



TABLE TALK

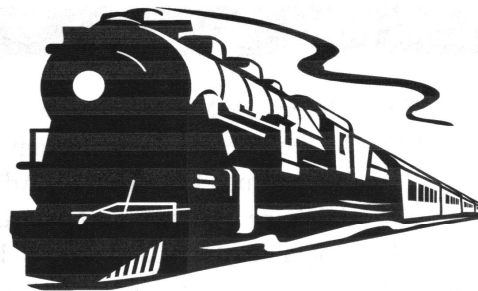
No. 206, October 2009

ISBN 1038-3697

RRP \$2.95

Published by the Australian Association of Timetable
Collectors www.aattc.org.au

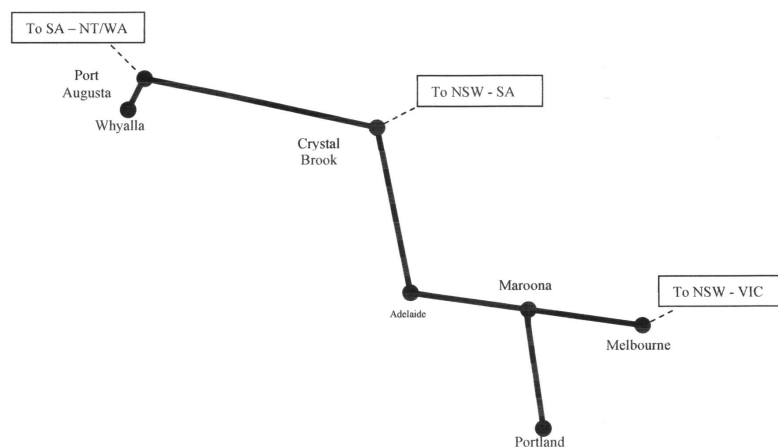
Master Train Plan



Freight and Country Passenger Services

From 11th October 2009

Victoria (Tottenham) – South Australia (Spencer Jct)



ARTC

ARTC Master Train Plans – new title, new arrangement: page 7

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.

Editor, Rail and Tram, Air, Ferry: Victor Isaacs, 43 Lowanna St Braddon ACT 2612, abvi@webone.com.au

Editor, Bus: Geoff Mann, 19 Rix St Glen Iris Vic 3146, geoffwm@bigpond.com.au

Production and Mailout: Geoff and Judy Lambert.

Proofreaders: Geoff Hassall, Agnes Boskovitz.

Original material appearing in *Table Talk* may be reproduced in other publications but acknowledgement is required.

Membership of the AATTC includes monthly copies of the *Times*, *Table Talk*, the Distribution List of timetables, and the twice-yearly Auction catalogue. The membership fee is \$50 pa. Membership enquiries should be directed to the Membership Officer, Unit 7, 11 London Street, Nundah, Qld 4012, (07) 3260 5329.

TOP TABLE TALK

'Geek' in transit for US timetable deal

by John Thistleton, Business Editor, Canberra Times, 7 September 2009, top of page 1.

Rick L'Amie's email from Austin, Texas, to Canberra businessman John Mikita was friendly and to the point. "Hello, I work in transit marketing. I like your website and what you do for transit. Do you do work in the US? Would you like to expand to this market? If so, maybe I can help." It was a dream come true for 34-year-old Mr Mikita, labelled a geek as the boy who stood in the streets of Canberra for hours waiting for buses to photograph and sketch.

He used to pester ACTION so much it invited him to the Kingston depot to see the mechanics' pit and talk to the drivers. Now providing transport companies with graphic design services for timetables and marketing, he's leading the Australian sector and has a huge cardboard models market abroad. He rates the attention to detail in his graphics as the world's best, a view confirmed when that email arrived on July 2.

Texas Capital Metro's vice-president of marketing, Mr L'Amie, is also chairman of the Washington-based American Public Transport Association's marketing committee. "At APTA, apparently they know who we are. Apparently a lot of people around the world know who we are," Mr Mikita said. Hardly surprising given he wrote to transport operators around the world as a teenager, saved enough money to travel to Germany, where he drove a Berlin bus and returned with 3 kg of public transport pamphlets.

Westbus in Sydney taught him scheduling and rostering which he coupled with his gift for graphic art to launch his niche business, Transit Graphics.

His life took a tragic twist in November 1999 when intruders bashed his grandparents Gregor and Irma Palasic in their McKellar home. Mrs Palasic was killed and the perpetrators have never been caught. Far from crushing his spirit, this drove Mr Mikita to work around the clock leading to an explosion of clients. Now on a happier trajectory, he is researching the North American market with Mr L'Amie and planning a subtle entry this year and a big splash at the APTA conference and exhibition next May.

Transit Graphics has doubled its turnover to \$2 million and more than doubled its staff to 10 people during the past two years.

Mr Mikita is taking wife Bernadette to Britain for Christmas where he will meet with marketers from major entities Transport for London, Paris RATP and Berlin BVG.

[John Mikita, an AATTC member, supports the Association, for example, supplying timetables to our Distribution Service, and hosting our 2008 AGM at Transit Graphics. A copy of the Canberra Times front page is available from the AATTC Distribution Service.]

NSW CityRail Timetables *by Jim Wells*

NSW's CityRail has at last come into the modern era by providing downloadable timetable files in pdf format.

Their new web site provides access to this under, as you would expect, Timetables, but the facility doesn't hit you in the face because it's right at the bottom of the page:



A bit of history: Late last year CityRail published pdf's for the proposed October 2009 timetable when through running was to commence from Hornsby via ECRL to Chatswood and the city plus many other changes. Here's a segment of the North Shore timetable.

North Shore Line

Berowra to Parramatta via City							
	am	am	am	am	am	am	am
Wyong			7.14				
Tuggerah			7.17				
Ourimbah			7.22				
Lisarow							
Niagara Park							
Narara			7.27				
Gosford arr			7.31				
Gosford dep			7.33				
Point Clare							
Woy Woy			7.41				
Hawkesbury River							
Cowan							
Berowra	7.54		8.09				8.24
Mount Kuring-gai	7.58						8.28
Mount Colah	8.01						8.31
Asquith	8.04		8.17				8.34
Hornsby arr	8.07		8.20				8.37
Hornsby dep	8.09	8.04	8.22	8.24	8.18	8.32	8.39
Waitara	8.11			8.26		8.34	8.41
Wahroonga	8.13			8.28		8.36	8.43
Warravee	8.15			8.30		8.38	8.45
Turrumurra	8.17		8.28	8.32		8.40	8.47
Pymble	8.20		8.30	8.35		8.43	8.50
Gordon	8.22		8.33	8.37		8.45	8.52
Killara	8.24	via		8.39	via	8.47	8.54
Lindfield	8.26	MQP		8.41	MQP	8.49	8.56
Roseville	8.28			8.43		8.51	8.58
Chatswood	8.33	8.37	8.41	8.48	8.52	8.56	9.03
Artarmon	8.35	8.39	8.43		8.54	8.58	9.05
St Leonards	8.37	8.41	8.45	8.51	8.56	9.00	9.07
Wollstonecraft	8.40		8.48			9.03	9.10
Waverton	8.42		8.50			9.05	9.12
North Sydney	8.46	8.49	8.54	8.59	9.04	9.09	9.16
Milsons Point	8.48	8.51	8.56	9.01	9.06	9.11	9.18
Wynyard	8.52	8.55	9.00	9.05	9.10	9.15	9.22
Town Hall	8.56	8.59	9.04	9.09	9.14	9.19	9.26
Central	9.00	9.03	9.07	9.13	9.18	9.23	9.30
Redfern	9.02	9.05		9.15	9.20	9.25	9.32
Burwood	9.11	9.15			9.30		9.42
Strathfield	9.15	9.18		9.27	9.33	9.37	9.45
Lidcombe	9.20			9.32		9.42	9.50
Clyde						9.49	
Granville	9.26			9.38		9.51	9.56
Parramatta	9.30			9.43		9.55	10.00
Proceeds to	RCD	EPG		EPS	EPG	PNR	RCD

Frankly this isn't too bad, but bear in mind that the timetable has twenty-one columns of times, and without horizontal shading or lining it's very difficult to read times for individual stations on the far right of the document.

As an aside one wonders what the point is in showing Hornsby departure times for services via MQP.

CityRail subsequently updated the Oct 2009 timetable with a format based on their current printed timetable. The result has not been good. The North Shore timetable is split over two pages. (An example, pages 16 and 17, is illustrated below.)

