



TABLE TALK

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RAIL AND TRAM NEWS

ARTC: WTTs 7 June & 2 August 2015

A new Working Timetable for the ARTC network dated 2 August 2015 is on their website at <http://www.artc.com.au/Content.aspx?p=161>

Geoff Lambert writes: On the North-South line there seems to be more Melbourne-Wollongong steel trains than before (April and June timetables) - it seems to be back to what it was in January. There has been quite a bit of juggling with these, and some intermodal trains were cancelled earlier and their load tacked onto the back of steel trains. I travel alongside the South Sydney Freight Line two or three days per week. It is all over the place and the timetable seems to be a work of fiction.

Changes to Great Southern Rail's Indian Pacific are mentioned below.

A graphical version of the 7 June WTT is now on the ARTC website at <http://www.artc.com.au/Content.aspx?p=180>

Transport for NSW: WTT 1 August

As usual, simultaneously with the new ARTC WTT there is a new Transport for NSW Working Timetable for Freight trains in the Greater Sydney area, version 4.2, dated 1 August 2015 for Weekends (Book 5) and 3 August for weekdays (Book 4).

GrainCorp: Grain loading facilities

As part of its "Project Regeneration" GrainCorp will invest \$60 million in 13 new or upgraded wheat grain loading facilities along railway lines. These will be at:

Queensland: New at Yamala (12 km east of Emerald).

NSW: New at Calleen (20 km north of West Wyalong), Nevertire (Cobar line) and Ardlethan (Griffith line). Upgrades at Narrabri (NW), Springridge (Werris Creek-Binnaway line), Junee (south), Oaklands and Tocumwal (south – both connected to Victorian, not NSW, network).

Victoria: Upgrades at Rainbow (Dimboola-Rainbow SG line) and Murrayville (Ouyen-Pinaroo BG line).

Pacific National: Future

On 1 July Asciano, the parent company of national rail freight operator Pacific National and Patrick Ports, received a \$9 billion takeover bid from Canadian engineering company Brookfield. A subsidiary of Brookfield is the infrastructure manager of the Western Australian rural railway network.

Queensland Budget

The Queensland Budget delivered on 14 July included:

- \$568.4 million to continue rail network improvements, including construction of the third track between Lawnton

and Petrie, and commencing duplication of the Gold Coast line between Coomera and Helensvale;

- \$304.6 million to overhaul rollingstock, to construct stabling facilities and provide initial spending on the delivery of 75 new trains;
- \$136.8 million in 2015-16 to complete construction of the Moreton Bay railway (at a total cost of \$988 million);
- \$60 million over two years for a Transport Infrastructure Development Scheme.

Aurizon: Coal contracts

On 8 July Aurizon concluded 10 year contracts with Anglo American and Mitsui, for the Dawson coal mine, and with Anglo American for the Callide mine that renew existing haulage arrangements. This is partially offset by the loss of the Anglo German Creek mine contract to Pacific National last November.

Gold Coast Light Rail

In the first year of the Gold Coast tramway to 20 July 2015, patronage was 6.18m (excluding 80,000 on the first day), or 18,200 a day. This compares with anticipated patronage of 5.7m. Queensland Budget papers indicate that the trams have generated a 25% increase in public transport usage on the Gold Coast.

JHR NSW CRN: Electronic Train Orders implemented

In June John Holland Rail NSW Country Regional Network implemented a Train Management and Control System (TMCS) and National Train Communication System (ICE) which provide Electronic Train Orders.

1,450 kms of Token Working were replaced with Train Order working during 2012. This has:

- improved train location accuracy through automated GPS feeds into the Train Order Working system to replace Network Control Officer manual km data entry
- Train Order working implementation at dark territory (Yard Working) junction locations
- Alarm override controls that help Network Control Officers manage train safety and provide On Call Operations Managers with visibility of trains from their phones or tablets
- Network Access Planning processes that provide better passenger and freight train performance through less interruptions due to unplanned work on track
- GPS display of hi-rails, track machines and new Protection Officer beacons within the train control systems to improve visibility of infrastructure workers

- integration of additional Work on Track Network Rules into train control systems to provide system controls that improve work on track safety for infrastructure workers
- Ten Train Order Block locations that increase train capacity, reduce headways and improve access to the Train Order network for infrastructure works
- new Train Control systems hardware in preparation for Electronic Train Orders.

JHR CRN now expects Electronic Train Orders to improve train capacity and remove potential for human error associated with safety critical communications. It also provides Drivers with immediate in-cab alarms such as 'out of authority' that previously had to be verbally relayed to Drivers by Network Control Officers.

The electronic transfer of Train Orders leverages off the ICE train radio. No new infrastructure is required within locomotives and no costs or changes are imposed on operators to upgrade their existing ICE equipment. The required functionality automatically uploads to each ICE unit when logged on for use.

A key feature of Electronic Train Orders is ease of use. Interfaces for both Network Control Officers and Drivers were simplified through industry consultation and only minor changes to the Train Order Network Rule made to cater for the new method of Train Order transfer. The safety system integrity within the established rule, its operating concepts and procedural steps are retained for simplicity and to minimise training overheads for Operators.

Introduction of Electronic Train Orders creates another significant platform for further operations safety improvements such as Train Order Working at dark territory terminal locations, GPS based authority release and exceed authority enforcement.

Contractors in the project were 4Tel (Train Control systems), Base2 (ICE train radio) and the Lachlan Valley Railway Society (test trains and crews).

ARTC: Hunter Valley closedown

The latest scheduled closedown of the Hunter Valley coal network for engineering works was from 14 to 17 July.

ARTC: NW NSW Grain line

The Camurra to North Star line was booked back into service on 16 July, then booked out of service on 24 July. No doubt, this was to enable grain trains to operate during this period.

Transport for NSW: North Strathfield underpass opened

The official opening of the North Strathfield underpass reported in June *Table Talk* as taking place on 9 June was deferred to 2 August for unknown reasons. The underpass enables up freight trains from the Northern line to access the Sydney Freight network without having to cross the path of other trains.

Transport for NSW: Website information

Transport for NSW has made enhancements to the *transportnsw.info* website. Since 29 June the website has included regional data from NSW Trains and coaches and NSW rural and regional bus networks. It has been updated to reflect the additional networks and some new network names and colours. It is now possible to plan regional and interstate trips using the site's Trip planner, Next departures, and Timetables and Maps.

Transport for NSW: More paperwork turns electronic

From 3 August 2015, the Train Planning Unit ceased distribution of GM and Vide Tables Telegrams (ie, short notice advice of train alterations) via facsimile. Train Planners now utilise the Microsoft Outlook Email Exchange as the primary method for distributing Tables Telegrams. All Timetable and Track Possession GM and Vide Tables Telegram information will be distributed to individual and group emails.

NSW Train Link: Blue Mountains oddities

On Friday 17 July services on the Blue Mountains line were delayed all day by heavy snowfall. On the other hand, the trains were packed as people travelled to see the unusual conditions. The parallel highway was closed.

On the weekend of 25 and 26 July, due to trackwork, Blue Mountains line trains were diverted. They took an unusual route via Bankstown and the Lidcombe triangle.

