



# TABLE TALK

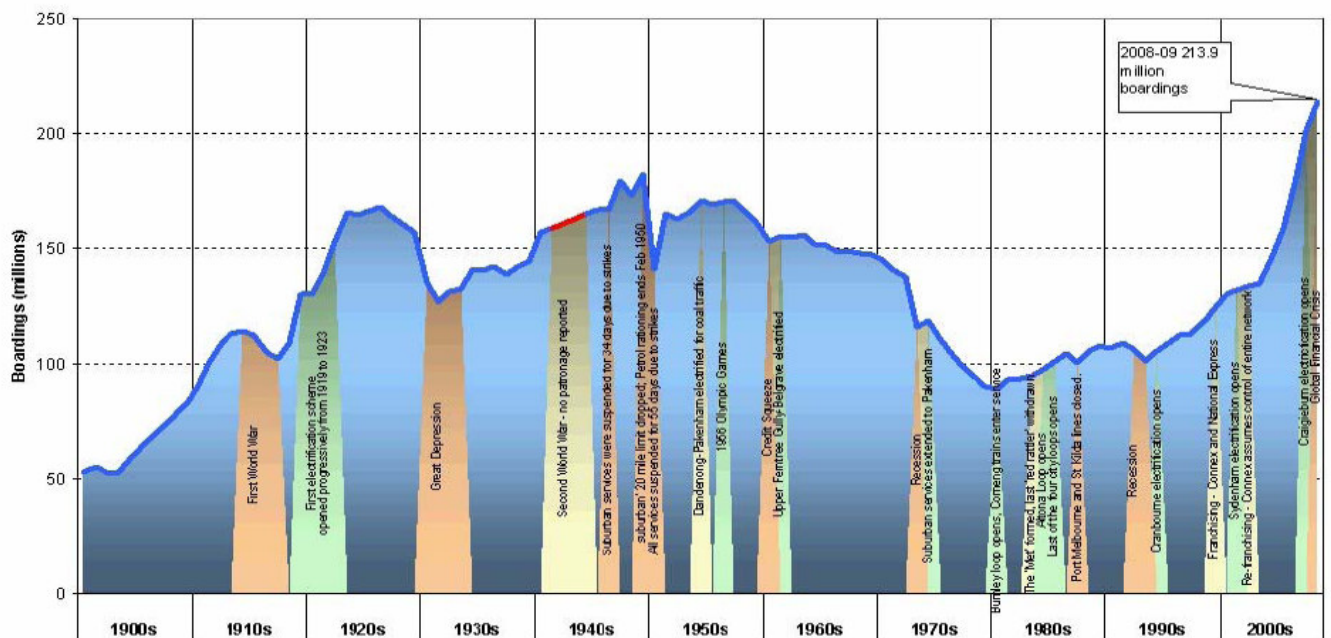
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Metropolitan Train Patronage since 1900



Note: Prior to 1982-83 patronage was enumerated as journeys derived from ticket sales. Figures prior to this date have been factored up by 5% to allow for journeys involving more than one train boarding.

- Neutral Events
- Events likely to have a positive effect on patronage
- Events likely to have a negative effect on patronage
- Estimated Metropolitan Train Patronage

## Victoria's train patronage growth – pages 8 & 9

## 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

### Surprise talks revealed in BHP railway tribunal

from the *Age* and *Sydney Morning Herald*, 12 October 2009

Klaus Clemens is a professional train buff. He might have started his career 30 years ago as an industrial chemist in the petrochemical industry, but more recently Mr Clemens has taken to analysing train traffic for state rail authorities. As a top-level consultant, he considers rail demand, passenger flows, fixed timetables versus flexible scheduling, bottlenecks at rail junctions, and how the weight and speed of fully loaded freight cars might affect the theoretical capacity of a rail system. In other words, he tries to work out how a train controller might tweak little bits of a vast system to ensure more trains could be sent down the rails. And that is why Mr Clemens this week is appearing as a witness for Fortescue Metals in the Australian Competition Tribunal, which is sitting in Melbourne.

Fortescue, considered by its much bigger rivals BHP Billiton and Rio Tinto as little more than an upstart iron ore producer with big dreams, is trying to gain access to four rail lines in the Pilbara. Two of those lines, the Hamersley and Robe lines south of Dampier, are owned and operated by Rio, and the other two, the Newman and Goldsworthy lines running south and east of Port Hedland, are wholly owned and operated by BHP. Fortescue wants the competition tribunal to declare those rail lines open-access routes for all comers - a move that BHP and Rio claim would curb the efficiency of their own mining operations, cut their revenue, cut their profits and therefore diminish the Commonwealth's tax take.

From their court submissions, BHP and Rio are adamant that they simply cannot accommodate other players on their rail lines. BHP's estimates, detailed in expert reports to be scrutinised in coming weeks by the three-person tribunal, suggest that a 10 per cent drop in iron ore railed to port (caused, says BHP, by interference and delays emanating from less efficient smaller miners using its rail lines) would cost the Australian community about \$7.1 billion. Double that figure to gauge the effect of a 20 per cent reduction. Rio, which blends all its iron ore near its shipping berths at Dampier, does not want any other miner using its rail system because, among other things, it says it might need to run an urgent load of ore all the way from, say, Yandicoogina in the eastern Pilbara down to the coast for blending with product from the western Pilbara. In other words, it wants maximum flexibility. Whether that flexibility could admit other players on the rail network is something the competition tribunal has to consider. It's a multibillion-dollar question with plenty at stake for all parties - indeed, the nation. Which is why there was plenty of commotion and a few flabbergasted faces in the tribunal last week when it emerged that BHP had very recently opened some kind of discussions with one of the smaller miners, Brockman Resources.

It was tribunal president, Justice Ray Finkelstein, who drew the revelation from a witness, Brockman Resources' managing director, Wayne Richards. After lengthy cross-examination of Mr Richards by BHP's counsel, Justice Finkelstein wanted to know whether Brockman recently had been "in discussions with BHP about the use of the Newman line in any shape or fashion". "Yes," Mr Richards replied, adding the "correspondence is as recent as a week or two ago". "When did the discussions begin?" Justice Finkelstein asked. But Mr Richards' response was terminated by his own lawyer who

leapt to his feet and requested confidentiality. Exactly what those BHP-Brockman discussions entail is not yet clear to outsiders, because the tribunal immediately shut the doors for a private session. Mr Richards returned to Perth and he is under orders to deliver to the tribunal all documentation relating to the discussions. He will resume giving evidence this morning by video link. Mr Richards' revelation was a curious moment in what has otherwise amounted to a maze of detail about how to stack ore in chevrons, the configurations of shipping berths, the permutations of trucking or raiiling iron ore from mines to rail junctions, and the criteria for determining open access.

And, of course, there were Mr Clemens' enlightening descriptions of efficient train networks. Mr Clemens presented the tribunal with several fold-out pages, each measuring perhaps close to a metre square, which charted highly detailed records of a day in the life of a train on one of the Rio rail lines. The data was supplied by Rio. In columns, the charts listed everything anyone might need to know, including the time of departure, ore tonnage and type of train, to the destination, driver name and time he started his shift. Indeed, it was so detailed that Mr Clemens pulled from his jacket pocket a large magnifying glass and offered it to Justice Finkelstein (who, for the record, declined). Explaining some of the coded language on the chart, Mr Clemens noted: "You will see in the middle of the page 'struck dead cow' "Ah, that's probably literal rather than code," Justice Finkelstein suggested. "To the left of the cow incident, not in red but in blue, you will see 'CONV-stop'," Mr Clemens said. "That's a convenience-needs break, yeah? Personal needs, so you pull the train up to go to the toilet." The tribunal examined more incidents that might affect train schedules: suspected brake problems, delays with the ore dumper - all sorts of serious and trivial interferences that can throw out a big miner's best-laid plans.

What Fortescue is seeking to prove is that the more errors or incidents on the train line, the more room there is for improvement - and if there is room for improvement, then there is room for a small miner or two to piggyback off the existing rail line. At this stage, it is worth remembering BHP and its arch-rival, Rio, have their own dreams. They hope to marry up their Pilbara iron ore mining and rail operations in a merger that, by their reckoning, could save more than \$US10 billion. But as their strategists, financiers and anti-trust experts grapple with the potential dimensions of the planned merger, the two resources groups are spending many tens of millions of dollars facing down smaller Pilbara rivals at the competition tribunal.