Monday to Friday						
		am	am	am	am	am
Wyong						6.42
Tuggerah						6.45
Ourimbah						6.50
Lisarow						
Niagara Park						
Narara						6.55
Gosford	<i>arr</i>					6.59
Gosford	<i>dep</i>					7.01
Woy Woy						7.09
Berowra				7.24		7.37
Mount Kuring-gai				7.28		
Mount Colah				7.31		
Asquith				7.34		7.45
Hornsby	<i>arr</i>			7.38		7.48
Hornsby	<i>dep</i>	7.20	7.36	7.39	7.33	7.50
Waitara			7.38	7.41		
Wahroonga			7.40	7.43		
Warrawee			7.42	7.45		
Turrumurra			7.44	7.47		7.55
Pymble			7.47	7.50		

Gordon		7.46	7.49	7.52		8.00
Killara	via	7.48	7.51	7.54	via	
Lindfield	MQP	7.50	7.53	7.56	MQP	
Roseville		7.52	7.56	7.59		
Chatswood	7.54	7.57	8.00	8.03	8.06	8.09
Artarmon	7.56	7.59	8.02	8.05	8.08	8.11
St Leonards	7.58	8.01	8.04	8.07	8.10	8.13
Wollstonecraft	8.01	8.04	8.07	8.10	8.13	8.16
Waverton	8.03	8.06	8.09	8.12	8.15	8.18
North Sydney	8.07	8.10	8.13	8.16	8.19	8.22
Milsons Point	8.09	8.12	8.15	8.18	8.21	8.24
Wynyard	8.13	8.16	8.19	8.22	8.25	8.28
Town Hall	8.17	8.20	8.23	8.26	8.29	8.32
Central	8.21	8.24	8.27	8.30	8.33	8.36
Redfern	8.23	8.26	8.29	8.32	8.35	8.38
Burwood	8.33	8.35		8.42	8.45	8.48
Strathfield	8.36	8.39	8.42	8.45	8.48	8.51
Lidcombe		8.44	8.47	8.50		
Clyde			8.53			
Granville		8.50	8.55	8.56		
Parramatta		8.54	9.00	9.00		
Proceeds to	HBV	STM	EPS	RCD	EPG	HBV

Monday to Friday						
------------------	--	--	--	--	--	--

It is not easy for passengers from north of Gordon to ascertain times for Gordon and stations further south.

If CityRail persists with the view that they can show only about twenty stations to a page they need to rethink station groupings. The bulk of North Shore passengers travel within the Hornsby to Central sector – twenty stations - so a timetable for that sector would work. A separate timetable could be issued for Asquith – Berowra which could show intercity services that serve these stations as well.

Time has not permitted examining all these timetables line by line but the Northern one has a real clanger. Alternate pages show Hornsby to City via MQP and Epping to City via Strathfield. However, Central for the first part, ie via MQP appears all by itself on the top of the Epping

page. Very confusing. It would have been better to have left Central out altogether if they couldn't squeeze it on to the first page. Alternatively they could have left out minor stations between Chatswood and North Sydney as these are fully covered in the North Shore timetable.

As of 14 September these timetables were available as printed booklets from stations and other outlets. In this form they work well.

The pre October timetables that could be downloaded had a serious defect in that the orientation of the cover and the notes section up to page 10 differed from the timetables themselves. Users had to use the 'rotate' feature of their reader when switching from one section to another.

Northern line comments on the new CityRail timetable,

by Graeme Henderson, New South Wales Railway Review no. 1

I have had a look through the new timetable and here are some comments - predominately for the Northern line (I commute five days a week from Thornleigh to Wynyard) but I also touch on the Western/ Richmond Line. The Northern Line along with the Western/ Richmond Lines are known as Sector 3. The Northern line services are completely changed with daily only two trains each way running from north of Epping to south of Epping negating the need to change trains - I'll touch on these later. Trains will now run in a 'reverse question mark' arrangement - Hornsby, Epping (Underground - UG), Chatswood, City, Strathfield, Epping (Above Ground - AG). All trains on the Down will terminate in the middle platform at Epping and either reverse in the platform or, in most cases, cross over to the terminating road off the Up Main to reverse. This will provide a 19-20 minute turnaround from platform to platform. While this will be generally sufficient if the down service is running over seven or eight minutes late it will probably impact the on-time running of the Up service. There are two early morning services that start from Epping (0525 and 0558 ex Epping to City via Strathfield). Both these services run empty cars from Hornsby to Epping and then form a service to the City via Eastwood. Running these services empty is a complete waste and the timing of these would be of great advantage to workers who start at 0700 and work south of Epping. By running them empty and non-stop from Hornsby they achieve nothing.

Up Morning Peak - North of Epping

We still have a 15 minute service and trains run 2 minutes earlier than the current peak hour timetable and take 1-2 minutes longer to get to Wynyard than they currently do. They also stop at 5 more stations than the current timetable. I am curious to know what will happen if the Shore (north of Chatswood) is running late and what impact it will have to trains from Hornsby via Epping at Chatswood. Overall no real improvement and the trip to the CBD will seem a lot longer because of the extra station stops. Regardless of what time you are travelling if it is from north of Epping to south of Epping you will (with the exception of the two through services) need to change at Epping from the underground platforms to the above ground platforms. Seven minutes is allowed in the timetable for this.

Up Morning Peak - South of Epping

Here is a big change. Firstly Eastwood and West Ryde have lost four services in the morning and the remaining four run all stations to Strathfield. Thus the running time for Eastwood and West Ryde commuters has increased by around 10 minutes. In addition the increased medium and high density housing will mean these four services will be overflowing by the time they leave Rhodes. A very big backward step for these stations.

Through services from north of Epping to south of Epping (& vice versa)

The CityRail website says "Northern Line services will no longer operate directly between Hornsby and the City via Strathfield with the exception of a few services which will operate as through trains between Strathfield and Hornsby to minimise interchange at Epping for school children." In actual fact there are two services each way but they are in the wrong direction. In the morning the first service is: Strathfield 0751, Epping 0813 and Hornsby 0830. The second service is Strathfield 0821, Epping 0813 and Hornsby 0900. Neither service stops at stations between Strathfield and West Ryde (North Strathfield, Concord West, Rhodes and Meadowbank). These two services are completely pointless if they are to provide a service for school children as the website says. They would only provide a service for those from West Ryde, Denistone and Eastwood going to north of Epping. In addition to this the running of the second service is too late to be of benefit to anyone. In the other direction the first service is Hornsby 1409, Epping 1426 and Strathfield 1448. The second service is Hornsby 1519, Epping 1535, and Strathfield 1555. The first service is all stations south of Epping but the second

service misses Denistone, Meadowbank, Rhodes, Concord West and North Strathfield. Again one of the services is of no use - the first one is too early to be of use to any school children. There is no through service in the morning for those school children travelling from north of Epping to South of Epping (and Strathfield) and vice versa in the afternoon. The result will be a large number of children (and general public) changing trains at Epping in the peak hours. So ultimately the through services are in the wrong direction and only one of the two (in each direction) are of any real use and thus the advantage is minimal.

Service Frequency

Here is the one major improvement. Services are generally every 15 minutes through to about 9:00pm at night. The exception is between 1019 and 1249 where Hornsby to Chatswood via Epping continues with the 15 minute frequency but every second train terminates at Chatswood. This amounts to a total of five services - a little pointless. The big difference is in the evenings where a 15 minute service is maintained until 0921 ex Town Hall to Hornsby via Macquarie Park - currently it starts dropping back at 1830 with a 30 minute service from 18:46. Interestingly on the weekends, Hornsby to Chatswood via Macquarie Park has a 15 minute service but every second train reverses at Chatswood. This maintains the (much trumpeted) 15 minute frequency on the Epping - Chatswood line. The running time between Epping and Chatswood (17 minutes) means that you cannot run a shuttle service with a 30 minute frequency so every train goes to Hornsby to reverse.

Evening Peak - North of Epping via Macquarie Park.

The current 15 minute service is maintained and continues significantly longer than currently (see above). The negative is that trains are running about 2-5 minutes earlier. Thus the 17:12 (ex Wynyard) has become the 1708, the 1729 (ex Wynyard) will be the 1721 etc. The big difference is that the 1708 is now too early for the 1700 leavers so in reality the first train post 1700 is now the 1721 which will be packed. All services in the peak also stop at all stations between Wynyard and Chatswood thus we will also have North Shore commuters on the train. Overall no improvement except for significantly later 15 minute service which admittedly is a great improvement.

Evening Peak - South of Epping via Strathfield

No real change here as services continue at the 15 minute frequency. The four fast trains that did Strathfield - West Ryde - Eastwood then all to Hornsby have disappeared but all except the last of these (1712 ex Wynyard) was too early anyway.

Weekend Services

On the weekend, connections at Epping are impossible. If you are travelling from south of Epping to north of Epping you have precisely 4 minutes at Epping to get from above ground to below ground assuming the train from Strathfield is on time. I would think that most of the time this connection would be missed and people will have to wait underground for 15-17 mins. In the Up direction (From north of Epping to south of Epping) it is even worse - only two minutes are allowed which you will never be able to achieve getting from the under ground platforms to the above ground platforms - in this case the connection will be 30 mins. This impossible connection is repeated at Chatswood as every second service from Hornsby (which terminates at Chatswood and does not go through to the City) arrives at Chatswood three minutes after the connecting North Shore service has departed. Passengers going to the city will thus have a 12 minute wait and arrive in the city three minutes before the following service. This lack of good connection is repeated in the other direction as well.