Sydney Trains: Train Location System

Around April Sydney Trains installed PCs next to most of the barriers at most City Circle stations, running the *TLS Viewer* program (two versions CBD and Sydney). This appears to be a Windows application which takes feeds from the Management Centre screens. It has been around for several years – but putting it out with the people on the turnstiles is a new innovation designed to improve information flow.

Victoria: Patronage growth

Public transport patronage in Victoria grew by 3.5% in the March 2015 quarter compared to the previous year. There was a huge 10.2% growth on the **tram** network compared to the March 2014 quarter (to 47.1 million boardings). This is largely attributable to the introduction of the Free Tram Zone, which boosted CBD monthly tram boardings by 22.6%. Tram boardings outside the CBD grew 2.8%. The **metropolitan train** network had an increase of 4.4% to 57.8 million boardings in the quarter, although the previous year had seen below average patronage due to heat conditions and Regional Rail Link track closures. Fare changes introduced in January 2015 prompted a more even spread of customers from Zone 1 to Zone 2 stations. **V/Line** patronage increased 7.3% in the March 2015 quarter (to 3.4 million boardings) compared to the previous year, which had also been affected by heat and Regional Rail Link track closures. V/Line patronage has also benefited from the altered Zone 1 and 2 fares. On the **metropolitan bus** network, patronage decreased 5.3% to 30.7 million boardings.

Public Transport Victoria anticipates good growth in the year ahead as the January 2015 fare changes continue to take effect. Patronage growth is also expected following opening on 21 June of the Regional Rail Link stage 2, new stations at Wyndham Vale and Tarneit, and new, better bus networks for Geelong and Wyndham.

V/Line: Current timetables available

Public timetables: Public Transport Victoria has decided to discontinue the publication of the very convenient five V/Line regional public timetable books – South West, West, North, North East and East. The only printed V/Line public timetables are now the individual pocket timetables – there are about 44 of these. The ATA's *August 2015 Distribution List* includes most of these pocket timetables. The remaining ones, mostly for cross-country services, are hard to obtain and will be included in future Distribution Lists as stocks become available.

Passenger Working Timetable: There is no longer a paper V/Line Passenger Working Timetable. The Passenger Working Timetables and operations information is now embedded in an internal V/Line computer program that is accessible by staff. However copies are also available on the

V/Line website. It is believed that legally WTTs are supposed to be freely available to Access Seekers on the V/Line website. The WTT is available at

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

Staff Reference Timetable: The Staff Reference Timetable is still printed, but is still not made available to the public, although it is a compilation of all the individual Public timetables. A copy of the Staff Reference Timetable is available on the ATA's *August 2015 Distribution List*.

Freight Working Timetable: The V/Line Freight Working Timetables is also available on the V/Line website at the Track Access Information Pack section www.vline.com.au/about/networkaccess/infopack.html These freight WTTs are also included in the ATA's *August 2015 Distribution List*.

Metro Trains Melbourne: Working Timetables

Metro Trains also re-issued their Passenger Working Timetables from **21 June 2015** and their WTT of Freight trains operating over their network with effect from **6 July**. (Intrastate Freight trains are not operated by V/Line or Metro Trains, but use their infrastructure). Both of the new Metro WTTs are available from the ATA's *August 2015 Distribution List*.

V/Line: Altered Ballarat timetable 29 June & 9 July

The new timetable of 21 June was altered as soon as 29 June on the Ballarat line. The 0514 weekday Melbourne Southern Cross to Wendouree and 0528 empty Melb SX to Bacchus Marsh were replaced as follows:

- 0500 Empty VLocity DMU Melb SX to Wendouree (with three stops en route for crosses), and
- 0514 Melb SX to Melton (2 x P locomotives, 2 x H set carriages), then empty (with two lengthy crosses) to Bacchus Marsh. A replacement bus now connects from Melton to Wendouree.

Presumably these changes are the result of problems with crosses on the single line with the predominant up direction traffic at this time of the morning. This is similar to the up V/Line service departing Ballarat at 1715. This is not a train, but a bus, because there are so many down trains at that time that an up train would be subject to lengthy crossing delays.

Then from 9 July the 0613 Southern Cross to Ballarat train no longer stops at Bacchus Marsh, presumably to avoid crossing delays. Passengers for Bacchus Marsh on this service have to alight at Melton where road transport will be arranged. Similarly passengers from Bacchus Marsh at 0701 to Ballan and Ballarat will be required to travel by bus.

V/Line: Freight WTT 6 July 2015

Hardly had the new V/Line Freight Working Timetables of 21 June been promulgated than the daily Eastern line train operated by Qube Logistics (one of the very rare breed – a Victorian intrastate freight train) was altered. From **6 July** on Mondays to Fridays this now leaves Westgate Port Sidings at 1830 (instead of 0035) and arrives at Maryvale Paper Mill at 2240 (was 0610) On Saturdays and Sundays it now leaves Westgate at 1805 (Sat. was 0035, Sun. was 2255) and now arrives Maryvale at 2240 (Sat. was 0600, Sun. was 0350). The up train on Mondays to Fridays now leaves Maryvale at 1045 (used to be 1735) and arrives Westgate at 1520 (was 2220). On Saturdays and Sundays it now leaves Maryvale at 1100 (used to be 1500) and arrives Westgate at 1540 (was 1925).

Metro Trains Melbourne: More Sunbury trains

From Monday 10 August one Watergardens train in each peak period has been extended to/from Sunbury. The 0747 up Watergardens now originates at Sunbury at 0736 and the 1704 down Watergardens is extended to Sunbury, arriving at 1756.

Metro Trains Melbourne: Werribee line

Metro is seeking to improve performance on the Werribee line. From 3 August until 30 October two trials will take place. A standby train is to stand ready at Werribee from 0445 to 0705. An additional empty train will run from Flinders St to Werribee in the morning counter-peak. This will then facilitate long standovers at Werribee to mitigate late running on Up Werribee services during the interpeak. An additional empty train will return to Flinders St before the PM peak to balance trains at the end of this period.

Metro Trains Melbourne: Stony Point trains resume

The level crossing problems on the Stony Point line have been resolved and trains resumed from 30 June.

Melbourne: Train delays as government bungles biggest Metro timetable boost in years

from the *Age*, 22 July, by Adam Carey and Clay Lucas

The biggest change to Melbourne's train timetables in many years has been botched by the Andrews government after it balked at removing a handful of peak-hour Frankston line trains from the City Loop. The delayed timetable overhaul, previously planned for April, would have added extra peak-hour services to nine busy railway lines, easing crowd crushes, as well as increasing off-peak and night-time service frequency to a train every 10 minutes on some key lines and every 20 minutes on others.

The capacity to run extra trains has been created through the opening of the Regional Rail Link.....But the added capacity is mostly going to waste while the government scrambles to rewrite a major timetable change that was more than three years in the planning. The service boost has been deferred until rail planners piece together a new timetable that does not remove the few remaining City Loop services from Melbourne's most politically sensitive railway line, which famously runs through four swinging state seats, all of which were claimed by Labor last year.

