



TABLE TALK

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TOP TABLE TALK:

SYDNEY CITYRAIL 20 OCTOBER 2013 TIMETABLE

NOTE: A Draft version of the Working Timetable of 20 October 2013 is on the *Sydney Morning Herald* website at <http://images.smh.com.au/file/2013/05/16/4277920/timetable.pdf>

For a detailed and well-informed analysis, see the Transport Sydney blog by Bambul Shakibaei at transportsydney.wordpress.com

Jacob Saulwick, Transport Reporter, *Sydney Morning Herald*, 17 May 2013 writes:

Sydney's biggest train timetable change in almost a decade will include an extra 700 services a week - but some commuters will miss out when trains skip certain stations. The timetable will be the most significant for Sydney's rail system since 2005. A draft of the October timetable shows an increase in services to a number of western Sydney stations and to those on the Epping to Chatswood line. But there are also clear losers, such as Kogarah on the Illawarra line where peak-hour train services will be halved. The timetable will be the first big change to public transport services under the O'Farrell government and the most significant for Sydney's rail system since 2005. New bus and ferry timetables will also be introduced in October but these remain secret.

An 800-page version of the train timetable, dated last month, reveals a number of the big changes. These include:

- More trains on the Eastern Suburbs and Illawarra line;
- More on the Epping to Chatswood line;
- Fewer trains stopping at upper north shore stations such as Lindfield and Killara.
- More on the Bankstown line, particularly at Marrickville; slightly more Blue Mountains and Illawarra trains;
- A revival of half-hourly services on the Cumberland line between Campbelltown and Blacktown;
- More regular stopping patterns at many stations.

Transport Minister Gladys Berejiklian said the version of the timetable obtained by Fairfax Media was still in draft stage. "I expect more changes over coming months and am certain the new timetable will be received in an overwhelmingly positive light once it is finalised," she said. A Transport for NSW spokesman said there would be at least 700 extra weekly services.

To assess the timetable, which was not provided by the government, Fairfax Media compared peak-period stopping patterns at selected stations with those in the present timetable. The comparison reveals that come October, trains will be much more consistently timed, arriving at many stations at the same time each hour. In the inner west commuters will generally be better off. Trains heading to the city on the inner-west line will start at Homebush, using a "turnback" facility built five years ago and not used before. This means trains arriving at Summer Hill will have fewer passengers on board as they will not have travelled from Lidcombe or Liverpool. At Newtown, the busiest station on the inner-west line, there will be a slight increase in afternoon services but a small drop in early-morning services.

A preliminary analysis of the weekend timetable shows no significant change in frequencies. On the Eastern Suburbs and Illawarra line, there will be two more trains an hour leaving Bondi Junction for the city during the weekday peak. It includes an extra one an hour leaving Cronulla for the city. But there are big changes to the frequency of services to some stops on the Illawarra line. For instance, there are dramatically fewer trains stopping at Kogarah, used by students at local schools, businesses and St George Hospital. This will make it impossible to get a direct service from the Cronulla or Waterfall line to or from Kogarah. A departmental spokesman acknowledged this was the intent. "Hurstville will be used as an interchange point for customers travelling from south of Hurstville who want to go to any station from Allawah to Arncliffe." Other smaller stations on the line will have a rise in services. At Arncliffe there will be at least an extra two trains an hour in the morning, and two an hour in the afternoon peak.

The timetable revives more services on the Cumberland line, which runs north-south in western Sydney. The service between Campbelltown, Liverpool, Parramatta and Blacktown now has only two trains in the morning and three in the afternoon. But the frequency will be bumped up to every half an hour.

There are fewer trains to upper north shore stations such as Lindfield and Killara because more services will run on the Epping to Chatswood line. Commuters going to Macquarie Park or Macquarie University from Town Hall are now limited to trains every 15 minutes. Under the draft, trains will run about every eight minutes between 8am and 9am. But this benefit will be reversed when the north-west rail link is built. Trains will then be unable to run from Town Hall to Macquarie Park or Macquarie University because the Epping to Chatswood line will be handed to a new private operator.

The opposition and public transport advocates have called on Ms Berejiklian to release the draft for consultation soon. Draft timetables have been typically released more than half a year before they are implemented. "The big issue is why they don't want anyone to see it," said Jim Donovan from Action for Public Transport.

More by Jacob Saulwick in the Sydney Morning Herald, 21 May:

The state government risks breaking election promises for 135 new and faster express train services for Sydney and surrounding regions and undermining the viability of the state's XPT service if it implements a new train timetable without major changes. Transport advocates and commuters are concerned about a draft train timetable, revealed last week by Fairfax Media and due to be implemented in October. They say it is unclear whether the timetable meets Barry O'Farrell's election promise of 135 new and faster express services to the central coast, Blue Mountains, Penrith and Campbelltown. It also fails to include an election promise of a direct service between the central coast and Macquarie Park and Macquarie University.

Transport Minister Gladys Berejiklian said on Monday the timetable was a draft version with "plenty of work to do" before it was finalised. But community angst over potential changes has begun. People travelling to Kogarah, the 17th busiest railway station in Sydney, are some of the main losers under the draft. Peak services would be halved, with express trains from the south and north set to skip the station.

Transport advocates are also worried about the impact on the state's CountryLink XPT services. The Brisbane XPT now departs Sydney at 4.12pm, arriving in Brisbane at 6.30am or 5.30am when NSW has daylight savings. But the draft timetable shows the Brisbane XPT leaving at 2.41pm. This means that if it took the same time to get to Brisbane it would arrive before 5am or before 4am in daylight savings. Bob Schroeder, of advocacy group EcoTransit, said the change would

"be a disaster for patronage and probably lead to the elimination of this service".

The draft timetable has prompted concern among some experts and Campbelltown commuters that the government will not take advantage of expensive new infrastructure on the East Hills line. The new timetable shows "express" trains from Campbelltown and Macarthur will be running to the city via the airport line, which is significantly slower than the alternative route via Sydenham. Instead, "slow trains" that stop at more stations between Campbelltown and Revesby will run to the city via the faster Sydenham route. The result is that the draft timetable includes no obvious express services from Campbelltown to the city.

Additional Notes by the Table Talk Editor:

NOTE: As this is a Draft timetable, the following could change.

1. All Melbourne and Canberra trains will run via the East Hills line, not via Strathfield.
2. Canberra-Sydney and v.v. evening trains will revert to seven days a week operation (from the existing four evenings a week service) providing three Canberra trains every day.
3. The proposed change to operation of the Sydney-Brisbane and v.v. XPT (proposed northbound during the day, southbound during the night, to avoid disruption to Brisbane morning peak services), is not implemented.
4. The northbound overnight XPT will however depart significantly earlier at 1441 (now 1612) which implies an arrival time in Brisbane at about 0500 or 0400 in Daylight Saving time!
5. The northbound Countrylink Northern Tablelands Xplorer will depart significantly earlier at 0929 (now 1005).
6. The re-instated full-time Cumberland line service, Campbelltown-Parramatta-Blacktown, will operate every 30 minutes, on Mondays to Fridays during the day, not evening nor weekends. Most Cumberland line trains will be extended to/from Schofields.
7. Weekday Wyong services will be extended to Newcastle, stopping all stations from Berowra and taking about 3.5 hours from Central. The local services from Newcastle to Morisset appear to have disappeared. There will therefore be two trains an hour to Newcastle on weekdays.
8. The odd Carlingford line service, where there is only one through service to Sydney in the morning peak (and no through service in the evening peak) is unchanged.

RAIL AND TRAM NEWS

Future Queensland train operation

A Commission of Audit, headed by former Federal Treasurer, Peter Costello, reported to the Queensland government on a wide range of state government functions that could be divested or changed with a view to saving money. The Queensland government

has responded. This may result in future operations of trains in Queensland being drastically altered by being devolved to private companies. The Townsville to Mt Isa line may be transferred to a new owner.