Other lines in Sector 3

The Western Line gets one new service in the mornings and three new services in the evenings. In the morning the new service is the 0710 ex Quakers Hill (Town Hall 0805) In addition two services from Quakers Hill that previously terminated at Central now go through to North Sydney (0724 and 0739 ex Quakers Hill - 0820 and 0835 at Town Hall). Note that stations beyond Quakers Hill continue to have a 30 minute service all day. These three Quakers Hill starters spend the night in the yard at Blacktown and are formed by non air-conditioned sets - I would not like to be on them on a winter's morning. They also only serve Quakers Hill and Marayong before Blacktown. The afternoon peak gets one extra service to Quakers Hill (1722 ex Town Hall) and two extra services to Penrith (1737 and 1837 ex Town Hall). While four paths have been made available by the change to Northern Line services three of them have been used in the morning and none of them have been used in the afternoon (as the new services are later than the four fast Hornsby services were).

RAIL & TRAM NEWS

ARTC Master Train Plans: 11 October 09

by Victor Isaacs and Geoff Lambert

The ARTC has re-issued all of their Working Timetables dated 11 October 2009, to coincide with the new NSW Rail Corp timetables of the same date. The Working Timetables have been renamed "Master Train Plans: Freight and Country Passenger Services".

In a major change, NSW has been integrated into the national system - but the timetables are in the style adapted from the former NSW WTTs. The new books and their contents are:

NSW (Macarthur/Unanderra) – VIC (Melbourne):

- Macarthur & Unanderra – Goulburn – Canberra
- Goulburn – Temora – Parkes & Junee – Albury
- Junee – Griffith – Hillston
- Albury – Tottenham

NSW Hunter Valley Region

- Kooragang – Muswellbrook – Gulgong
- Muswellbrook – Armidale & Moree & Wee Waa
- Werris Creek & Gulgong – Dubbo – Parkes & Cobar

NSW (Islington Jnc) – Queensland (Acacia Ridge)

- Islington Junction – Telegraph Point
- Telegraph Point – Acacia Ridge

NSW (Wallerawang) – South Australia (Crystal Brook)

- Wallerawang – Dubbo & Broken Hill
- Wallerawang – Kandos
- Broken Hill – Crystal Brook

Victoria (Tottenham) - South Australia (Spencer Junction)

- Melbourne Metro: Southern Cross & Appleton Dock – Tottenham
- Tottenham – Adelaide Keswick
- Adelaide Metro: Dry Creek – Keswick
- Adelaide Metro: Dry Creek – Pelican Point
- Dry Creek – Spencer Junction – Whyalla
- Maroona – Portland

South Australia (Spencer Junction) – WA/NT Tarcoola/West Kalgoorlie)

- Spencer Junction – Kalgoorlie

Some comments:

- All sections are laid out in the ARTC-NSW style of timetable and not the old ARTC national, style, which did not show operator names or train numbers, train lengths, etc. The ARTC style of batches of adjacent columns devoted to each day of the week has been retained.
- The much-vaunted improvement in NSW North Coast timings hasn't happened except for the XPTs. Nearly all freight trains are considerably slowed in the Kempsey-Brisbane section. Only one is faster, and a few are the same travel time. This is for both directions.
- Times for NSW Southern Passing Lanes still do not appear. In fact, only Bomen Passing Lane has been brought into operation so far.
- Donnybrook, Wallan, Broadford and Tallarook have all lost their "Loop" suffixes, possibly as a precursor to their becoming Passing Lanes. The names Tallarook South and Tallarook North signifying a Passing Lane have disappeared.
- Eurora (northbound only), Avenel, Mangalore, Kilmore East, Heathcote Junction (southbound only) and Jacana Loop have been added as timing points on the Victorian NE line. The Albury - Tottenham section also includes new locations, Broadmeadows and Albion Junction. These presumably are because of the recent transfer of the Albion-Broadmeadows line from V Line to ARTC. It may also be in readiness for the introduction of V Line SG passenger services early next year.
- The Islington Junction – Telegraph Point section includes all the Maitland/Telerah Cityrail trains.

- In the Wallerawang - Dubbo & Broken Hill section the (presumably Adelaide-based) compiler has mistakenly substituted the name Tarcoola (which is in western SA) for Tarana (which is in western NSW).
- The Dry Creek – Pelican Point section includes the new freight line from Port Flat to Pelican Point.
- On the East-West railway, Stirling North, Hesso, Bookaloo, Pimba, Kultanaby, Malboomba, Barton, Ooldea, O'Malley, Denman, Reid, Mundrabilla, Loongana, Nurina, Rawlinna, Boonderoo, Zanthus, Chifley and Golden Ridge have all disappeared as timing points and Dry Creek Loop added.
- Despite its title, the final volume does not include any schedules in NT – not surprisingly as this line is not controlled by the ARTC.
- The total number of pages is 755.
- In a very nice touch, the front cover of all volumes includes a drawing of a steam locomotive hauling a passenger train. This may be of a Canadian Pacific locomotive.

The new Master Train Plans are all available on ARTC's website at www.artc.com.au/Content.aspx?p=160 or just look under "Operations".

As of the date of compilation of this issue (late September), train graphs for 11 October had not appeared on ARTC's website.

Geoff Lambert's analysis shows, that despite ARTC publicity, NSW North Coast freight trains have in general become slower over the past six months:

Train #	Day	Dec-08	May-09	Jul-09	Oct-09	Dec-May	Changes	
							May-Jul	Jul-Oct
1BW3	MON	11:09	10:12	10:12	10:13	Faster	No change	Slower
7AB0	MON	09:32	06:58	08:58	09:47	Faster	No change	Slower
1MB4	MON	11:09	12:11	12:14	12:27	Slower	Slower	Slower
2WB3	TUE	11:25	10:54	10:54	10:54	Faster	No change	No change
2MB7	TUE	07:52	07:41	07:39	07:41	Faster	Faster	Slower
2BM2	MON	11:12	09:09	09:08	09:28	Faster	No change	Slower
2BM7	MON	08:16	07:25	07:15	08:05	Faster	Faster	Slower
2BM4	MON	07:39	07:09	07:09	07:09	Faster	No change	No change
2BW4	MON	10:03	08:44	06:19	06:19	Faster	Faster	change
3BM2	TUE	07:48	07:06	07:06	07:03	Faster	No change	Faster
3BM7	TUE	08:15	07:25	07:25	08:06	Faster	No change	Slower
3BM4	TUE	10:04	08:36	08:36	08:36	Faster	No change	No change
3BA6	TUE	09:22	08:18	08:18	08:18	Faster	No change	No change
3BW4	TUE	09:28	09:04	09:14	09:14	Faster	Slower	change
4BM2	WED	07:39	07:49	08:19	07:43	Slower	Slower	Faster
4BM7	WED	08:15	07:21	07:21	08:04	Faster	No change	Slower
Averages		09:19	08:30 -9%	08:30 0%	08:41 2%	Faster	No change	Slower

ARTC: NSW Southern line closedown 19-21 Sept 09

The main NSW South line from Campbelltown to Moss Vale was closed for 48 hours from 0200 on Saturday 19 until 0200 Monday 21 September 2009. A \$800,000 package of works involving track reconditioning; turnout re-timbering; rail resurfacing; rail straightening, repair of minor defects such as small wheel burns, and boom barrier works at level crossings in Moss Vale and Bowral funded under the Australian Government's stimulus package was implemented. During the possession RailCorp passenger services were replaced by buses and freight services diverted via Wollongong.

ARTC: Sunshine-Brooklyn standard gauge line

A 100 tonne, 45 metre bridge across Sunshine Road was placed in position on 5 September. This is part of ARTC's \$15 million Sunshine-Brooklyn direct standard gauge link. The line is expected to be operational in 2010.

More transferred from V Line to ARTC

Responsibility for sidings at stations on Victoria's western standard gauge line from Berrybank to Serviceton was transferred from V Line to ARTC on 31 July 2009.

ARTC: SA crossing loops

ARTC has inaugurated a program for 1800 metre crossing loops in SA:

- Bordertown - new stand alone loop
- Keith - new stand alone loop
- Tintinara – extension of existing loop
- Coomandook – extension of existing loop
- Swanport (may be named (Monteith) – new loop
- Callington - new loop
- Aldgate – possible new loop
- Bolivar – extension of existing loop
- Hillgrange – extension of existing loop
- Trans Australia railway: new loops at Coondambo, Thomair, Chifley and Goddards.

Xstrata shunts Asciano with its own trains

by Matt Chambers, the Australian, 25 September

In an east coast first, Swiss miner **Xstrata** plans to bring some competitive tension to the Hunter Valley coal railway by buying three big coal trains and hauling its own coal to Newcastle Port. From 2011 the miner will move about a quarter of its coal itself, acting as a competitor to the region's main hauler, Asciano's Pacific National, as well as to Queensland Rail, which recently entered the Hunter Valley market. Xstrata will remain a Pacific National customer under a decade-long, \$800 million haulage deal the pair signed in July. But extra capacity which would have been picked up by Pacific National will now be moved by the miner instead. "We have entered into a commitment to procure rolling stock and commence haulage operations from 2011," an Xstrata spokesman said. "By investing directly into the Hunter Valley coal chain, we are providing greater security of supply for our customers."