Frankston is not the only line that would have had services cut from the loop in a bid to eke out the last scraps of extra capacity in Melbourne's straining rail network. Glen Waverley line trains that still use the loop in the afternoon would instead terminate at Flinders St station under the stalled changes. Some peak-hour Craigieburn trains would also skip the loop, running direct to Flinders St station. A proposal to cut Upfield line trains from the Loop and terminate them at Southern Cross station at a platform currently used by V/Line was also proposed. Services on both of those lines and on the Sunbury line would also cease to reverse their direction through the loop at midday, running anti-clockwise all day instead. This change could create crowd crushes on platforms at Southern Cross station in the morning peak as commuters heading for the loop changed trains.

The changes to services in the loop would impact the daily travel patterns of tens of thousands of Metro commuters but would free up space to streamline services on nine lines: Frankston, Werribee, Craigieburn, Sunbury, Upfield, Sandringham, Glen Waverley, Lilydale and Belgrave. The timetable change would have also put an end to the unpopular Altona Loop shuttle service between Laverton and

Newport, replacing it with a more efficient, direct connection to Flinders Street Station.

The proposed timetable overhaul is detailed in an internal document, obtained by the *Age*, that lists every planned timetable change between 2013 and 2017. Melbourne's train timetables are midway through a complete reboot that started in 2012 under the former Coalition government. However, the Andrews government's decision not to proceed with this year's changes is the first significant deviation from the five-year master plan that could affect a series of other service boosts planned for 2016 and 2017. This includes the progressive introduction of 10-minute off-peak services on many lines, edging Melbourne towards the kind of "turn-up-and-go" rail system that has long been more political rhetoric than reality.

The Andrews government was unapologetic about baulking at the planned changes, arguing it had refused to commit to a new timetable that would have changed the travel patterns of almost every rail user in the state. "The secret Liberal timetable would have come at the expense of thousands of commuters on the Frankston, Glen Waverley and Craigieburn lines," Luke Donnellan, the acting Public Transport Minister, said.

The government had ordered Public Transport Victoria to come back with options that did not remove City Loop services from those lines, he said.

Daniel Bowen, a spokesman for the Public Transport Users Association, said it was disappointing that timetable changes that would have benefited so many were being delayed due to political sensitivities on one railway line. It's critically important to get more trains running, particularly in peak-hour, so it would have made a lot of sense to bring these changes in with Regional Rail Link to help relieve overcrowding, particularly on the Dandenong and Werribee lines," he said.

Just two extra services were added to the Werribee line when the Regional Rail Link opened in June, although the \$3.65 billion line created capacity for an extra 23 peak-hour Metro services

Metro Trains Melbourne: Bypassing stations

Figures for the first three months of 2015 reveal Metro trains bypassing the City Loop has more than doubled in the past year and is at its equal-highest level since records began in early 2013. Loop bypassing forces passengers to change trains to reach their destination, creating disruption and overcrowding at busy inner-city stations such as Flinders St and Richmond. Passengers on the Altona Loop have also been affected by the time-saving technique, in which loop stations are skipped so that delayed trains can get back on schedule. 1247 services bypassed Melbourne's two rail loops between January and March this year, compared with 588 in January-March 2014, data released by Public Transport Victoria shows. The figures for the City Loop amount to 1.7% of services, or about 14 trains a day, and represent Metro's worst quarterly performance for loop bypasses in two years. About 1.3% of Altona Loop services were bypassed. The 1247 bypasses included 1144 trains that skipped the City Loop and 103 that skipped the Altona Loop.

Those figures also show station skipping (other than Loop bypasses) happened 270 times from January to March, well down from last year when it occurred as often as 300 times a month. But the sharp jump in loop-skipping this year has effectively cancelled out most of that improvement, with Metro simply using a different form of station-skipping to keep its trains on time. The sharp jump in loop bypasses also corresponds with a significant decrease by Metro in station skipping, in response to a backlash by commuters

and pressure from the state government. Metro has come under heavy political pressure to rein in the practice. Public Transport Victoria began publishing monthly figures for station skipping earlier this year.

Metro spokeswoman Pauline O'Connor said the company generally bypassed the City Loop because of congestion that caused trains to back up in the tunnels. "Therefore, to avoid creating further congestion and knock-on delays, a service may bypass the Loop. We try to do this as little as possible and only to assist with late-running services and avoid further delays. The high number of bypasses in the first three months of this year were caused by a range of factors", she said.

Metro Trains Melbourne: Dandenong line

The Victorian Transport Action Group, a group of transport experts, has proposed to the Victorian government that the Dandenong line must be expanded to include two extra tracks for express trains (Metro and V/Line) at a cost of \$2.5 billion. The Group claims that otherwise travel times will expand to unattractive levels as ballooning patronage creates slower travel times.

The state government has committed \$2.5 billion to upgrade the line, including removing all nine level crossings between Caulfield and Dandenong, new signalling and 37 new high-capacity trains with space for 200 extra passengers each. This will go to tender and is scheduled to be completed in mid-2018. The project requires space in the corridor for two extra tracks.

Yarra Trams: 21 June timetables

Minor adjustments were made to services on routes 3/3a (East Malvern), 48 (North Balwyn), 64 (East Brighton), 67 (Carnegie), 78 (North Richmond-Balaclava), 86 (Bundoora) and 96 (St Kilda-City-East Brunswick) from 21 June. In addition, a new service designated as route 86a operates along Bourke St, City from 1030 to 1430 from Thursday to Sunday.

Great Southern Rail: Indian Pacific timetable changes 2 August

From 2 August 2015, the Indian Pacific has revised timetables in both directions coinciding with the new ARTC Working Timetable referenced above. The Indian Pacific now departs Perth on Sunday at an earlier time of 1000 (WST), (previously 1155). This is to allow for an earlier arrival time into Kalgoorlie for an off train excursion. The eastbound Indian Pacific now arrives Kalgoorlie at 2050 (previously 2205).

The Indian Pacific Sydney to Perth seasonal service (September to November) now arrives at Adelaide at 1515 (previously 1505) and departs Adelaide at 2125 (previously 2110). The Indian Pacific Perth to Adelaide/Sydney Seasonal Wednesday departure (September to November) now departs from Kalgoorlie at 0130 (previously 0140).

South Australia: Grain trains

In early July grain company Viterra signed a \$100 million deal with Genesee and Wyoming Australia to provide grain trains for at least five years in SA's eastern and central regions and for three years in the Eyre Peninsula, with the option to extend. The eastern region runs from Tailem Bend to Bordertown, and into Victoria if needed. The central region is from Port Pirie to Jamestown, and the Eyre Peninsula lines run from Port Lincoln to Wudinna and Kimba. The agreement is one of the largest investments in the grain industry for South Australia's rail network. This deal comes a few months after Viterra withdrew grain trains along Mallee lines from Tailem Bend to Loxton and Pinaroo.

Adelaide Metro: Strike

Adelaide trains did not operate between 1000 and 1400 on Monday 29 June due to industrial action. Alternative bus services were available

Auckland: Full electrification 20 July

The final implementation of the electrification of the Auckland suburban railway system occurred from Monday 20 July with full operation by electric trains. However, at this stage, train schedules are not speeded up. On the Western line, suburban services are now withdrawn between the final two stations, Swanson to Waitakere (4 km). A shuttle bus operates instead, connecting with most trains. Papakura to Pukekohe will be a diesel, generally hourly, shuttle service including at weekends. Auckland Transport is now studying possible electrification of this line also.

