



TABLE TALK

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Stony Point to City																			
Monday to Friday													Sunday						
Station	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	AM	AM	PM	PM	PM		
Stony Point Dep	5.37	6.18	8.02	9.32	11.02	11.42	1.34	3.14	5.04	7.15	8.50F	10.24F	8.08	10.10	12.10	2.10	4.10	6.30	8.30
Crib Point	5.39	6.20	8.04	9.34	11.04	11.44	1.36	3.16	5.06	7.17	8.52F	10.26F	8.10	10.12	12.12	2.12	4.12	6.32	8.32
Morradoo	5.42	6.23	8.07	9.37	11.07	11.47	1.39	3.19	5.09	7.20	8.55F	10.29F	8.13	10.15	12.15	2.15	4.15	6.35	8.35
Bittern	5.45	6.26	8.10	9.40	11.10	11.50	1.42	3.22	5.12	7.23	8.58F	10.32F	8.16	10.18	12.18	2.18	4.18	6.38	8.38
Hastings	5.48	6.29	8.13	9.43	11.13	11.53	1.45	3.25	5.15	7.26	9.01F	10.35F	8.19	10.21	12.21	2.21	4.21	6.41	8.41
Tyabb	5.53	6.34	8.18	9.48	11.18	11.58	1.50	3.30	5.20	7.31	9.06F	10.40F	8.24	10.26	12.26	2.26	4.26	6.46	8.46
Somerville	5.58	6.39	8.23	9.53	11.23	12.03	1.55	3.35	5.25	7.36	9.11F	10.45F	8.29	10.31	12.31	2.31	4.31	6.51	8.51
Baxter	6.02	6.43	8.27	9.57	11.27	12.07	1.59	3.39	5.29	7.40	9.15F	10.49F	8.33	10.35	12.35	2.35	4.35	6.55	8.55
Leawarra	6.08	6.49	8.33	10.03	11.33	12.13	2.05	3.45	5.35	7.46	9.21F	10.55F	8.39	10.41	12.41	2.41	4.41	7.01	9.01
Frankston	6.13	6.54	8.38	10.08	11.38	12.18	2.10	3.50	5.40	7.51	9.26F	11.00F	8.44	10.46	12.46	2.46	4.46	7.06	9.06
Frankston Dep	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Flinders Street Arr	6.18	7.01	8.45	10.15	11.45	12.30	2.15	3.57	5.56	8.10	9.40	11.04	8.48	10.52	12.52	2.52	4.52	7.10	9.10
Flinders Street	7.29	8.06	9.50	11.20	12.50	1.27	3.12	4.57	6.53	9.09	10.39	12.03	9.55	11.57	1.57	3.57	5.57	8.17	10.17
Saturday																			
Station	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM	PM	PM	PM	PM
Stony Point	7.50	9.30	11.10	12.50	2.50	4.30	6.30	8.30											
Crib Point	7.52	9.32	11.12	12.52	2.52	4.32	6.32	8.32											
Morradoo	7.55	9.35	11.15	12.55	2.55	4.35	6.35	8.35											
Bittern	7.58	9.38	11.18	12.58	2.58	4.38	6.38	8.38											
Hastings	8.01	9.41	11.21	1.01	3.01	4.41	6.41	8.41											
Tyabb	8.06	9.46	11.26	1.06	3.06	4.46	6.46	8.46											
Somerville	8.11	9.51	11.31	1.11	3.11	4.51	6.51	8.51											
Baxter	8.15	9.55	11.35	1.15	3.15	4.55	6.55	8.55											
Leawarra	8.21	10.01	11.41	1.21	3.21	5.01	7.01	9.01											
Frankston	8.26	10.06	11.46	1.26	3.26	5.06	7.06	9.06											
Frankston Dep	C	C	C	C	C	C	C	C											
Flinders Street Arr	8.32	10.12	11.52	1.32	3.32	5.12	7.10	9.10											
Flinders Street	9.37	11.17	12.57	2.37	4.37	6.17	8.17	10.17											

C - Change trains at Frankston F - Friday only

City to Stony Point																			
Monday to Friday													Sunday						
Station	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM	PM	PM	PM	PM
Flinders Street Dep	5.39	7.43	9.08	11.23	1.15	3.00	4.37	5.19	5.22	6.53	8.15								
Frankston Arr	6.40	8.40	10.06	12.21	2.21	4.06	5.49	6.20	6.25	8.02	9.24								
Frankston Dep	7.07	8.46	10.16	12.26	2.26	4.10	5.52	6.32		8.06F	9.31F								
Leawarra	7.09	8.48	10.18	12.28	2.28	4.12	5.54	6.34		8.08F	9.33F								
Baxter	7.16	8.55	10.25	12.35	2.35	4.19	6.01	6.41		8.15F	9.40F								
Somerville	7.20	8.59	10.29	12.39	2.39	4.23	6.05	6.45		8.19F	9.44F								
Tyabb	7.24	9.03	10.33	12.43	2.43	4.27	6.09	6.49		8.23F	9.48F								
Hastings	7.29	9.08	10.38	12.48	2.48	4.32	6.14	6.54		8.28F	9.53F								
Bittern	7.33	9.12	10.42	12.52	2.52	4.36	6.18	6.58		8.32F	9.57F								
Morradoo	7.36	9.15	10.45	12.55	2.55	4.39	6.21	7.01		8.35F	10.00F								
Crib Point	7.39	9.18	10.48	12.58	2.58	4.42	6.24	7.04		8.38F	10.03F								
Stony Point Arr	7.43	9.22	10.52	1.02	3.02	4.46	6.28	7.08		8.42F	10.07F								
Saturday																			
Station	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM	PM	PM	PM	PM
Flinders Street Dep	5.40	7.40	9.20	11.00	1.00	2.40	4.20	6.20											
Frankston Arr	6.38	8.38	10.18	11.58	1.58	3.38	5.18	7.18											
Frankston Dep	6.44	8.44	10.24	12.04	2.04	3.44	5.24	7.24											
Leawarra	6.46	8.46	10.26	12.06	2.06	3.46	5.26	7.26											
Baxter	6.53	8.53	10.33	12.13	2.13	3.53	5.33	7.33											
Somerville	6.57	8.57	10.37	12.17	2.17	3.57	5.37	7.37											
Tyabb	7.01	9.01	10.41	12.21	2.21	4.01	5.41	7.41											
Hastings	7.06	9.06	10.46	12.26	2.26	4.06	5.46	7.46											
Bittern	7.10	9.10	10.50	12.30	2.30	4.10	5.50	7.50											
Morradoo	7.13	9.13	10.53	12.33	2.33	4.13	5.53	7.53											
Crib Point	7.16	9.16	10.56	12.36	2.36	4.16	5.56	7.56											
Stony Point Arr	7.20	9.20	11.00	12.40	2.40	4.20	6.00	8.00											

C - Change trains at Frankston F - Friday only

New Victorian Rail timetables – page 6

About *Table Talk*

Table Talk is published monthly by the Australian Association of Timetable Collectors Inc. (Registration No. A0043673H) as a journal of record covering recent timetable news items. The AATTC also publishes the *Times* covering timetable history and analysis. Contributions are very welcome and should be sent to the appropriate Editor.

