Hill - Old Reynella)
- 745, 747, T748 Seaford Circuit

- 749, 750, 751 Colonnades Shopping Centre-Aldinga Beach/Sellicks Beach
- 752/753/754/755/756 (Willunga Local Services)
- B10/B11/B12/312 (Magill - West Lakes, Tennyson via Grange Rd)
- C1/C2/548/N1 (City - Elizabeth & Greenwith)
- G10/N10/N21 (Blair Athol – Marion)
- 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)
- H30/N30 (Paradise - West Lakes via Henley Beach Rd)
- H31 (Rostrevor-Henley Beach via Cheadle St)
- J7/374 (West Lakes – Marion)
- J1/J2/162 (City - Glenelg Interchange/Harbour Town/West Beach – City)
- M44 (Marion - Golden Grove)
- W90/W91 (Marion/St Marys – Marden/Paradise)

School bus renumbering

Outer suburban school bus routes were renumbered at the start of term 2 (29 April 2013). Routes in the Hills region lost their S & Z designation, while metropolitan routes no longer use an alpha numbering system (Bus A, Bus B etc) – routes in the outer northern region are now numbered in the 470-480 series, while routes in the outer southern region are now numbered in the 770-780 series. Full lists were available on the Adelaide Metro website.

Tasmania

Boundary Rider services

Metro operated special Boundary Rider routes get supporters to the AFL games played at Blundstone Arena on 13 April & 4 May. Routes included:

- B1 ex Kingborough Sports Centre (every 10 mins)
- B2 ex Claremont (every 15 mins)
- B3 ex Bridgewater (every 20 mins)
- B5 ex Hobart City (high frequency)
- B6 ex Lauderdale (2 services)

Tassielink changes

Tassielink made changes to their Huon Valley & East Coast timetables on 20 April:

- Weekday Route 712 ex Raminea now departs at 06:30 instead of 06:35
- School term Route 714 ex Geveston at 07:30 now departs at 07:20
- New School Holiday Weekday Route 715 ex Huonville at 07:45
- Weekend Route 713 ex Cygnet at 11:00 now departs at 11:05
- Weekend Route 713 ex Hobart at 13:20 now departs at 13:30, while the 14:40 service now departs at 14:45
- School Holiday Saturday Route 724 to Swansea now departs at 15:05

Victoria

Transdev wins Melbourne Bus Franchise

The State Government has announced that Transdev have successfully won the right to operate the former government bus network privatised in the 1990s (Routes 200 – 367, 600, 922 & 923) along with the SmartBus orbital routes (901, 902 & 903) for a 7 year period commencing on 1 August. The services are

currently operated by Melbourne Bus Link (Dysons / Reservoir partnership) & Ventura, both of which were unsuccessful in the bidding process. Transdev previously operated the Yarra Trams franchise from 1999 – 2009 in partnership with Transfield, while Veolia (who are now part owners of Transdev) operated the Hillside Trains/Connex franchise over the same period. The new contract will be subject to a performance regime covering reliability, punctuality, passenger growth & customer satisfaction.

Plans include the introduction of a green fields network & timetable in April 2015, along with the following service changes over the next 2 years:

- Additional services, including the addition of Sunday services on some routes;
- A simplified network, particularly through the CBD;
- A reduction in route duplication; and
- Increased hours of operation on both weekdays and weekends

The loss of the SmartBus 903 is a particular blow to Ventura, who commenced the Warrigal Rd segment in 1930 as their second route (after running services on the multi-operator route between Box Hill & City), which evolved to become their flagship Route 700 until becoming part of the 903 orbital service in April 2009. However, as the current contracts for the private operators have provisions for orbital routes to be publicly tendered, we won't see a repeat of the infamous Waverley Transit-Quinces court case of the late 1980s.

Extra services on Route 402

In addition to the 28 April timetables reported in the April edition of *Table Talk*, additional evening trips were introduced on Sita's Route 402 departing Footscray at 18:00, 18:25 & 18:50 & East Melbourne at 18:40, providing increased frequency.

April Regional changes

Some further details have emerged on the regional Victoria timetable changes commencing on 28 April, including:

- Kyneton Routes 4 and 5 have combined into one route to provide a comprehensive route around Kyneton North
- Portland Route 1 times were changed to avoid clashing with V/Line coach services
- Portland Route 2 now serves a new Maternal and Child Care facility on Julia St

Western Australia

21 April timetable changes

Transperth introduced timetable changes on 21 April affecting the following routes:

- 16 (Dianella – Perth), 60 (Morley – Perth), 66 (Morley – Perth) [Eastern 102]: minor CBD route change
- 285 (Kewdale – Oats St), 286 (Perth – Maida Vale), 287 (Perth – Forrestfield), 288 (Perth – Maida Vale), 298 (Perth – Maida Vale) [part of Eastern 108 TT]: Timing changes. 298 moved from Eastern 109 TT

- 291 (Gooseberry Hill - Kalamunda) & 294 (Midland – Westfield Carousel) [part of Eastern 89 TT]: Timing changes on 294, 291 moved from Eastern 109 TT
- 310 (Midland – Upper Swan), 311 (Midland – Muchea), 312 (Midland – Baskerville) [part of Eastern 91 TT]: Timing changes
- 314/24 (Jane Brook – Midland), 315/25 (Stratton – Midland), 323 (Midland – Swan View), 326 (Midland – Midvale), (327 Midland – Swan View) [Eastern 86]: Timing changes
- 381 (Warwick – Fremantle), 456 (Greenwood – Hillarys Boat Harbour) [part of Northern 68 TT]: 381 ex Warwick at 06:55 M-F now 4 mins earlier, 456 upgraded to operate every 20 mins M-F peak and 30 mins other times Mon-Sun, minor route change to 456 in Sorrento
- 388 (Warwick – Perth) [part of Northern 57 & 81 TTs]: Timing changes
- 402 (Stirling – Perth), 403 (Osborne Park – Perth) [Northern 58 TT]: Timing changes, additional 402 M-F trip ex Stirling at 05:08, additional 404 M-F trip ex Waterloo St / Royal St to Perth at 06:35
- 424 (Karrinyup – Stirling), 427 (Warwick – Stirling) & 428 (Warwick – Stirling) [Northern 61 TT]: Timing changes, 428 now turns directly from Karrinyup Rd into Jones St
- 450 (Warwick – Landsdale) & 451 (Greenwood – Kingsway City Shopping Centre) [part of Northern 80 TT]: Due to low patronage, this trial route was withdrawn after 14 months, with resource reallocated to weekday services on 456