The span of services is generally:

Mondays-Thursdays	0530-2230
Fridays	0530-0100
Saturdays	0630-0100
Sundays	0630-2230

Electric frequencies are generally:

Britomart (City) to:	Peak	Off-peak	Evening	Weekend
Swanson (Western line)	15'	Morning 30', Afternoon 15'	30'	30'
Papakura via Newmarket (Southern line)	10'	20'	30'	30'
Manakau via Orakei (Eastern line)	10'	20'	30'	30'
Onehunga via Newmarket	30'	30'	30'	30'

The new timetables are available on Auckland Transport's website at <https://at.govt.nz/bus-train-ferry/service-announcements/train-changes-from-monday-20-july-2015/>

A new timetable in May 2016 will provide a minimum of 15 minute headways between 0700 and 1900 every day.

TranzScenic: Capital Connection reprieved

The only non-tourist long-distance passenger train in NZ, TranzScenic's Capital Connection (0615 Palmerston North to Wellington on Mondays to Fridays, returning from Wellington at 1715), has been under threat since extension of Wellington electric suburban trains from Parapararamu to Waikanae in 2011 robbed it of much of its patronage. On 30 June Kiwi Rail announced that following funding contributions by Horizons Regional Council and Greater Wellington Regional Council, and campaigning from passengers, the train will continue operation for at least the next three years.

Archived information

A US organization called WayBack Machine archives websites - as far back in some cases as 1996. Of course, this includes many railways and their timetables. Go to <http://web.archive.org>

Geoffrey Clifton writes: This is an American website that lets you view archived versions of websites. It regularly saves the current version of many websites to build up a series of 'snapshots' over time. It is very useful for finding old versions of timetables, lists of timetables that were current at a particular date and so on.

You can view archived websites by entering the address of the website (say www.orta.nsw.gov.au which was the transport coordinator for the Sydney 2000 Olympic Games) and then selecting the date that you want to view. You can also copy and save links to archived pages like this: <http://web.archive.org/web/20000511091529/http://www.orta.nsw.gov.au/>. That link will get you to the ORTA's website as it was on 11 May 2000.

The site takes a bit of getting used to, but one handy function is to enter addresses into your web browser like this: http://web.archive.org/web/*//www.westbus.com.au/*. The first asterisk says to find files from any date, the second says to find all files that have existed on the www.westbus.com.au website. You can then find .pdf timetables and the like.

Finding web addresses for old sites can be hard. I have found them listed on physical timetables or via the local or state government's homepage.

As an example of what can be found, here is a link to a page on the renumbering of the Brisbane bus network in 1998/99: http://web.archive.org/web/20000620060526/http://www.brisbane.qld.gov.au/getting_around/buses/network_review/route_numbers.shtml

World speed survey

China remains the pacesetter in the world rail speed race, according to the latest World Speed Survey published in the July edition of *Railway Gazette International*. Authored by Jeremy Hartill of the UK's Railway Performance Society, the biennial survey compiles in tabular form the fastest timetabled start-to-stop journeys between pairs of stations in countries around the world. Most of the fastest timings occur between intermediate stations, where average speeds are not impeded by slow approaches to major city hubs.

This year, the results show a general coalescence where frequency is the main driver of performance on many routes, with maximum speeds reaching something of a plateau at or slightly above 300 km/h. The survey finds that the 'blue riband' award for the world's fastest point-to-point rail journey is taken by China Railways Corp's G66/79, which sprint between Shijiazhuang and Zhengzhou Dong in 81 min at an average speed of 283.4 km/h in each direction. Second in the list is a pair of express trains between Beijing and Nanjing, a distance of 1022 km which is covered in 219 min at an average of 280 km/h.

France, Japan, Spain and Taiwan complete the top five countries by fastest point-to-point timing. A notable entry this year is Ouigo 6284, the third-fastest train in Europe which achieves 253.2 km/h on its run between Lyon St Exupéry airport and Marne-la-Vallée-Chessy station on the outskirts of Paris. Ouigo is the low-cost TGV operation launched by SNCF in April 2013.

The world's fastest international train is a TGV running between Brussels Midi and Aéroport Charles-de-Gaulle, which records an average of 229.7 km/h, while Eurostar ES9010 manages the London - Paris journey in 140 min at an average of 210 km/h.

While the fastest point-to-point timings are often a reflection of fast runs between intermediate stations, journeys between city hubs are usually slower. Nevertheless, plenty of trains manage to break the 200 km/h mark, led by train G66 in China, which records an astonishing average of 250.1 km/h for the 2001 km between Guangzhou Dong and Beijing Nan stations. Close behind is the AVE service between Madrid and Barcelona, where numerous trains achieve a 150 min timing for the 621 km journey. (248.4 km/h).

Although Britain's fastest journey is Southeastern's Stratford International - Ashford service, where seven trains manage averages of 179.6 km/h over High Speed 1, the fastest trains

on the East and West Coast main lines both manage averages in excess of 175 km/h. Virgin Trains East Coast manages the fastest city-to-city dash, with its daily 05.40 Edinburgh – London King’s Cross *Flying Scotsman* achieving 159.3 km/h. But the 110 km/h of Amtrak’s fastest *Acela Express* over the 735 km between Washington Union and Boston South show how far the USA still has to go to keep pace with its peers elsewhere in the world.

Hartill suggests that in years gone by, a handful of express trains making high speed sprints used to capture the headlines, and stand out at the top of any comparative table. ‘Today, rather than running a few select trains, more and more railways are offering a consistent service, with large numbers of regular fast trains throughout the day’, he writes.

This change is very apparent in the survey results, where many of the entries would once have been a single, often named, train.

‘Now the entries are increasingly being listed as “several trains” — in some cases up to 10 or more per hour. This suggests a significant shift in railway operating practice, with routes that were once considered premium targets for lavish express trains now regarded as fast commuter corridors’, he concludes.

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ODD SPOT

V/Line’s daily 1720 Albury-Melbourne Standard gauge train, operating on ARTC tracks, has a wretched timetable on the single track line between Seymour and Melbourne. The timetable has it being placed in crossing loops no less than three times, for nine minutes each, to cross trains – at Wallan for the northbound XPT, and at Tallarook and Donnybrook where Freight trains receive priority over it. However, on Mondays to Fridays, IF it is on time at Seymour (1945), and IF you are prepared to risk a platform change (not cross-platform) you could transfer to the 1948 up local Broad gauge train. This train, despite stopping all stations, will get you into Melbourne 25 minutes earlier, at 2115 instead of 2140.

AIR NEWS

International

From June 2016 **Air Canada** will operate a non-stop Brisbane-Vancouver service thrice a week.

From August **Malaysia Airlines** will cease operation of their direct Brisbane-Kuala Lumpur service.

Domestic

From 5 August **Qantas** will require domestic passengers flying without bags to check in 30 minutes before departure, instead of the previous 15 minutes. It claims that this is to improve on-time running.

Qantas will introduce direct Melbourne-Gold Coast flights from 25 October. (Qantas subsidiary Jetstar already flies this route). **Tigerair** also plans to introduce services on this route.

In June **Qantas** introduced direct flights from Melbourne to Hamilton Island replacing its subsidiary Jetstar flights. **Jetstar** used the freed capacity to introduce Melbourne-Proserpine flights.

QantasLink will introduce six weekly direct Sydney-Maroochydore flights from 21 December.