Xstrata's move was finalised in recent days and is understood to have come as a surprise to Pacific National. It comes after last week's landmark deal between NSW coal exporters and the state government to overhaul port access at Newcastle, an agreement Ports Minister Joe Tripodi claims could double exports over the next six or seven years. Newcastle, operated by Port Waratah Coal Services (PWCS), is already the world's biggest coal harbour but has been a notorious bottleneck for exports.

Xstrata has agreed to buy three trains, each consisting of three locomotives and 90 wagons, for a total of \$120m. The three trains, each about 1.5km long and able to carry 9000 tonnes of coal, will haul a total of just over 10 million tonnes of coal a year by making up to two trips a day from Xstrata's Hunter Valley mines to Newcastle. "This purchase complements the recently announced port access arrangements at PWCS and we are looking forward to working with port and track service providers to further increase the capacity of the Hunter Valley coal chain," Xstrata said.

Yesterday, Pacific National played down the move. "Pacific National signed a contract with Xstrata recently to haul the majority of their coal over the next 10 years to Newcastle and their

decision to acquire three train sets does not impact the contracts in place," said David Irwin, Pacific National's coal general manager. "We understand that the train sets have been purchased to exclusively service a proportion of Xstrata's growth volumes and is the result of Xstrata's requirement to diversify their supply chain risk." The Pacific National agreement is understood to account for about 30 million tonnes of Xstrata's 40 million tonnes a year of output. The remaining 10 million tonnes a year had been up for grabs by either Pacific National or Queensland Rail but Xstrata's relationship with Pacific National had made it the natural choice for a hauler.

The new rail business will be called X-Rail and will be operated by **Freightliner**. Bradken is building the wagons and United Group will provide the locomotives. If its first stage is a success X-Rail could expand in NSW to take more of Xstrata's coal.

QR Traveltrain disruptions

QR Traveltrain have added a section to their website providing details of forthcoming scheduled disruptions to services, www.traveltrains.com.au/Home.aspx

Townsville – Mt Isa line operations

- Operation of the Townsville – Mt Isa line was transferred from QR National to QR subsidiary ARG (Australian Railroad Group) on 20 July.
- Charters Towers, Hughenden, Richmond, Julia Creek and Cloncurry have all been closed for general freight, which will now be transported by QR road subsidiary Q-Link.
- A new operator P & O Trans Australia is to operate trains carrying phosphate from Mt Isa to Townsville. They are expected to commence operations in late 2009 or early 2010.

Tracklaying complete to Varsity Lakes

Tracklaying on the new 4.1 km double line extension of the Gold Coast line from Robina to Varsity Lakes has been completed. The extension is expected to open by December 2009.

Trip to Paris cheaper than to Charleville

by *Ursula Heger, Courier-Mail Brisbane, 4 July 2009*

It is cheaper to fly Queensland's rail commuters to Paris than to cart them from Brisbane to Charleville on the state's Traveltrain network. The *Courier-Mail* can reveal that taxpayers are forking out \$1135 to subsidise every passenger on the Traveltrain Westlander route, \$250 more than the cost of a plane ticket to France. Currently, the State Government pays more than \$2.5 million each week to subsidise the eight Traveltrain routes throughout Queensland, casting more doubt on their future. The subsidy for each passenger on the 777km route has increased 18 per cent on the previous year, now double the cost of a flight to Los Angeles and the same price as a ticket to London. However, the most heavily subsidised Traveltrain service was the Inlander route, between Mount Isa and Townsville, where government assistance reached \$1433 for each of the 7200 passengers last year.

The figures, released by Queensland Transport, show while the size of some subsidies, including the Sunlander and the Bundaberg Tilt Train, have fallen over the past two years thanks to increased patronage, both the Inlander and Westlander routes have blown out by another \$150 a person. The skyrocketing subsidy comes two years after promises by the State Government to review the level of subsidy or scrap it altogether if patronage did not increase.

Transport Minister Rachel Nolan said that while the level of subsidy provided to Traveltrain was constantly being reviewed, the Government was committed to maintaining services. "In tough economic times of course the Government needs to closely examine these services including the amount of subsidy provided," she said. Ms Nolan acknowledged the "use it or lose it" ultimatum made by the Beattie government in 2006, but refused to comment on plans for the services. "The Government made it clear in the past that the community needs to come on board rail service in order for them to be financially sustainable," she said. "This is a matter that the Government has constantly had under review."

Overall, the State Government subsidy on the eight Traveltrain routes reached an estimated \$132 million last financial year, up \$7 million on the previous year despite 7000 additional passengers using the network. Opposition spokeswoman Fiona Simpson said questions should be asked about the cost of train services across the state. "It is legitimate to ask questions

about the cost inputs of Queensland Rail's services throughout the state and how to get better value," she said. "However, in assessing the value of community service obligations, which are a public subsidy, it must be remembered that all public transport is subsidised throughout Queensland."

Commuter advocacy group Rail Back on Track spokesman Robert Dow said that while the services were vital to rural communities, they needed to be more cost-effective. "The long distance rail network is an important communication link for rural communities," he said. "But in the case of the Westlander and the Inlander I think it is time to review whether to continue with the same type of services or whether it be more cost effective to put on other units, such as diesel-mechanical units." Mr Dow said diesel-mechanical units were a cheaper option to the current trains.

Last train to Dirranbandi?

The last train may have operated to Dirranbandi, reports the October *Railway Digest*. The twice-weekly freight train last operated on 4/5 June, then a special train on 14/15 August cleared the yard. QR says the service will now operate "as required" with a truck service substituting. This means there are no trains beyond the Thallon silo.

Ipswich line works

From 28 September to 4 January 2010 there were to be no suburban services between Ipswich and Rosewood because of work on a bridge, with a bus service running in lieu of trains; but after a period of complaint a decision was made to allow the running of peak period trains.

Sydney-Canberra: Additional passenger trains from 6 Dec 09

In a very welcome move (and as foreshadowed in February *Table Talk*), passenger train services from Sydney to Canberra and v.v. will be increased. The midday train, the most popular train for bookings, and the morning train, will run every day in both directions from 6 December 2009. The evening trains will remain at four times a week. The service will be:

	Ex Sydney	Ex Canberra
Morning	Daily	Daily
Midday	Daily	Daily
Evening	Sun, Mon, Wed, Fri	Sun, Mon, Wed, Fri

A consequence will be that the connecting Eden-Cooma-Canberra Countrylink bus will run on the same schedule every day, to connect with the midday train. The NSW Premier, Nathan Rees, made the announcement of the improved service at Queanbeyan station on 18 September.

Countrylink to the car races and to see Elvis

Countrylink will operate a special train to Bathurst on Sunday 11 October for the Supercheap Auto Bathurst 1000 Car Races, departing Sydney at 0514, arriving Bathurst 0915, departing Bathurst 1825, arriving Sydney at 2237.

Countrylink will, as usual, operate to the annual Elvis Festival in Parkes. A special train will depart Sydney at 0915 on Friday 8 January 2010, arriving in Parkes at 1521. The return will depart Parkes at 0830 on Monday 11 January, arriving Sydney at 1537.

CityRail Working Timetable 11 October 2009

The final version of CityRail's Working Timetable of 11 October, version 2.08, was published on 16 September. Book 1, Mondays to Fridays, is 478 pages, Book 2 Weekends, is 318 pages, Book 3, Instruction Pages, 20 pages, and the new Book 5, Freight Services, 88 pages.

A Freight Services timetable, in the old format, version 2.1, was issued effective 13 September 2009.

V Line public timetables 19 July 09

All V Line **pocket** timetables were reissued dated 19 July 2009 except Ararat – Melbourne, Ballarat – Bacchus Marsh – Melton – Melbourne, Nhill – Horsham – Melbourne, and Ouyen – Hopetoun – Melbourne which were issued 19 June. The **Western Victoria booklet** was reissued dated 19 July 2009, even though the previous edition was only issued five weeks earlier. The separate **Great Ocean Road** timetable is no longer produced.

Mildura line upgraded

The \$73 million upgrade of the 525 km Mildura freight line, between Gheringhap and Mildura, has been completed ahead of this year's grain harvest. The upgrade will cut travel times from Melbourne to Mildura from 14 hours to about 10 hours and allow freight trains to run at up to 80 km/h. The line handles about 1.5 million tones of produce pa.

Deer Park upgrade

VicTrack started work on a \$5 million upgrade of Deer Park station in early September. It is expected to be finished by April 2010.

Warrnambool trains suspended temporarily

Fierce wind storms brought down trees onto the Warrnambool line on Saturday 12 September. The evening down train ran into the trees and was derailed. The line was closed for repairs until 20 September.

Melbourne Metro project

The Victorian government called tenders on 9 September 2009 for soil and engineering testing works, on Melbourne's \$4.5bn underground Metro rail project. Premier John Brumby, said first stage geotechnical investigations could examine the possible alignment of the new rail tunnel before the end of the year.

The government also revealed concept designs of stations and areas of opportunity for urban renewal around four likely station sites. Mr Brumby said stage one of the project would add capacity for thousands more passengers on the suburban rail network and shape the future growth of the CBD and inner Melbourne. Stage one will run 10 to 12km from Dynon, north west of the CBD to Domain, south of the city on St Kilda Road. The new tunnel will go via Parkville to provide rail access to Melbourne University and three nearby hospitals. The Premier said stations could also be built or redeveloped between Footscray and Parkville, the CBD, South Melbourne and Domain.

