



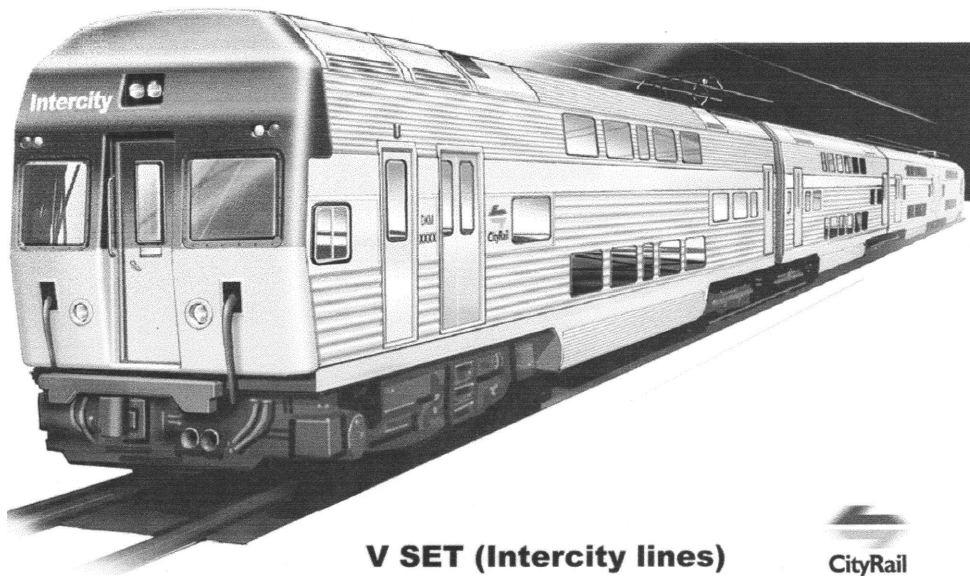
TABLE TALK

AUSTRALIAN TIMETABLE NEWS

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V SET (Intercity lines)



INTERCITY TRAIN ROSTERS

BOOK 1 – MONDAYS TO FRIDAYS

FROM MONDAY 17TH JANUARY 2011

2010 SWTT VERSION 3.03

PRODUCED BY OPERATING TIMETABLE & SPECIAL EVENTS
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CityRail (Sydney) issued new Train Rosters applicable from 17 January, in a swish new format. Another edition was published very soon after, dated 31 January. Copies are available from the AATTC February Distribution List.

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

Countrylink: Review and timetable changes

Countrylink, the long distance passenger segment of NSW Rail Corp, conducted a community consultation exercise from July to September 2010, entitled CountryLinkUp. It consisted of 13 public meetings, online submissions via the CountryLink website and written submissions. Over 330 people attended the public meetings and there were 408 submissions. Recommendations ranged from general to very local specific. In response the NSW government accepted 49 recommendations, accepted two in principle, rejected one, and is undertaking further investigation on ten. The Report and Response are on Countrylink's website at www.countrylink.info/news

Overall there was a desire from all communities to have as many services as possible with the option of at least one day and one night service connecting to larger centres, with day return provided to negate the need for overnight accommodation.

The poorest on time running performance was found to be on the Southern Line. This is due to issues relating to track work in NSW, track work in Victoria, the emergence of mud holes on some parts of the track, particularly in Victoria and speed limitations put in place as a result of safety concerns around level crossings.

Mentioned in the government's response to the Review is that Countrylink's Southern and North Coast timetables will be reviewed in mid 2011 after ARTC's track upgrades are completed, and that Far North Coast Countrylink bus services will be altered in February.

A recommendation was that information about on time running for CountryLink Services be disaggregated and provided by individual train routes on a daily, weekly, monthly and yearly basis and be publicly available on the CountryLink Website. The response was that it is proposed to publish information in two ways:

- all services by day, week, month and year, and
- individual routes by month and year.

Presentation of the data would be similar to what is published for CityRail, with the use of bar charts and graphs rather than just text.

A complaint was the lack of differentiation between Economy and First class on Countrylink trains. In response First class enhancements including tea/coffee, newspapers, pillows and blankets are currently being considered and trialled (Ed: where?)

Requests were made for:

- Countrylink bus services to Boorowa and Jindabyne (probably currently the largest towns in NSW without regular public transport connections),
- A day return train from Bathurst to Sydney,
- Connections at Wauchope to/from all trains for Port Macquarie.
- Reversing the Western XPT service to operate from the Dubbo-Sydney-Dubbo,
- Extension of the Cityrail network to Tamworth,
- An additional Countrylink train to/from Broken Hill each week to compensate for Great Southern Railway now operating only one Indian Pacific for about half the year.