The **WA** government will call tenders soon for the provision of air services between Perth and Albany, Esperance, Monkey Mia/Carnarvon and Derby, and five towns in the

northern Goldfields region - Laverton, Leonora, Meekatharra, Mount Magnet and Wiluna for five years from February 2016. Since 2011, Skippers Aviation, QantasLink and Virgin Australia Regional Airlines have operated on the regulated routes under agreements which expire in February 2016. The route from Perth to Exmouth (Learmonth) will no longer be regulated, allowing other airlines to enter the market. About 90,000 passengers flew to and from Exmouth in 2013-14.

The final report on the Review of Regulated Regular Public Transport Air Routes in WA has been released. It can be viewed at <http://www.transport.wa.gov.au/rpt>

Sharp Airlines, a new Tasmanian operator announced on 21 July that it was planning to commence a joint operation with **Airlines of Tasmania/Par Avion** to King Island. Sharp will fly from Wynyard to Currie on King Island after connecting with the Airlines of Tasmania flight from Hobart to Wynyard. It is expected that the new service will commence in September. As of 23 July no timetable or fares were available. It would appear that, at the present time, passengers in Hobart wishing to travel to King Island must do so via Melbourne.

Thanks to Tony Bailey, Ian Cooper, Victor Isaacs, the *Australian* and Fairfax newspapers for Air news

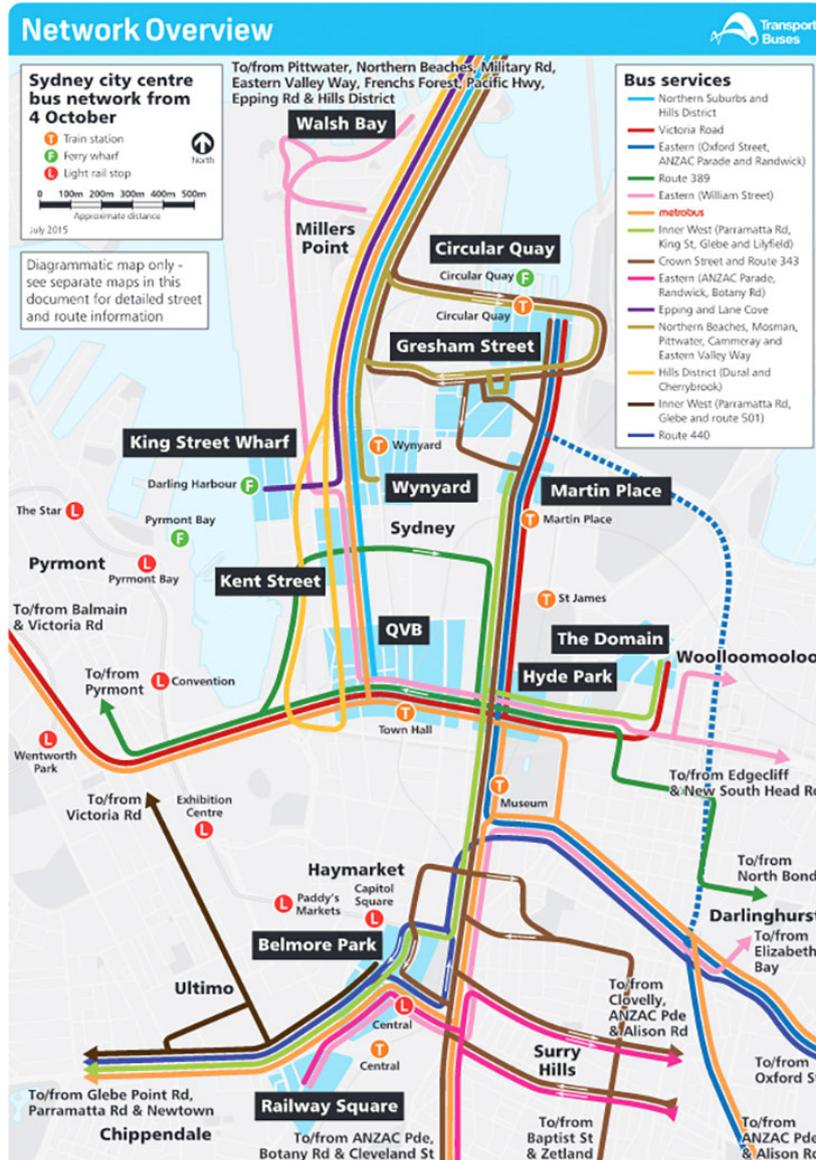
BUS NEWS

Australia Capital Territory

Erindale Bus Station works commence

Works have begun on transforming the bus stops adjacent to Erindale shops to a bus station, as part of a \$900,000 project. The project will deliver increased space for buses

(up to 4 buses at once), bike racks, plus more comfortable seating including a new 12m long bus shelter. For 14 weeks from 3 August, the existing bus stops on Comorie St will be relocated 100m north to allow construction to take place.



New South Wales

Sydney Buses October changes

Sydney CBD terminus & route changes

The biggest change to Sydney CBD bus services since the shutdown of the former tram network will take place on 4 October, ironically to enable the construction of tram tracks along George St to allow expansion of the light rail network. Dozens of routes will operate to new terminus, in many cases shortened to avoid crossing the CBD.

Of particular note, selected services will no longer enter the City Centre at all - the 323, 326 and 327 from Dover Heights and Bellevue Hill will now terminate at Edgecliff where passengers are advised to transfer to the train. The 286 from Denistone will run to Milsons Point, the 290 from Epping will terminate to North Sydney, and the 308 from Marrickville will only terminate at Redfern during peak times.

New arrangements by corridor:

- Northern Beaches, Pittwater and Military Road Services – 178, 179, 180, E86, E87, E88, L88, L90, 244, 245, 246 and 247: Cross Harbour Bridge and terminate at

Wynyard. Cease running to Queen Victoria Building and Railway Square.

- Northern Beaches, Mosman and Pittwater Services – 151, 168, 169, 171, 176, 183, 184, 185, 188, 190, 243, 248, 249, E65, E66, E68, E69, E70 & E71, E76, E77, E78, E79, E83, E84, E85, L80 and L85: E65's Wynyard Park stop changed to Jamieson St, while E66, E70 & E71 York St Wynyard stop changed to Carrington St. All others unchanged.
- Frenchs Forest, St Ives and Turramurra – 194, 270, 270K, 271, 274, 594, 594H and L70: Services will continue to QVB, now setting down in York St & collecting in Clarence St.
- Chatswood to Bondi Junction – 200: Route 200 services will only travel between Bondi Junction, Edgecliff, City and Chatswood during the peaks. At other times, passengers to use new 328 between Bondi Junction and Edgecliff, also incorporating the former 327 in Darling Point.
- Cammeray and Eastern Valley Way – 201, 202, 203, 204, 205, 206, 207, 208 and 263: Cross Harbour Bridge, then Cahill Expressway terminating at Bridge / Gresham