Federal Infrastructure chief Sir Rod Eddington, said in his report last year on Melbourne's future transport needs, that central Melbourne would continue to be a large generator of jobs but said a future CBD would include Parkville, Southbank, St Kilda Road and the inner-west, including Footscray.

Construction on Melbourne Metro is expected to start in 2012 and the Victorian Government will be seeking Commonwealth funding for the more than \$4.5bn needed.

Sunbury electrification

On 19 August tenders were called for electrification from Sydenham to Sunbury. The project provides for electrifying 15 kms of track and upgrading Sunbury and Diggers Rest stations, including extra car parking spaces. Work is to commence next year.

Victoria Harbour Docklands tram extension opens

On 20 September the tram extension along Collins Street to Merchant Street, Docklands opened for routes **11**, **42** and **48**. Route **31** has ceased as a regular route and will now only operate when parades block Collins Street, the first occasion being the AFL Grand Final Parade on 25 September. To retain a service along Flinders Street to Waterfront City Docklands route **70** has been extended to Waterfront City from Harbour Esplanade and Bourke Street Docklands. On 21 September new route **71** commenced with two trams operating a service between Simpson Street Siding and the old route 70 terminus at Harbour Esplanade and Bourke Street This is a weekday lunch time only service.

Myki and dampening peak hour demand

Commuters could enjoy discounted off-peak public transport fares when Melbourne's new myki ticket system is introduced in November, the head of Victoria's Transport Department says. Jim Betts said Melbourne's free "early bird" tickets had been hugely successful in shifting travel patterns and reducing pressure on the peak-hour crush, and further off-peak discounts were under consideration. Myki would "give us greater flexibility to be more creative about how we charge people for public transport usage, particularly incentives to travel in the off-peak," he said. Mr Betts said Melbourne's train usage had grown by up to 12 per cent a year. "You have to explore different ways of managing that demand without necessarily requiring the Government

spend millions of dollars, and one of these options was to look at the fact that the peak-hour demand on our rail system was very concentrated basically between 7.30am and 9am," he said. Mr Betts said the free early bird travel would continue, and other states were considering similar pricing structures. The free travel before 7am had probably shifted 3000 people, or three train loads, to earlier services. He said three trains would cost \$60-\$70 million. "That is a precursor to what we might be able to do more generally when our new ticketing system is in place," he said.

Tasmanian rail sale

The Tasmanian government will take control of the State's railway system from 1 December 2009. This follows finalisation on 7 September of an agreement with Asciano for its sale for \$32 million, as expected.

Noarlunga – Seaford line work commences

Work commenced in early September on Adelaide's \$291 million 5.5km extension of the Noarlunga line to Seaford. Contractors are working on the first detailed geotechnical surveys, preparing the site for construction from mid next year. The first trains are expected to run on the extension in 2013, in line with the completion of the electrification of the Noarlunga line. Funding for the project was announced in May as part of the Federal Government's infrastructure spending in the 2009 Budget.

TransAdelaide: new timetables 27 Sept 09

In addition to the new Noarlunga line timetable with extra services commencing on 27 September, as mentioned in last month's *Table Talk*, new Outer Harbor, Grange and Gawler line timetables from that date will also introduce extra services and more peak express running.

Road trains for grains as rail fails

by Paige Taylor, from the *Australian* 31 August 2009

Trucking companies are slowly increasing their share of Western Australia's massive grain transport industry as the state's ailing rail network waits for a \$400 million upgrade. Up to 15 per cent of the 5100km network criss-crossing the southwest of the state is closed because it is dilapidated, and road trains now cart about half the annual yield to ports compared with about 40 per cent a few years ago.

The West Australian Farmers Federation estimates there are currently about 150,000 road train movements to and from grain bins to the state's ports each year, not including all truck movements to and from farms. The farmers federation is working to convince the state and federal governments that every kilometre of the remaining network is worth saving, and some within the industry believe even the shabbiest sections of rail should be resurrected in the interests of road safety. West Australian farmers now produce between 12 million and 15 million tonnes of grain a year, but this could reach 20 million tonnes within 10 years.

So far, state Transport Minister Simon O'Brien has acknowledged the importance of preserving a well-used stretch of rail between Northam and Albany and has commissioned a report on what should happen to the rest of the network and who should pay for it. The bill for saving the network is thought to be about \$400m.

Mr Norton said road trains, which usually carried 50 tonnes each, were deeply unpopular with the residents of country towns and regional ports, and using them exclusively would cost the government more in road repairs in the long term. "If we get to 20 million tonnes, there is just no way the roads and traffic system could cope, and the community just would not accept all those road trains coming through their towns," he said. Mr Norton is part of the Strategic Grain Network Committee working on recommendations for the Barnett government. At present the committee prefers the state's grain to reach port through a combination of rail and road transport. But Mr Norton said rail would no longer be an option unless there was a substantial investment in upgrading and maintaining the grain rail network soon. The Barnett government, the commonwealth government and industry will each be asked to contribute a third of the cost.

The poor condition of parts of the network became an issue after it emerged that the business that took over its operation in 2000, WestNet Rail, had a contract that allowed line closures. The network carts about 50million tonnes a year but its most common freight is alumina, iron ore and bauxite. There was little incentive to carry out expensive work on sections of the network used primarily for grain transport, which accounted for just over 10per cent of the freight on the

network. According to WestNet analysis, in one year five million tonnes of grain were carted over 2500km of the network while 45 million tonnes of other products were carted over 2600km.

Auckland timetables Nov 09 & Feb 10

A new timetable is expected for Auckland suburban trains on 1 November when two more SA carriage sets enter service, then another in February 2010 when three more sets enter service. A new timetable is not expected in January 2010 when major works improving the important Newmarket junction are completed. By February Western line services may be improved following progress with duplication and the future of the once-daily Helensville train may also be clearer then.

On 18 September construction began on the Manakau branch starting from Puhinui on the North Island Main Trunk line. The branch will be a mainly double tracked line next to a new motorway. Regular suburban trains will serve this fast growing area.

Cisalpino to disappear

Swiss Federal Railways and Trenitalia will dissolve their Cisalpino partnership operating passenger trains from Switzerland to Italy, with effect from the European timetable change of 13 December 2009., Staff and rolling stock will be absorbed by the two national railways. Cisalpino trains have become notorious for their unreliability.

Thanks to Tony Bailey, Barry Blair, Victor Isaacs, Geoff Lambert, Michael Marshall, Lourie Smit, the *Age*, the *Australian* and *Railway Digest* for Rail news.

BUS NEWS

New South Wales – Sydney

Region 5 Bus Network (Punchbowl) is now under community consultation.

Regions 10 and 11 Bus Network (Veolia). Changes were expected in the Miranda area from 21 September.

Busways Blacktown timetables from 11 October 2009 by Hilaire Fraser:

721	South Blacktown Services
722	Blacktown - Blacktown Hosp
724	Blacktown - Prospect
724	Blacktown - Arndell Park
725	Blacktown - Huntingwood Industrial
726	Blacktown - Douglas Rd DSide via Kildare Rd
727	Blacktown - Doonside via Monash Rd
	Blacktown - Tallawong
	Minchinbury & Eastern Creek Services
737	Mt Druitt - Eastern Ck
738	Mt Druitt - Eastern Ck Business Pk
739	Mt Druitt - Minchinbury
739V	Mt Druitt - Mt Druitt South
	Castle Hill & Macquarie Park Services
740	Macquarie Pk - Plumpton
745	St Marys - Castle Hill
	Quakers Hill, Glendenning & Doonside Services
750	Blacktown - Mt Druitt via Bidwill
753	Blacktown - Marayong only
754	Blacktown - Mt Druitt via Hassall Grove
751	Blacktown - Quakers Hill via Hambledon Rd Circ
752	Blacktown - Quakers Hill via Pye Rd Circ
753	Blacktown - Doonside via Tallagandra Dr
756	Blacktown - Mt Druitt via Woodcroft & Plumpton
	Mt Druitt (north side)
750	Blacktown - Mt Druitt via Bidwill
761	Mt Druitt - Bidwill via Carlisle Av
754	Blacktown - Mt Druitt via Hassall Grove

758	Mt Druitt - St Marys via Shalvey & Tregear
	Rouse Hill & Castle Hill Services
T70	Blacktown - Castle Hill via Glenwood
T71	Blacktown - Castle Hill via Stanhope Gardens
754	Blacktown - Mt Druitt via Hassall Grove
T70	Blacktown - James Cook T-way only
T71	Blacktown - Rouse Hill Town Centre only
T74	Blacktown - The Ponds
T75	Blacktown - Rouse Hill
718	Blacktown - Kings Langley
743	Blacktown - Kings Langley
744	Blacktown - Blacktown Industrial
S7	Blacktown - Parklea Garden Village
	Rouse Hill & Riverstone Services
T75	Blacktown - Riverstone via Rouse Hill
746	RiverstoneBox Hill
757	Mt Druitt - Riverstone
S12	Marayong - Quakers Hill

New South Wales – Regional

Central Coast: A new weekday commuter service has been introduced by Red Bus between Tuggerah Station and Glenning Valley via Chittaway Bay. New route 14 commenced on 31 August 2009 with departures from Glenning Valley at 0524, 0549, 0624, 0643 and 0706. Trips from Tuggerah Station depart at 1500, 1600, 1654, 1731, 1814 and 1852.