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TOP TABLE TALK

Timetables need gut feel and data

by Des Ryan, *Australian Special Report on Railways*, 16 October 2008

Waiting on a wind-swept railway platform for a late and overcrowded peak-hour train is exactly the prospect that gets Rohan Schuppan bouncing out of bed and off to work.

His job is to come up with better train timetables. If you're a passenger, what frustrates you enormously is to get on a train that's absolutely, totally packed and then to see immediately before or immediately after it a train that's virtually empty or only half-full," he says. "Planners need information to stop that sort of thing happening to adequately load the trains evenly." Schuppan is the director of Melbourne-based Systemwide Pty. Ltd., whose 14 full-time staff are contracted by operators to help produce timetables based on forecasts of passenger demand. Among its projects are the metropolitan networks of Brisbane, Sydney and Melbourne – all struggling to cope with unprecedented growth in passenger business. Melbourne has seen a 30 per cent rise in three years, says Schuppan. "Which is an enormous change in their industry which hadn't occurred in the history of rail, probably for 100 years." Schuppan says rail planners previously operated "in the dark, with no real idea about the future loading levels on trains. They just design something and think, 'we hope it will work okay. What no one wants to see is, basically, metal just being moved around without it being used adequately.'" He says Systemwide had developed a software tool, Train Load Predictor, to come up with efficient timetable solutions taking into account such variables as passenger patterns in catching trains, how far they travel, the speed of trains and stopping times at platforms. All the same, Schuppan does not dismiss anecdotal evidence from the wise old railway heads or from disgruntled passengers. "In the rail industry you have people who have a lot of experience, you know, they've worked in rail for 20 or 30 years. They're able to provide enormous insight into the way railways should be planned for the future and so on. And they're very useful, as is anecdotal evidence from passengers."

"But my view is there's been too much emphasis on solely that sort of information to make decisions. You need both. If you just have people who are modellers and have a scientific approach to things, sometimes you can lose the reality of the situation. You need a balance." Schuppan is a daily user of public transport. "I catch a tram into work myself. It's overloaded as well."

[More information is at www.systemwide.com.au]

Central – Thirroul train trip faster 28 years ago

by Veronica Apap, *Illawarra Mercury*, Wollongong, 7 October 2008

In 1980, the 5.06pm diesel train from Central to Thirroul took 75 minutes. Today the 5.12pm electric train on the same route takes almost 10 minutes longer - 84 minutes if it is on time. For

the privilege, commuters are being asked to fork out up to 25 per cent more in fares, over the next four years.

Transport analyst Philip Laird maintains fares shouldn't increase beyond the Consumer Price Index unless four conditions are met. "First we need to get the trains off valium. To speed them up a bit," Dr Laird said. And he wants timetables to go back at least to pre-May 2006 running times. Dr Laird said his other two conditions - that new OSCAR carriages replace Tangara carriages on the South Coast and that delays due to signal failure between Waterfall and Thirroul are reduced - are being addressed. Dr Laird, based at the University of Wollongong, submitted his research to the Independent Pricing and Regulatory Tribunal in July, anticipating the latest recommendation for a fare rise. Dr Laird said the new distance-based approach, where those who travel further will be hit for higher fare increases, is unfair on South Coast line passengers suffering with a slow and infrequent service. "People living in the North Shore (of Sydney) are getting a really good deal and should be paying a bit more," he said. Under the pricing tribunal's proposal which would take effect in January, those using a weekly ticket from Kiama or Wollongong to Sydney could pay \$9 more while those travelling from Thirroul to Sydney would pay \$8 more. Weekly tickets between Kiama and Wollongong would rise by \$7.

When the electrified line between Sydney and Wollongong opened in 1986, Premier Neville Wran said it marked a new era of "quick, comfortable train travel".

Dr Laird's submission noted the Government's failure to deliver on promises such as the high speed rail link between Wollongong and Sydney which was supposed to shave 15 minutes off the trip by 2010. "Instead journey times have padded out over the years," Dr Laird said. He also called for a study into track capacity on the existing line to find out if the line could handle more passenger and freight services. "Such a study should examine potential improvements to Waterfall-Thirroul track alignment and triplication of Hurstville Mortdale along with the benefits and costs of completion of the Maldon to Port Kembla railway," he said. NSW should be aiming for the standard Western Australia has reached with its new line to Mandurah - about the same distance from Perth as Thirroul is from Sydney, Dr Laird said.

A trip on that line takes 48 minutes - is at least 20 minutes faster than driving the same trip - and there are six trains an hour on the line. At Thirroul, there are an average of two trains an hour, taking about 80 minutes to cover the 70km to Sydney. "We have a transport disadvantage in the region," Dr Laird said.

[Editor's comment: What this article overlooks is the very important fact that services on the Illawarra line are vastly more frequent than they were 28 years ago, and much more comfortable].

NEWS

RAIL & TRAM

QR Traveltrain 1 June 08

There is a new QR Traveltrain timetable and fares brochure dated 1 June 2008.

QR Citytrain services increased 11 October 08

There is a re-issue of all QR Citytrain timetables from Sunday 11 October 2008. The main changes are additional early morning trains:

- 523 from Caboolture to Roma St, filling a gap between 514 and 538.
- 525 from Ipswich to Bowen Hills, filling a gap from from 509 to 541.

Timetables for all lines were reprinted to coincide with the re-opening of Fortitude Valley station after extensive rebuilding. Fortitude Valley is the station formerly named Brunswick St. The public timetables are in the same format as previously. Times from Central to Roma St have been tightened from 3 to 2 minutes.

The new services coincide with the delivery of the first of 44 new trains, including 16 interurban sets. The Premier, Anna Bligh, has foreshadowed more new services next year.

QR Citytrain to expand underground?

Queensland Premier Anna Bligh announced on 7 October that the government is considering proposals to provide additional capacity for Citytrain through the central city area, subject to Federal government assistance. The plan could see additional river crossings, from 8 to 13 km of new line and new underground stations. Phase 1, for completion by 2016 at a possible cost of \$8 billion, would see an additional line underground from Albion to Fairfield, either:

- via the Exhibition, Spring Hill, CBD and Wollongabba, or
- via Newstead, Central, CBD and Wollongabba, or
- under the existing line.

Phase 2 for completion by 2026, at a possible cost of \$6 billion, would see an additional line underground from Albion to the Western suburbs, either:

- via Newstead, CBD and Roma St, or
- via Newstead, CBD and West End, or
- under the existing route.

Gold Coast light rail

Queensland Transport Minister John Mickel says a preliminary business case for a Gold Coast transit system has recommended light rail as the solution. He says the next stage is to undertake 'market sounding' which commenced in October. This involves discussions with private sector construction companies to determine their willingness to partner the State Government and Gold Coast City Council. Further work is also needed on a corridor planning study. Construction may commence in 2010, with the first stage operational from Griffith University to Broadbeach by June 2013. The next stages, from Griffith University to Helensvale and Broadbeach to Burleigh could possibly be operational by June 2015.