Those recommendations and government responses relevant to public transport are:

<p>RECOMMENDATION:</p> <p>City passenger rail services and network infrastructure be opened up to contestability, like bus services, to allow different providers, including private providers, to bid to operate services and maintain below-rail assets in a particular franchised area under franchise and lease arrangements.</p>	<p>GOVERNMENT RESPONSE: Accepted</p> <p>The government accepts this recommendation for City Passenger services and rail infrastructure and notes that it is consistent with government's current direction and will be considered as part of the ongoing reform activities in the Dept of Transport & Main Roads</p>
<p>Competitive tendering be introduced for long distance and tourist passenger rail service contracts, including evaluating the number of routes serviced and frequencies, franchisees and franchise areas before initiating the tender; owning the rolling stock required to provide the services in a State government entity, and lease this to the franchisee for the term of the contract.</p>	<p>Accepted</p> <p>The government accepts this recommendation and notes that the reform of long distance travel is currently under investigation in the Dept of Transport. The government remains committed to effective, efficient and affordable transport solutions for regional Queensland.</p>
<p>Competitive tendering be introduced for bus service contracts throughout Queensland, including evaluating the number of routes serviced and frequencies, franchisees and franchise areas before initiating the tender.</p>	<p>Accepted</p> <p>The government accepts this recommendation and notes that the reform of bus service contracts has been the subject of major investigation in the Dept of Transport. The government remains committed to strong value-for-money outcomes and the development of efficient and affordable bus services.</p>
<p>Mount Isa rail freight line be transferred to Port of Townsville to be managed as an integrated supply chain, with a view to divestment of the integrated business</p>	<p>Accepted in part</p> <p>The government accepts the recommendation as it relates to the benefits of an integrated supply chain. However, while there may be operational benefits from an integrated supply chain, further work is required to determine whether the transfer is the best way to achieve these benefits. The government does not currently have a policy to sell State assets and remains fully committed to seeking a mandate before divesting any government business. However, the government believes this proposal is worthy of an open and transparent community debate to establish its viability and to inform stakeholders of the costs and benefits of government owning such businesses.</p>
<p>Queensland Rail remain the owner and operator of the regional rail network, but with the maintenance task to be outsourced through competitive tendering process.</p>	<p>Accepted</p> <p>The government accepts this recommendation and believes there is an important role for Queensland Rail as the regional rail network owner and operator into the future, but agrees that the maintenance task should be subject to contestability. The government is mindful of the need to maintain employment levels in regional areas and, in this regard, acknowledges the importance of maintenance delivery from regional bases. It should also be noted that contestability is not an outcome – it is a process where government tests the market to ensure it is providing the public with the best possible solution at the best possible price.</p>

Queensland Rail Traveltrain: Cairns Tilt Trains downgraded

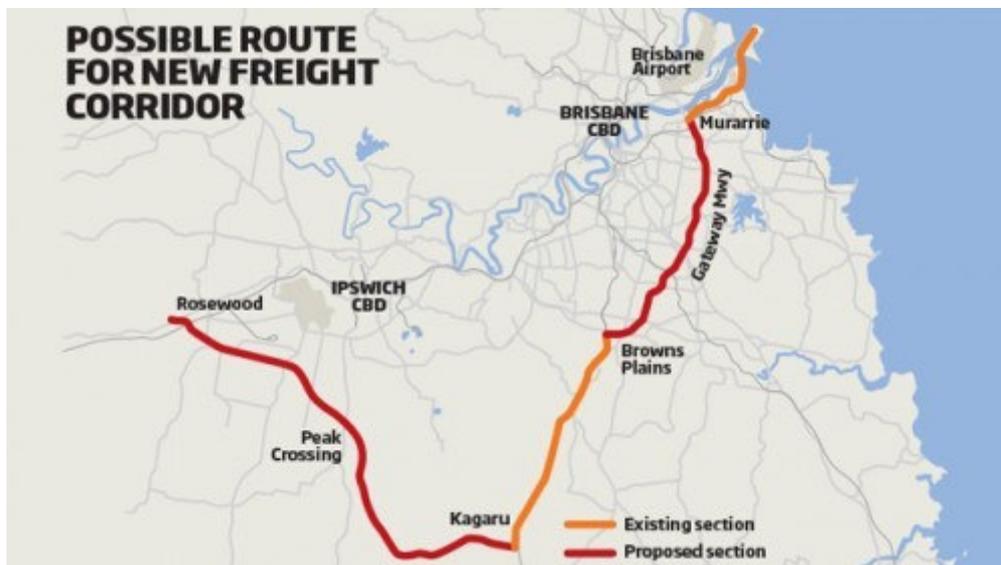
The Queensland government has downgraded the two Diesel Tilt Trains currently under construction to replace the Sunlander locomotive-hauled trains on the Brisbane-Cairns run. Orders for nine sleeping cars, three dining cars and three lounge cars have been

cancelled. In partial compensation, the First class seats will be improved, so that they can be made fully horizontal for sleeping. The Tilt Trains will probably be in operation by late 2013 and certainly by winter 2014.

Queensland Rail Citytrain: Richland line additional trains

From 6 May the 0722 and 0734 from Darra to Bowen Hills were extended to start from Richlands at 0718 and 0730 respectively.

Brisbane freight line proposed



The multibillion-dollar rail proposal would be built as a partnership between a future Coalition Federal government and the Port of Brisbane.

The plan is in its infancy, but could provide the missing link in the Coalition's 2006 inland freight rail proposal, which links Melbourne to Brisbane via inland towns and includes rail bypasses for Toowoomba and Ipswich. It would join the existing freight line near Larapinta in Brisbane's south and then divert to more than 40km of new track alongside the Logan and Gateway motorways to the port. Opposition infrastructure spokesman Warren Truss wants a business plan developed for the scheme. He said the train line could cost several billion dollars but would need to be financially viable. Mr Truss said one objective of the project would be to help the port handle "significantly larger volumes of coal" and freight. "But any new project is going to have to deal with the environmental issues that are going to be raised. If those issues aren't satisfactorily resolved, it is not going to be a project," he said.

Queensland Rail: Major trackwork

On 8 and 9 June (Queen's Birthday Weekend) the line all the way from Northgate to Bundaberg will be closed, affecting Citytrain, Traveltrain, Aurizon and Pacific National passenger and freight trains. Work to be carried out will be resleepering, bridge works; preventative and corrective maintenance and replacement of a signal gantry at Bundaberg.

Queensland Rail efficiency

A report has revealed train crew and maintenance expenses make Queensland Rail's passenger services the most costly in the country. As well as crew and maintenance expenses that exceed other railways, the report found Queensland Rail's passenger operations expended \$250 million annually to other parts of the business for costs that included track access and use

A new freight railway is being considered by the Coalition as part of a plan to fast-track the east coast inland network. With the Cross River Rail project now in doubt, the new freight rail line could free up capacity on Brisbane's strained urban network for extra commuter trains and reduce heavy trucks on the roads. If built, it will also save inner city suburbs including Tennyson, Fairfield, Coorparoo and Norman Park from noise and coal dust pollution.

of rollingstock. The 2009 report by consultants LEK, undertaken before the sale of QR's coal business, was partly based on an Australasian Railway Association study that found QR's costs per kilometre travelled were more than twice the national average of \$24. The report found Citytrain's funding requirements would jump by \$220 million in the four years to 2014, with the biggest increase being dividend payments to the government.

The report compared QR's per kilometre costs with two unidentified networks, finding Citytrain's were 60% less cost efficient than one and 19% less efficient than the other. This part of the report was based on the ARA study which found QR's per kilometre cost to government was about \$60 in 2009-10 compared with \$36 for Sydney's CityRail.