- Streets. Outward trips depart Loftus St before Bridge St via Bridge St then Grosvenor St. Passengers to connect to other buses or trains at nearby Circular Quay to access southern CBD.
- Epping Road and Lane Cove - 252, 254, 261, 288 and 292: Buses will travel to King St Wharf in Barangaroo via Wynyard (Lang Park) in lieu of QVB.
 - Epping Rd and Lane Cove – 251, 253, 285, 293, 294 & 297 – Services terminate at Wynyard, no longer serving QVB.
 - Chatswood – 272 and 273: No change to 272 however potential stop relocations. 273 (Chatswood) and 343 (Kingsford) combined to form new cross-city 343 service. 273 passengers lose access to Wynyard with route travelling via Elizabeth St and Wynyard.
 - 286 – Now terminates at Milsons Point instead of travelling into CBD. 297 provides alternative CBD access for Denistone East and Ryde commuters.
 - 290: Peak services will now terminate at North Sydney. M20, 252, 254, 261 and new 343 provide alternative CBD access from Pacific Highway corridor. Off-peak services will continue into CBD, but operate to King St Wharf rather than QVB.
 - South Sydney – 301, 302, 303 and X03: Outbound services will use Elizabeth St in lieu of Castlereagh St.
 - St Peters – 308: Peak services terminate at Redfern, passengers to change on City Circle trains. Offpeak buses continue onto Gresham St near Circular Quay as per today.
 - Botany Rd – 309, 310, X09 and X10: No longer travel between Central and Circular Quay, instead diverted to Railway Square.
 - East Sydney – 311: Continues operating between Railway Square and Millers Point via Darlinghurst and Elizabeth Bay, but will operate a changed route through the CBD via Town Hall, Wynyard and Barangaroo. Services will no longer operate to St James, Martin Place or Circular Quay.
 - East Sydney & Watsons Bay: 324, 325 and L24: 324 and 325 cease travelling Elizabeth St to Circular Quay. Instead, buses will head to Town Hall, Barangaroo and Walsh Point via Druitt St, Kent St, Napoleon St and Hickson Road. L24 now terminate at Kent St & Margaret St near Wynyard.
 - Dover Heights, Bellevue Hill and Darling Point – 323, 326, 327 & 328: 324 and 325 services will now terminate at Edgecliff Station instead of travelling into Circular Quay. New 328, operating Darling Point – Bondi Junction via Edgecliff and Ocean St, will replace 327, with CBD access lost. Outside peak times, 328 also replaces 200.
 - Oxford St, Anzac Parade, Randwick, Crown St, Botany Rd and Rosebery - 305, 333, 372, 373, 374, 377, 380, 392, 393, 394, 395, 396, 397, 399, L94, X73, X74, X77, X92, X94, X96, X97, X99: Unchanged
 - Clovelly – 339, X39 and X40: Circular Quay only served offpeak. Peak service replaced by new 338 to Railway Square only. Additional trips will also be provided on routes X39 and X40 but no route changes.
 - Kingsford – 343: 273 (Chatswood) and 343 (Kingsford) combined to form new cross-city 343 service.
 - Zetland – 345: Deleted. Passengers can use 301 (Elizabeth St) 343 or M20 (Central) to reach the CBD from Zetland.
 - Marouba and Port Botany – 376 and 391: Services operate to Railway Square instead of Circular Quay
 - Bronte – 378: 378 (Bronte) and 440 (Rozelle) replaced by new cross-city 440 service. Changes to stop locations in vicinity of Central for 378 passengers.
 - North Bondi & Paddington – 389: 389 (North Bondi – Circular Quay) diverted at Park St via Town Hall incorporating former 443 (Circular Quay-Pyrmont). No longer travels via Circular Quay.
 - Parramatta Road, King Street, Glebe and Lilyfield corridors via Broadway – 412, 413, 422, 423, 426, 428, 431, 433, 436, 438, 439, 470, 480, 483, L23, L28, L38 & L39: 433, 436, 480 and 483 travel as now to Railway Square, then along Pitt St to terminate at Barlow St. All others will operate as now to Railway Square then Pitt St, Hay St, Elizabeth St to Martin Place. Buses will no longer go to Chinatown, QVB, Wynyard, Circular Quay, King Street Wharf, Millers Point or The Domain.
 - Rozelle – 440: 378 (Bronte) and 440 (Rozelle) replaced by new cross-city 440 service. 440 no longer travels past Chinatown, QVB, Wynyard or Circular Quay.
 - Birchgrove & Balmain – 441 and 442: Unchanged.
 - Pyrmont – 443 and 448: 389 (North Bondi – Circular Quay) diverted at Park St via Town Hall incorporating former 443 (Circular Quay-Pyrmont). No longer travels via Circular Quay. 448 which operates from QVB in the morning peak and from Pyrmont in the afternoon peak will be discontinued.
 - Burwood to The Domain – 461: Altered at Railway Square to Pitt St, Hay St, Elizabeth St, Park St, William St & Riley St. Returns via Riley St, William St, Park St, Castlereagh St, Hay St and Pitt St. Evening trips will terminate at Park St.
 - Victoria Road – 500, 507, 515, 518, 520, X00, X15, X18 and M52: As now to Town Hall, then Elizabeth St to Circular Quay. Outward departing via St James Road & College St.
 - Victoria Road – 501: As now to Railway Square, to Barlow St. Ceased travelling onto Circular Quay.
 - Victoria Road – 502, 505, 508, 510 and L37: As now to Bathurst St to Kent St in AM peak. PM peak start at Park St and Pitt St.
 - Victoria Road – 504, 506, X04, X06: As now to Town Hall then to The Domain. Inward via Riley St and outward via St Marys Road & College St.
 - CBD Shuttle – 555: Scrapped, passengers encouraged to either use regular buses or the City Circle train.
 - Rouse Hill, Kellyville & Castle Hill – 607X, 610, 610X, 613X, 614X, 615X, 616X, 617X, 618 and M61: Services truncated at QVB no longer continuing onto Railway Square.
 - Dural, Cherrybrook, West Pennant Hills – 620X, 621, 642, 642X, 650, 650X, 651 and 652: Inbound cross Sydney Harbour Bridge, Western Distributor, Bathurst St, Kent St to Margaret St near Wynyard. Inbound trips cease using Cahill Expressway in AM peak and Castlereagh St at other times. Outbound trips now travel via Kent St in lieu of Bathurst St & Castlereagh St.
 - University of NSW shuttles – 890, 891, 892 and 895: Services continue to depart from Eddy Ave at Central, with 890 and 892 travelling via Elizabeth St to access Circular Quay.
 - Leichhardt – Maroubra Metrobus – M10: Diverted away from Town Hall, continues to call at Railway Square. Towards Maroubra now travel Pitt St, Eddy Avenue, Elizabeth St, Liverpool St then Oxford St. Buses from Maroubra Junction towards Leichhardt travel Liverpool St, Elizabeth St, Hay St then Pitt St.
 - Botany – Gore Hill Metrobus – M20: No change
 - Sydenham – Spit Junction Metrobus – M30: At Railway Square Spit Junction trips diverted to Elizabeth St then Park St & Druitt Streets. Opposite direction via York St, Park St & Castlereagh St to Railway Square, skipping Chinatown.
 - Chatswood – Bondi Metrobus – M40: Will use College & Park Sts in lieu of Liverpool and Elizabeth Streets in both directions.
 - Drummoyne – Coogee Metrobus – M50: Unchanged
 - Kings Cross Late Night Shuttle – 300: Operates via Elizabeth St and Eddy Ave to Railway Square instead of George St

- Walsh Bay Late Night Shuttle – 998: Replaced by 324 which extend until 0230 Friday and Saturday evenings
- NightRide – N10, N11, N30, N40, N50, N60, N61, N70, N71, N80, N90 and N10: Most stops moved to Park St near Pitt St instead of departing George St

Where buses no longer travel to a particular corner of the CBD, passengers are encouraged to make use of nearby City Circle trains, alternative buses, light rail or ferries to reach their destination. This however ignores the additional Opal fares that customers will be charged to change modes, which is already attracting media attention.