QR line diagrams

Updated QR detailed line diagrams have been placed on their website. See www.networkaccess.qr.com.au/downloads/undertaking/undertaking.asp

Railcorp derailed

NSW Premier Nathan Rees announced on 8 October that RailCorp will be abolished as a State-owned corporation and returned to direct Ministerial control. Sydney Ferries has also been returned to direct Ministerial control.

CityRail timetable changes 13 October 08

From Monday 13 October timetable amendments were made. The main changes were:

Lidcombe-Olympic Park: Three new weekday early morning services in each direction introduced to meet increasing demand, the service now commencing at 550 instead of 650.

Northern line: 1057 weekday Chatswood to Hornsby now departs stations between Eastwood and Hornsby up to two minutes earlier.

1651 weekday Chatswood to Hornsby service departs Eastwood one minute earlier.

South Coast line: 2059 weekday to Kiama now departs Wombarra at 2058, and Coledale at 2101.

The following weekday services will depart Scarborough Station one minute earlier:

1421 to Port Kembla, 1724 to Port Kembla, 1807 to Thirroul and 2011 to Wollongong

Southern Highlands line: Due to work being undertaken by the Australian Rail Track Corporation (see item below), from 3 October 2008 to 16 January 2009, the 510 weekday Moss Vale to Campbelltown departs 5 minutes earlier.

Online timetables were updated on 11 October 2008.

CityRail closes down Sydney

On the weekend of 25 and 26 October "Operation CBD", a program of various works, saw no CityRail trains operate around Sydney's City underground loop. An elaborate program of substitution took place, and the Eastern Suburbs line remained in operation.

[Editor's Comments: 1. Table Talk's current policy is not to report rail closures for work in Brisbane, Sydney and Melbourne, because they are now so frequent, unless they cause massive disruption – such as this one – or have particularly unusual features.

2. Many AATTC members were out of Sydney this weekend anyway, for the AATTC AGM in Canberra.]

Countrylink abolishes summer

In a welcome development, there will be **no** change to an altered summer timetable by Countrylink this year. For the last two summers, there has been a slower timetable to take account of slower running on timber-sleepered heat-affected track. This mainly affected the Sydney-Melbourne and v.v. day XPT trains and their many bus connections. The ARTC has made such progress with upgrading that most of the main South line is now provided with concrete sleepers which provide greater stability against the stresses of summer heat.

However (there is always a “however”), there will be minor changes to all Sydney-Melbourne and v.v. XPT services from **13 October 2008** until **16 January 2009**. These are due to work being carried out by the Australian Rail Track Corporation, especially the major project to convert the Victorian North East line from broad gauge to standard gauge and create a double track interstate line from Seymour to Wodonga.

- The 745 Sydney-Melbourne XPT will run up to seven minutes later between Wagga Wagga and Albury.
- The 2040 Sydney-Melbourne XPT will maintain existing times, except for arrival in Melbourne 15 minutes later at 750.
- The 830 Melbourne-Sydney XPT will have later intermediate times. It will depart Benalla 27 minutes later at 1049, and gradually make this up. From Campbelltown it will retain existing times.
- The 1955 Melbourne-Sydney XPT will run approximately 20 minutes later from Benalla to Campbelltown. After Campbelltown, as a result of having lost its peak hour path, it will run via the East Hills line.
- The connecting 510 Moss Vale-Wollongong bus will depart 20 minutes later at 530 and run 20 minutes later.

The full amended times are:

SYDNEY	745	2040	MELBOURNE	830	1955
Strathfield	757u	2051u	Benalla	1049	2214
Campbelltown	830u	2126u	Wangaratta	1116	2240
Moss Vale	934	2230	Albury	1204	2329
Goulburn	1023	2319	Culcairn	1233a	2358a
Gunning	1058a		Henty	1244a	009a
Yass	1129	023a	The Rock	1304a	025a
Harden	1216a	109a	Wagga2	1322	045
Cootamundra	1247	139	Junee	1400	114
Junee	1329	224	Cootamundra	1445	200
Wagga2	1401	249	Harden	1521a	235a
The Rock	1423a	311a	Yass	1609	323a
Henty	1440a	328a	Gunning	1640a	
Culcairn	1450a	339a	Goulburn	1716	432
Albury	1520	412	Moss Vale	1806	522
Wangaratta	1607	500	Campbelltown	1907d	627
Benalla	1633	526	Strathfield	1941d	via East Hills
MELBOURNE	1915	750	SYDNEY	1955	718

ARTC NSW WTTs 26 Oct 08

ARTC has issued new Working Timetables for NSW valid from 26 October 2008. They replace the WTTs of 7 September. They are available on ARTC's website.

RailCorp WTTs 16 Nov 08

RailCorp has issued new Working Timetables valid from 16 November 2008 replacing the version of 16 September. They were placed on their website on 17 October.

ARTC north-south upgrading progress

The millionth concrete sleeper was laid at Gunning on 13 October for the upgrading of the north-south Brisbane-Sydney-Melbourne line. This aspect of the project is scheduled for completion early next year.

Maldon-Dombarton faint hope

Newly appointed NSW Transport minister David Campbell said that while he supported the completion of the Maldon-Dombarton line, the project would fall under the parameters of Commonwealth responsibility. The line, which was shelved by the Greiner Government in 1988, links the Illawarra's Port Kembla to western Sydney. Mr Campbell said there had not been a business case that could stack up to "use the proposed line for coal from the western coalfields or for any other product to or from Port Kembla". The Rudd Government has commissioned a \$300,000 feasibility study into the line, which is yet to be completed.

Newcastle: Throw away your infrastructure

Like a bad smell, proposals to close the railway into Newcastle CBD keep returning. In the latest variation, property development company, GPT Group, is demanding that the NSW government commits within five months to closing the last two stations, Newcastle and Civic and terminating trains at Wickham. It claims that otherwise it will not proceed with a retail, entertainment and residential precinct around the Hunter St Mall. It says the rail line should be converted to a green corridor and passengers will apparently be delighted to change to a bus connection and flock to their development as a result. However, plans produced by GPT show that new foreshore developments would be built within the rail corridor in the vicinity of the GPT Mall development. GPT expects the State and Federal Governments to fund the estimated \$160m needed to relocate the rail terminus. State MP for Hunter, Jodi McKay says "The community has spoken... and they want the rail line to stay. It's not about developers telling us what to do, it's about what the community wants." Federal MP for Newcastle, Sharon Grierson agrees. However, the Newcastle *Herald* is sympathetic to the proposal.

Victorian timetables 9 Nov 08

New Victorian timetables were introduced from Sunday 9 November.