Queensland Railways: Cattle trains

The Queensland government says it is committed to providing more livestock train services but is hamstrung under contractual arrangements. A trial of extra livestock trains on the Winton to Rockhampton line and the Mount Isa to Townsville line will continue permanently. Transport Minister Scott Emerson says there are also trains scheduled for the Quilpie line. He says he has been able to renegotiate with the privatised rail provider Aurizon and has secured additional train services this season for cattle. "At the moment we are really hamstrung by this contract but we are really determined to get more onto rail.....Three cattle train services per week out of Winton and two out of Cloncurry - I can confirm that they will be staying permanently now. All up, we are looking at running about 325 cattle train services per season, under our renegotiations with Aurizon. Now that is up by about 48 services from 2012, so I think that is a great result."

Quilpie Mayor Stuart McKenzie says getting more livestock trains is a priority for councils in south-west

Queensland. He says livestock train services to the state's south-west are under-utilised because of competition from coal trains down the Toowoomba range. "We had 42 planned for last year 2012 - and only 16 services were actually provided," he said.

Queensland: Toowoomba line upgrading

The Queensland government has announced that additional crossing loops will be constructed on the Toowoomba range line. It is thought that these will be located at Ballard and Harlaxton. The government says that the project will be financed from savings negotiated on existing freight contracts over the next two years. It says the project will mean there will be up to 20 additional train paths per week.

Aurizon re-structuring

Aurizon is exploring options to sell a portion of its rail network to provide money to expand in other ways. Australia's largest rail freight company has also taken on an extra \$3.6 billion in debt amid criticisms by the financial market that it was not using enough borrowings to grow. Aurizon said in a statement on 13 May that it had engaged with a limited number of potential investors in relation to the possible issue of a minority equity interest in Aurizon Network. A sale would give it the flexibility to pay off debt and redeploy capital, such as by buying a stake in Fortescue Metals' iron ore rail tracks that it is believed to be considering.

ARTC Working Timetable 7 July

A new ARTC Master Train Plan aka Working Timetable will commence on 7 July. To see this go to www.artc.com.au/Content.aspx?p=161

CityRail: Train chaos fix left out of loop

By Jacob Saulwick, Transport Reporter, Sydney Morning Herald, 15 May 2013:

Sydney's train operator has failed to use \$100 million rail facilities built five years ago that would make city train services more reliable. The infrastructure may have reduced the impact of last Monday's [6 May – see item below] disastrous morning, in which tens of thousands of commuters were delayed because weekend maintenance on a Homebush bridge ran over time and into the start of peak hour. But the facilities, at Homebush and Lidcombe, will not be used as intended until at least October when a new timetable is introduced. That will be five years after construction finished on the two "turnback" projects, designed to reduce the need for trains on multiple lines to share the same tracks. And it will be almost a decade since the projects were first promised under the Carr government.

The two turnbacks were built to prevent trains having to merge onto other tracks between Homebush and Lidcombe stations. There are six sets of tracks for commuter trains to run on either side of each of the stations. But between the stations there are four, so citybound trains from lines further west and south must merge, meaning they must often slow down or wait for trains to pass. If used as intended, the turnbacks would remove the need for trains travelling all stops on the Inner West and Bankstown lines to merge with trains on the South and Western lines. An Inner West train could head west to Homebush, turn back at Homebush, and head to the city on the Inner West line

before moving around the City Circle. It could then head to Lidcombe on the Bankstown line, turn back at Lidcombe, and repeat the pattern. Bankstown line and Inner West all-stops trains would never have to get mixed up with other services.

Many former rail officials with experience operating trains in Sydney have told Fairfax Media that if a timetable had been put in place that used the turnbacks before Monday, people catching services from inner west stations such as Newtown and Petersham and on the Bankstown line would have had fewer disruptions during the debacle. As it was, RailCorp ran replacement buses for inner-west stations. Tens of thousands of commuters were delayed when work went overtime on an 86-year-old bridge at Subway Lane, west of Homebush station. With trains unable to pass through, commuters on the Bankstown, Airport and East Hills, Inner West, North Shore, South, Western and Blue Mountains lines were delayed for much of the morning. Mechanical failures on other trains compounded a disastrous run for Sydney trains in which Transport Minister Gladys Berejiklian conceded she could not get straight answers from RailCorp.

RailCorp initially denied the Homebush and Lidcombe turnbacks would have made a difference. If it used them, it said, many passengers from western Sydney would have had to get off trains and onto buses or crowded trains. But when pressed on whether the turnbacks would have made a difference if they were *already* integrated into the timetable - by allowing Inner West and Bankstown trains to run while trains further west were delayed - a spokesman for Transport for NSW declined to address the question. "It is difficult to comment on how the network would have performed under a different timetable structure," the spokesman said.

For more than two years after construction finished in April 2008 the turnbacks could not be "commissioned" for use because RailCorp did not have enough signal engineers. Since they were commissioned they have rarely been used, although they represent a combined \$102 million investment. A Transport for NSW spokesman said "their full benefit to the network will be realised by the October timetable".

CityRail: Major trackwork

On the weekend of 18-19 May no trains operated, due to trackwork, between Bondi-Central-Sydenham-Sutherland-Cronulla- Waterfall-Dapto-Port Kembla. The substitution between Central and Sydenham applied to all trains on all lines.

Weekend track work ran over time on the morning of Monday 6 May. Engineers working on a subway bridge at Homebush failed to complete repairs in time for the morning peak, causing chaos across the Sydney railway network. RailCorp began replacing steel spans of the bridge at 0200 on Saturday but "issues arose during the infrastructure works that were not apparent until the demolition works were underway," it said in a statement. The upgrade was supposed to be finished by 0200 on Monday, but crews were still onsite at 0600 causing massive delays across much of the network that persisted until the afternoon peak. It took more than 30 minutes for some services to crawl through two stations on the City Circle as the backlog of trains reverberated. A train breakdown on the North Shore Line and repairs to signals on the South Coast Line

exacerbated the problem. One week earlier there had also been major disruption in Melbourne due to works running late (see item below).

Sydney North West Railway

NSW Minister for Transport Gladys Berejiklian on 22 May announced approval of the North West Sydney railway's second Environmental Impact Statement. She said construction will be seen right along the length of the rail line in coming months as preparations are made for the first of the tunnel boring machines to be in the ground next year. "So far, 27 major tenders have been released and 46 key contracts awarded on the North West Rail Link. The first EIS was approved in September last year, giving the planning green light to build the 15km of tunnels, station excavations and starting work on the 4km skytrain section.

Parramatta Tramway

Parramatta City Council released a plan on 10 May for a tramway system based on Parramatta. The report recommends a 24km network with up to 25 stations at a cost of \$1.7 billion. It would cost \$32 million per year to operate but is forecast to provide \$50 million in user benefits per year, linking stranded suburbs to jobs and education. The first stages would link Parramatta via Eastwood to Macquarie Park and another line connecting Parramatta to Castle Hill. The next links would be Parramatta to Bankstown and Parramatta Olympic Park to Rhodes. It could take more than 5000 passengers on each line during peak-hour periods. Details are at www.parracity.nsw.gov.au/light_rail_for_western_sydney

ARTC: Hunter Valley closedown

The Hunter Valley network was closed from 0600 on Tuesday 14 May until 0600 on Saturday 18 May. Over the four days approximately 150 jobs being were scheduled to be carried out from Kooragang in Newcastle out to Narrabri in the Upper Hunter and along the Ulan line, including

- Commissioning of Watermark crossing loop (see next item)
- Renewal of Drayton Junction
- Installation of 10,000 concrete sleepers between Gunnedah and Turravan
- Over 11km of re-railing
- Over 1.6km of track reconditioning
- 4 turnouts renewed
- 2 underbridges replaced, and
- 2 culverts replaced.

ARTC: NSW NW line

A new crossing loop at Watermark at 446 km to 448 km between Breeza and Curlewis, at the site of the former Watermark station, was commissioned on 18 May.

ARTC & Countrylink: Parkes to Ivanhoe

From 1 June Countrylink trains have resumed normal maximum track speed from Parkes to Ivanhoe. This follows a safety audit by Countrylink presented to the ARTC Safety Committee.