South Australia – Adelaide

Extensive changes introduced from 27 September 2009. These are summarized as:

Adelaide Hills

820,821 Carey Gully/Summertown (minor timetable changes)

823,840,860,863,864,830F,834,835 Lobethal/Mt Barker (minor timetable changes)

837,841F,842F,838,839 • Extra services on routes: 837 – seven extra services 841F – two extra services 842F – four extra services, 838C (Mt Barker loop) – extra weekday services. Mt Barker loop (minor timetable changes)

850,852 Strathalbyn/Macclesfield/Meadows/Echunga. Mt Barker (minor timetable changes)

861 Glen Osmond Road (minor timetable changes)

865,866,868 Aldgate/Heathfield/Piccadilly (minor timetable changes). 866 some services to operate as a 'loop' service from Stirling to Crafers via the freeway and then back to Stirling via Piccadilly and Stirling East.

892,893,894 Aldgate/Blackwood/Belair (minor timetable changes)

Port Road/Port Adelaide

150,153,155,156,157,376 Time changes to weekend services. 153 replaced by 150 and 150P; 155 one extra service in the PM peak.

Le Fevre Peninsula/Outer Harbor

150B many services replaced by new 350. 333H replaces 330 services

Prospect Road via City and Goodwood Road to Flinders University, Flinders Medical Centre or Marion Shopping Centre New 'G' through-City services

181 Prospect and 182 Blair Athol: new route numbers G10/G11;

Tea Tree Plaza/Mawson Lakes/ Bridge Road/ Salisbury/Elizabeth

560 more direct services to Tea Tree Plaza and improved service, connecting with 565 services at Ingle Farm; 565 will operate between Mawson Lakes and Ingle Farm only (see 560 for connecting services to/from TTP).

205 and 565 will no longer connect at Ingle Farm. 205 no longer travels via Bridge Road, Beovich, Belalie and Montague Roads.

Galway Avenue Oakden (2 extra daily services 208 and 209F). 209F limited stops now between 17A and A2/Z1 King William Road. 528 to operate via King William Street and North Terrace.

Harrison Road services City/Arndale/West Lakes (minor timetable changes)

231 to operate via King William Streets instead of Currie and Grenfell Streets.

Churchill Road services (minor timetable changes)

235,237,238,239 Hawker Street services (minor timetable changes)

271,273 North East Road services (minor timetable changes)

361 Port Adelaide/Grand Junction Road/Tea Tree Plaza (minor timetable changes)

City/Main North Road/Mawson Lakes/Salisbury, Elizabeth, Smithfield and Para Hills (7 extra services on weekdays)

224 and 225 NEW express 'X' services between Mawson Lakes and stop 29 Main North Road then express to stop 4 in North Adelaide. 228 and 229 NEW express 'X' services, between stop 29 Main North Rd and stop 4 in North Adelaide. 224F, 225F, 226F, 228F and 229F limited stop services will operate between stop 17 (Sefton Plaza) Main North Road and the City.

Tea Tree Plaza/Mawson Lakes/Bridge Road/Salisbury/Elizabeth

205 no longer travels via Bridge Road Beovich, Belalie and Montague Roads. 205 and 565 will no longer connect at Ingle Farm.

560 more direct services to Tea Tree Plaza improved service, connecting with 565 services at Ingle Farm.

565 will operate between Mawson Lakes and Ingle Farm only (see 560 for connecting services to/from TTP).

City/Main North Road/Mawson Lakes/Salisbury, Elizabeth, Smithfield and Para Hills (7 extra services on weekdays)

224 and 225 New express 'X' services between Mawson Lakes and stop 29 on Main North Road then express to stop 4 in North Adelaide

225 extended to the western part of Mawson Lakes to service the housing development between the railway line and Salisbury Highway south of Elder Smith Road

228 and 229 New express 'X' services, between stop 29 on Main North Rd and stop 4 in North Adelaide.

224F, 225F, 226F, 228F and 229F limited stop services will operate between Stop 17 (Sefton Plaza) Main North Road and the City.

222, 224, 225, 226, 228 and 229 "less" connections at peak times at stops 25 and 29 on Main North Road to improve reliability. (It is not known whether this means fewer connections or reduced connection time). 222 and 224 minor route changes in Mawson Lakes on inbound services only.

400 Salisbury North/DSTO (minor timetable changes)

421 (new route number) Salisbury Interchange – DSTO

401, 403, 900 Paralowie/Salisbury North/Virginia (minor timetable changes)

404, 405 Paralowie - Salisbury loop (minor timetable changes)

411 extended to 'The Sanctuary' development in Mawson Lakes west of Salisbury Highway via Elder Smith Road, Hudson Road, Belfree Drive, George Street, Ryans Road, Oleander Drive and the existing route to Salisbury

415, 430 Salisbury/Greenwith/Hillbank/Elizabeth (minor timetable changes)

440, 441, 442, 443 Munno Para/Smithfield/Elizabeth (minor timetable changes)

450, 451 Andrews Farm (minor timetable changes).

Southern

640 will appear on the 719/720 timetable.

680, 681, 682, 683, 684, 685 replaced by new 720 along Sturt Road, Brighton Road, Ocean Boulevard, Lonsdale Road and parts of Hallett Cove and Sheidow Park

681 will operate between Hallett Cove Beach Station and stop 47 Aroona Road, Hallett Cove. Improved frequency and transfer opportunities with many 720 services at stop 47. Does not operate after 1900.

682 improved frequency and connections with many 720 services at Hallett Cove Centre.

683 services reduced, Roam Zone to continue after 1900.

684 (day) replaced by 720. 684 (night) will operate at night and on weekends from Cherub Street, Hallett Cove Beach Station terminating at Hallett Cove Centre. Roam Zone to operate after 1900.

685 (day) replaced by 720. 685 (night) will operate at night and on weekends from Hallett Cove Centre to Cherub Street, Hallett Cove Beach Station. This service will operate as a Roam Zone after 1900

Roam Zone last service of the night (0040) will be a combined roaming zone for routes 682, 683, 684 and 685.

712 Old Reynella/O'Halloran Hill TAFE (minor timetable changes)

720 New route providing a direct service from Old Reynella, Hallett Cove and Sheidow Park areas to the City via South Road. At night and on weekends New 720H will travel via Flinders Medical Centre.

City/Main South Road/Noarlunga (minor timetable changes)

721, T721, N721 extra weekday services in the morning and afternoon.

City/Woodcroft/Seaford Transit Link (minor timetable changes)

T722 extra weekday service in the morning and afternoon.

City/Marion/Woodcroft/Noarlunga (minor timetable changes)

723 and 733 extra weekday services in the morning and afternoon.

Eastern

Coorara Avenue/Magill Road (10 extra daily services 102, 104 and 106)

102, 104 and 105 more 'F' services in the PM peak.

104 and 105 services every 30 minutes on weekends.

106 split into two routes in the afternoon on weekdays to improve travel time and spread capacity: 106 all stops starting at Hindmarsh Square. 106X express from Grenfell Street stop G3 to stop 2 North Terrace and then all stops to Magill.

The Parade (32 extra daily services 125 and 126)

121 new route linking The Parade at Norwood with Kensington Road and Auldana.

124 new route returning to Auldana at peak times between the City and Auldana via 122 to The Parade/Penfold Road, then to stop 20, Auldana.

Kensington Road 141 services every 30 minutes during the day on weekends.

Grant Avenue/Portrush Road (5 extra daily services 143, 145 and 146)

Payneham Road services (11 extra daily services 174, 177, 178 and 179)

174 services every 30 minutes on weekends

175 replaced by 174–179 Payneham Road services.

177 replaced by 126 and 174 services. 177N replaced by 177 to Newton and 126 to Paradise.

179 new weeknight services outside peak times on weekdays and all weekend.

RZ8 Roam Zone(weekends) replaced by extensions of 104 and 178 services

Walkerville Terrace/Paradise services (minor timetable changes)

Marden/St Marys or Marion SC via City (5 extra daily services. New through city services W90 and W91)

291 & 297 now W90 to Marion Shopping Centre. 291 & 296 now W91 to St Marys

Inner Southern and South-west

170 – 172 Kingswood & Mitcham (6 extra daily services)

190 – 199 Unley Road (14 extra daily services)

197 New route City to Marion via Unley Road and Eliza Place, King William Road

202 New route City to Marion via King William Road and East Parkway. Golden Grove/TTP/ProspectRoad/City/Goodwood Road/Marion/Flinders Uni/Aberfoyle Park/Blackwood

New 'G' through-City services

210 and 214 replaced by G10/G11/197

213 replaced by G10/G11 or 202

214, 215, 216 and 182 replaced by G10/G11

212 and 699 replaced by G21

218 replaced by G20

T219 and 219X replaced by G22/G22X

F40, 217 and T217 replaced by G30 and G40

618 replaced by 620

RZ19 replaced by RZ22

N212/N215 replaced by N21/N10 (after midnight services)

ANZAC Highway

240 extended to Keswick see M44 timetable.