Connex: There are 277 additional services each week, and 51 services extended. There are major changes to the operation of the underground Melbourne City Loop to simplify operations:

- Peak hour Werribee line trains no longer operate around the Loop, eliminating conflicting moves on the up and down sides of North Melbourne, but instead operate direct to Flinders St. Departures from Werribee from 642 to 823 run direct to Flinders St. Conversely, in the evening peak, down trains leaving Flinders St from 1608 to 1748 do **not** travel via the Loop. This allowed two additional morning peak hour trains from Werribee. Connex promises a 10 minute inter-peak frequency to Werribee by mid-2009.
- There are additional Connex trains from Werribee via the "straight" line (ie, not via Altona). Departures from Werribee via the "straight" are now at 642, 701 (new), 749 (was 751), 809, 823 (new) and 1943. Departures from Flinders St to Werribee via the "straight" are at 748 (new), 1656 (was 1652), 1714 (was 1711) and 1736 (new).
- Clifton Hill group trains now operate clockwise around the loop at all hours on Mondays to Fridays, eliminating conflicting moves on the up side of Jolimont. Formerly they operated anti-clockwise until late morning. On weekends they operate anti-clockwise.
- A number of existing non Passenger Service Requirement trains now appear in the Public timetables. This is especially apparent in the down direction in the morning counter-peak. Thus the Public timetables now show trains with express running, for example:
 - ✓ 730 Flinders St, Richmond, South Yarra, express to Elsternwick, express to Brighton Beach, Hampton, Sandringham. (This is especially interesting as the first timetabled express train on the Sandringham line for many years (or decades?).)
 - ✓ 724 Flinders St via Loop, then express Jolimont to Clifton Hill, express CH to Heidelberg, express Heidelberg to Greensborough where it terminates.

- ✓ 823 and 858 Flinders St via Loop, express Jolimont to Clifton Hill, express CH to Preston, express Preston to Lalor then to Epping.
- This is believed to be a full list of additional trains:

616 Epping-Flinders St	2120 Flinders St- Ringwood
717 Epping-Flinders St	2150 Flinders St- Ringwood
800 Epping-Flinders St	(Forming a 15 minute service to Ringwood to 2200 relieving overcrowding at that time.)
706 Flinders St-Epping	2348 Glen Waverley- Flinders St (Friday & Saturday)
823 Flinders St-Epping	
839 Flinders St-Epping	
858 Flinders St-Epping	
932 Flinders St-Epping	
1722 Flinders St-Epping	
002 Epping-Flinders St (Friday & Saturday nights)	
2322 Epping-Flinders Street (Sunday)	
	451 Cranbourne- Dandenong
724 Flinders St- Greensborough	528 Springvale- Pakenham
916 Flinders St- Heidelberg	551 Cranbourne- Dandenong
936 Flinders St- Heidelberg	554 Dandenong-Flinders St
1855 Hurstbridge-Flinders St	719 Cranbourne- Dandenong
2339 Eltham-Flinders St (Friday & Saturday)	1716 Flinders St- Cranbourne
1841 Eltham-Flinders St (Sunday)	2318 Dandenong-Flinders St (Friday)
013 Flinders St- Hurstbridge (Sunday night)	619 Cranbourne- Dandenong (Saturday)
	859 Cranbourne to Dandenong (Saturday) Extra evening services from Dandenong to Cranbourne and Pakenham, providing a 30 minute service, 7-days-a- week.
701 Werribee-Flinders St	
823 Werribee-Flinders St	
748 Flinders St-Werribee	
1736 Flinders St-Werribee	
	1830 Frankston-Flinders St
830 Flinders St- Craigieburn	2334 Frankston-Flinders St (Friday)
	2333 Frankston-Flinders St (Saturday)
725 Sydenham-Flinders St	
813 Sydenham-Flinders St	
1705 Flinders St- Sydenham	
	1914 City Circle (Saturday)
2050 Flinders St- Ringwood	

- All Stony Point line trains have been adjusted very slightly – up trains are one to three minutes earlier at some stations, and down trains one minute earlier at some stations.
- Only one down train now terminates at Riversdale, at 843.

V Line: Passenger trains Seymour-Wangaratta-Albury have been withdrawn and replaced by buses. This is to allow ARTC to commence the major project to convert this line from broad gauge to standard gauge. There will be a mix of express buses and buses stopping at all stations. Buffets and First class will not be available. V Line customers will have access to 68 seats on Countrylink's XPT services at V Line ticket prices on trains departing Melbourne at

830 and Albury at 1522. V Line's train service will return on completion of the ARTC's works program in 2010.

There is speculation about the continuation of the daily broad gauge log train to Wodonga.

This could even be transferred to standard gauge.

Other than the NE line, there are only minor V Line changes. The 1820 Sunbury to Southern Cross train now runs 41 minutes earlier at 1739, but at the time of writing, it is unclear whether this will be as an empty run or not.

The new Connex timetables were posted on their website from 10 October and the V Line timetables on their website from 28 October.

Extra services ignore busiest lines

by Reid Sexton, *Sunday Age*, Melbourne, 19 October 2008

Thousands of train users hoping for some relief from the peak hour crush when extra services are introduced next month have been ignored by the State Government. The Government's much-anticipated plan to tackle Melbourne's overcrowded train service has neglected some of the most overburdened sections of the rail network.

The latest internal Connex survey, obtained by *The Sunday Age*, shows that the Pakenham-Cranbourne and Sydenham lines are the most overcrowded routes during the morning peak. But while Sydenham will receive two new morning peak services from next month, Pakenham-Cranbourne will get none. Despite the afternoon peak on the Pakenham-Cranbourne line being the busiest period on the network, the Government has given it only one additional afternoon service when it boosts train frequencies next month.

The survey, conducted in May, also shows that the Frankston line is the equal third-most-overcrowded line behind Pakenham-Cranbourne and Sydenham. But it will get no new services during either peak times. RMIT transport lecturer Paul Mees has estimated at least 60,000 people use the Pakenham-Cranbourne line each day, many of these in the peak periods. Other overcrowded lines that have not been allocated additional peak services include Hurstbridge and Craigieburn.

The decision to ignore the plight of passengers on these lines has angered the Public Transport Users' Association and been condemned by the State Opposition.

But a spokesman for Transport Minister Lynne Kosky - who has admitted that whenever new services are introduced they are immediately overrun with passengers - says the maximum number of available trains are being used. Public transport users' advocate Daniel Bowen says that is not good enough, and the Government must buy more trains immediately to boost the number of services available.

The Government has an option to order 20 more trains from French company Alstom but has not exercised it, a move that, according to Mr Bowen, has left it on the back foot. "Obviously the Government should be prioritising the most crowded lines, but they can't," he said.

"Frankston has not had any peak services added in the last decade ... More trains is a fairly obvious solution to this but nothing has been done."

Connex will roll out 328 new weekly services from next month in the second phase of a broad plan to boost rail services that has so far centred on localised infrastructure upgrades and route adjustments. But Mr Bowen said that while that number sounded high, the reality was less rosy. "If you break that 328 down into peak and look at each line separately it may at best mean only one extra train per day per line," he said.

Opposition transport spokesman Terry Mulder said the Government had been caught out and without more trains and major investment in improved signalling and rail extensions overcrowding would continue. "They've given a very minimal amount of services, we've still got escalating cancellations and ... they're not going to build a system around fiddling with timetables."

Melbourne patronage booms

Melbourne public transport patronage in 2007-08 increased 7.7% over the previous year to 450.8 million. Of this, rail patronage increased 12.7% to exceed 200 million for the first time ever. Tram patronage increased 2.2% to 158.3 million, and bus 7.4% to 91.3 million.