Moorebank Intermodal Terminal

On 21 May the Federal government called for Registrations of Interest to develop and operate the Moorebank Intermodal Terminal in south west Sydney.

Spain's loss, Sydney's gain

The city of Velez-Malaga in Andalusia, Spain opened a new 4.7 km tramway in 2006 at a cost of €40 million. After only six years of operation it was closed in 2012 because the city could not afford to operate it. Now three of its CAF Urbo2 trams will be leased to Sydney for use on the extension of the Inner Western suburbs tramway. Velez-Malaga will gain €280,000 per annum from the lease but will still have to pay €600,000 pa to amortise the cost of the fleet.

NSW: Heritage Railways

NSW Minister for Transport Gladys Berejiklian announced on 17 May the creation of Transport Heritage NSW to support rail heritage. This is based on recommendations from an independent review of rail heritage commissioned by the NSW government. The review found that despite rail heritage having an enormous capacity to contribute to tourism and regional development in NSW, it has been held back by poor governance, mismanagement, low morale and in-fighting. "Setting up Transport Heritage NSW provides an opportunity for a fresh start and a co-operative approach to rail heritage in NSW," Ms Berejiklian said. "The review found that in Victoria the popular rail heritage operator Puffing Billy is a popular tourist attraction that contributes \$50 million a year to the state. But in NSW the review found there are many lost opportunities, and it is time to change the way rail heritage is managed to realise its full potential and boost the contribution it can make to NSW. I also thank the members of the public, and all hardworking members and volunteers of the rail heritage organisations throughout the state who remain passionate about the industry and who provided input to the review. Rail has a long and rich history in NSW and the NSW Government is committed to ensuring that important heritage assets are preserved and maintained for generations."

All ten recommendations of the review are accepted, including;

- the establishment of a new not-for-profit company, Transport Heritage NSW, to manage rail heritage;
- bringing together the NSW Rail Transport Museum, Trainworks and RailCorp's Office of Rail Heritage into Transport Heritage NSW;
- development of a plan to get the best possible public benefit of the underutilised rail heritage site at Eveleigh, and a new arrangement giving all rail heritage operators equal access to the site;
- development of a plan for the Broadmeadow site; and
- a renewed effort to recruit younger members.

The independent Rail Heritage Review can be found at www.transport.nsw.gov.au/publications-reports/transport-heritage-report

Federal Budget

The Federal Budget presented on 14 May included provision for various rail funding, but some of it is highly conditional:

- \$3 billion to Victoria for the Melbourne Metro north-south 9 km railway tunnel. This funding is believed to be conditional on the Victorian government matching the commitment with another \$3 billion. The final \$3 billion of the \$9 billion project would need to come from the private sector. The Federal opposition has said that if it gains government, it will not provide funding (also see the next item).
- \$715 million to Queensland for the Brisbane Cross River north-south 10 km railway tunnel. This is subject to a matching allocation from the State government and the private sector. The opposition also has made it explicit that it will not fund this project.
- \$500 million to WA for the Perth Airport railway, subject to further discussions with the State government. This also probably will not be funded if the opposition forms the next government.
- \$500 to WA for the Perth light rail system, also subject to further discussion with the State government and a submission to Infrastructure Australia. This funding is unlikely to be honoured if there is a change of Federal government.
- \$31.5 million to SA to upgrade and duplicate the Tonsley line, another example of urban rail funding which would not proceed if there is a change of government.
- \$60 million to WA to improve rail access to Esperance port.
- \$75 to NSW to improve rail access to Botany port.
- \$119.6 million to improve Tasmanian railways, including re-laying 290 km of track.

Melbourne Metro rail tunnel: Hope remains, but not soon

On 10 May Victorian Premier Napthine said that the Federal government had offered more finance for the Melbourne Metro north-south rail tunnel, but only towards the end of the decade. He said that he had received a letter from Federal Infrastructure Minister Anthony Albanese offering potential funding for the project, on top of the \$40 million already committed by the Commonwealth. The State government has allocated only \$10 million in 2013/14 for the project, in comparison to almost \$300 million set aside over two years for the East West Link road. Dr Napthine said the Federal government had offered funding that would flow mostly from 2019, after the first stage of the East West Link had been built. "What that would give us is the opportunity to do stage one of East West (Link) and then look at this as a key project," he told a budget estimates hearing. "We want this project. We will certainly be taking this very seriously."

On 15 May, Victorian Public Transport Minister, Terry Mulder said "The Commonwealth budget provides nothing [for Melbourne Metro] in 2013-14, it provides nothing in '14-15, it provides a paltry \$25 million in 2015-16 and in '16-17 it provides \$50 million. This is for a project that could cost between \$9 billion and \$11 billion." Federal Infrastructure Minister Anthony

Albanese, however, accused the Napthine government in parliamentary question time of purposefully ignoring the extensive work that had been jointly undertaken on the project.

Victorian Budget

The Victorian Budget presented on 7 May including funding of:

- \$177 million for eight X'Trapolis trains and associated stabling and signalling. The trains are due to begin running from 2015
- \$66 million to upgrade Ringwood station
- \$2 million to plan for the procurement of high capacity trains able to carry more than 1100 passengers
- \$4.5 million to develop a pilot high capacity signalling project on the Sandringham line
- \$100 million to upgrade the Frankston line, with additional track, signalling, power and maintenance facility and station upgrades to improve service reliability and enable X'Trapolis trains to run on the Frankston, Williamstown and Werribee lines
- \$25 million per annum for additional services on the Dandenong line. There will be two additional trains in the peaks, and improvements in the weekday off-peak frequency from every fifteen minutes to every ten minutes (with trains alternating beyond Dandenong to either Pakenham or Cranbourne).
- \$78 million to continue the rollout of Protective Services Officers (PSOs) at train stations
- \$10 million to construct a four storey carpark at Syndal station
- Significant funding for the construction of a new station at Southland, subject to finalisation of commercial negotiations with the owners of the shopping centre
- \$52 million for early works and planning for the removal of seven level crossings at North Road Ormond, Main Road St Albans, Blackburn Road Blackburn, Mountain Highway Bayswater, Scoresby Road Bayswater, Burke Road Glen Iris and Murrumbeena Road Murrumbeena
- \$10 million to continue planning and development of the 9 km Melbourne Metro North-South Rail Tunnel
- \$22 million for construction of Grovedale station on the Geelong line
- \$9 million for a new station at Epsom in Bendigo and renovation of Eaglehawk station
- \$7.1 million to upgrade the railway from Echuca to Toolamba and install new signalling at Toolamba so this line can be reopened for freight.
- \$62 million to commence the Non-Urban Train Radio Renewal project, to upgrade train communications on the V/Line network.
- \$110 million for planning for the Port of Hastings
- \$2.14 million to plan the development of the 23 hectare E-Gate site at the West Melbourne rail yards, two km west of the CBD. The government has promised that this new suburb will have "strong public transport connections."

- \$300,000 to investigate the viability of rail services from South Geelong to Drysdale, and Grovedale to Torquay.

To place these projects in perspective, the Budget also included \$170 million funding for the first stage of the East-West road link across inner northern Melbourne, which will ultimately cost \$6 to 8 billion.

Victoria: Timetable re-issues 28 April

The following Public timetable re-issues dated 28 April have been sighted:

Yarra Trams: All website timetables. Paper timetables are no longer published.

Metro Trains Melbourne: Pakenham & Cranbourne lines, Werribee, Williamstown & Sunbury lines.

Station specific timetables are no longer being produced.

V/Line: All pocket timetables were reissued dated 28 April. There are no regional booklets yet.

V/Line: Working Timetable 28 April

V/Line's current passenger Working Timetable of 28 April is available on the "Network Access" section of their website. See

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

A change introduced with the WTT of 28 April is that trains no longer operate empty from Southern Cross to South Kensington to reverse. Instead VLocity railcars now run to Kensington and locomotive hauled trains to Essendon to reverse. This is shown in the "Central" WTT at the website mentioned above.