260 replaced by 262, 263 and 265.

Marion area (7 extra daily services on 241, 245, 248)

242 replaced by 241/245

Marden/St Marys or Marion SC via Winston Ave and City

New 'W' through-City services

291 and 297 replaced by W90

291 and 296 replaced by W91

Henley Beach/Glenelg/Marion/Flinders/Blackwood/Aberfoyle Park

690 replaced by part 600 and 601

695 replaced by 605 and part 601 (North of Black Road)

696 replaced by 601 and part 605 (North of Black Road)

697 replaced by 600 and part 601 and 605 (North of Black Road)

698 replaced by 600

600 and 601 replaced between Henley Beach and Glenelg by extended 110. 600 and 601 services extended from Blackwood Station to Aberfoyle Hub replacing 690, 696, 697 and 698. 600 on Saturday evening Flinders – Marion SC replaced by G10.

City to Marion SC via South Road

719 and 720 replaced by new 720 (extended to Hallett Cove and Sheidow Park).

720 (Sturt area) replaced by W90

Outer South Eastern

Adelaide O-Bahn and its associated services New services from 27 Sept:

New 506X operating in the AM Peak on weekdays, express between stop 29A Darley Road and the City.

New 541X providing a full-time express service between Grenfell Street and Tea Tree Plaza, with a 15 minute frequency at most times between the City and Tea Tree Plaza via the O-Bahn.

New 548 extended to operate to/from TAFE SA Marlestone, via King William Street, South Terrace, Anzac Highway and Richmond Road.

New 548 extended to service the new estate to the north of Golden Grove Road via Golden Grove Road, Captain Robertson Avenue, Sandstock Boulevard and Golden Grove Road.

New G30 & G40 will provide a full time service during the day on weekdays between Tea Tree Plaza and Flinders University. At peak times these services will extend to Golden Grove Village. G30 will operate through the City to Blackwood Interchange.

New G4 replacing the weekend 540 loop service and 540 services between Golden Grove and John Road on weekdays during the day. New G4 will be a hail and ride service.

T500, T501, 506 and 507 services in the AM peak with new express routes to add four trips per hour to the O-Bahn

M44 better frequency on Saturday with services every 15 minutes between Tea Tree Plaza and Marion Shopping Centre

C2X will no longer pick up from Tea Tree Plaza Interchange, providing faster travel time to the City

T500 selected services will operate as 500X express between stop 28 Sudholz Road and the City.

540 replaced by new G4, G30, G40, 548

G3 no longer services John Road and replaced by G4

J3 replaced by 541 on the north east side of City and J2 on west side of City

N3 renumbered N541

Roam Zone RZ6 replaced by 503 and Roam Zone RZ5

528 will commence from Victoria Square and operate via King William Street and North Terrace.

543 inbound services from Surrey Downs discontinued after 1930

Elizabeth/Salisbury/Mawson Lakes limited stop services

T500 new evening services until 2110 on weekdays and new express 500X operating between stop 28 Sudholz Road and the City.

Western

Grange/Crittenden Road (3 extra daily services 111 and 118)

110 extended to Glenelg via Harbour Town, replacing 600/601. Services every hour on weekends between the City and Glenelg.

130 and 132 services to end at Henley Beach South

133 (West Beach) replaced by new 162 and J2

136 replaced by 137 (City to West Lakes) and new 350 (north of West Lakes).

137 and 139 to travel via Royal Adelaide Hospital

167, 168 Richmond Road (minor timetable changes)

287, 288 Ashley Street (minor timetable changes)

West Beach services

J1, J2 replaced by new 162 weekday peak period service direct to and from the City via Rio Vista Avenue, West Beach, Burbridge Road and Sir Donald Bradman Drive, bypassing Adelaide Airport. NEW J2 services extended to Harbour Town via West Beach every 30 minutes during the day on weekdays and every hour at night and on weekends.

Flinders University/Airport/West Lakes (minor timetable changes).

Adelaide Metro Timetables Effective 27 September 2009 by Hilaire Fraser

102 City-Rostrevor via Reid Av

104, 105, 504, RZ8 City-Paradise via Arthur St

106, 107X City-Magill

110, 111, 113 City-Glenelg/West Lakes via Grange Rd

115, 117, 118 City-West Lakes/Pt Adelaide via Crittenden Rd

121, 122, N122, 123, 124 City-Auldana/Wattle Pk via The Parade

125, 126, 580 City-Paradise via The Parade & Mile End-Paradise

130, 131, 132 City-Lockleys/Henley Beach South via Henley Beach Rd

135 City-Glenelg via Henley Beach Rd

137, N137, 138, 139 City-West Lakes/Pt Adelaide via Henley Beach Rd

141, 142 City-Stonyfell/Burnside

143 City-Beaumont

145, 146 City-Glen Osmond/Urrbrae

150, 350, 352, 353 City-Pt Adelaide/Osborne via Port Rd

155/6/7, 376 City-West Lakes/Pt Adelaide/Largs Bay & West Lakes-Delfin Is 167, 168 City-Glenelg via Richmond Rd

170, 172 City-Mitcham Shops/Kingswood via Duthy St

171 City-Mitcham Shops via Fullarton Rd

173, 194, 196, 694 City-Blackwood Stn

174, 177 City-Paradise/Newton via Payneham Rd

178, 179, 578, 579, RZ8 City-Athelstone/Paradise via Payneham Rd

190, 191 City-Glenelg via Raglan Av

197, 198, 199 City-Oaklands Pk/Marion via Springbank Rd

200, 202, 202B City-Clapham/Marion

205/206/560/565 City-Elizabeth via Bridge Rd & Salisbury-Tea Tree Plaza

207, 208, 528 City-Oakden/Paradise

209, 209F City-Tea Tree Plaza

222 City-Mawson Interchange

224, 226F, N224 City-Elizabeth via Salisbury Hwy

225 Gepps Cross or Mawson Lakes-Salisbury via Northbri Av

228 City-Smithfield via Main North Rd

229 City-Para Hills via Pooraka

230, 231, 232 City-Pt Adelaide via Harrison Rd

235, 239 City-Kilburn/Arndale via Churchill Rd

237, 238 City-Valley View/UniSA Mawson Lakes

241, 245, 248 City-Warradale/Marion

250, 252, 252 City-Mansfield Pk/Pt Adelaide via Liberty Grove

253, 254 City-Mansfield Pk/Pt Adelaide via Hanson Rd

262, 263, 264, 265, N262 City-Marion via Glenelg

271, 273 City-Tea Tree Plaza via North East Rd

281, 283, 521, 522 City-Klemzig/Paradise

287, 288 City-Henley Beach/West Lakes via Ashley St

333 Outer Harbor-Pt Adelaide
361 Tea Tree Plaza-Pt Adelaide
400, 421 Elizabeth-Salisbury North & Salisbury-DSTO
401, 403, 900 Salisbury-Paralowie/Virginia
404, 405 Salisbury-Paralowie
411 Salisbury-Mawson Interchange via Parafield Gardens
415, 415H, 415V, 430 Salisbury-Greenwith/Hillbank
440, 441, 442, 443 Elizabeth-Munno Para/Smithfield

450, 451, E1 Elizabeth-Andrews Farm
503, 507, RZ5, RZ6 Paradise-Tea Tree Plaza via Holden Hill
506, 546 Paradise-Tea Tree Plaza via Para Hills
541, 541G, 541X, N541 City-Fairview Pk/Golden Grove
542, 542X, N541 City-Fairview Pk
543 City-Surrey Downs
545 City-Golden Grove via McIntyre Rd
556, 557 City-Tea Tree Plaza via St Agnes
558, 559 Paradise-St Agnes/Tea Tree Plaza
Adelaide O-Bahn Mega GoZone

600, 601, 605, G30 Aberfoyle Hub-Glenelg & Darlington-Blackwood Stn
640, 719, 720, 720H City-Flinders Uni/Old Reynella Interchange
645, 646 Marion-Seaview Downs/Seacombe Hts
681, 682, 683, 684, 685 Hallett Cove Beach Stn-Hallett Cove/Sheidow Pk
712, 712F Old Reynella Interchange-O'Halloran Hill TAFE
721, T721, N721 City-Noarlunga Centre Interchange
722, T722, 716, 743, 744 City-Noarlunga Centre via States Rd & Hackham
723, 732, 733 City/Marion-Colonnades Shopping Centre via Woodcroft
740, 741 Colonnades Shopping Centre-Seaford/Maslin Beach
820, 821 City-Carey Gully & Aldgate-Toorak Gardens