In fact, tens of millions may be an underestimate by the time this saga is over. Consider the legal bills alone in this case: Alan Archibald, QC, is representing BHP, helped by barristers Philip Crutchfield and Michael O'Bryan; former Federal Court judge Neil Young, QC, is running the case for Rio, supported by Peter Collinson, SC, and Stephen Parmenter; Fortescue has commissioned Jonathan Beach, QC, to lead its case, assisted by Simon Marks, SC, and Michael Borsky; while the National Competition Council is represented by Charles Scerri, QC, and Jeremy Slattery. Imagine all those lawyers, plus tables more behind them, locked in battle for up to three months. Yet when Rio delivered to Mr Clemens a huge pile of affidavits setting out, in excruciating detail, how the miner shifts ore from its west Pilbara sites to shipping berths at Dampier, the consultant apparently devoured it. "No, it was mostly quite interesting reading," he told Rio's counsel, Mr Collinson. Surely some eyes lifted to check if he was not taking the mickey.

## **RAIL & TRAM NEWS**

### **Simon Aalbers writes – Queensland geography**

*Table Talk*, August 2009 included news titled **QR: Sale**. In this article it was stated the Inland Railway Project may bid for Townsville's Abbot Point Coal Terminal. I would like to dispute the inference that Abbot Point is a Townsville coal terminal. Abbot Point is located is located approximately 30km north of Bowen within the Whitsunday Regional Council. Bowen is half way between Townsville and Mackay (being about 180km for both). Abbot Point is part of North Queensland Bulk Ports Corporation which also includes Hay Point, Mackay and Weipa (not Townsville) so it could be argued has greater affiliation with Mackay. This may be considered by some to be minor point but I'm sure people from Newcastle and Geelong are proud of their regional position and would not appreciate being called part of Sydney or Melbourne, despite being much closer to these centres than Bowen is to Townsville.

### **ATEC: Moree – Toowoomba railway**

The Queensland and New South Welsh Governments are reported to have agreed to the preparation of an Environmental Impact Statement for the proposed railway from Moree to Toowoomba advocated by the Australian Transport and Energy Corridor (ATEC) as part of their Inland Rail proposal. The 340 km open access standard gauge railway will cost around \$900 million and be built by a consortium led by ATEC, with partners Laing O'Rourke and the Inland Railway Trust.

## **ARTC: Acacia Ridge – Border upgrade and dual gauging**

Work has commenced on upgrading the railway from Acacia Ridge to the NSW border. The \$55.8 million project, funded under the Government's Economic Stimulus Plan, will replace timber sleepers with 105,000 new concrete sleepers. The project will also involve the provision of narrow gauge access from Acacia Ridge-Bromelton-Glenapp and conversion of existing loops to dual gauge. The inclusion of dual gauge is unexpected, but there have been suggestions for some time that QR Citytrain's services could be provided along the line to serve Brisbane's growing southern suburbs.

## **ARTC WTT April-May 2010**

ARTC will release their next Working Timetable around April-May 2010 to take account of completion of the South Sydney Freight Line, Seymour-Albury duplication and other projects.

## **ARTC graphical Working timetables**

The ARTC website now includes (in the "Access Seeker" area) the current Working timetable, aka Master Train Plans, in graphical format. The quality of the graphs is high. All NSW south Passing Lanes except Culcairn are shown, but crosses are shown as though the waiting train holds at the crossover mid-Passing Lane. There doesn't seem to be any running crosses at these lanes. On the NSW South line, at least, the graphs now show conditional trains as well as mandatory trains.

## **ARTC: Mindaribba and Kerewong loops**

A new loop at Mindaribba between Telerah and Paterson on the NSW North Coast line was brought into use on 28 September, three months ahead of schedule. The new loop of 1500 metres replaces a loop of 700 metres. An upgraded loop at Kerewong between Herons Creek and Wauchope was brought into use on 28 October..

## **ARTC: Victorian North East works**

V Line passenger trains on the North East line will not resume until the second half of 2010. There will then be five passenger trains daily, ie, three V Line and two Countrylink trains.

Conversion of the Victorian North East line from Seymour to Wodonga to double standard gauge track, with concrete sleepers, is almost complete. However, although substantial work has been done on the Wodonga deviation, there is still a long way to go on this. Platforms have been built, or are nearing completion, alongside the original standard gauge line at the less important passenger stations. At the important stations, such as Benalla and Wangaratta, there are crossovers to enable passenger trains to access the platform formerly used by broad gauge passenger trains. This makes the various facilities on these platforms available for passengers' use. It does, however, have the odd consequence that at major stations there will be one platform, but at minor stations two platforms.

ARTC's Annual Report says that it is planning four more passing lanes between Somerton and Seymour, but presumably this includes the three recently completed or approaching completion.

## **GrainCorp trains**

GrainCorp will now control 17 trains, following a three-year agreement with QR subsidiary ARG (Australian Railroad Group) for an additional three trains. One of these will service GrainCorp's Mackay and Gladstone terminals while the other two will service the Fisherman Islands terminal. GrainCorp will also have two additional trains under its contract with Pacific National, bringing the total in NSW and Victoria to ten. Both new trains will service the Geelong port terminal, one on standard gauge and one on broad gauge lines.

## **QR Traveltrain public timetable 5 Oct 09**

The Queensland Traveltrain timetable booklet has been reprinted dated 5 October. The timetables are still effective 5 April 2009, but the fares have changed.

## **North Queensland coal railway "missing link"**

Two coal companies, Lake Vermont and Bowen Central Coal, are reported to have committed to financing construction of the 69 km "missing link" coal railway in North Queensland from North Goonyella to Newlands. However, more important coal mining companies are yet to commit. The line will allow coal from the huge Bowen Basin to be railed either to Hay Point (near Mackay) or Abbot Point (near Bowen), providing extra capacity and flexibility. Queensland Premier, Anna Bligh, announced on 21 October that the line would go ahead. The Mackay *Daily Mercury* reported that "Ms Bligh said pending the outcome of the final planning, work would start by April next year and should be completed by January, 2012".

## QR signs new long term coal haulage contract in Hunter Valley

QR National has entered a long term coal haulage contract with BHP Billiton subsidiary Hunter Valley Energy Coal Pty Ltd (HVEC) to transport coal from HVEC's Mount Arthur mine (near Muswellbrook) to Newcastle, about 120 kilometres by rail from the port. To support the contract QRNational Coal will initially invest up to \$60 million on new locomotives and wagons. QRNational Coal will deliver the coal to the Port Waratah Coal Services terminal and to the new Newcastle Coal Infrastructure Group terminal, in which BHP Billiton is a shareholder. With this contract and two contracts recently announced with Peabody Energy and Felix Resources QR National will almost double its share of the Hunter Valley market to about 30%.

## RailCorp WTT 11 Oct 09

Rail Corp's *Weekly Notice 41* provides the following summary of the Working Timetable and major changes:

*Books 1 and 2 are designated Version 2.08, 090814 and replace Version 9.02 dated Sunday, 28 May 2006 (reprinted in October 2008) and all subsequent amendments.*

*Book 3: Instruction Pages is dated Sunday, 11 October 2009 and replaces the previous reprint dated Sunday, 12 October 2008.*

*With the introduction of this new timetable from 11 October 2009, the Epping–Chatswood line and Revesby turning back operations will be integrated into the greater network. A revised Nodal Network (geography) has been released to coincide with this.*

*Please note the following changes to the content and format of the new timetable:*

- a new run number convention (including shunting trips), as detailed in the Explanatory Notes
- a new train roster numbering convention
- revised and new symbols, as detailed in the Explanatory Notes
- revised timetable sections, including Section 10 for Carlingford line services
- updated standby services, including weekend standbys, as detailed in the Explanatory Notes
- train consists shown below the run number in the header rows
- the Forms or Destination row now shows the run number formed, where applicable
- inclusion of A set (Waratah) rollingstock designation for their pending introduction
- deletion of G set rollingstock designation (G sets are currently undergoing conversion to T sets and are referred to as T sets in the timetable)
- inclusion of mechanised track patrol paths
- revised route codes for greater train visibility, as detailed in the Explanatory Notes.

*Book 4 is designated Version 2.08, 090813 and replaces Version 2.1, dated 13 September 2009 and all subsequent amendments.*

*The introduction of this new timetable from 11 October 2009 coincides with the introduction of the new Passenger Standard Working Timetable Books 1 and 2.*

*The following changes to the content and format of the Freight Standard Working Timetable have been made to align it with the new Passenger Standard Working Timetable:*

- revised and new symbols in the timetable pages, as detailed in the Explanatory Notes
- revised route codes, as detailed in the Explanatory Notes, and additional locations for greater train visibility
- revised timetable sections, including the integration of Sections 1 and 1a
- the Forms or Destination row now shows the train number formed and destination, where applicable.