Melburnians: Learn to love changing during your journey

An article in the *Sunday Herald-Sun* on 12 October claimed that Yarra Trams had a radical plan to remove suburban tram services from Swanston St and St Kilda Rd. Passengers would need to change trams at Domain Rd or Melbourne University and connect to CBD shuttle services at a soon-to-be built super-terminus, with shuttle trams between Domain Rd and the University. The move would cost up to \$60 million. The idea, expected to cut services along Swanston St and St Kilda Rd by 20 per cent, angered public transport lobbyists and the Opposition.

Outgoing Lord Mayor John So called for the plan to go further. "They should build tram stations at the fringe of the city and just have shuttle trams in the city," he said.

A spokesman for Public Transport Minister Lynne Kosky said the cost of any proposal would have to be looked at by the Government. Opposition transport spokesman Terry Mulder said the Swanston St proposal was "not passenger friendly". "It would go back to 100 years ago when some passengers on cable trams had to change trams midway through a trip," he said. Public Transport Users Association president Daniel Bowen labelled the idea "crazy" and said it would drive commuters back to their cars.

In response, Yarra Trams CEO Denis Cliché stressed the plan was only a "possibility", and before they would consider it, improvements to interchange facilities would need to be made so that passengers could transfer conveniently within a matter of seconds. There would be considerably more study and public consultation before launching such a proposal, he said.

Geelong trains

Due to what is described as "operational requirements", some Geelong line trains have lengthened journey times from October "until further notice":

Saturday down: 700, 1000 and 1600 to South Geelong: eight minutes more.

Saturday up: 829, 1135 and 1729 from South Geelong: nine minutes more.

Sunday down: 1000, 1200 and 1600 to South Geelong and 1300 to Marshall: three to eight minutes more.

Sunday up: 1135, 1335 and 1729 from South Geelong and 1424 from Marshall: nine to 12 minutes more.

Stay on the property

VicTrack, the owner of railway real estate in Victoria, called tenders on 1 October for "visitor accommodation opportunities" on properties at, inter alia, Ballarat, Bendigo, Warrnambool, Kyneton and Stawell. If this eventuates, it will be very convenient for travellers, as well as railway photographers. It will be a throwback to the days when some railways (but not Victoria) provided hotels at stations.

Future of Victorian wheat lines assured

The Victorian government has allocated \$38.7 million to upgrade major grain carrying rail lines, generally most of those identified as "silver" in Tim Fischer's Victorian Rail Freight Network Review. This follows an allocation of \$37.4 million to upgrade priority "gold" lines and carry out maintenance, and means that more than 70 per cent of Victoria's rail freight-network is now being upgraded. Silver lines to be upgraded, commencing in 2009, are:

- Benalla – Oaklands (including conversion to standard gauge),
- Quambatook – Manangatang,
- Charlton – Sea Lake,
- Warracknabeal – Hopetoun, and
- Ouyen – Murrayville (to be re-opened)

Silver lines Echuca-Deniliquin and Echuca-Toolamba are already upgraded. The short Maryborough-Moolort silver line will also be upgraded but is currently available for freight use. Graincorp, AWB and ABB have committed up to eight trains to service Victoria's grain freight and Graincorp will also invest in upgrading silos located along operating rail lines in Victoria and are committed to provide grain freight services on Victoria's rail network. Genesee and Wyoming, Pacific National and El Zorro have all entered agreements with customers to transport grain freight from regional Victoria to the ports on rail.

There is also the possibility of coal traffic from Oaklands, NSW, as Oaklands Coalworks Co is considering mining there. Coal could go south to Geelong or north to Pt Kembla which would necessitate reopening of Rail Corp's line which is currently closed beyond Boree Creek.

V Line Western SG Freight WTT 11 Sept 09

V Line has issued an updated Western Freight Working Timetable dated 11 September 2009 to take account of the new tri-weekly El Zorro minerals trains to/from Portland (see October *Table Talk*, page 7). These are scheduled to arrive Portland at 2330 on Tue, Thur & Sat and depart for Dynon at 2200 on Mon, Wed & Fri. Other trains in the table are designated as "Unscheduled", that is they run only as required. These are Portland-Hopetoun, Portland-Wolsely and Dimboola-Yaapet. The amendment was issued by V Line despite the announcement that the line is to be transferred to the ARTC. See www.vline.com.au/rna/rna/information_pack.html

Rail freight study in Adelaide

A \$3 million study of rail freight movement in the Adelaide region has commenced. It will examine how the rail network can work better, including assessing the feasibility of relocating the mainline from Melbourne to north of the Adelaide Hills. A discussion paper is expected to be released by May 2009.

GSR running out of Spirit

Following a review of the new Southern Spirit, GSR has decided that they must what they call "consolidate" the first season. GSR says "That the Southern Spirit 08/09 season was launched in a time of economic uncertainty and amidst a downturn in discretionary spending. Accordingly, the journeys have been consolidated to match the level of interest in travel in the short term." Platinum Service will now be available on board the Indian Pacific and the Ghan from November 2008 until February 2009.

The following Southern Spirit "cruises" have been cancelled:

- Inaugural trip, Darwin-Sydney 25 November
- Great Coastal Epic, Perth-Brisbane 10 January
- Southern Safari, Darwin-Sydney, 3 February
- Northern Safari, Sydney-Darwin, 16 February.

TransAdelaide: Outer Harbor & Grange line timetables

The last two trains in each direction on the Grange line on Sundays and public holidays (2258 and 2354 from Adelaide, 2325 and 018 from Grange) were discontinued from 15 June.

Due to the Amateur Teams Golf Championship, Grange trains terminated at Seaton Park from 12 to 20 October with bus connections beyond. (The Grange line runs through the middle of the Royal Adelaide Golf Course).

New timetables were introduced on the Outer Harbor and Grange lines from Sunday 26 October. The timetables are in a new style. Instead of the former horizontal layout, they now read vertically. They are spaciouly laid out, and easy to read. Before the heading "Outer Harbor and Glanville Trains" another heading is "Western Train Timetable". Similarly, before "Grange Train" there is a heading stating "East-West Train Timetable".

[The Editor might be dim this month, because I cannot detect any substantive changes (not helped by the change of layout)].

Tasmania upgrade

The Tasmanian government has awarded a \$30 million contract to Queensland Rail and Van Ek Contracting to upgrade Tasmanian rail lines with 20 km of new rails and 140,000 steel sleepers. This is expected to add impetus to sale negotiations for the network.

DB in Australia

DB, German Railways, through its worldwide logistics subsidiary DB Schenker, has established a major presence in Australia. It has 36 depots in Australia, including a large new one in Canberra, and seven in NZ.

Auckland 20 Oct 08

Auckland rail passengers gained some relief on 20 October with a new train added to the fleet. The diesel locomotive-hauled SA train - rebuilt from old undercarriages at KiwiRail's

Dunedin workshops - provides a new week-day morning peak service from Otahuhu at 825 via the Southern line to Britomart with the additional return departing at 1938. An extra late-night weekend service also began on the eastern line via Glen Innes, leaving Britomart for Otahuhu at 008 on Saturday nights/Sunday mornings.