V/Line: Bendigo line control

On 14 April control of points and signals between Bendigo and Kyneton was transferred from Bendigo to Melbourne Control.

V/Line: Gippsland line closure

V/Line ran a track inspection train on the Traralgon-Bairnsdale section of the Gippsland Line on 28 & 29 May. The operation of the Infrastructure Evaluation Vehicle, EM100, was part of maintenance on the line while it is closed to passenger trains because of safety concerns at level crossings. V/Line's current timeframe does not envisage the return of trains on the line until September, if all goes well with the grinding in August. EM100 is used to check track geometry and record technical data to be analysed by the infrastructure team.

Since the line was closed on 21 March more than 2000 sleepers have been replaced gravel level crossings at four locations have been renewed. At the same time, V/Line's bridge crew has been upgrading culverts and bridges to improve drainage.

Closure was the result of corrosion of the rail surface causing irregularities with the operation of level crossing safety equipment. This type of corrosion affects tracks elsewhere but V/Line's infrastructure team has observed that it occurs more rapidly on this part of the network. There have been cases in which rail that has been scrubbed at night has corrosion the next morning. V/Line's planned interim solution is to grind and re-profile the rail for around 60 km (up to a km on either side of 32 level crossings). The re-profiling process will enhance the wheel-rail interface that is needed for level crossings to detect an approaching train. The long term solution is the

installation of axle counters to trigger level crossing safety equipment. A program to put this in place has been announced by the State government, but installation will take about 12 months.

V/Line: Warrnambool Cup 2 May

A special V/Line train operated for the Warrnambool Cup on 2 May, from Melbourne Southern Cross at 0626, Geelong 0733, Warrnambool 0950, returning from Warrnambool at 1716, Geelong 1934, SX 2045.

Victoria: Regional Rail Link: Major closedowns

Buses will replace Metro trains on the Sunbury line between Albion and Footscray, and V/Line trains on the Bendigo and Ballarat lines from first service Saturday 29 June to last service Sunday 14 July. Major works on the Regional Rail Link are scheduled for this school holiday period. Over 1200 people are expected to work around the clock to carry out works between Deer Park and Southern Cross Station on work including:

City – Maribyrnong River

1. Dudley St bridge works including footing construction, installation of piers and cross heads and bridge deck works
2. North Melbourne flyover works, including support and bridge deck work and steel work.
3. Overhead, foundation, signalling, lighting and track works at South Kensington and North Melbourne railway station.

Footscray – Deer Park

1. Continued Hopkins St bridge works including construction of a new deflection wall and temporary walkway installation.
2. Ongoing platform & William Cooper Footbridge works at Footscray station.
3. Installation of deck panels for the ARTC flyover near Footscray station.
4. Demolition work on the Nicholson St bridge.
5. Retaining wall works from Middle Footscray to Footscray.
6. Installation of the bridge and concourse at the new West Footscray.
7. Ongoing retaining wall and substation works at Tottenham.
8. Installation of the station concourse at Sunshine station and demolition work on platforms 1 and 2.
9. Continued works to remove the Bendigo line level crossing on Anderson Road, including construction of bridge abutments and installation of overhead structures.
10. Significant road works to remove the Ballarat line level crossing at Anderson Road, Sunshine (requiring a three week road closure).
11. Ongoing gas main relocation works at Anderson Road.
12. Track work at pedestrian crossings west of Anderson Road.
13. Installation of a new bridge deck over Kororoit Creek.

Rail Systems

1. Drilling under tracks to install conduits for new signalling and fibre optic cables east of Ardeer station.
2. Installation of concrete footings for signal masts around Ardeer station.

3. Localised trenching and pit installation to west of Robinson Road.

Six weeks of works in December 2013 / January 2014 will concentrate on the flyover near North Melbourne. Major track and signal alterations will take place. The line between Sunshine and Deer Park West will be converted to conventional up and down working instead of the present dual bi-directional tracks.

Victoria: Queen's Birthday weekend disruptions

During the Queen's Birthday long weekend, 8-10 June, V/Line trains will be replaced by buses between Melbourne and Pakenham due to Metro works, between Melbourne and Geelong due to Regional Rail Link works and between Ballarat and Maryborough due to bridge works.

Metro Trains Melbourne: Disruption

On the morning of Monday 29 April there were major disruptions to services on the Werribee, Williamstown, Sunbury, Craigieburn, Upfield, Pakenham, Cranbourne and Frankston lines due to Regional Rail Link works running late.

Mildura to Menindee

The Victorian government has commissioned a study of freight movement that could establish an economic case for a standard-gauge railway between Mildura and Menindee. The Department of Transport has commissioned engineering consultants GHD to conduct a study of the likely transport needs of the mining, horticultural and grain-farming industries in the Murray Basin to determine the most efficient combination of rail and road transport.

ARTC: East-West line

Centralised Train Control (CTC) was expected to be extended from Vite Vite (194 km) to Maroona (251 km) at the end of April. This will include an additional crossing loop at Westmere (at approximately 218 km) in addition to the present Tatyoon loop (at 238 km)

CTC is also being extended from Coonamia (near Port Pirie) to Tarcoola. Implementation dates are expected to be:

Coonamia – Port Germain	24 April 2013
Port Germain – Mambray Creek	16 May 2013
Mambray Creek – Stirling North	14 June. 2013
Stirling North – Tarcoola	to be determined

Intermediate Points will be provided, allowing follow-on moves, as follows:

Mid-point between Coonamia and Port Germain:

Weeroona

Mid-point between Port Germain and Mambray Ck:

Baroota

Mid-point between Mambray Creek and Stirling North:

Nectar Brook

Mid-points between Port Augusta and Tarcoola:

to be determined.

ARTC's ATMS, Advanced Train Management System, will be implemented between Port Augusta and Kalgoorlie.

Great Southern Railway: Overland reduced frequency

From 5 August operation of the Overland will be reduced from three to two per week. There will no longer be trains on Wednesday eastbound Adelaide-

Melbourne, and on Thursday westbound. This follows the cutting of the subsidy by Victoria to GSR.

On 11 May, 1, 22 & 19 June, 13 & 20 July, 3, 10, 17 & 31 August, and 7 December westbound services will be affected by Regional Rail Link works. Passengers will be bussed between Melbourne and North Shore (Geelong).

Adelaide Metro: Tram upgrading

Tramline upgrade works on North Terrace are scheduled for the June long weekend from 1900 Thursday 6 June until approximately 0700 Tuesday 11 June. These are duplication of the 300 metre section of single tram track near Morphett St; and installation of an additional crossover near Adelaide Railway Station. Trams will operate to a temporary timetable between Glenelg and Rundle Mall with a substitute bus service operating between Adelaide Railway Station and Adelaide Entertainment Centre. Timetables for the substitute bus service were on the web and at the Transport Information Centre.

TasRail: Hobart operations

TasRail's terminal at Brighton on the northern edge of Hobart is now partially complete and in operation. TasRail's biggest customer, Toll Group is committed to the construction of a new \$20 million warehouse and terminal at the Brighton Transport Hub and has entered into a long term haulage contract with Tasrail which would result in an increase in the quantity of freight sent by rail. Toll expects construction to be completed by "around March 2014" thus facilitating the vacation of the Hobart terminal at Macquarie Point and subsequent closure of the rail line south of Bridgewater.

WA freight infrastructure plan

The WA government has released a regional freight infrastructure plan. It outlines a number of key priorities for the South West, including doubling the capacity of Bunbury Port, upgrading the Collie to Brunswick railway and duplicating the line between Brunswick Junction and Bunbury Inner Harbour. Freight load on the Brookfield-managed rail lines is expected to increase and major upgrades are forecast for the Collie-to-Bunbury line. Transport Minister Troy Buswell said high freight growth in the South West would require infrastructure capacity upgrades and road expansion projects.