## NSW Timetable cuts train services to north shore's population-growth suburbs

*by Paul Bibby, Urban Affairs reporter, Sydney Morning Herald, 10 October 2009.*

Cityrail has cut 10% of the train services to the very suburbs where the State Government is planning big population increases. An analysis of Sydney's new suburban train timetable, which comes into effect tomorrow, reveals significant cuts in city-bound weekday services across the eight stations in the Ku-ring-gai region. This is despite a government-appointed planning panel proposing to increase the area's population by 25 to 33 per cent with a big increase in housing density. "Reduced rail services alongside an outrageous increase in development densities ...demonstrates this Government's preference for stamp duty over sustainability," the programs director of the National Trust of NSW, Scott Woodcock, said.

The new timetable - introduced to accommodate the Epping to Chatswood line - means more trains to the lower north shore, but fewer services from Waitara to Roseville, where up to 18,000 new homes are planned. Lindfield and Roseville will experience weekday service cuts of 18.5 and 17.3% respectively, while Wahroonga, Warrawee, Turramurra, Pymble, Gordon and Killara will get between 5.4 per cent and 8.6 per cent fewer trains. "The north shore is already at crush loads during peak hours but, incomprehensibly, the new timetable has more services to the city in the late afternoon than in the morning," said Jim Donovan, a spokesman for the lobby group Action for Public Transport.

The urban consolidation plan for Ku-ring-gai will increase the region's population by up to 36,000 and - according to the National Trust - will be achieved at the expense of 692 houses including much of the region's heritage. The Minister for Planning has repeatedly used the close proximity of high-rise apartments to the rail line as a justification for the planning decision. The Transport Minister, David Campbell, said there had been little change in peak-hour services to the upper north shore line, and that a disproportionate number of trains used it during off-peak "because they are cleaned and maintained at Hornsby". The Opposition claimed the timetable would slash up to half the peak-hour train services south of Epping on the main northern line, as services are diverted along the Epping-to-Chatswood and north shore lines.

*AATTC Secretary/Immediate Past President, Geoff Lambert, was consulted by the Sydney Morning Herald in the preparation of this article.*

## **Rail journey the same old crush**

by Rhys Haynes, *Daily Telegraph*, 20 October 2009

Fed up commuters say CityRail's new timetable has added up to an hour to their travelling day because express services are now stopping at more stations. As the new timetable had its first real test yesterday with students returning to school, many passengers said they were baffled that their once-bearable limited-stop journeys were now packed full and taking even longer.

*The Daily Telegraph* yesterday travelled on trains with commuters from all corners of the city, the same day as bus services in a number of regions spanning the northwest and greater west also started running to new timetables. Train commuters in Sydney's north and west were clearly frustrated that the new \$2.3 billion Epping to Chatswood Rail link had actually made their lives more difficult.

Bruce Parfett, 57, from Eastwood said he had lost two services due to the new timetable. "I still think the overcrowding is the real issue," Mr Parfett said. Hairdresser Rhiannon Haderfield-Price, 19, who picked up an all-stations service from Epping at Strathfield, was also amazed that there was no relief from the packed conditions. "I don't understand why there are so many more people on this train," she said. "It is frustrating when you work all day on your feet and there is nowhere to sit down."

RailCorp admitted last week some services would now take longer, but said other limited-stops services had now been converted to express trains. One of the aims of the new timetables was to ease congestion at the busiest stations by making more services "equally attractive" to spread the load more evenly, a RailCorp spokesman said. The Government claimed 99.5 per cent of suburban trains ran on time during yesterday's morning peak, but conceded some services could be changed to suit unhappy passengers. "We recognise there is still more to do and that is why CityRail is continuing to closely monitor the impact of the timetabling changes and will, if required, make adjustments," Transport Minister David Campbell said.

Others, however, were warning that today would be the real test. "Half the workforce has got a rostered day off on Monday, and not all the schools were back yesterday, so let's see how things go (today), that will be the real test to see how it all works," a Rail, Tram and Bus Union spokesman said.

The Government also warned more than 70,000 pupils sitting their HSC from today to be aware the timetable could cause delays. There was a specific warning for pupils travelling on the Northern or East Hills lines, who were particularly at risk of running late. "Students should avoid unnecessary stress by allowing extra travel time to ensure they reach their exams with time to spare," a spokesman said.

In Sydney's west, private bus operator Busways is running special buses to cover school trips that have changed significantly in a bid to cover any timetable problems.

There were also passenger coordinators at Blacktown and Mt Druitt Stations in a bid to ease concerns for passengers.

## **Cityrail amendments 26 Oct 09**

The first amendments have already made to the Cityrail timetable of 11 Oct 09. From 26 October there were a number of very minor changes to times, stabling, and stops and starts. Timetable changes commenced on Monday 26 October on:

Airport & East Hills Line

South Line

North Shore Line

Western Line

Northern Line

Newcastle & Central Coast Line

Most are only minor changes including 4 trips from the City to Campbelltown being extended to Macarthur. There is one additional very early morning trip from Gosford to the City. Additional services were also introduced, as follows

- Blacktown 1441 empty to Sydney Terminal 1523;
- Sydney Terminal 1541, Redfern, Strathfield, Lidcombe, Granville, Parramatta, all to Quakers Hill 1635;
- Quakers Hill 1652, Marayong, Blacktown, then take up running of 1701 Blacktown to Campbelltown via Cumberland line.

## **Camurra – Weemelah line re-opens**

The Camurra-Weemelah line in north west NSW was closed from 1 September 2009. Following protests by local wheat farmers, the line will re-open once maintenance works are carried out, including the replacement of 2,500 sleepers. This will be completed by February 2010, but it may be possible to re-open the line earlier. GrainCorp will partially fund the maintenance upgrade by imposing a dollar a tonne surcharge on the line. GrainCorp anticipates 200,000 tonnes or more from Weemelah and Garah over the next twelve months.

## **Other NSW Wheat lines**

The NSW Grain Freight Review report, released on 21 October, recommended investment in the following lines to stabilise conditions for continued operations:

Moree - North Star

Narrabri – Merrywinebone

Burren Junction – Walgett

Nevertire – Warren

Bogan Gate – Tottenham

Troy Junction – Coonamble

Temora – Lake Cargellico

Naradhan – Ungarie

Griffith – Hillston.

The review recommended that the NSW Government negotiate with silo owners for cost sharing to determine the future of the following lines:

Camurra – Weemelah (but see preceding item)

The Rock – Boree Creek

Demondrille – Cowra

Koorawatha – Greenethorpe

The report can be accessed at

[www.nationbuildingprogram.gov.au/publications/reports/index.aspx](http://www.nationbuildingprogram.gov.au/publications/reports/index.aspx)

## **Maldon – Dombarton Railway study**

The Maldon – Dombarton Pre-Feasibility Study into possibly resuming construction of the line, contains a great deal of background information. It can be accessed at the web address quoted at the end of the preceding news item.

## **Canberra Train Orders**

Train Order working on the Joppa Jnc – Canberra line will be introduced from April 2010, with the next timetable change.

## **Countrylink Canberra-Sydney 6 Dec 09**

As reported in October *Table Talk*, p. 11, the Sydney-Canberra and v.v. passenger train service will be augmented from 6 December. As mentioned there, the lunchtime train will run every day. However, in a curious move, it will have different times from Mittagong to Canberra on Mondays and Fridays only

On these days, it will seven minutes later than on the other days of the week. It is believed that this is because of a “cross” with an out-gauge freight train notwithstanding the double track. If patronage is good on the restored trains, the remaining evening trains will be restored at the next timetable change around April/May 2010.

## **Countrylink Canberra-Melbourne 11 Oct 09**

A consequence of the Countrylink timetable change of 11 October has been that when booking travel from Canberra to Melbourne, the default on the Countrylink booking system has reverted to showing only Via Cootamundra. It is still possible to change from the bus to the train at Yass Jnc. But to do this, you now have to be persistent with the Reservations clerks and insist upon it. Then they fiddle a bit and bring up the Via Yass option. This only applies to Southbound travel. Northbound travel still comes up with both options – Via Cootamundra and Via Yass.