Concerns have also been made that Edgecliff is not accessible for those customers asked to change from bus to train. Official advice states 323 or 326 passengers requiring accessible services to the city are encouraged to transfer to 324 or 325 at Double Bay. Customers of 328 requiring accessible services are should travel backwards towards Bondi Junction and transfer to the 333, 380, 389, M40 or 440 for travel to the city, or train services.

New timetables are expected to be made available online on 4 September. It is not known at this stage if any timetables for non-CBD routes will also be revised at the same time.

(Many thanks to Greg Travers for his excellent summary of the changes).

Upper North Shore updates

Minor revisions took place across the Transdev network on 20 July affecting most services on the Upper North Shore, with the exception of Routes 558, 562, 579 and 594. Designated wheelchair accessible trips were revised as part of the update.

Transit Systems changes

27 July saw changes to Transit Systems 801 and T80 services. Following consultation in June, services on peak-hour only 801 between Badgerys Creek and Liverpool have been streamlined to provide quicker journey times for those living west of Cecil Hills, with local school routes also being adjusted. Just three services currently operate in each direction.

On T80, all AM peak-hour shortworkings into Parramatta now originate at Bonnyrigg providing a five minute frequency until 0830 along the northern half of the T-way. In the April timetable upgrade, services in the second half of the AM peak were extended to commence from either Prairiewood or Canal. Prior to April, short workings only began from Warren.

Coastal Liner and Red Revisions

Updated timetables were introduced by Red Bus Service on 1 August, primarily minor revisions as well as updates to the listed train connection times. Routes affected included 17, 18, 19, 21 and 22 (The Entrance – Gosford), 26 (The Entrance – Wyong), 29 (Bateau Bay Square - Wyong Hospital) and 44 (Erina Fair – Gosford).

Neighbouring operator Coastal Liner also took the opportunity to update their timetables from 1 August with more accurate travel times across Tuggerah Routes 10 (Wyee), 11 (Lake Haven), 12 (Dicksons Road) and 13 (Dooralong).

Section numbers disappear

The ongoing transition to the Opal Smartcard ticketing system has seen that timetables issued from 1 July no longer carry section numbers on the route maps.

Unlike the former magnetic system where passengers are charged the distance of the route(s) they travel, Opal only calculate distance by the most direct line of sight, resulting in

cheaper fares for many customers, especially in areas where routes take indirect 'Cook's tours of suburbia.

New timetables issued by TransitGraphics for Red Bus, Coastal Liner, Transdev and Transit Systems are among those where the section numbers have vanished, however the space has been reclaimed where possible for other service details.

Hunter Valley buses

On 20 April, new timetables were issued for Hunter Valley Buses routes 260-61, 262-63, 267-68 and 269-71, all in the Lower Hunter-Lake Macquarie region. Changes from the June 2014 timetables were minimal, except for routes 260 and 261 (University-Minmi/Fletcher via Jesmond, Wallsend and Maryland). The number of trips serving the outer terminus of Minmi (an old mining town soon to be engulfed in suburbia) has been increased by two each way daily (weekends included). The remainder of the roughly half-hourly services (alternately 260 and 261) terminate at the intermediate suburb of Fletcher. Also, a new subdivision called The Sanctuary is now being served by five trips each weekday in the peak direction only.

New route for Busabout Wagga

Wagga Wagga timetables operated by Busabout were revised on 13 July. Residents of the developing Estella Rise estate gain new route 968, which offers a limited thrice-daily frequency, timed largely for shoppers rather than commuters into town, complementing school buses. The route also supplements the existing 966 in Estella. Estella locals and Charles Stuart Uni students also benefit from two additional 967 trips on weekdays departing town at 0710 (78 minutes earlier) and 1714 (42 minutes later).

Interstate and Queensland

Murrays and Greyhound slug it out

The main route operated by Canberra bus company Murrays is Canberra to Sydney and v.v. Murrays operates one bus (more if necessary) every hour from Canberra to Sydney from 0400 to 1800 (1900 on Thursdays to Sundays). This has just been augmented by the introduction of a bus departing Canberra at midnight, arriving Sydney Airport at 0315 and Sydney Central at 0330! From Sydney buses depart every hour from 0600 to 1900 (2000 Fridays to Mondays, and 2100 Sunday only).

In recent years, Greyhound has been competing on this busy route. They have fewer services, but the number has been creeping upwards. Recently, Greyhound moved their first departure 40 minutes earlier to 0350 specifically to connect with early plane departures from Sydney Airport.

Murrays is now retaliating by moving into Greyhound's busiest route. A bit of good old fashioned, hard competition is taking place. Murrays have introduced buses on the Brisbane to Toowoomba and v.v. route. At present Murrays have three departures from Brisbane at 0900, 1345 and 1645. All of these originate at Brisbane Airport. The 1345 departure continues from Toowoomba to Miles along portion of Greyhound's twice daily Roma service. In the opposite direction, Murrays' departures from Toowoomba are at 0530, 0900 (originating at Miles) and 1600. All continue to Brisbane Airport.

In January, Greyhound introduced a second daily service on their Brisbane-Roma route.

Tasmania (by Ian Cooper)

Hobart's proposed new bus network

Metro Hobart embarked on a major task in seeking feedback from residents over a two week period in July on a new Hobart bus network. Metro wishes to reduce the number of bus routes from 131 to 81 (a reduction of 38%), introduce more direct routes, create a new Metro Express network, improve access to the University with direct routes from Shoreline, Rosny Park and Glenorchy, improve frequency on major routes, expand services into new areas of Brighton, Old Beach, Tranmere, Howrah and Oakdowns (Rokeby) and create a new Turn Up and Go service along Clarence St and Cambridge Road between Shoreline and Rosny Park.

Some Tassielink Saturday services continue for the time being

Due to the volume of complaints lodged with Tassielink by residents of Campania and Richmond arising from the operator's plan to abolish, on 18 May, most of the Saturday services from Hobart to Richmond and all Saturday services to Campania, the company continued the original timetable. However, Tassielink has advised that an increase in passenger numbers "is necessary for the long term viability of the service."

Metro Hobart

Changes to the route taken in Bridgewater by Metro buses on routes 111, 117, 118, 119, 120, 121, 122, X1 and X7, came into effect on 12 July. On journeys from Glenorchy to Bridgewater, buses will follow the earlier route to Eddington St, then turn left into Thompson Crescent, left into McShane Road then as the normal route. Buses on routes X8 and 800 will continue to travel along Eddington St. On journeys from Bridgewater to Glenorchy, buses will follow the normal route to Green Point Road (opposite Bridgewater Plaza) then continue along Green Point Road, continue into Gunn St, left into McShane Road, right Thompson Crescent, right Eddington St, then as normal route. The route 117 journey that departs Bridgewater Plaza at 0557 will continue to travel directly via Eddington St, omitting Gunn St, McShane Road and Thomson Crescent. Buses on Routes X8, 110 and 800 will continue to travel along Eddington St. A total of 11 stops have been deleted and 8 new stops installed as a result of the changes which were introduced to eliminate a road safety issue at the intersection of McShane Road and Eddington St. Also the new route is shorter, with a reduction in running times by up to three minutes, resulting in an improvement to service reliability.