WA Pilbara access

New iron ore miner Brockman Mining has sought rail access to Fortescue Metal Group's railway. This will be the first test of WA's new railway access code. Brockman claims that Fortescue has spare capacity on its line and therefore must enter negotiations with it through the WA Economic Regulation Authority. Fortescue's railway from Herb Elliott Port to Christmas Creek Mine is subject to this test because it was built after rules were introduced in WA in 2000 for third parties to access railways.

Veolia Auckland: Closures for electrification

Planned closures for electrification works are:

Weeknights from 27 May: Buses replace trains south of Otahuhu.

Queen's Birthday Weekend - Saturday 1 to Monday 3 June: Full network closure - Buses replace all trains.

Saturday 15 and Sunday 16 June: Full network closure - Buses replace all trains.

Saturday 29 and Sunday 30 June: Full network closure - Buses replace all trains.

Network closures yet to be confirmed:

Saturday 20 and Sunday 21 July

Saturday 2 and Sunday 4 August.

New Zealand Budget

In the NZ Budget presented on 16 May Kiwirail was allocated an extra \$NZ 94m to purchase new freight locomotives and wagons from China and fund infrastructure upgrading. Transport Minister Mr Gerry Brownlee the railway is still some way from achieving financial viability. "KiwiRail will need to achieve challenging volume and revenue targets in the future, but the company has put the foundations in place to achieve these targets," he says.

Thai Railway timetable

A very comprehensive, English-language Thai Railway timetable, with a great deal of background information, is available on request by emailing the compiler Dave Bernstein at davebernstein9@aol.com

European timetable change date

Staff representatives at Deutsche Bahn's passenger business have proposed to the DB AG board that the date of Europe's annual timetable change should

revert to the end of October, arguing that the decision in 2002 to move the annual revision to the second weekend in December has not been successful. One of the major criticisms of the current arrangement is that having the timetable change so close to the Christmas and New Year holiday period makes it difficult for passengers to book advance tickets and reservations on the internet more than six weeks ahead. The staff representatives are also concerned that drivers and train crew have little warning of when they will be expected to work over the holiday period. The representatives have therefore put forward a motion suggesting that the annual change should in future be concurrent with the change from summer to winter time on the last weekend of October. Given that any alteration to the timetable change date would need to be agreed by all European railways, DB AG has been asked to raise the matter with the Community of European Railways in Brussels.

Reprint of original Thomas Cook Continental Timetable available

Thomas Cook Publishing has digitised the original Thomas Cook Continental Timetable of March 1873. It is available for sale for £12.99. See their website at www.thomascookpublishing.com. Copies are also available via the AATTC June Distribution List.

Thanks to Tony Bailey, Ian Cooper, Scott Ferris, Victor Isaacs, Geoff Lambert, Geoff Mann, Michael Marshall, Bambul Shakibaei (Transport Sydney blog transportsydney.wordpress.com), Lourie Smit, Roger Wheaton, www.railpage.com.au, *Recorder* (National Railway Museum), *Somersault* (Signalling Record Society Victoria), *Railway Digest*, *Age*, *Australian*, *Courier-Mail*, *Daily Telegraph*, *Herald Sun* and *Sydney Morning Herald* for Railway news.

BUS NEWS

Australia Capital Territory

MyWay Centres to close

ACTION have announced that their MyWay centres at City and Belconnen will close on 28 June, to be replaced with 10 additional retail outlets for passengers to top-up their smartcard tickets. Printed timetables will continue to be available at bus stations; the four Canberra Connect government shopfronts located in Belconnen, Dickson, Tuggeranong and Woden along with tourist information centres.

Route 834 extended into Majura Park

Deane's Route 834 (Queanbeyan – Majura Park and Brindabella Business Park loop) was extended to serve Majura Park from 15 April. Additionally, the route now skips the Canberra Airport terminal, with passengers required to use a stop a short walk away in the Brindabella Business Park (similar to ACTION routes). Minor timing adjustments were made to accommodate the changes, however the full Deane's foldout timetable doesn't appear to have been re-issued yet.

New South Wales

Route 433 Walsh Bay trial ends

Sydney Buses ended their trial of an evening extension of Route 433 (Balmain – City (Milsons Point)) services to Walsh Bay on 12 May. The trial, which had commenced on 19 December 2010, was poorly used

with 75% of trips running empty and an average of just 1 passenger for every 2 trips. A Route 433 service continues to depart from Walsh Bay at 22:29 on Friday and Saturday evenings to cater for theatergoers. At other times passengers can use 431 or 433 services departing a 5 minute walk away at Argyle Place.

Route 272 minor changes

A new timetable with minor changes for Sydney Buses Route 272 (North Willoughby - City) was introduced on 13 May. The changes deliver a more consistent frequency between North Willoughby and Wynyard via the Warringah Expressway (Routes 272 and M40) giving customers a bus every 2 to 5 minutes during the morning peak.

Mainly Ferry Express Buses

As part of the state government's recently released "Sydney's Ferry Future" plan (see under *Ferry News* for more details), Sydney Buses will trial new peak express services from 29 July to provide connections with peak hour ferries between Manly & Circular Quay. New routes will include:

- E32 Balgowlah Heights to Manly Wharf
- E35 Manly Vale to Manly Wharf
- E36 North Curl Curl to Manly Wharf
- E41 North Balgowlah to Manly Wharf

Buses will only serve designated stops at central shopping areas along each route.

Hillsbus improvements

New timetables were introduced on the following Hillsbus routes on 13 May:

- 607X / 617X (Rouse Hill Town Centre – City): 6 additional trips during the AM and PM peaks
- 611 (Blacktown – Macquarie Park): 3 additional AM peak trips (inc. new early trip at 05:27) and 2 additional PM peak trips
- 615X (Kellyville – City): 4 additional AM peak trips extending arrivals into the city from 08:40 until 09:30, 3 additional PM peak trips expanding span from 15:58 – 18:13 to 15:28 – 18:53
- 616X (Kellyville Ridge – City): 3 additional trips during the AM & PM peaks. The last AM peak bus now departs Kellyville Ridge 20 mins later at 08:34 & the first PM peak bus now departs at 15:10 instead of 15:30

Run times were also sustainably revised on these routes across the day.

Further changes have been proposed for 17 June including:

- 619 (Macquarie Park – Castle Hill): Proposed extension to Rouse Hill via President Rd and Memorial Ave, expanding coverage in Kellyville. A 30 min frequency would be provided in peaks and hourly at other times. Feedback was closed 28 May.
- 620X (Dural – City): To allow for longer buses to operate on 620X, service will be withdrawn along Jennifer Rd to avoid safety issues with the left turn into New Line Rd. Routes 622 & 626 will continue to serve Jennifer Rd, or alternatively passengers can access the bus on James Henty Dr or New Line Rd.
- 632 (Castlewood Estate – Hornsby): Service to be withdrawn between Pennant Hills and Hornsby to avoid duplication with the frequent M60 Metrobus. Additional early morning and evening services are planned for Route 632.

Busabout updates

New timetables with subtle changes have been issued for the following routes:

- 851 / 852 (Carnes Hill - Liverpool) dated 11 December 2012
- 853 / 854 (Carnes Hill - Liverpool) dated 3 September 2012
- 855 (Austral – Liverpool), 856 (Bringell - Liverpool) & 857 (Narellan - Liverpool) dated 25 March.

Transdev changes

New timetables were issued by Transdev for all their North Shore routes as from 13 May including Routes 556, 558, 560, 565, 571-572, 573, 575-577, 582, 586-589 and 594-599. The most significant change was to Route 565 (Chatswood - Macquarie Uni), which previously had 9 weekday trips beyond West Killara to Macquarie Uni and none on weekends was increased to 12 weekday services along with the introduction of hourly Saturdays and two-hourly Sunday services. Timetables for Routes 556, 560, 573 and 582 only saw changes to wheelchair accessible service listings.