In each of these cases, the response was "Further investigations required."

RAIL NEWS

Citytrain: Richlands line opened 17 January

The Darra-Springfield line (see January *Table Talk*, page 3), opened from Monday 17 January - one week earlier than planned. This is the silver lining arising from the floods. As the line was ready, and drivers trained, the opening was brought forward to provide an additional travel option in the flood affected area. On the first day, when the Darra to Ipswich line was still closed by floodwater, Ipswich trains were diverted to operate instead to Richlands. Other major Citytrain timetable alterations were not introduced from that date. From 18 January, when the Ipswich line re-opened, an interim timetable operated, providing a mixture of through and shuttle services.

Morning peak - inbound from Richlands: Ten trains depart Richlands in the morning peak, including three through trains at 0631, 0725 and 0810. In addition, shuttle services operate approximately every 15 minutes connecting with inbound trains at Darra, the first departing Richlands at 0540.

Afternoon peak - outbound from Central: Twelve trains arrive at Richlands stations in the afternoon peak, including two through trains departing Central at 1642 (the former 1642 Central-Redbank) and 1717. Shuttles from Darra run approximately every 15 minutes.

Weekday off peak: Richlands has services every 30 minutes off-peak. Former between peaks Corinda trains are extended to Richlands. Evening through trains operate every 30 minutes between Bowen Hills and Richlands.

Weekend through trains operate every 30 minutes (except early Sunday morning when they are hourly) all stations between Bowen Hills and Richlands.

The Interim timetable is at www.translink.com.au/resources/travel-information/services-and-timetables/timetables/110124_richlands.pdf

Two new **bus** routes will connect at Richlands station: route 465 to Heathwood and route 466 to Willawong.

Queensland: Water everywhere

On Tuesday 11 January as the Queensland floods intensified, with especially severe weather in the south east, all Traveltrain long distance services were suspended, except the special Mackay-Cairns Sunlander train, the Rockhampton Tilt Train between Gladstone and Brisbane only and the Inlander Townsville-Mt Isa. The main coastal railway from Brisbane through to Cairns re-opened entirely from the evening of 19 January. The Citytrain service between Ipswich and Rosewood and between Burpengary and Caboolture were suspended.

There was extensive damage to Queensland Rail's Main line (ie, Western line) in the Grantham-Toowoomba-Dalby section. At Ipswich water was up to platform level. The damaged rail bridges at Grantham featured extensively in media coverage of the disaster. On the range section between Helidon and Toowoomba there are many very large washaways and landslides. Indeed, the damage is so huge that this line may be closed for three months for repairs. QR National and Queensland Rail are unable to operate services west of Brisbane.

The Blackwater network was closed on 27 December and re-opened on 19 January. But the Central line west of Blackwater may be closed for up to two months. The 110km Rolleston branch is still being assessed. A reopening date is yet to be confirmed. QR National's Moura coal line re-opened to all traffic on 13 January. The Newlands line to Abbot Point Coal terminal near Bowen is open. The Goonyella network into the ports of Dalrymple Bay and Hay Point, south of Mackay, was closed from 24 December to 30 December following derailment of a PN train near Yukan. Although re-opened, this network is currently working at around 70% capacity due to reduced coal availability. Many areas of the coal network continue to be subject to speed restrictions.

Freight services along the North Coast line to locations beyond Gladstone to Cairns could not resume until mid January because of the line was cut by floodwaters at Rockhampton.

By Wednesday 12 January flooding affected all suburban lines, but Citytrain ran hourly services on every line, similar to the Christmas Day timetable. The Roma St-Ipswich line and South Brisbane station were closed. On 13 January the Ipswich/Rosewood line remained closed, as was also the line between Yeerongpilly and Kingston. No alternative transport was possible. As the floods eased, from 14 January, services were restored on the Ipswich line as far as Sherwood and on 15 January as far as Darra. Ipswich, Goodna and Gailes stations were badly flooded. Services between Darra, Ipswich and Rosewood resumed from 19 January. From 14 January, public transport was made free for a week, to assist people, although non-essential travel was discouraged.

At the height of the floods, the Mary Valley Heritage Railway ran an hourly Rail Motor service between Gympie and Monkland, plus some freight services, which provided the only means of transport to the southern part of Gympie.