## **V Line: new bus timetables 9 Nov 09**

From Monday 9 November, new coach timetables took effect for some V Line bus routes in west, south west and south east Victoria, as follows:

- 1745 Traralgon-Sale Sat & Sun now run 60 minutes earlier at 1645, providing a much better connection with the train from Melbourne.
- 1115 Lake Tyers-Bairnsdale on Sat runs 15 minutes earlier to provide more connection time to the train.
- 0640 Yarram-Melb leaves ten minutes earlier at 0630
- Additional buses run to and from Yarram – just five months after the major upgrade of service in this area:
  - 1710 Melb-Leongatha Mon-Fri extended to Yarram arriving 2100
  - 1755 Melb-Leongatha Sat & Sun extended to Yarram, arriving 2127
  - 1150 Leongatha-Melb Sat & Sun now starts at Yarram at 1015.

(There are now four down buses to Yarram on weekdays, three on weekends and three up buses from Yarram every day. Before July this year, there was one each way (two down on Fri only)).

- All Inverloch and Cowes buses have had their journey times extended by a few minutes.
- 1740 Geelong-Apollo Bay Mon-Fri now departs at 1750 and runs 10 minutes later.
- The Albury-Adelaide and v.v “Speedlink” no longer stops at Buccleuch or Moorlands in SA.
- The “Nightlink” no longer stops in Lillimur.
- 2055 Ararat-Horsham Mon-Fri, 2055 Ararat-Nhill Mon-Fri and 2055 Ararat-Hopetoun-Ouyen Fri only all now leave eight minutes earlier at 2047.
- 0740 CST Mt Gambier-Warrnambool Mon-Fri leaves five minutes earlier at 0735 CST.
- 1450 Heywood-Warrnambool Mon-Fri leaves five minutes earlier at 1445.

Train services were not affected.

To check affected timetables the V Line website’s Timetables page clearly marks “9 November ‘Valid’”. Printed copies of the new timetables will be available at V/Line staffed stations from early November.

## **V Line patronage record**

More people than ever are using the V/Line network with a record 12 million trips made in 2008-09, an increase of 9.5% this year. Patronage over the past four years has increased by 89.8%. In the past financial year, the Gippsland line experienced the biggest increase with patronage up 15%, the Bendigo line up 9.8%, the Geelong line up 9.5% and the Ballarat line increased 12%. The increase in occurred despite North East line trains being temporarily replaced by buses because of the standardization project.



Line	2008-09	2007-08	2006-07	2005-06	2004-05	5 year increase
Geelong	3.38 million (+9.5%)	3.08 million	2.57 million	2.03 million	1.84 million	83.6%
Bendigo	3.06 million (+9.8%)	2.78 million	2.20 million	1.47 million	1.32 million	132.3%
Ballarat	2.68 million (+12%)	2.39 million	1.88 million	1.37 million	1.35 million	98.8%
Gippsland	1.77 million (+15%)	1.54 million	1.05 million	0.82 million	0.85 million	107.4%
Seymour (Craigieburn Station transferred to Connex in 2008 and Albury line closed due to works from Nov 2008)	1.17 million (-3.6%)	1.21 million	1.15 million	1.05 million	0.99 million	17.7%
TOTAL	12.05 million (+9.5%)	11.01 million	8.85 million	6.74 million	6.35 million	89.8%

The patronage figure for Melbourne trams given in the September 2009 *Table Talk*, p. 12, should in fact be 178.1 (not 78.1) million, otherwise the numbers will not total 491.5 million. (Thanks to Derek Scrafton for pointing this out).

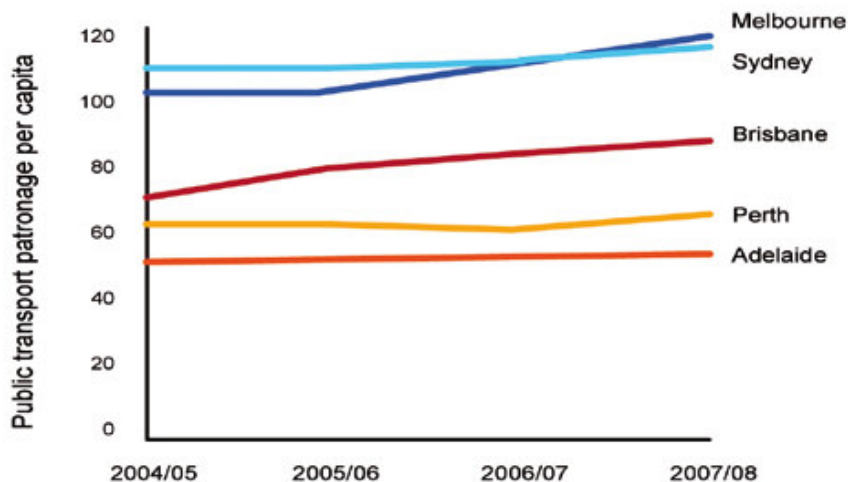
## Victorian Parliamentary Inquiry

The Victorian Legislative Council Inquiry into “failures of the Metropolitan and V Line services” is concentrating on failures on Oaks Day, 6 November 2008, and during the extreme hot weather of January/February 2009. Connex’s Submission to the Committee provides a detailed overview of their services and a justification of their performance. It notes that services on the Melbourne network have increased 14%, from 11,346 to 12,909 per week since the franchise system came into effect in 1999:

Date	No. of services per week	Comment
29.8.1999	11,346	Metropolitan franchise came into effect
17.4.2004	11,981	End of Bayside and Hillside franchises
15.10.2006	12,083	Introduction of additional late night services.
30.9.2007	12,282	Extension of electrification to Craigieburn
27.4.2008	12,367	Improved PM peak and stony Point services
9.11.2008	12,644	Extra services on most lines
20.7.2009	12,909	Extra services on some lines and extra Werribee off-peak trains

The Victorian Government’s Submission provides a comprehensive overview of Department of Transport thinking and plans. A presentation by Metlink, inter alia, shows the growth in patronage on Melbourne’s network (our front cover) and that, on a per capita basis, Melbourne has now overtaken

Sydney in usage of public transport.



A Submission by Professor Graham Currie, Chair of Public Transport, Monash University, is particularly recommended as a clear, concise analysis of the problem. He identifies growth in rail demand and lack of investment in rail infrastructure as the principal causes of service failures.

Submissions from East Gippsland Councils highlight the heavy patronage of trains since their reinstatement and that they are delayed within the metropolitan area. Submissions from individuals, including two from AATTC members, highlight a range of operational problems within the network.

The Submissions are at: [www.parliament.vic.gov.au/council/train/services/submissions/](http://www.parliament.vic.gov.au/council/train/services/submissions/)  
The Committee is due to report by March 2010.

## Metro Trains Melbourne website

The new franchisee from 30 November for Melbourne's suburban train operations, Metro Trains Melbourne, already has its website available. The address is [www.metrotrains.com.au](http://www.metrotrains.com.au) As yet, it contains little information, but clearly, this will be a site worth watching.

## Melbourne stabling sidings plans

The Victorian Department of Transport plans for the construction of 45 new stabling sidings for suburban trains at a cost of \$440 million. Plans exist for Newport (seven initially with another eight later), Sunbury (five), Craigieburn, Upfield (addition of one to make four), Epping (two), Eltham (increase of two to make five), Lilydale (number not finalised), Upper Ferntree Gully (increase of one to make seven), Westall, Brighton beach (re-commissioning of three).

## Victoria's \$3.2b rail link progresses

The Victorian government has signed a joint venture with Kellogg Brown & Root and Arup for planning and geotechnical work for the Regional Rail Link before construction begins in 2010

## V Line: Gippsland trains to be cut back to Flinders St?

The Victorian Department of Transport plans that Gippsland line trains will start/terminate at Flinders St in about three years time.

## V Line: To Clunes or not to Clunes?

Local residents are lobbying for a stop at Clunes when rail passenger services are restored between Ballarat and Maryborough next year. At Creswick, a new platform will be built. The service is expected to commence in mid-2010.

## V Line: Hopetoun line upgraded

Upgrading of V Line's Murtoa-Hopetoun standard gauge branch was completed in April, in anticipation of mineral sands traffic.

## V Line: Murrayville line upgrade completed

The final sleeper in the upgrade of the Murrayville line was laid in mid-October. The upgrade is expected to be finished by the end of October, a month ahead of schedule, meaning the line will be available for the coming wheat harvest. Upgrades of four "silver" lines in the region identified in Tim

Fischer's state rail freight review – Ouyen-Murrayville, Quambatook-Managatang, Charlton-Sea Lake and Warracknabeal-Hopetown – will be completed in time for this season's grain harvest.