823, 840, 863, 860, 864, N864, City-Aldgate & Mt Barker
830F, 834, 835 Lobethal-City/Verdun/Mt Barker
837/841F, 842F, T842 City-Nairne
838A, 838C, 839A 839C Mt Barker East & West
850, 852, 856, 857 Macclesfield/Strathalbyn/Echunga
861, N864 City-Glen Osmond
865, 866, 868 City-Aldgate & Crafers-Stirling
892, 893, 894 Aldgate-Blackwood Stn
G1, G2, G3, G4, RZ4 Golden Grove-Petworth Lakes/Greenwith
G10, G11, N10, N21, Blair Athol-Marion/Panorama

G20, G21, G22X, 620, N10, N21 City-Aberfoyle Hub
G30, G40, G4, 548 Golden Grove-Blackwood Stn
J1, J2, C1X, C2X 162, N1 Jetbus
J7, 374 West Lakes-Flinders Uni
M44, M44G, X44, 240 Marion-Golden Grove
T500, 500X, T501 City-Elizabeth/Mawson Lakes
W90, W91, Marion/St Marys-Marden
Gawler Central Train
Noarlunga Train
Outer Harbor & Grange Train

Timetables not re-issued for 27/9/09 are:-
Glenelg Tram, Belair Train, 100, 701/702, 724/734, 715/725, 727/737
745/747/748, 749-756

Victoria – Melbourne

Melbourne Metropolitan Bus Reviews: A comprehensive listing of the proposed changes to bus routes in the Bayside-Kingston, Stonnington/Glen Eira/Boroondarra and Brimbank/Melton/Hume and Moonee Valley areas is published in the September- October 2009

Australian Bus Panorama; the journal of the Bus and Coach Society of Victoria. The changes, if and when implemented, will result in extensive alterations to bus routes in the inner and middle suburbs. It is hoped that details of timetable updates will be included in *Table Talk* as they are introduced.

Victoria – Regional

Geelong and Bellarine: From Monday 7 September new timetables were introduced. Overall, an extra 400 services a week including 39 at weekends are provided. The localities with significant improvements include Leopold, Newcomb, East Geelong, Breakwater, St Albans, Whittington, Belmont, Grovedale, Waurin Ponds and Marshall. New routes to Deakin University and Marshall are introduced. Stage 2 improvements next year are to include a new central bus interchange in Moorabool Street and further bus service improvements in the Lara and Bellarine Peninsula areas.

From 31 August, two express bus services from **Ballarat** Station to Wendouree Station were introduced on trial. They meet the train arrivals at 1719 and 1740, enabling passengers with cars at Wendouree to return on earlier trains ex Melbourne.

Western Australia – Perth

Changes from 6 September 2009:

Routes 36 and 40 withdrawn from the Perth Domestic Airport due to revised road layouts being unsuitable for bus operations.

Routes 281, 291, 295, 296, 299 and 799 service changes.

Routes 346, 347, 354, 363, 365, 370, 372, 373, 374, 375, 376, 377, 378, 379, 460, 461, 462 and 870 timetable changes to improve on time running.

Thanks to Tony Bailey, Victor Isaacs, Lourie Smit and various operator web sites.

AIR NEWS

International

Qantas will close its cabin crew base in Bangkok, because of the slump in international travel. Qantas has been grounding planes, delaying and cancelling deliveries of new aircraft, and raising \$500 million from investors to keep its investment-grade rating. In the past 18 months, it has laid off up to 3250 employees and announced \$1.5 billion in spending cuts over three years, including \$500 million this financial year. It follows \$3 billion in cuts over the previous five years. It suffered its first half-year loss in six years largely because of big falls in demand for premium seats on international routes.

Qantas has opened talks with the Fijian Government to acquire its 46% stake in Air Pacific.

Jetstar will codeshare on Qantas's three weekly services between Singapore and Mumbai as soon as approval is received.

Air Mauritius will resume its flights to Melbourne and Sydney from July 2010. The weekly flights will be in addition to its existing weekly flights to Perth.

Garuda has delayed its launch from Brisbane until April 2010 because of a lack of available aircraft.

Domestic

From Wednesday 21 October 2009, instead of operating separate flights from Norfolk Island to Brisbane and Sydney, **Norfolk Air's** will run a combined, triangulated service Norfolk – Brisbane – Sydney – Norfolk. This will be permanent except for the Wednesday prior to and the Wednesday after Christmas, where dedicated flights will again be operated to Brisbane and Sydney. The weekly Newcastle services will resume from Monday 21 September and continue until 10 May 2010. Then the Newcastle service will be suspended until late September 2010, similar to the situation for the winter period this year. Seasonal suspensions of the Saturday flights to/from Sydney will occur between 30 January – 28 February 2010; 10 April – 29 May

2010; and 19 June – 18 September 2010. The Brisbane Sunday flights will be suspended from 20 June – 19 September 2010 for the winter low season.

Qantaslink will increase services on its Mackay-Townsville and Townsville-Cairns routes from 19 October with an extra six weekly return services Mackay-Townsville-Cairns. An aircraft will stay overnight in Mackay to provide an early morning flight Mackay-Townsville and Mackay-Cairns and return. The additional flights will increase QantasLink's services to 25 return flights each week between Mackay-Townsville and 42 return flights each week between Townsville-Cairns.

Fine weather delays Qantas flight!

A light breeze in fine weather delayed a flight from Brisbane to Los Angeles for about three hours on 8 September. A Qantas spokesman said the "unusual situation" of tail winds of about 10 knots on both runways at Brisbane Airport meant the Boeing 747-400 on flight QF15 would have been too heavy to take-off. The plane was returned to the terminal and the 407 passengers off-loaded. Preparations to remove some freight started to reduce the aircraft's weight, but the weather front moved on and winds subsided, allowing passengers to re-board.

Thanks to Tony Bailey for Air news.

FERRY NEWS

The *Murray Queen* has been placed into administration, and is working with Captain Cook Cruises to possibly swap its passengers over to the *Murray Princess*. Operators of the collapsed business attributed part of its demise to the fact that many tourists have been staying away from the area due to the misconception that the Murray is running close to dry. While water levels are low, the river is not "dry" and riverboats are still able to navigate along certain sections. "The low water levels in some respects are a positive and present the river in a completely different way to what is usually the case. This includes the exposure of historic roadways and bridges that have been submerged for many years and increasingly dramatic backdrops on the river banks," he adds. The *Murray River Queen* had originally been built in 1974 and up until recently had been offering two and four night river cruises.

Thanks to Tony Bailey for Ferry news.



Members' News **- October 2009** **Australian Association of** **Timetable Collectors**

AATTC 2009 AGM SATURDAY 17 OCTOBER

The Annual General Meeting of the Australian Association of Timetable Collectors will be held at **1400** (2 pm) on Saturday **17 October 2009** at the former Hawthorn Tram Depot, corner Wallen Road and Power St, Hawthorn, Victoria 3122 (Melway map 45, reference .B12).

Many members will meet before the AGM at the first floor cafeteria of Southern Cross Station at **12 noon** for an informal lunch and get-together, and proceed to the AGM meeting by tram at about 1300. The AGM venue is the former Hawthorn tram depot and

training school, which is now a wonderful tram museum. As well as the usual attractions of an AATTC AGM - especially seeing friends from all around the country - this will be a great opportunity to see this interesting collection and venue. It is very easily accessible, being on the 70 and 75 tram routes, and not far from Hawthorn railway station. (All in fare zone 1). A number of restaurants are nearby, and after the AGM and site inspection, we will continue our tradition of dinner for those who wish to socialise further. For more information about the Hawthorn Tram Depot, check their excellent website, www.hawthorntramdepot.org.au/index.htm

COLLECTORS' CORNER

Send your timetable wishes to the compiler of this Newsletter, Victor Isaacs, abvi@webone.com.au or 43 Lowanna St, Braddon ACT 2612.

DIVISION NEWS

Adelaide: The South Australian Division meets twice a year normally in May and November. Interested persons should contact convenor Roger Wheaton at thornwheaton@telstra.com or 08-8331 9043.

Brisbane: Regular meetings are held. Contact the Brisbane Convenor, Brian Webber, 8 Coachwood St, Keperra 4054, bwebber@tpg.com.au or 07-3354 2140.

Canberra: The Canberra Division meets at 1830 on the second Thursday of **every** month at the Ainslie Club, Wakefield Avenue, Ainslie. Good conversation and a meal are features. Enquiries to Ian Cooper, GPO Box 1533, Canberra ACT 2601, 02-6254 2431, iancooper@velocitynet.com.au.

Melbourne: Meetings are held on the first Wednesday of odd months from March to November 2009. The next meeting will be on Wednesday 4 November 2009. All meetings commence at 2000 and are at the home of David Hennell, 3/29 Croydon Road, Surrey Hills, which is a short walk from Chatham Railway Station on the Lilydale/Belgrave line.

Sydney: Sydney meetings are held at 1400 on the first Saturday of February, May, August and November at the church hall, rear of the Roseville Uniting Church, 2 Lord St, Roseville. This is a very short walk from Roseville Railway Station on the North Shore line. All members and non-members are welcome. Large grab tables for the exchange of timetables, and cake, are always features. Inquiries to the Sydney convenor, Geoffrey Clifton, GPO Box 1963, Sydney NSW 2001, G.Clifton@itls.usyd.edu.au