Auckland rail patronage grew by more than 30 per cent in recent months and patronage has almost trebled since 2003 to about seven million passenger trips a year. The new addition will boost the Auckland rail fleet to 33 trains.

Swiss Timetable Book

An agreement between the Federal government and transport operators secures the future of the Swiss timetable book until 2010-11, but its future after then is the subject of current discussion. The Swiss timetable is a large three volume production: Vol I contains railways, boats, cable cars, telecabins and funiculars, Vol II buses in the west and Vol III buses in the east. The international volume was dropped a few years ago. It sells very well – 100,000 copies a year are produced (which is five times the number of the discontinued timetable in much bigger Germany), but CD and internet versions are increasingly competing.

Thanks to Tony Bailey, Ian Cooper, John Kain, Geoff Lambert, Michael Marshall, Len Regan, Lourie Smit, Bob Wilson, Victor Isaacs, PTUA, *Courier-Mail*, *Hobart Mercury*, *Rail Express*, *Newcastle Herald*, *Canberra Times*, *Today's Railways Europe* for Rail & Tram News.

BUS

ACT

With minimum publicity, a new service, just once a day, has been introduced, especially for Seniors on Canberra's southside. Route 76 leaves Curtin at 1000 and running via places of interest to Seniors goes to Woden Interchange. The return departs at 1350.

The Australian National University, Canberra, alarmed by the loss of car parking spaces on campus, is considering running its own buses to the Belconnen and Woden Bus Interchanges.

New South Wales – Sydney

Sydney Buses

Further to last month's item, the Route 10 Metrobus service between Five ways, Kingston and Market Place, Leichhardt commenced on Sunday 12 October. There are 13 bright red buses servicing the new route, five of which are high-capacity, each of which has a different layout inside and the 12-month trial will be used to determine which standing and seating configuration works best for Sydney commuters. The Minister for Transport, David Campbell, said the trial would "determine the expansion of the metrobus concept".

The frequency is 10 minutes during peak travel times, every 15 minutes during off-peak weekday times and 20 minutes on weekends. (Editor's note: Given these frequencies, one would expect that a timetable should be issued).

Recent timetable issues:

352 Marrickville Metro - Bondi Junction via Alexandria: July 2008: v5

355 Marrickville Metro - Bondi Junction via Surry Hills: August 2008: v12.

518, X18 Macquarie University to City 23rd June 2008 v10

Sydney Buses Prepay brochures:

410 - Mon 15 Sep

L24, X39, X84, X89 - Mon 15 Sep

X96, X97 - Mon 29 Sep

X92, X94, X99 - Mon 29 Sep.

NightRide

NightRide timetables have been updated 'due to road traffic changes' effective 27 October.

There's a pdf timetable downloadable on the CityRail site but without a map.

N10 to Sutherland 3 minutes longer - To City 5 minutes longer,

N11 to Cronulla 3 minutes longer – To City 2 minutes longer – also stays at Cronulla longer. No longer any mention of the Saturdays and Sundays 2.15am trip to Cronulla.
 N20 – Still 20 minutes in both directions but now only stays at Riverwood for 2 minutes instead of 10 minutes to give better connection at Rockdale.
 N30 – An extra 5 minutes in both direction to/from Macarthur.
 Departures from Campbelltown are a few minutes earlier which seems to mean that buses will now stay at Macarthur for 45 minutes instead of 5 minutes meaning an extra bus is required.
 N40 To East Hills an extra 6 minutes and from East Hills an extra 11 minutes and appears to require an extra bus.
 N50 Only a minor change with trips from Liverpool taking an extra 2 minutes.
 N60 Fairfield – No apparent changes.
 N70 Penrith – No apparent changes.
 N80 and N90 Hornsby – No apparent changes.
 However there is now an N90 footnote:” * = The 00.35 departure from Town Hall may wait for up to ten minutes at North Sydney station to provide a connection with the 00.39 train arrival from Hornsby via Strathfield.
 In the case of routes N40, N50 and N70 the Saturday and Sunday short workings are still shown. However what is a bit misleading is that they are shown intermixed with normal trips

Sydney Private Buses

Busabout Miller - Liverpool: Route 861 Temporary February 2008 Updated 18 Aug 2008.

Hillsbus will provide twelve additional M2 services from 20 October:

610X @ 7.07am ex Castle Hill to Railway Square
 610X @ 7.20am ex Castle Hill to Railway Square
 616X @ 7.04am ex Rouse Hill Town Centre to Railway Square
 616X @ 7.27am ex Rouse Hill Town Centre to Railway Square
 617X @ 7.25am ex Rouse Hill (Adelphi Street) to Railway Square
 612 @ 7.12am ex Riley Tway to Milsons Point
 610X @ 5.45pm ex Railway Square to Castle Hill
 610X @ 6.12pm ex Railway Square to Castle Hill
 616X @ 4.40pm ex Railway Square to Rouse Hill Town Centre
 616X @ 5.20pm ex Railway Square to Rouse Hill Town Centre
 617X @ 5.00pm ex Railway Square to Rouse Hill (Adelphi Street)
 612 @ 5.10pm ex Milsons Point to Riley Tway.

New South Wales – Regional

The new **Newcastle Buses** network includes a new route through the growing Honeysuckle area and a direct link between Mayfield and the John Hunter Hospital. The changes to come out of what Newcastle Buses General Manager Mr David Witherdin described as a "one in 15 or 20 year" review include the extension of the city's fare-free zone to include Honeysuckle Drive. The overall number of routes has been reduced from 29 to 25, but includes the Stockton night-owl service. Mayfield will get its longed-for link to Lambton and the John Hunter Hospital and the 349 service from Belmont to the city will run straight up the Pacific Highway.

The new routes and timetables are listed on the Newcastle Buses website, and will come into effect on November 30, about a year after the review began. Printed copies were to be available on October 12.

There are already questions about the adequacy of service frequencies on the strategic corridors that underpin the network's design. Mr Witherdin said buses would run along the corridors about every half hour from Monday to Friday during daylight, and once an hour at other times. Commuter groups and Newcastle and Lake Macquarie City Councils had pushed for 15- or 20-minute frequencies during peak times. The issue was always expected to be contentious, after Treasury refused to expand Newcastle Buses' kilometre allowance or network budget for the review. Mr Witherdin said planners had done their best to address concerns raised in community feedback, had considered university lecture times and hospital shift starts for timetabling and had tried to space out the timing of services along key

corridors. He said there would be no changes to late-night services or the fleet's size, although an extra three buses would be used during the morning peak period. The new network offers more direct travel in many areas and more consistently even service seven days a week. The changes to services are as follows:

Route 100 will be altered to provide a service from Newcastle to Charlestown via Mayfield, University, Jesmond and John Hunter Hospital. This service is in response to great demand for a direct link from Mayfield to the John Hunter Hospital, lost in the first 2002 service review. Route 226 will cover the current Jesmond to Wallsend leg. Combined with the change to Route 226, this is the most significant alteration where the same service number has been retained. Services on the 100 will be 100% wheelchair accessible.