## **Tasmanian Railway**

The new State government owned company to own Tasmania's railways will be named **Tasmanian Railway** and will take control from Pacific National on 30 November 2009.

Silica from a new mine near Maydena may be smelted at Port Latta in NW Tasmania. This may lead to the re-opening of the railways from New Norfolk to National Park and from Burnie to Smithtown to carry the mineral.

## **Seaford Rail extension**

Work has started on the extension of the Noarlunga Centre line to Seaford. Surveys are being conducted to ascertain the ground profile of the area. The extension, which will be electrified, will include two stations as well as SA's longest elevated bridge (1.2km) over the Onkaparinga River. There will be two stations at Seaford Meadows and Seaford where there will be a rail-bus interchange. The line is expected to open in 2013.

## **Adelaide freight study**

The Adelaide Rail Freight Movements Study has issued a discussion paper and invited public submissions. The Study is examining strategies for improving the efficiency of the national freight network and specifically Adelaide's future freight needs. To view the discussion paper and more information visit: [www.infrastructure.gov.au](http://www.infrastructure.gov.au)

## **Royal Adelaide Show**

From 4 until 12 September a special train service operated every 15 minutes, 0830 to 2330, from Adelaide Station to the special temporary platform.

## **WA grain lines**

The WA government expects to receive the report of the Strategic Grain Network Committee before December. The Committee is investigating which lines should be upgraded and which should be abandoned. At present, about 65% of grain is transported by rail and about 35% by road. WestNet closed four grain lines in July, blaming lack of funding from the State government.

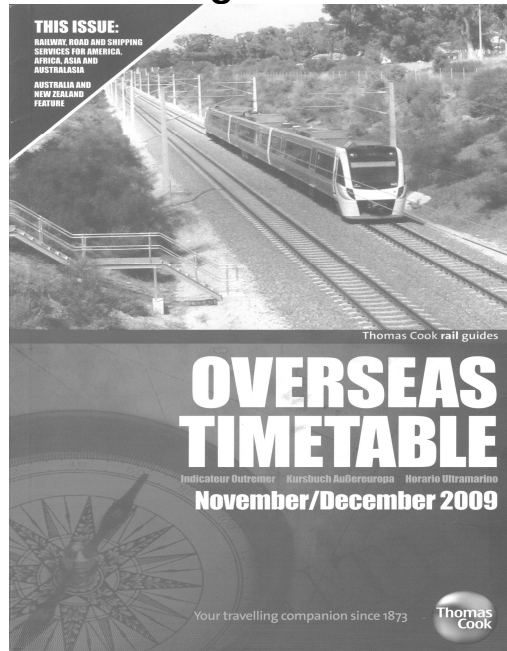
## **Auckland plans**

Kiwirail and Auckland Regional Authority have let a contract to study possible routes for a new line from Britomart to Mt Eden through the city centre.

## **Wellington Christmas closedown**

As part of the upgrading of the Wellington suburban network, track capacity at the entry to Wellington station is being improved. This will necessitate a seven-day closedown at Christmas. Buses will replace trains from Wellington to Petone and Wellington to Tawa.

## Thomas Cook Timetable redesigns



The Thomas Cook European Timetable from the October edition and the Overseas Timetable from its October 2009 editions, have redesigned front covers. Orange, the predominant colour for decades for the European Timetable, is replaced with blue, with an orange flash in the top corner. The Overseas timetable retains its blue cover. The first cover, in the revamped format, features a Perth suburban train.

### Netherlands timetable-less

Metro passengers take it for granted that they can turn up when they like and simply board the next train. There is no need to plan the trip or look at a timetable. From the passenger's point of view, turn up and go applies to some main line operations, typically on busy suburban routes. In the Netherlands, NS Reizigers runs four Intercity trains an hour in each direction on key routes, with each train often consisting of 10 or 12 double-deck cars. Despite this, overcrowding remains a problem, so the target for the next decade is to step up IC frequencies to every 10 minutes. In the past, additional tracks, longer trains and platform extensions have been built to overcome bottlenecks and swell line capacity, but the Dutch government and infrastructure manager ProRail are keen to determine if a cheaper way can be found.

It was with this in mind that NS Reizigers and ProRail launched a one-week test of enhanced peak-hour services between Amsterdam, Utrecht and Eindhoven on 31 August. Finishing on 4 September, the trial saw the number of IC trains stepped up to six an hour each way, plus six instead of four Sprinter (stopping) services an hour in each direction between Utrecht and Geldermalsen. Paths were also provided for two freight trains an hour each way; it turned out that some of these had been withdrawn because of the recession, and light engines ran to simulate the missing services.

With 28 trains an hour, level crossings were a major concern, especially between Vught and Boxtel on the 's-Hertogenbosch – Eindhoven route. Fearing that the crossings would be closed to road traffic for up to 45 min per hour, ProRail deployed staff to ensure that frustrated pedestrians did not attempt to cross the tracks without waiting for the gates to open. NS provided extra staff on every station to ensure punctual departures, and strict adherence to the revised timetable, which was billed for public consumption as *spoorboekloos rijden* (timetable-less operation). The trials were successful enough to warrant further tests, and NS is now evaluating the data with a view to repeating the exercise over a longer period, probably on the same route.

From *Railway Gazette International*.

**Thanks** to Simon Aalbers, Tony Bailey, Barry Blair, Scott Ferris, Victor Isaacs, John Kain, Geoff Lambert, Dennis McLean, Lourie Smit, Roger Wheaton, Pinnaroo *Border Times* and *Rail News Victoria* for Rail news.

# BUS NEWS

**Letter from Derek Scrafton – Adelaide Buses:** Thanks for lots of interesting items in the September 2009 *Table Talk*. I'd like the opportunity to clarify an item on page 12.

The service from the City via The Parade and Glynburn Road to Paradise is not providing the link 'for the first time'. The 126 bus has been running since at least the last revision of services in August 2008. The hours of service have been extended to 1700 hours – previously the last trips on this mainly daytime off-peak bus route were in mid-afternoon.

What is new on The Parade group of routes (122-124) is the 121 service to Auldana via The Parade, Portrush Road and Kensington Road, replacing the 140 which ran via Dequetteville Terrace and Kensington Road.

## New South Wales – Sydney

**Sydney Buses:** A review of the bus network for the North Western Suburbs has been completed, and changes were implemented from Sunday, 11 October 2009.

There are more direct services, simpler route numbering, improved rail and bus connections, extra weekend evening services and additional wheelchair accessible services.

Benefits of the new network include:

- simplified route numbering for services along the Epping Road/Lane Cove Tunnel/Gore Hill Freeway corridor
- simplified route numbering for Lane Cove services
- consistent route numbering for services that run along the Gore Hill Freeway and for services that use the Pacific Highway
- improved connections between bus and rail services, such as at West Ryde Station
- additional weekend evening services to Lane Cove, Macquarie Park and Marsfield
- introduction of a faster Sydney CBD peak service from Marsfield on Route 293, through the introduction of PrePay-only ticketing and routing via the Lane Cove Tunnel
- straightening of services adjacent to Victoria Road and through Eastwood and North Ryde to give the routes more consistency and provide travel time savings to passengers
- more direct services on some routes
- additional wheelchair-accessible services on most routes

With the introduction of new CityRail timetables from Sunday 11 October, adjustments were made to some trips operating on Routes 409, 462, 463, 464 and 466 to provide improved connections to Inner West Line trains at Burwood and Ashfield stations.

Route 458 also operates to a new timetable, with minor adjustments to most trips. In particular, the 0522 weekday service from Ryde to Burwood will operate 7 minutes earlier, departing Ryde at 0515, to provide an improved connection to the 0545 Route 461 service from Burwood to the City via Parramatta Road.