Double-deckers spread across Sydney

After a break of several weeks, trips resumed using Busways new double-decker bus on 29 April. The bus now runs on Routes T75 (Blacktown - Rouse Hill) & 750 (Blacktown - Mt Druitt) on weekdays, with trips listed on Busways website. Special trips between Blacktown & Mt Druitt operated on Saturday 4 May,

when no fares were charged and donations made by Busways to a local charity.

Five new double-deckers were due to enter service for Hillsbus at the end of May, who plan to use them on their busy M61 Metrobus services between Castle Hill and the City, while Forest have also received two for use on Route 270 between Terry Hills and the City.

Signage renewal & new numbering systems

Following the lead of other integrated networks around Australia, NSW Transport Minister, Gladys Berejiklian, announced in mid-May that new standardised signage would be rolled out at railway stations, bus stops and ferry wharves, starting with stops in Milsons Point followed by Martin Place and Circular Quay. The eventual roll-out would replace signage at 40,000 stops across the network.

Sydney's train lines and major bus and ferry routes will also get new names, making it easier for travellers unfamiliar with an area to know which bus, train or ferry to catch. Under the system, train lines will be coded with a "T" and then a number; major bus routes will be coded a "B" and then a number; and ferry routes an "F" and a number.

The intention of the system, which is being developed by the new customer service division inside Transport for NSW, is to simplify Sydney's array of public transport services and routes. Regular train line names, such as the Western Line will remain in use, particularly for commuters accustomed to the terminology. But the aim of the new coding system, the government says, is more about making it easier for people to plan trips they are not used to. For instance, a commuter or tourist planning a trip online or via a mobile phone app would be told to catch a train on T2 to one station and change to a B40 bus.

At Milsons Point signs have been installed depicting the station as being on T1 line, suggesting this will be the number used for the North Shore Line, which extends south of the harbour as the Western Line.

It is proposed that the Metrobuses would be renumbered, going from "Mxx" to "Bxx" routes. Some other routes are also likely to have their numbers changed, but it is unclear how many. "In regard to buses, it would be major routes that would be allocated a reference, not every single local service," Ms Berejiklian said.

Edwards of Armidale

New timetables issued as from February 2013:

- 480 (Armidale - Uralla)
- 480 (Armidale - Uralla), 481 (Armidale - UNE), 482 (Armidale - UNE), 483 (Armidale - South Hill), 484 (Armidale - North Hill) & 485 (Armidale - UNE)

This appears to be the first time that a separate timetable has been issued for Route 480, which is a "town to village" route, rather than urban, as are the remaining routes. (UNE is University of New England)

Hunter Valley Buses (CDC)

The 28 November 2010 timetable for Routes 183 (Rutherford - Tenambit) & 184 (Green Hills - Morpeth) has been reprinted, updated to February 2012, while the timetable for Routes 262/3 (Cameron Park - Charlestown) effective 28 November 2010 has been reissued as Version 2.

It has also been announced that the Route 269 service departing Toronto for Charlestown Square at 08:19 on

weekdays will depart at 08:09 from 3 June due to increasing traffic congestion.

Northern Territory

2013-2014 state budget

The 2013-2014 Northern Territory state budget includes the following funding initiatives:

- \$1.04 Million for new public bus services to serve Lyons, Muirhead, Rosebery, Bellamack Zuccoli & Kilgariff
- \$160,000 to provide a new special needs student transport bus in Alice Springs
- \$110,000 for free wi-fi in buses and interchanges
- \$950,000 to upgrade bus stops in Alice Springs (including lighting, DDA works and seats)
- \$1 Million for a new ticketing system on the Darwin Bus Service.

Queensland

Gladstone network amendments

Following passenger feedback, several minor amendments have been made to the new Gladstone network introduced on January 29 2013. Changes effective 18 February included:

- Route 500 ex Stockland Gladstone at 09:00 now runs during school term & school holidays
- Minor route changes to 501 & 501S to serve Roseberry St in central Gladstone
- The 501S ex Gladstone State High School at 15:15 now commences at Star of the Sea Primary School at 15:00 and also serves Gladstone Central Primary School at 15:05
- Extension of Route 505 in Glen Eden to corner of Glen Eden Dr & Gladstone Bernarby Rd

Changes effective March 4 2013 included:

- Route 505 service departing Glen Eden at 07:32 cancelled, with an interim 08:00 service made permanent.

Changes effective March 18 included:

- New Route 507 introduced on a 3-month trial to link residents into Gladstone by 09:00. It operates a single trip departing Clinton at 07:50 and follows an indirect route serving most suburbs otherwise covered by the off-peak network.

South Australia

Updated Go-Zone & Interchange maps

An updated Go-Zone network map was issued in May 2013 and is available on the Adelaide Metro website. It now includes a supplementary page detailing which routes form each of the 41 Go-Zone corridors, although the multitude of routes forming the Mega-Go Zone along the O-Bahn busway between City & Tea Tree Plaza are not listed for obvious reasons. Interchange maps on the Adelaide Metro website have also been revamped slightly and are now less cluttered.

Tasmania

2013-2014 state budget

Scarce public transport funding was included in the 2013-2014 Tasmanian state budget. Other than recurring funding, just \$410,000 was allocated to the Passenger Transport Innovation Program, to continue the implementation of programs including:

- targeted improvement in metropolitan and urban fringe bus routes
- identification and development of active transport networks for walking and cycling;

- a pilot workplace program to effect travel behaviour change
- planning and development of the Main Road transit corridor between Hobart and Glenorchy, and progressing planning for the development of a second transit corridor, and
- development of a Greater Launceston Metropolitan Transport Plan.

Victoria

Driver sells routes

Comfort Delego Cabcharge (CDC) will take ownership of Driver Bus Lines' five route services (612, 623, 624, 625 & 626) on July 1 2013 for \$22 million, who plan to integrate the routes into their Eastrans operation. The move closes the chapter on 82 years of history since the Driver family commenced operating Route 81A (now 612) between Camberwell & Glen Iris in March 1931. Driver will continue operating its various school bus, charter and sightseeing businesses, including operations trading under the Gray Line and Great Sights brands, which today account for the majority of their business.

Transdev and DART

An omission was made on the list of routes that will be transferred from Ventura (Nationalbus) to Transdev on 1 August as part of the new Melbourne Metropolitan Bus Franchise contract in May's *Table Talk* - the four Doncaster Area Rapid Transit (DART) SmartBus routes 905 – 908 are also included.

Route 285 Marcellin College change

Nationalbus Route 285 service departing Marcellin College for Camberwell at 15:20 has departed 13 mins later at 15:33 as of 28 January to cater for a later dismissal time.

Penbus trial on Mornington Peninsula

An unusual hybrid between community bus and school bus, known as Penbus will be trialed on the Mornington Peninsula until mid-2015. The service operates two routes and is available to students, job seekers, apprentices and trainees who must first apply for a free pass. Route 1 (Red) commenced on 23 May, providing a return cross-peninsula link on weekdays, departing Hastings at 06:53 for Chisholm TAFE in Rosebud via Mornington, returning at 17:15. Route 2 (Green) commenced two weeks earlier on May 9 and offers a link between Rosebud, Frankston and Monash University's Clayton campus with 3 return services across the day. PenBus is funded by the Local Employment Coordinator Flexible Funding program overseen by the Australian Government's Department of Education, Employment and Workplace Relations. Ventura delivers the service in partnership with Mornington Peninsula Shire.

Footy buses for night AFL in Geelong

June 2 saw the first Saturday night AFL match held at Geelong's Simonds Stadium against Gold Coast. The Public Transport Users Association successfully campaigned for a trial of special buses to operate after the game, as the normal services finish by 20:00. These extra services departed near-by South Geelong Station at 22:40 & 23:10 and served the following routes:

- 10/12 to Rosewall and Lara
- 14 to Deakin Uni via Waurn Ponds
- 19 to Deakin Uni via Marshall
- 50 to Hamlyn Heights
- 77 to Leopold.