On the next page is an example of the emergency Brisbane suburban timetable which was operated during the flood. Services were hourly on all lines, except to the Airport, which was half hourly, and the Ipswich line, which was flooded over.

Shorncliffe outbound

Station	am	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	
South Bank		7:14	8:14	9:14	10:14	11:14	12:14	1:14	2:14	3:14	4:14	5:14	6:14	7:14	8:14	9:14	10:14
South Brisbane		7:16	8:16	9:16	10:16	11:16	12:16	1:16	2:16	3:16	4:16	5:16	6:16	7:16	8:16	9:16	10:16
Roma Street platform	#7	#7	#7	#7	#7	#7	#7	#7	#7	#7	#7	#7	#7	#7	#7	#7	#7
Roma Street	6:21	7:21	8:21	9:21	10:21	11:21	12:21	1:21	2:21	3:21	4:21	5:21	6:21	7:21	8:21	9:21	10:21
Central arrive	6:23	7:23	8:23	9:23	10:23	11:23	12:23	1:23	2:23	3:23	4:23	5:23	6:23	7:23	8:23	9:23	10:23
Central platform	#6	#6	#6	#6	#6	#6	#6	#6	#6	#6	#6	#6	#6	#6	#6	#6	#6
Central depart	6:24	7:24	8:24	9:24	10:24	11:24	12:24	1:24	2:24	3:24	4:24	5:24	6:24	7:24	8:24	9:24	10:24
Fortitude Valley platform	#4	#4	#4	#4	#4	#4	#4	#4	#4	#4	#4	#4	#4	#4	#4	#4	#4
Fortitude Valley	6:26	7:26	8:26	9:26	10:26	11:26	12:26	1:26	2:26	3:26	4:26	5:26	6:26	7:26	8:26	9:26	10:26
Bowen Hills platform	#4	#4	#4	#4	#4	#4	#4	#4	#4	#4	#4	#4	#4	#4	#4	#4	#4
Bowen Hills	6:29	7:29	8:29	9:29	10:29	11:29	12:29	1:29	2:29	3:29	4:29	5:29	6:29	7:29	8:29	9:29	10:29
Albion	6:32	7:32	8:32	9:32	10:32	11:32	12:32	1:32	2:32	3:32	4:32	5:32	6:32	7:32	8:32	9:32	10:32
Wooloowin	6:34	7:34	8:34	9:34	10:34	11:34	12:34	1:34	2:34	3:34	4:34	5:34	6:34	7:34	8:34	9:34	10:34
Eagle Junction	6:36	7:36	8:36	9:36	10:36	11:36	12:36	1:36	2:36	3:36	4:36	5:36	6:36	7:36	8:36	9:36	10:36
Toornbul	6:38	7:38	8:38	9:38	10:38	11:38	12:38	1:38	2:38	3:38	4:38	5:38	6:38	7:38	8:38	9:38	10:38
Nundah	6:40	7:40	8:40	9:40	10:40	11:40	12:40	1:40	2:40	3:40	4:40	5:40	6:40	7:40	8:40	9:40	10:40
Northgate	6:43	7:43	8:43	9:43	10:43	11:43	12:43	1:43	2:43	3:43	4:43	5:43	6:43	7:43	8:43	9:43	10:43
Bindha	6:46	7:46	8:46	9:46	10:46	11:46	12:46	1:46	2:46	3:46	4:46	5:46	6:46	7:46	8:46	9:46	10:46
Banyo	6:48	7:48	8:48	9:48	10:48	11:48	12:48	1:48	2:48	3:48	4:48	5:48	6:48	7:48	8:48	9:48	10:48
Nudgee	6:50	7:50	8:50	9:50	10:50	11:50	12:50	1:50	2:50	3:50	4:50	5:50	6:50	7:50	8:50	9:50	10:50
Boondall	6:53	7:53	8:53	9:53	10:53	11:53	12:53	1:53	2:53	3:53	4:53	5:53	6:53	7:53	8:53	9:53	10:53
North Boondall	6:55	7:55	8:55	9:55	10:55	11:55	12:55	1:55	2:55	3:55	4:55	5:55	6:55	7:55	8:55	9:55	10:55
Deagon	6:57	7:57	8:57	9:57	10:57	11:57	12:57	1:57	2:57	3:57	4:57	5:57	6:57	7:57	8:57	9:57	10:57
Sandgate	6:59	7:59	8:59	9:59	10:59	11:59	12:59	1:59	2:59	3:59	4:59	5:59	6:59	7:59	8:59	9:59	10:59
Shorncliffe arrive	7:01	8:01	9:01	10:01	11:01	12:01	1:01	2:01	3:01	4:01	5:01	6:01	7:01	8:01	9:01	10:01	11:01