Additionally, new timetables will be introduced on Routes 461, 480 and 483 to improve service reliability

Revised Timetables:

202, 203, 204, 205, 206, 207, 208, 209, 210 East Lindfield & Northbridge to City  
251, 252 Lane Cove West to City  
252, 254, 286, 287, 290 Pacific Highway to City  
253, 254 Riverview to City  
255, 256 Chatswood Local  
257, 272, 273 Chatswood to City & Balmoral  
258, 285 Lane Cove Industrial to City & Chatswood  
275 Chatswood to Castlecrag  
261 Longueville & Northwood to City  
265, 269 McMahons Point to Lane Cove & Kirribilli  
267 Crows Nest to Chatswood  
286, 287, 288, 290, 294, 297 Epping & North Ryde to City  
292, 293 Marsfield to City  
295 North Epping to Macquarie Centre  
409 Burwood to Hurlstone Park  
458, 459 Macquarie University to Burwood

461 Burwood to City-Domain  
 462, 463, 464, 466 Ashfield to Cabarita & Mortlake  
 480, 483 Strathfield to City-Domain  
 500, X00, 508, 510 Ryde to City via Victoria Road also includes the following services operating along Victoria Road between Ryde and the City: 502 506 518 L03 X06 X18 504 507 520 X04 515 L20 505 X15  
 501 West Ryde to City via Pymont  
 502, L03, 504, X04 Chiswick & Mortlake to City via Anzac Bridge  
 505, 538 Woolwich to Gladesville & City  
 506, X06 Macquarie University & East Ryde to City  
 507, 518, X18 Macquarie University to City via Victoria Road  
 513 Carlingford to Meadowbank  
 515, X15 Eastwood to City  
 520, L20 Parramatta to City  
 521 Parramatta to Eastwood  
 523, 524 Parramatta to Ryde  
 525 Parramatta to Burwood  
 533, 534 Olympic Park & Ryde to Chatswood  
 536 Gladesville to Chatswood  
 540, 543, 544 Auburn to Macquarie Centre  
 541 Eastwood to Epping  
 545, 550 Parramatta to Chatswood  
 546, 549, 552 Parramatta to Epping via Oatlands & North Rocks  
 547 Parramatta Local  
 548 Parramatta to Epping via Carlingford  
 551 Marsfield to Eastwood  
 553 Becroft to Oakes Road, Carlingford

State Transit is proposing an update of the bus network for the Inner West and South (**Region 6**). The changes are designed to provide a more efficient and simple to understand bus network that would provide:

- More direct routes
- Faster travel times, and
- Increased choice of destinations.

Changes to the network would include the introduction of new routes, redirection of existing routes and withdrawal of some routes. The proposed network map is available on the website.

Feedback on the new network closed on Friday 9 October. Data from community comments will be collated and assessed over the next few months.

**New Hillsbus** timetables from September 3, 2009 - all Growth Buses.

620, 620X, 621, 622, 642, 642X Dural, Cherrybrook  
 635, 650X, 651, 652X, 653 West Pennant Hills  
 613, 614, 615, 616, 617X, 618 (available on website only)

**Region 1 – Westbus:** New timetables from 11 October

668, 669 Windsor to Richmond  
 673, 674 Windsor to Penrith & Mt Druitt  
 675, 676 Windsor to Bligh Park & Richmond  
 677, 678 Richmond to Penrith  
 680, 682 Richmond to Bowen Mountain & Berimbong  
 759 St Marys to Mt Druitt (includes Emerton, Willmot and Ropes Crossing)  
 770, 771, 778 Mt Druitt to Penrith (includes Colyton, St Marys and Claremont Meadows)  
 774, 775, 776, 779 Mt Druitt to Penrith (includes St Clair, Erskine Park, UWS Kingswood and Nepean Hospital)  
 780 Mt Druitt to Penrith (includes Cambridge Park, Werrington County, Tregear and Whalan)  
 781, S11, S13 St Marys to Penrith  
 782, 785 Penrith to Werrington (includes Cambridge Gardens, Kingswood, Werrington Downs and Cambridge Park)  
 784, 786 Penrith to Cranebrook  
 789, 795 Penrith to Luddenham & Warragamba  
 791, 793 Penrith to South Penrith  
 797, 799 Penrith to Glenmore Park

**Region 1 - Busways Blacktown:** Coinciding with the commencement date of the CityRail timetables, the new bus network will incorporate changes made as a result of the community consultation program undertaken in late 2008 as well as improved frequencies that are being delivered under the NSW Government's Growth Buses program. The changes will affect both route and school services within the region.

**Region 1 - Hawkesbury Valley Buses** website now has a new URL <http://www.busabout.com.au/hawkesburyvalley%20site/index.html> The new website includes the new timetables implemented on 11/10/2009 as part of the region 1 review and same date as new Cityrail timetables. 661, 662, 663, 664 Windsor to Wisemans Ferry, v 1.

**Regions 2 & 3- Busabout/Interlines** has a new Transit Graphics format website which shows new timetables introduced on 11/10/2009 in conjunction with the new train timetables.

850 Catherine Fields – Minto Minor Time Changes  
851 Carnes Hill (Cowpasture Rd) to Liverpool  
852 Carnes Hill (Greenway Dr) to Liverpool Minor Time Changes  
853 Carnes Hill to Liverpool via Middleton Grange & Hoxton Park Rd.  
854 Carnes Hill (Greenway Dr) to Liverpool via Hoxton Park Rd Minor Time Changes  
855 Austral to Liverpool via Prestons & Churchill Gardens.  
856 Bringelly to Liverpool via Prestons & Churchill Gardens.  
857 Narellan to Liverpool via Prestons & Churchill Gardens Minor Time Changes  
861 Miller to Liverpool Minor Time Changes  
864 Carnes Hill to Glenfield via Horningsea Park.  
867 Prestons to Glenfield via Prestons - Growth Buses and Minor Time Changes  
865 Casula to Liverpool via Lurnea (Jedda Rd)  
866 Casula to Liverpool via Lurnea (Amalfi St) Minor Time Changes  
870 Campbelltown to Liverpool via Ingleburn, Harrow Rd & Glenfield.  
871 Campbelltown to Liverpool via Ingleburn, Glenfield & Leacocks Lane.  
872 Campbelltown to Glenfield via Ingleburn & Macquarie Fields Growth Buses & Rail Connections  
873 Ingleburn to Minto Minor Time Changes  
874 Raby to Minto Minor Time Changes  
875 St Andrews to Minto Minor Time Changes  
876 Eucalyptus Drive to Macquarie Fields Station via Macquarie Fields Minor Time Changes  
S9 Glenfield to Glenquarie (Loop) Minor Time Changes

**Region 3 – Westbus:** New timetables from 11 October updated as PDFs at present with the impending Region 3 integrated network due at some stage in the near future.

810 Merrylands to Greystanes to Merrylands via South Wentworthville  
811 Merrylands to Parramatta via Merrylands West, Jonathon St, Greystanes & South Wentworthville  
812 Merrylands to Merrylands West via Guildford West  
813 Merrylands to Parramatta via Merrylands West, Gardenia Pde, Greystanes & South Wentworthville  
815 Merrylands to Parramatta via Merrylands West, Macquarie Rd, Greystanes & South Wentworthville  
824 Fairfield to St Johns Park (Loop) via Fairfield West & Wakeley  
825 Fairfield to Greenfield Park (Loop) via Fairfield West & Hamilton Rd  
826 Cabramatta to Fairfield via Canley Vale Rd, Edensor Park, Abbotsbury, Stockland Mall, Polding St  
827 Cabramatta to Fairfield via Cabramatta West, Edensor Park, Abbotsbury, Bossley Park & Prairiewood  
828 Fairfield to Horsley Park via Smithfield & Wetherill Park  
829 Fairfield to Wetherill Park (Loop) via Smithfield  
830 Cabramatta to Blacktown via Fairfield, Smithfield & Prospect  
831 Cabramatta to Greenfield Park (Loop) via Cabramatta West & Bonnyrigg  
832 / 833 Cecil Hills to Cabramatta via Bonnyrigg Heights, Bonnyrigg & Mt Pritchard  
834 Cabramatta to Mt Pritchard (Loop) via Cabramatta Rd

**Region 3 – Hopkinsons:** Have also made minor changes to their timetables from 12 Oct 2009. New timetables are available at their website only.

**Region 4 – Hillsbus:** New timetables from 11 October

601 Parramatta to Rouse Hill Town Centre, v 3  
625 Parramatta to Pennant Hills, v 3  
626 Pennant Hills to Dural, v 3

632, 633 Castle Hill to Pennant Hills/Hornsby, v 3  
635, 650X, 651, 652X, 653 Castle Hill & West Pennant Hills to City & North Sydney, v 4  
637, 638, 639, 640, 641, 644 Dural District, v 3  
700 Parramatta to Blacktown, v 2  
702 Seven Hills to Blacktown, v 2  
705 Blacktown to Parramatta, v 2  
711 Blacktown to Parramatta, v 2  
Also more Growth Buses as from 19/10/2009.  
Route 612 two extra trips each way.  
Route 616X 3 extra trips each way.  
Route T63 2 extra trips each way.