Normal fares applied. The McHarry's website also showed a special service to Geelong City then onto Whittington, St Albans Park & Breakwater, departing at 22:40. A similar service normally operates on this route after day matches.

Colac school bus trial expands

The Victorian government is currently allowing student and senior concession holders to utilise spare capacity on two school bus services into Colac as fare-paying passengers. The first trial commenced on 18 February on the school bus departing Winchelsea at 07:25, and was expanded on 19 May to include the service from Deans Marsh via Birregurra at 07:50. Both services return from Colac at 15:50. Tickets sold are also valid on the town bus services around Colac.

Western Australia

May 5 timetable changes

Transperth timetable changes from 5 May saw the following changes and improvements:

- 205 (Cannington – Booragoon) was renumbered 200
- 206, 207, 514, 850, 851 now operate along Berry Marshall Pde between Murdoch Station and Murdoch Dr
- 212 (Perth – Huntingdale) received additional short services between Perth and Carousel Shopping Centre, Cannington to provide a 7 to 8 minute weekday off-peak service to Cannington along with Routes 210 and 211 (Perth - Gosnells).
- 214 (Thornlie – Huntingdale) and 517 (Murdoch - Southern River) were combined to form new 517 (Murdoch –Thornlie)
- 425 (Stirling – Warwick), 441-444 & 446 (Warwick-Whitfords), now operate a weekday off-peak frequency of 30 minutes rather than hourly
- 514 (Murdoch - Piara Waters) was extended to Cockburn Central
- Extra trips on Routes 206, 423 and 519
- Time changes to Routes 206, 207, 208, 210, 211, 212, 517, 518, 519, 850 & 851

The following timetables were updated:

- South Eastern 1 (Routes 850, 851)
- South Eastern 4 (Route 212)

- South Eastern 6 (Routes 206, 207, 517, 518, 850, 851)
- South Eastern 9 (Routes 170, 176, 177, 179)
- South Eastern 10 (Routes 210, 211, 212, 213, 220)
- South Eastern 11 (Routes 210, 211, 231, 232)
- South Eastern 13 (Routes 179, 508, 509)
- South Eastern 17 (Routes 517, 518, 519)
- South Eastern 18 (Routes 206, 207, 208, 223)
- South Eastern 22 (Route 200)
- Northern 62 (Routes 421, 422, 423, 425)
- Northern 63 (Routes 441, 442)
- Northern 64 (Routes 445, 446, 447)
- Northern 70 (Route 371)
- Northern 84 (Routes 443, 444)
- Eastern 105 (Routes 58, 65, 344).

Long Distance

Dalby – Brisbane service resumes

Greyhound resumed their daily Dalby – Toowoomba - Brisbane services on 29 April, after the service was suspended on 5 March. The operator says the service was suspended due to driver illness but went on to say patronage would be monitored over the next 3 months to ensure the service remains viable.

New Goondiwindi - Toowoomba service

Coach Queensland (Pulitano group) commenced a new long distance service linking Goondiwindi with Toowoomba on 3 June. The service departs Goondiwindi at 06:15 Monday – Wednesday, 07:00 Thursdays and 09:45 Sundays. It returns from Toowoomba at 14:45 Monday – Tuesday, 15:10 Wednesdays, 16:10 Fridays & 15:30 on Sundays. Stops include each of the 3 hospitals in Toowoomba. As per other Coach Queensland services, timetables and bookings are available via the Greyhound website and call centre.

Thanks to Tony Bailey, Robert Henderson, Ben Knight, Peter Parker, Victor Isaacs, Geoff Mann, Lourie Smit, *Sydney Morning Herald* and various contributors on *Australian Transport Discussion Board*.

FERRY NEWS

Sydney Ferries upgrade and new timetable

NSW Minister for Transport Gladys Berejiklian on 22 May announced new vessels, wharves and extra services. The Sydney's Ferry Future plan outlines short and long term initiatives to get the most out of the ferry network today and invest in the infrastructure and services, including:

- Six new ferries to commence operations from 2016,
- Restoring 140 ferry services deleted in the lat timetable change;
- Introducing 25 new Parramatta River services;
- Franchising Sydney Ferries and bringing in a new operator to improve customer service;
- Introducing Opal electronic ticketing;
- Wharf upgrades under the \$770 million Transport Access Program including at

Neutral Bay, Rose Bay, Balmain Thames St, Huntleys Point,

- Investigation of new wharves for future services at Rhodes, Glebe Point, Johnstons Bay, Woolloomooloo, Elizabeth Bay and a relocated wharf at Birchgrove to meet future demand,
- A new ferry hub at Barangaroo to serve the new commercial district and relieve capacity constraints at Circular Quay.

A new timetable to be introduced in October is promised to provide more direct and frequent services with more than 50 new services per week across the network. This timetable is being finalised, and the intention is that it will include:

- More frequent services at Abbotsford, Cabarita, Balmain, Darling Harbour, Cremorne Point, Mosman Bay, Double Bay and Rose Bay;

- Simpler stopping patterns and easy to remember departure times, for example, 10 past the hour;
- A shuttle service between Parramatta and Rydalmere in the peak on weekdays, with a connection to an express service to the city for wharves at the western end of the river;
- Extra services stopping along the Parramatta River, with even more services on Sunday when demand is at its highest;
- More frequent services to Cockatoo Island;
- More frequent services from Eastern Suburbs wharves, including an increase in Rose Bay commuter peak express services;
- Additional bus connections, including 320 new services a week to and from Manly Wharf. These will include express peak services to Freshwater, North Curl Curl, Balgowlah, Balgowlah Heights, North Balgowlah and Manly Vale;
- Ferries will no longer run from the very low patronised wharves at Bayview Park and Balmain West.

Thanks to Tony Bailey, Craig Halsall and Victor Isaacs for Ferry news.

AIR NEWS

International

Air Asia X has announced that towards the end of 2015 it will increase the frequency of flights to both Sydney and Melbourne from one to two daily. It will

also increase flights to Perth from nine to 14 a week (ie, to two daily). The airline is also looking at flying to Adelaide. The service increases are 18 months in advance of previous intentions.

Thanks to Tony Bailey and Tris Tottenham for Air news.

ODD SPOT

Always check! Recently an American couple set out on their dream holiday to Africa. They planned to fly to Dakar, Senegal. Unfortunately, the airline booked them and took them to Dhaka, Bangladesh. This is reminiscent of a couple a few years ago who wished to fly from Britain to Sydney, NSW. Unfortunately, the airline took them instead to Sydney, NS (Nova Scotia, Canada).

Continuing, in a train of consciousness: What is close to the city of Sydney, NS: the town of North Sydney, NS. And what is the name of the stretch of water separating these two places? Sydney Harbour, or course! All true, check a map.

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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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@inet.net.au



Members' News **- June 2013**

Australian Association of Timetable Collectors **aattc.org.au**

AATTC MEMBERSHIP RENEWALS

Your Association needs you. And you need the Association. Membership renewals were sent out in the May mail-out. These are payable to the Membership Officer, by 30 June. Send to PO Box 1253, North Lakes, Qld, 4509. Instructions for paying by mail or electronically are included on the membership form. Your July 2013 magazines will not be posted until we have received your renewal.

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: Adelaide meetings are usually at the home of the Adelaide Convenor, Roger Wheaton, 2C Bakewell St, Tasmore, 5065. Inquiries to rogertw@adam.com.au or 08-8331 9043.

Brisbane: Brisbane meetings are usually at the home of the Brisbane convenor, Brian Webber, 8 Coachwood Street, Kepera 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 PO Box 5062 OLD TOONGABBIE NSW 2146, ph: 0405 . 387478,

Sydney members and visitors: Please note that this venue may change soon.

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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.