For more information visit www.translink.com.au or call TransLink on 13 12 30, anytime.



www.translink.com.au 13 12 30

Queensland Rail Limited ABN 71 132 181 090 QR3709_1_A4_1110

NSW: More water

On Monday 10 January because of flooding between Henty and Yerong Creek:

- The 0743 Countrylink XPT operated between Sydney and Cootamundra, with buses for the remainder of the journey to Melbourne.
- The 0830 XPT was buses from Melbourne to Cootamundra then train to Sydney.
- The 2040 XPT was buses Sydney to Melbourne.
- The 1955 was buses Melbourne to Sydney.

The 1612 Sydney-Brisbane XPT was forced to terminate/start at Casino, but resumed through to Brisbane by 12 January. Limited freight services into Brisbane operated. Flooding also caused cancellation of buses between Moree-Grafton, Armidale-Tenterfield and Coolabah-Brewarrina.

Victoria: Water, Water, Water

On Friday 14 January passenger trains beyond Ballarat to Ararat and Maryborough were cancelled due to floods. V/Line buses in north central Victoria were cancelled or altered. The following freight lines were temporarily closed due to flood damage:

- Maryborough to Yelta: There are several locations where washouts have occurred. Repair work to the Cope Cope bridge has begun with a 150 tonne crane lifting debris from the creek on 24 January. A temporary bypass has been built. Track is also being repaired at Swanwater and likely to be finished in the coming days. It is hoped train traffic will be able to return to the Mildura line by mid February
- Dunolly to Quambatook, and
- Korong Vale to Sea Lake. There are washouts at Barrakee, Teddywaddy and Charlton which may take months to repair.

Bendigo-Echuca passenger trains were unable to operate 15-17 January. Due to flood damage at Mitiamo, Pyramid and Kerang, Bendigo-Swan Hill passenger trains were unable to operate from 18 January for at least a week. There were significant washouts near Kerang. V/Line says it could take weeks to fix damaged lines. In Melbourne, the foul weather adversely affected services on 13 January.

Tasmania: Water here too

Floods on 14 and 15 January caused severe damage to TasRail's north west line around Railton and Devonport.

ARTC: Hunter network

The NSW government has granted approval for construction of a third track between Maitland and Minimbah adjacent to the main Northern line. This will provide additional capacity ahead of forecast increases in demand and throughput at the Port of Newcastle as outlined in ARTC's Hunter Valley Corridor 2009-2018 Capacity Strategy. The cost will be \$210 million. Commonwealth's assessment and approval of some environmental matters is still awaited as there are areas along the rail corridor where there are threatened species of vegetation and fauna. ARTC hopes to have construction underway by the first quarter this year.

At present, the Hunter Valley rail network coal capacity averages around 107m tonnes per annum (mtpa). According to ARTC's Strategy, demand for export coal capacity from the Hunter is projected to increase to around 159 mtpa in 2011, 190 mtpa in 2012 and 226 mtpa in 2013, reaching around 265 mtpa in 2018.

NSW: Country Regional Rail - John Holland

The John Holland company has been selected by the NSW Country Rail Infrastructure Authority to operate and maintain the NSW Country Regional Network from 2011 until 2021, replacing the ARTC. The contract is expected to be worth \$1.5 billion. The network comprises 2,700 km of operational and 3,100 km of non-operational lines. The contract includes network operations, signalling, structures and major periodic maintenance.

Sydney Rail projects

Mike Baird, NSW Shadow Treasurer, says that if the Coalition wins the March State election, it will scrap the proposed Western Express railway and the proposed Epping to Parramatta railway, in favour of re-allocating the money towards the proposed North West railway from Epping to the Hills area.

The first of the new Waratah trains – due to enter service in November 2010 – has been further delayed until May or June 2011.

Melbourne rail project

The new Victorian Coalition government will proceed with the Epping-South Morang Rail extension project. An announcement by new Public Transport Minister Terry Mulder, on 27 January ended weeks of speculation since the change of government. However, the South Morang-Mernda busway is still in doubt.

V/Line: Geelong line alterations

From 13 December, in connection with redeployment of rolling stock, some Geelong line weekday trains were altered:

- 1521 Marshall-Southern Cross now departs five minutes earlier at 1516.
- 1725 South Geelong-Southern Cross departs Geelong three minutes earlier at 1737.
- 1824 South Geelong-Southern Cross departs one minute later at 1825.
- 1528 Southern Cross-South Geelong arrives four minutes earlier at 1639.
- 1613 Southern Cross-Marshall arrives four minutes earlier at 1721.
- 0005 Southern Cross-Marshall arrives three minutes earlier at 0111.