It is believed that Metro has purchased five MAN 28.310 artics from Melbourne's Skybus, to be made redundant by the Skybus order for double deck buses. It is likely that Metro will then withdraw 1986 model Volvo B10M artics from its Hobart fleet. This will be the second batch of buses bought by Metro this year from businesses operating to Melbourne Airport.

Victoria

Hope St bus to return

Following ALP pre-election promises to return the 509 bus along Hope St, Brunswick at the 2014 state election, PTV conducted community consultation in May and June regarding the proposed reinstatement of the service at an unknown date. Noteworthy was that the online survey was geared towards a service running during offpeak and Saturday morning only, rather than the previous 12 hour weekday span. The service was axed by the previous Liberal state government in September 2012, due to low patronage and the proximity of the parallel 503 and 508 routes within 350m of Hope St. The closure attracted widespread media attention due to the elderly residents affected.

New network for Geelong

The Geelong network changes from 21 June also saw public holiday patterns aligned with V/Line and most Melbourne metropolitan buses. That is, a Saturday timetable now applies on all public holidays except Good Friday and Christmas Day, when Sunday services operate. Previously buses operated to a Sunday timetable on public holidays with no services on Christmas Day (with the exception of the Apollo Bay coach).

Skybus Decker arrives

After months of anticipation, Skybus introduced their first double decker on Friday 17 July 2015, after being delivered from Queensland less than 24 hour earlier. The Bustech CDI is one of five to be purchased, with the second arriving a week later. Melbourne joins the Gold Coast and Adelaide as the third city to operate double decker vehicles on Airport – City shuttles.

Route 605 City detour

Services on Route 605 were diverted from 18 to 25 July due to the works on Flinders St to install a new platform tram stop at Russell St. Buses travelled via City Rd and Queensbridge inbound. The outbound detour saw buses continue along Lonsdale St into Albert St, then right into Punt Road.

New Chadstone Interchange to open

As part of the latest of the never-ending expansions of Chadstone Shopping Centre in south-east Melbourne, a new consolidated bus interchange is set to open on Wednesday 5 August near the Woolworths entrance on the southern side of the complex. This will see all buses depart from a central location after several decades of buses stopping at separate interchanges to the west and east. Until the late '90s it was common for buses to depart from both sides of the centre, however over the last 15 years routes have generally only departed from one side. With the temporary stop arrangements on the western side of the centre last August, the end of the tradition took place, with Routes 623, 624 and 626 no longer stopping at both interchanges. It is not known if any timetable changes will take place to coincide with the new arrangements.

Victoria Parade bus lane nears competition

In a bid to improve journey times for Eastern Freeway-City services, a new full-time bus lane is currently being installed along Victoria Parade. Originally proposed in 2011, works commenced in December, and have included the removal of parking adjacent to the central median, new line markings, red bus lane pavement and relocating of bus stops. Cyclists approaching the city from the east are encouraged to use new kerbside bus lanes.

To facilitate the new lanes, the East Melbourne terminus of Route 402 opposite St Vincent's Hospital was relocated to Carlton Gardens on 21 June. It is understood that the Eastern Freeway routes will be modified from 23 August to continue along Victoria Parade and then left into Spring St rather than travelling along Gisborne St and into Albert St, with the stop outside Eastern Hill Fire Station relocating to outside St Vincent's Hospital.

Gull to skip Werribee

Gull have advised their Geelong – Melbourne Airport shuttle services will no longer call at Werribee from 17 August. The operator has cited increasing traffic in Werribee causing delays to the services. Figures suggest around 5000 residents a year use the stop, which the operator suggests in a mere fraction of total patronage. The service currently operates along Geelong Road, Synnot St, and then along the Princes Highway and back onto the freeway.

Western Australia

TransPerth changes

From Monday **27 July** there were changes to Route 20 from Edith Cowan University to Morley Bus Station. In response to community concern, there are three additional deviations to Dianella Plaza and Dianella Library from Edith Cowan University. Departures from ECU Mt Lawley to Dianella Library are now at 0900 (new), 1000 (new), 1100, 1200 (new), 1300 and 1500. The new deviating trips operate on a 12 month trial basis and patronage will be reviewed after this time to decide if the deviations will remain.

From Sunday **9 August** the following services had time changes: Routes 23, 24, 25, 28, 42, 60, 68, 102, 103, 107, 336 and 337.

The following services had time changes and additional services:

- Route 27 additional services during the weekday afternoon peak
- Route 41 an additional earlier service on weekdays departing Bayswater at 0543
- Route 48 additional services on weekdays replacing some withdrawn Route 348 services
- Route 55 an additional earlier service on weekdays departing Esplanade Busport at 0620
- Route 423 additional services during the weekday morning peak upgrading frequency to every 10 minutes

- Route 950 additional services throughout the week.

The following services had time changes and a reduction in the number of services:

- Routes 16 and 66 a reduced number of trips due to poor patronage.

The following changes also occurred:

- Route 15 a route change to extend to Glendalough Station and undergo major time changes with additional trips
- Route 67 time changes with selected deviations to Cottonwood Road withdrawn due to poor patronage. The overall number of trips remains unchanged
- Route 334 extended further north into Ellenbrook and now terminates in Malvern Springs Estate
- Route 348 withdrawn and replaced with additional services on Route 48
- Routes 955 and 956 extended further north into Ellenbrook and now terminates in Annie's Landing Estate. Route 955 now runs every 30 minutes on Sundays.

Thanks to Jason Blackman, Phillip Boyle, Damon Cooper, Ian Cooper, Geoff Foster, Geoff Hassall, Victor Isaacs, Geoff Lambert, Alex Smith, Lourie Smit, Greg Travers, various contributors on *Australian Transport Discussion Board* and the *Sydney Morning Herald* for Bus news.

EDITORIAL

The Australian Timetable Association is delighted to welcome Kyle Threlfo as the new Bus Editor of *Table Talk*. Kyle will take over this important role commencing with the September edition.

We thank Craig Halsall for the quality of the Bus news during his period as Bus Editor since December 2012.

As an interim measure, please send your contributions of Bus news care of the Rail Editor, Victor Isaacs, at abvi@iinet.au

About Table Talk

Table Talk is published monthly by the Australian Timetable Association Inc. (Registration No. A0043673H) as a journal of record covering recent timetable news items. The ATA 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.

The **deadline for Table Talk** is the last weekend of the month, but contributions are welcome at all times.

Editor, Rail and Tram, Air, Ferry: Victor Isaacs, abvi@iinet.net.au, 11 Blacket St Downer ACT 2602.

Editor, Bus: until August Craig Halsall. From September Kyle Threlfo. As an interim measure, please send your Bus news to Victor Isaacs (contact details above).

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Back issues of **Table Talk** are available on the Australian Timetable Association's website, austta.org.au, after three months.

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