Route 101 will be discontinued and replaced with Route 100 between Newcastle and Jesmond, Route 235 between Jesmond and Wallsend and Route 226 between Wallsend and Glendale.

Route 103 will be discontinued and replaced with Route 100 between Newcastle and University and Routes 106, 107 and 230 in the Shortland to Jesmond section.

Route 104 will be extended to Newcastle East with Route 222 to replace all current services to Parnell Place. It will continue to operate as Newcastle to Jesmond via Carrington, Mayfield, Waratah and University, with alterations at Marketown, Wickham, Tighes Hill and Waratah.

Route 106 will be a new service from Newcastle to Jesmond via Mayfield, Warabrook, Sandgate and Shortland. It provides a new service through the growing Honeysuckle precinct in the CBD, along with buses to the densely populated Linwood district of Maryville. Government buses have not run to Sandgate since 2002.

Route 107 will be significantly altered to become a more predominant and direct service than the current weekday off-peak shopper's link. It will run the same as Route 106, the only difference being it will service more areas within Warabrook.

Route 108 will be discontinued and replaced with Route 100 between Newcastle and University, Routes 106 and 107 at Warabrook and Routes 106, 107 and 230 in the Shortland to Jesmond section.

Route 111 will be extended to run as Newcastle to Mount Hutton via Mayfield, Waratah, Kotara and Charlestown, providing new cross-regional links either side of Charlestown. Localised alterations are in force at Marketown, Wickham and Waratah.

Route 118 is not changed, continuing as the NightOwl service from Newcastle to Stockton via Mayfield East, Kooragang and Fern Bay.

Route 201 will continue to operate as Hamilton to Marketown via Glebe, Merewether, The Junction and Newcastle. A minor change will be in force at The Hill. The Hamilton terminus is being shifted from the Railway Station to the nearby Aldi shopping centre, to circumvent ongoing issues with buses manoeuvring in the tight Hamilton Station car park.

Route 222 will be extended to Newcastle East with Route 104 to replace all current services to Parnell Place. There is no other change to this service operating to Wallsend via New Lambton, John Hunter Hospital and Elernmore Vale.

Route 224 will continue to operate as Newcastle to Wallsend via Adamstown, Kotara, John Hunter Hospital and Elernmore Vale with localised alterations at Marketown and Kotara Station.

Route 225 will continue to operate as Newcastle to Jesmond via The Junction, Merewether, Adamstown, Kotara and University. Alterations are to be made at Merewether, New Lambton and Lambton. Of particular interest is the Merewether alteration, which will see buses running for the first time through the Llewellyn Street shopping precinct. Multiple colliery railways once ran through the area, with a low-level rail bridge spanning over Llewellyn Street, preventing double-decker buses from operating along it. Possibly due to historic route practice, buses never used the street even when the bridge was removed, until now.

Route 226 will be altered to provide a service from Newcastle to Glendale via Waratah, University, Jesmond and Wallsend. Route 100 will cover the current Jesmond to Charlestown leg. Combined with the change to Route 100, this is the most significant alteration where the same service number has been retained.

Route 230 will operate as Newcastle to Wallsend via Lambton, Jesmond and Shortland with no changes apart from the service's removal from Newcastle East.

Route 231 will be streamlined at North Lambton to provide a more direct service from Newcastle to Wallsend via Lambton, Jesmond and Silver Ridge.

Route 235 will be altered to replace current 231 and 101 services in North Lambton and Wallsend to become Newcastle to Wallsend via Hamilton North, Waratah, North Lambton and Jesmond. It will also be deviated via Marketown.

Route 310 continues to operate as Newcastle to Belmont via The Junction, Merewether, Charlestown and Valentine, with alterations at The Junction and Belmont North.

Route 311 will be discontinued and replaced by Route 310 from Newcastle to Belmont North and Route 318 from Belmont North to Belmont.

Route 312 will be discontinued and replaced by Routes 313 and 320 as the Charlestown to Warners Bay service, Route 339 in the Hillsborough area and Route 363 around Vennard Street, Warners Bay.

Route 313 will be a new service operating direct from Charlestown to Warners Bay via Bayview Street – an area calling for the return of bus services since they were lost in 2002 – then on to Belmont via Eleebana, Croudace Bay and Valentine, replacing this part of Route 363.

Route 314 will be discontinued to be replaced by Route 322 at Charlestown Pool, Route 111 to Mount Hutton, Route 317 at Windale and Routes 313 and 320 in the Warners Bay area.

Route 317 will continue to operate as Newcastle to Belmont via New Lambton, Kotara, Charlestown and Windale with an alteration to service a greater area of Windale.

Route 318 will be a new local Belmont loop service via Spinnaker Ridge and Green Point, strengthening services to Belmont Hospital.

Route 320 is a key new service in the network, providing important links from Newcastle to Warners Bay via The Junction, Kotara, Charlestown and Mount Hutton. Part of the service is designed to reintroduce the former Route 327 lost in 2002 to much community upheaval.

Route 322 will continue to operate as Newcastle to Belmont via Kotara, Charlestown, Dudley and Redhead with no changes. Significant changes were originally proposed at Kotara and Dudley which were strongly opposed by the community.

Route 334 will still operate from Newcastle to Glendale via Adamstown, Kotara, Garden Suburb and Cardiff with a minor alteration at Glendale.

Route 339 will be expanded to seven-day service from Charlestown to Glendale via Hillsborough and Cardiff, with local changes at Hillsborough and Glendale.

Route 349 will be significantly streamlined to strengthen services from Swansea to Newcastle. It will operate from Newcastle to Belmont via the Pacific Highway servicing Glebe and Charlestown, then on to Swansea North via its current route through Marks Point and Pelican.

Route 350 is unchanged from Newcastle to Swansea Heads via Adamstown, Charlestown, Jewells and Belmont.

Route 351, the only Limited Stops service currently in the network, will be discontinued. The direct nature of the service will be replaced by Route 349, which will operate at more hours and is not significantly different in running time. Swansea Heads will only be serviced by Route 350 in the new network.

Route 352 will operate with no change as a peak hour rail link from Belmont to Morisset via Swansea, Lake Munmorah and Wyee.

Route 353 will be replaced by Route 349, offering more destinations at more hours seven days a week for Belmont North residents.

Route 363 will continue to operate as Newcastle to Warners Bay via John Hunter Hospital, Cardiff, Glendale and Speers Point with a localised alteration at Warners Bay. The current Warners Bay to Belmont section will be replaced by Route 313, however all buses are coordinated in both directions at Warners Bay to provide efficient through travel for passengers.

Minor changes have been made to selected School Specials so they are better adapted to the new network. Routes 100, 226, 310, 320, 349, 350 and 363 have also been classified as Major Corridors with emphasis placed on common area frequencies and connections with these services.

There are 11 new timetables as well as a new region map.

The timetables cover the following routes: 100, 106, 107, 111; 104; 118, Stockton Ferry; 201; 222, 224, 225; 226, 230 231, 235; 310, 313, 318, 320; 317, 322; 334, 339; 349, 350, 352; 363.