**Region 11 review:** From 21 September **Veolia/ Caringbah Bus Service** timetables

Veolia Transport Routes 948, 958, 959, 961, 962, 963, 965, 967, 968, 969, 970, 971, 972, 973, 974, 986, 987, 988, 991, 993. Route 969 which will incorporate the old Crowther route 984 – the latter number will no longer be used. Routes 970/971 with route 971 incorporating the old Crowther route 985 – the latter number will no longer be used

Caringbah routes 977/978 and probably routes 987 and 989 (Kurnell and Bundeena)

There are also new routes 986 (much like the old Miranda – Parraweena Road route) and 988 (Cronulla – Caringbah via Burraneer) but it is not yet known what other routes if any they will be combined with as far as timetables are concerned.

**Region 12 - Transev Shorelink:** timetables as from 12/10/2009

556 Lindfield to East Killara Minor Time Changes  
558 Chatswood to Linfield Minor Time Changes  
560 Gordon to West Pymble Minor Time Changes  
565 Chatswood to Macquarie University Minor Time Changes  
571 Turramurra to South Turramurra Minor Time Changes  
573 Turramurra to Fox Valley Minor Time Changes  
575 Macquarie University to Hornsby Growth Buses  
576 Wahoonga to North Wahoonga Minor Time Changes The route 576 now also contains a timetable for route 576T from Turramurra to the North Wahoonga Loop.  
577 Turramurra to North Turramurra Minor Time Changes  
579 Pymble to East Turramurra Minor Time Changes  
582 Gordon to St Ives Minor Time Changes  
586 Pennant Hills to Westleigh Minor Time Changes  
587 Hornsby to Westleigh Minor Time Changes  
588 Hornsby to Normanhurst West Minor Time Changes  
589 Hornsby to Sydney Adventist Hospital Minor Time Changes  
592 Brooklyn to Mooney Mooney Minor Time Changes  
194/594 City Express Growth Buses. The pdf website timetable for routes 194/594 also shows a route 594H which is not mentioned in the hardcopy version. It appears that this has been allocated to route 594 trips which divert via Massada College.  
595 Hornsby to Mount Colah Minor Time Changes  
596 Hornsby to Hornsby Heights Minor Time Changes  
597 Hornsby to Berowra Minor Time Changes  
598 Hornsby to Asquith Minor Time Changes  
599 Berowra to Berowra Heights Minor Time Changes

**Region 15 - Busways (Campbelltown)** timetables as from 11 October

31, 32 Camden & Warragamba  
38, 39, 40 Camden & Oakdale  
47, 49, 889 Menangle & Razorback  
881, 882, 883, 883K, 884, 884W, 885 Campbelltown East side  
878, 879, 880 Campbelltown West side  
886, 887, 888 Campbelltown South side  
890, 891, 892, 893, 894, 895, 898, 899 Narellan & Camden

## **New South Wales – Regional**

**Southern Highlands:** Berrima Bus Lines introduced a new public timetable from 12 October 2009. Interesting features are the “Main Line” route 811 has been shortened at the Moss Vale end (replaced



by route 816) and extended at the Mittagong (Willow Vale) end by selected journeys running to Bunnings Warehouse at Braemar.

Routes are:

- 805 Mittagong – Hill Top (Saturdays)
- 806 Bowral – Bargo (Mon-Fri)
- 808 Moss Vale – Kangaloon and Robertson (Mon-Fri)
- 810 Moss Vale – Nowra (school days)
- 811 Moss Vale – Bowral – Mittagong – Welby – Willow Vale (Mon-Sat)
- 812 Moss Vale – Berrima (Mon-Sat)
- 813 Moss Vale – Tallong (Mon-Fri)
- 814 Bowral Town Service (Mon-Sat)
- 815 Bowral – East Bowral (Mon-Sat)
- 816 Moss Vale Town Service (Mon-Sat)
- 817 West Bowral (Mon-Fri)

The service operated by Kennedy's between Moss Vale and Nowra was withdrawn after 16 October 2009. Kennedy's service Kangaroo Valley and Camberwarra is from Nowra only. This also showed route 810.

**Central Coast:** All **Red Bus** timetables were replaced by new ones in conjunction with the new train timetables on 11 October 2009 when new route 14 (refer October Table Talk) was incorporated in a timetable with other routes. New Growth Bus routes include:

Route 12 The Entrance to Gosford Station via Killarney Vale & Bateau Bay West

Route 15 Bay Village to Tuggerah via Eastern Rd & Wyong Rd

Route 16 The Entrance to Tuggerah via Long Jetty & Berkeley Vale.

Timetables issued (minor changes):

14, 15, 16 The Entrance to Wyong via Bay Village, Mingara & Tuggerah

11, 12, 21, 22, 23 The Entrance to Gosford via Bay Village & Erina Fair

23, 29, 45, 47, 48 Bay Village to Wyong via Ourimbah and Tuggerah

20, 40, 41, 42, 43, 44

Gosford to Erina Fair.

Gosford to Matcham Loop via Holgate, Erina Fair & Thames Drive.

Gosford to North Gosford Loop via North Gosford Private Hospital.

Gosford to West Gosford Loop via Gosford Hospital.

Gosford to Point Frederick Loop via Masons Parade.

Gosford to Springfield via East Gosford.

Gosford to Erina Fair via Springfield.

**Busways Central Coast:** Revised school and route timetables for the Central Coast were introduced in conjunction with new CityRail timetables. Alterations to arrival and departure times of local services will take effect to ensure bus and train connections are maintained.

33, 34 Kariong - Somersby

36, 37, 38 Narara, Wyoming, Ourimbah & Tuggerah

50, 51, 52, 53, 54, 55, 56, 57, 58, 60 Peninsula (Woy Woy, Ettalong, Umina)

59, 60, 61, 63, 64, 65, 66, 69, 70 Kincumber

67, 68 Terrigal, Wamberal & North Avoca

78, 79, 79N, 80, 81, 82 Lake Haven, Wyong & Tuggerah

90, 91, 92 Toukley, Budgewoi & San Remo

97, 98, 99 Blue Haven, Mannering Park, Gwandalan & Swansea

**Hunter Valley Buses Toronto and Morisset:** New pdf timetables for all Morisset and Toronto routes including 'The Train', dated 11 October 2009.

**Rover Motors:** 163 Cessnock to Morisset Minor Time Changes

**Ulladullabus:** New timetable for Routes 740/1 August 2009

**Northern Rivers Buslines:** Lismore Town Routes August 2009 (Covers routes 661, 6812/3/4/5), 670/5 August 2009

**Ballina Buslines:** Routes 660, 661, 662, 667, 668 and 669 August 2009. Similarly the paper timetable for route 610 is undated but again the website shows it as August 2009

Note: Northern River Buslines and Ballina Buslines are the split of the previous Kirklands.

**Blanch, Ballina:** The website shows a new timetable for all services as from 16 September, 2009. There is now an additional route 664 from Ballina to Ballina Heights.

**Orange Buslines:** Orange Town routes 531 – 536. August 2009

**Tamworth Buslines:** Route 428 Ex Perretts 27 August 2009

**Parsons Murwillumbah:** Routes 616/8 August 2009

**Singhs Murwillumbah:** Route Tyalgum Dec 2008

**Wagga:** Fearnas Busabout is currently developing an integrated Town and School Bus Service for the Wagga region, which when introduced in November 2009 will provide an improved quality of service to all bus passengers in the Wagga District. New timetables will commence on 2 November on the following routes with much improved format timetables.

960 Servicing Lake Albert, Lakeside, Koorungal and Maple Rd areas. Stopping at Koorungal Mall and travelling along Lake Albert Rd.

961 Servicing the Mount Austin and Tolland areas including the Turvey Park Shopping Center.

962 Servicing the Ashmont and Glenfield areas including a stop at the South City shopping complex.

963 Servicing Estella and the Albury Street Area.

964 Servicing North Wagga and Estella areas.

965 Servicing Forest Hill, Gumly Gumly, Hammond Industrial Estate, Wiradjuri and Day St travelling Sturt Highway.

**Murton, Broken Hill:** Has issued a new timetable dated 7 September 2009 with a new route structure which consists of routes 590, 591, 591A, 592, 592A, 593. The "A" routes operate on Saturdays.

**Prior, Batemans Bay:** Batemans Bay Bus Guide, 757, 760, 761, effective 28 Sep 2009. In Transit Graphics format.

**Blue Mountains Bus Co:** New timetables as from 12 October are listed on the website with changes due to the new train timetables and also route extensions and alterations.