New CAT in July

A new Green CAT is proposed to commence in July between Esplanade Busport and Leederville Station via St Georges Terrace, West Perth and City West Station. At the same time the limited service on Route 5 (Esplanade - West Perth) will be withdrawn.

Proposed changes in Warnbro

Public comment has been invited on the following proposals in the Warnbro area:

- 557 (Rockingham - Port Kennedy) to be split into 557 Rockingham - Warnbro via Safety Bay Rd and new 560 Warnbro - Port Kennedy
- 562 (Rockingham - Secret Harbour East) to be split into 562 Rockingham - Warnbro via Waikiki and new 563 Warnbro - Secret Harbour East
- 564 (Rockingham - Baldvis South to become Warnbro - Baldvis South, with the Rockingham - Warnbro section to be covered by increased service levels on new 562.
- 568 (Warnbro - Baldvis North via Baldvis East) to be split into new 567 Warnbro -Baldvis East and 568 Warnbro - Baldvis North.

Thanks to: Tony Bailey, Jason Blackman, Ian Cooper, Hilaire Fraser, Robert Henderson, Peter Hobbs, Victor Isaacs, Geoff Mann, Len Regan, Lourie Smit, Roger Wheaton & various contributors on *Australian Transport Discussion Board*.

AIR NEWS

Domestic

Tiger inaugurated a four times a week Sydney to Cairns service from 4 April.

Virgin has cancelled all direct Canberra-Hobart flights from 28 April.

On 23 April the ACC approved **Jetstar** taking over 60% of Tiger **Airways**. The ACCC considered Tiger's poor financial and operational performance and that in six years Tiger has never made an operating profit. The ACCC predicted that, if the deal were not to proceed, Tiger's 11 aircraft would "very likely" be redeployed into the Asian operations of its Singapore-based parent company.

The current **market share** of airlines is:

Qantas	42.2%
Virgin	30.3%
Jetstar (Qantas owned)	18.1%
Tiger (to be Virgin owned)	3.3%
Regional Express	2.9%
Other	3.2%

International

Jetstar's Auckland-Wellington route suffered hundreds of cancellations in May and June. The low-cost-carrier cancelled 300 flights owing to low demand. A spokesperson said the airline had decided to cancel the services instead of reducing the cost of flights, as they were already low.

Air New Zealand and **Virgin Australia** will introduce the first direct services between Christchurch and Perth in over 20 years. From 3 December until 26 April 2014, flights will depart Christchurch at 1540 and Perth at 1910 on Wednesdays and Saturdays. If the service is popular over the peak summer period, it could become permanent.

Avalon Airport has moved a step closer to being an international airport with a new Memorandum of Understanding between Australia and the Philippines securing rights for international flights. It is believed that **Cebu Airlines** is interested in flying to Avalon. This will be the second international airport in the Melbourne area.

AirAsia will resume flights between Darwin and Bali from 1 July.

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

REVIEW: Public Transport Use in Australia's Capital Cities, Modelling and Forecasting

Report 129 of the Bureau of Infrastructure, Transport & Regional Economics, published March 2013, online at http://www.bitre.gov.au/publications/2013/report_129.aspx

This report is designed to enhance forecasting of city passenger travel by motor vehicles and urban public transport and to aid planning and policy development regarding urban public transport and motor vehicle traffic in cities. The report charts the decline of urban public transport from 1945 to 1970, its flat-lining as a share of total transport, from 1970 until 2004, and its growth since then. These variations are comprehensively documented for all major cities, in text, tables and graphs.

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 invited and are very welcome. Please send these 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 monthly Auction catalogues. The membership fee is \$60 (Adult) and \$36 (Junior) pa. Membership enquiries should be directed to the Membership Officer at dbmclean@powerup.com.au.

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



Members' News

- May 2013

Australian Association of Timetable Collectors

aattc.org.au

NAME OF THE ASSOCIATION

At the time this edition of Members' News went to press, there were still two days for the receipt of votes in the plebiscite to provide guidance on a possible renaming of the Association.

The progressive voting result is:

Australian Timetable Association	83 votes (85 %)
Australian Association of Timetable Collectors	15 votes (15 %)
Informal (blank, empty envelope or voter identified)	6

This plebiscite is to provide guidance only. The final decision will be for debate and determination at the 2013 Annual General Meeting in Sydney (probably in October).

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.

DIVISION MEETINGS

Adelaide: The next meeting is at 1930 (7.30 pm), Friday 31 May at 2C Bakewell St, Tusmore, 5065. Inquiries to the Adelaide Convenor, Roger Wheaton, at rogertw@adam.com.au or 08-8331 9043.

Brisbane: The next Brisbane meeting will be at home of the Brisbane convenor, Brian Webber, 8 Coachwood Street, Kepperra at 1400 (2pm), Sunday 12 May. 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@inet.net.au 0421 174 951 or to Victor Isaacs, abvi@inet.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.

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.

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