Premier Illawarra: Dapto District: Routes 33, 43 July 2008: v4. Unanderra, Berkeley, Warrawong, Port Kembla: Routes 34, 35, 36, 65 July 2008: v5.

Red Bus Service, The Entrance: With the extension of route 40 to service Wyoming shops, a new timetable covering this route has been issued dated 13th October, 2008.

Coastal Liner has introduced a new service commencing Friday 26th September linking Summerland Point, Gwandalan, Chain Valley Bay North, Lake Munmorah, Chain Valley Bay South, Mannering Park and Wye Point with Morisset. No route number is shown.

Queensland – Regional

From 11 August 2008 **Greyhound Australia** commenced services to Mackay Airport. Of the 5 services between Mackay and Cairns 3 now serve Mackay Airport during the day. Greyhound Australia is offering a special introductory fare of \$25 between Mackay Airport and Airlie Beach.

Gold Coast Tourist Service introduced a scheduled service from Gold Coast Airport to southern accommodation houses (as far south as Kingscliffe) from 8 April 2008. There are 7 services northbound between 7.45 and 16.45 and 10 services southbound between 7.00 and 20.30.

The Airport Flyer (Toowoomba to Brisbane Airport) introduced a new tt from 2 December 2007. The new tt includes an additional 20 services per week.

Byron easyBus has an undated tt replacing the 29 October 2007 – 24 March 2008 tt. The dedicated Gold Coast Airport services have been withdrawn however the airport is still served by the 4 services between Byron Bay and Brisbane.

Recent timetable issues:

Bribie Island Coaches: 640 641 642 effective 31 March 2008; 643 effective 31 March 2008

Brisbane Bus Lines: 399 effective 08 April 2008

Caboolture Bus Lines: 651 652 655 effective 31 March 2008, 653 654 656 effective 31 March 2008

Hornibrook Buslines: 680, 681, 682, 690 (photocopy only) all effective 31 March 2008

Kangaroo Bus Lines: 660 663 665 668 effective 31 March 2008, 660 664 667 effective 31 March 2008

Laidley Bus Service: 539 effective 31 March 2008

Mount Gravatt Bus Service: 260 261 262 effective 21 July 2008

Sunbus: 603 West Caloundra to Caloundra effective 14 April 2008, 605 615 effective 31 March 2008, 619 effective 31 March 2008, 630 631 effective 31 March 2008, 632 Noosa to Cooran via Cooroy and Pomona effective 10 March 2008 (photocopy only)

Thompson Bus Services: 671 672 673 674 675 effective 31 March 2008, 675 676 effective 30 June 2008, (675 Petrie station to Murrumba Downs, 676 Petrie station to North Lakes)

Veolia Transport: 253 254 effective 31 March 2008, 256 258 effective 14 July 2008 (256 is now listed as "Toondah Harbour to Redlands Hospitals/Ormiston via Cleveland).

South Australia – Adelaide

New editions of Adelaide Metro guides & timetables:

Northern Metro Guide – 7/08, Southern Metro Guide – 6/08

99C – 7/08, 125 group – 8/08, 130 group – 18/8/08, 212 group – 6/08, 229 – 6/08, 260 group – 8/08, J1 group – 5/08. M44/G44/240 (Marion Shopping Centre/Golden Grove Village/Glandore – Flinders University) – 5/08. Please note change of route nos. & description for this one.

Victoria – Melbourne

Broadmeadows - Route 532 - 30 September 2007, reprinted V1 - 08.2008

Dysons - Route 541 - 30 September 2007, reprinted V1 - 08.2008, now showing Dysons as the operator.

Broadmeadows / Dysons - Routes 544 – date shown as 30 September 2007 (but reflects the changes that came into effect 8 September 2008)

Sita Route 451 Sunshine to Deer Park North timetable dated 28 April 2008 reprinted (V1 - 8.08). Changes from the previous issue are an update of the connecting train times & route map, and the 8.15am M-F trip from Sunshine no longer serves Deer Park North Primary School.

Western Australia - Perth

Recent timetable issues:

Northern 79 22/9/2008 Add new 407

Northern 59, 60, 61, 62,67, 69, 77, 78, all 12/10/2008

Eastern 1, 2, 3, 4, 6, 9, 10 (delete discontinued 708), 11, 13, 14, 15, 16, 17, 18, 19, 87, 89, 94, 97 (delete 318, add 328 331 332), 100 (add 37, 40), 109 all 19/10/2008

Southern 118, 119, 123, all 19/10/2008

Western 36, 41, 44 (delete discontinued 26), 45, 46 all 19/10/2008

Circle 98 (clockwise) and 99 (anticlockwise) 19/10/2008. Now two tables.

Thanks to Simon Aalbers, Tony Bailey, Craig Halsall, David Hutton, Victor Isaacs, Geoff Lambert, Bradley Matthews, Michael Marshall, Newcastle *Herald*, Lourie Smit and for Bus news.

AIR

Domestic

Regional Express will withdraw its Mildura-Sydney services from 2 November. They claim that introduction of Virgin Blue's flights between Mildura and Melbourne will result in a "significant oversupply of seats" and they will no longer be able to subsidise the loss-making Mildura to Sydney route. They predict further rationalisation of regional routes in the coming months.

SkyAirWorld will provide an additional flight between Brisbane and Cloncurry from 30 October to four weekly.

From the beginning of November, **Norfolk Air** will suspend the newly introduced Gold Coast-Norfolk Island weekly service and the Tuesday Melbourne-Norfolk service indefinitely.

Sydney's Wednesday service will be suspended from 5 November to 25 February 2009.

Norfolk Air says, "In the current economic circumstances, particularly with the events of the past few weeks, demand for seats on these flights has fallen away significantly and it is unsustainable to continue their operations in the short term".

International

A strike at Boeing has forced **V Australia** to delay its planned launch of Sydney-LA flights from 15 December to 28 February

French airline **Air Austral** says it is unworried by the ongoing Boeing strike as it gears up to launch services from Sydney to Paris via Réunion in April 2009.

Virgin Blue offshoot **Pacific Blue** will add Honiara, Solomon Islands to its network with weekly flights from Brisbane and three extra seasonal services between Brisbane and Wellington from 2 December.

Virgin Blue and **Virgin Atlantic** have made an interline agreement allowing passengers to use one ticket.

Air New Zealand will suspend its tri-weekly Hamilton-Sydney and bi-weekly Hamilton-Gold Coast services during the low demand period of 29 March to 24 October 2009.

China Southern Airlines will depart Sydney for Guangzhou five times weekly (daily 30 Nov-15 Feb) and from Melbourne on Mondays and Thursdays.

Airlines PNG is expected to withdraw its thrice weekly Brisbane-Port Moresby flights if a codeshare deal with **Pacific Blue** is formally approved by the International Air Services Commission. Pacific Blue will operate four weekly flights from November, with a fifth to be introduced in Nov 09. Airlines PNG will continue to operate daily Cairns to Port Moresby.

Thanks to Tony Bailey for Air News.