## Queensland – Brisbane

Pre-payment with a Go Card or pre-purchased ticket will be required on an additional 36 key routes (five routes have already been successfully trialed) from 16 November in order to cut passenger waiting times (dwell times?). A TransLink spokesman said about four minutes would be cut from the average bus trip in peak hour. The pre-pay buses will have a P adjacent to the route number. It appears that other buses on the same route will continue to accept cash fares.

## Queensland - Regional

**Cairns District:** Previously unreported in *Table Talk* - In October last year Trans North Bus & Coach announced it's intention to cease the operation of the Beach Bus at Mission Beach as the service was not considered financially viable following the loss of the school bus subsidy. The bus and route were purchased by Shrubbery Beachfront Restaurant & Bar commencing 15 December 2008. Service times were extended to operate until 2100 Mon-Thu and 2200 Fri & Sat.

Like Trans North, Shrubbery was unable to make the service financially viable and ceased operating. From 16 May 2009 a new service was commenced by Calypso Coaches. The town service frequency has been reduced, however services to popular beaches and local walks as well as trips to Tully have been included. The service is now operated under the title Mission Impossible (Beach Shuttle).

**Cairns: Sunbus** and parent company Transit Australia Group (TAG) has launched a web-based journey planner that endeavours to get commuters, tourists and motorists from A to B quicker, more cheaply and with much less confusion. Ambitious to deliver a world class standard of public transport, TAG are the first in Queensland and among the first in Australia to team with Google and proudly launch Google Transit. The web-based tool is an interactive trip planner which integrates bus stop; timetable; and route information with Google Maps so that a trip or a sequence of trips can be planned from start to finish at a click of a mouse or by accessing the website using a mobile phone. Cairns will trial the product before it is rolled out across TAG networks including Townsville, Rockhampton and Magnetic Island, delivering regional Queensland public transport users quality information services equal to their South East Queensland counterparts. The cutting edge technology is easy to use and maps how your trip will physically evolve in relation to local landmarks and surrounding streets, taking the guess work out of public transport and providing great convenience to new users.

## South Australia – Adelaide

The 2009 Royal Adelaide Show was held between the 4<sup>th</sup> and 12<sup>th</sup> September. The public transport was similar to 2008 with the shuttle bus service (Route 21W) operating from Victoria Square and Currie Street to the special Goodwood Road interchange every 15 minutes. Buses departed Currie Street between from 0800 and 0900 on Sunday. Last buses departed the Showgrounds at 2320 Monday to Saturday and 2120 on Sunday.

A special bus service was also operated from Tea Tree Plaza Interchange via the OBahn stopping at Paradise and Klemzig Interchanges every 30 minutes between 0900 and 2200 Monday to Saturday and 0930 to 1930 on Sunday. The first three buses departed from Golden Grove Village at 0845, 0915 and 0945. Return journeys departed the Showground from 0945 to 2245 Monday to Saturday and 1015 to 2015 on Sunday. A bus service also operated from Port Adelaide at 0906 and 1106 Monday to Friday with return trips leaving at 1400 and 1600. All services operated at standard Adelaide Metro fares.

## Victoria – Melbourne

The Melbourne Public Transport Map is currently unavailable. An updated map will be available later in 2009. Features of the updated map will include:

- zoom and panning options to focus on areas in metropolitan or regional Victoria
- the ability to highlight routes
- service departure times from every stop in metropolitan Melbourne
- timetables for every stop in metropolitan Melbourne
- the ability to find nearby stops in a selected location
- the option to set origin and destinations for the journey planner.

**Ventura:** Route 689 Monday to Friday service departing Montrose at 0750 is altered to depart five minutes earlier from Monday 19 October. The bus service will depart Montrose at 0745 and arrive in Croydon at 0809.

**Skybus success:** From 1 August 2009, the Skybus service between Melbourne Tullamarine Airport and the City terminal at Southern Cross has extended the 10 minute frequency to between 0800 and 2000 every day, holidays included.

## Victoria – Regional

**V Line:** News about V Line bus changes of 9 November is included with Rail news above.

*(Table Talk has a dilemma about whether news about Railway franchised buses should be placed in Rail news or in Bus news. Sometimes the train and bus timetable changes are related; sometimes they are not. Mainly, however, we are guided by the fact that the responsible authority is the relevant Railway. If you have views on this, drop us a line).*

**Geelong:** Based on customer feedback Geelong's bus Route 14 timetable has been improved. The timetable has been altered to include more accurate times of bus arrivals and departures. The new timetable commenced on Monday 19 October. All other routes remain unchanged.

To download a copy of the new Route 14 timetable, see Geelong - Waurin Ponds - Deakin University (Route 14).

**Yarrawonga:** The Victorian Government has expressed concern at level of support for the town bus service which was introduced in February 2007. Recent reviews of the service have indicated average patronage is extremely low, with an average of two passengers each trip. A reduction in frequency is under consideration. The Department of Transport is to closely monitor patronage.

**Thanks to:** Simon Aalbers, Tony Bailey, Barry Blair, Brisbane *Courier Mail*, Adrian Dessanti, Alan Gray, Robert Henderson, Michael Marshall, Lourie Smit, Tris Tottenham, Roger Wheat

# AIR NEWS

## International

**Jetstar** will add additional services to Bali, Phuket and Honolulu over the Christmas/New Year holiday. From 15 December until 29 January it will increase Sydney to Bali services from four per week to daily flights while weekly services from Melbourne will rise from two to three. Jetstar will increase Sydney to Phuket flights from three to five times weekly and from Sydney to Honolulu from four to five times weekly. Flights to Honolulu will be increased to five times weekly (an addition of one).

**Qatar Airways** has vowed it is "here to stay" in Australia as it prepares to launch direct flights between Melbourne and Doha from 6 December. Flights from Sydney will commence in the first half of 2010.

**Viva Macau** is reported to be in discussions with airports in Queensland and Melbourne about a second Australian destination in addition to Sydney.

**Qantas** has deferred plans to start a seventh weekly flight from Sydney to Johannesburg because of the slowdown in travel demand.

**AirAsia X** will increase its Kuala Lumpur - Gold Coast service from six to seven times a week from February 2010.

## Domestic

**Tiger Airways** doubled flights from Sydney and Adelaide to Melbourne from 4 October. There will be up to 11 departures between Melbourne and Sydney and twice daily from Adelaide. Tiger will commence daily flights from Sydney to the Gold Coast from 15 December.

**Regional Express** resumed six weekly services between Griffith and Melbourne from 9 October. There is no Saturday service.

From October Darwin based **Airnorth** has had weekly flights from Darwin on Thurs 0600 via Mt Isa to Coolangatta 1110. Return dep 1155, arrive Darwin 1630.

**Thanks** to Tony Bailey, Victor Isaacs and David Whiteford for Air news.

# FERRY NEWS

A new timetable for **Central Coast Ferries** Woy Woy-Saratoga-Davistown-Empire Bay applies from 11 October 2009, see [www.131500.com.au/pdg/Woy\\_Woy\\_EmpireBay\\_2009.pdf](http://www.131500.com.au/pdg/Woy_Woy_EmpireBay_2009.pdf)

The Wallaroo to Lucky Bay ferry service has been suspended until at least the middle of 2010 because the replacement vessel Seaway is not ready, meaning crew and support staff have been laid off. **Sea SA's** previous vessel Sea Spirit was sold in August, as the large truck capacity was not used due to traffic constraints through Wallaroo. A new modified ferry, Aurora, is being built.

**Thanks** to Tony Bailey and Roger Wheaton for Ferry news.

## COLLECTORS' CORNER

Peter Graham writes:

In the mid to late 1980's. a **video** was released called **V/Line Power on Parade** or something like that. I also wish to obtain any of the early Diesel Diary videos by Bevan Wall (Volumes 1-9). Does anyone have copies that they'd like to dispose of, or perhaps know where I could obtain copies? If so, contact me on [dgraham@bigpond.net.au](mailto:dgraham@bigpond.net.au)

Frank Goldthorpe writes:

I am trying to obtain early **Sydney bus timetables** for Stone Bros. Auburn/Cumberland Coach routes 5, 13, 14, 116, 149 and 239 and Sinclair/Cumberland Coaches route 172 Parramatta – Eastwood via Dundas Valley.

If you can help contact me on 04299 43223 or at Unit 11, 26 Enfield St, Marrickville NSW 2204.

*Send your timetable wishes to the compiler of this Newsletter, Victor Isaacs, [abvi@webone.com.au](mailto:abvi@webone.com.au) or 43 Lowanna St, Braddon ACT 2612.*