In all cases, times within the suburban area are not altered. A new Public timetable is available in hard copy and on V/Line's website, but the Working timetable on the website has not yet been replaced.

Metro Trains Melbourne: May 2011 timetable

Metro trains Melbourne will introduce a new timetable in May, bringing big changes to most lines. However, big changes to most of Northern Group will wait for completion of electrification to Sunbury, and changes for the Clifton Hill Group will wait for completion of the extension from Epping to South Morang.

On the Frankston line, the current peak pattern will be extended for longer. Off-peak all trains will run direct to Flinders St/Southern Cross. There will be minor infrastructure changes to improve things, eg a Frankston platform extension to cater for terminating trains from the City and Stony Point simultaneously.

There is a complete re-write of the Werribee line timetable. There will be trains from Werribee every eleven minutes in the peak, running direct from Laverton to Newport (allowing three additional peak trains). There will be Laverton to City via Altona Loop trains every 22 minutes in the peak, and Williamstown to City trains every 22 minutes in the peak.

In the off-peak, Werribee trains will not run via the City Loop. There will all run direct to Flinders St, then to Frankston. Thus, Frankston and Werribee trains during the off-peak will run direct from southern suburbs to the west and v.v. Werribee to Laverton frequency will be reduced to every 20 minutes, but all will be express via direct line. There will be Laverton to Newport via Altona Loop shuttle trains every 20 minutes. Williamstown off-peak trains will run every 20 minutes and will now run through to Flinders St, rather than be local shuttles. This, combined with Werribee trains, will provide a ten minute frequency Newport to the City). There will be timing adjustments to reflect current timings; trips up to three minutes longer, eg on the Frankston line.

Sandringham trains will be increased to every eight minutes in the peak.

Ringwood, Blackburn and Box Hill stopper trains will now run to the City Loop in AM, rather than only to Flinders St. There will be additional Blackburn to City services during off-peak. PM trains will run direct from Flinders St. Alamein trains will run to the City Loop in the AM; but direct from Flinders St in the PM. There may be some extra off-peak services (into the City), but this is not certain. Glen Waverley to run direct to Flinders St in the AM peak, but around the Loop in the PM. Frequency will be upgraded to an average of 7.5 minutes.

The Melbourne *Age* (on 19 January) said that these changes are the first stage of a wider overhaul of all 15 of the city's lines, to be completed by next year.

The changes are designed to provide more punctual and reliable services. Under its \$8 billion contract with the state government, Metro is required to devise a new timetable by May.

The Victorian Government is negotiating with Metro to try and minimize potential inconvenience. Transport Minister Terry Mulder says he hopes to minimise any problems with the new timetable, but he said, "I can only go on the advice that I have been given, and that is that untangling the network will provide more [routes] for trains, and do away with trains crossing one another when something goes wrong,". A new timetable also needed to create time slots for 38 new trains. Without a new timetable, "those trains will be parked" he said.

Metro chief executive Andrew Lezala said the existing timetable had been in place since 1996 but more services had been gradually added without a major review, making it cluttered and clumsy. "We need to change the timetables, and design them from scratch so that they can work properly. We have spent a lot of money doing that," he said.

One feature of the proposed timetable changes that seems odd is that Alamein trains are to run to the City Loop in the morning peak, but direct from Flinders St in the PM peak, but Glen Waverley trains will be the other way round. One suggestion is that this might be due to reduce use of the points at East Richmond, and reduce delays with the Glen Waverley trains crossing to the centre or through tracks. In the PM, the Glen Waverleys may run express through East Richmond then access the Burnley flyover from platform 3 at Burnley.

GSR: Overland slowed

Great Southern Railway's Overland has been slowed down from 3 January. It now departs Melbourne at 0805. Formerly it departed at 0805 on Tuesdays and Thursdays, but at 0840 on Saturdays. This train now arrives Adelaide ten minutes later on Tuesdays and Thursdays at 1755 and 15 minutes later on Saturdays at 1800. The Saturday train which was formerly slightly faster, is now slower than on other days. Overall, the Saturday train is now timetabled to take 50 minutes longer than formerly. Eastbound trains are also slightly slower, arriving Melbourne ten minutes later than formerly at 1850. One slight advantage is that all eastbound trains now run to the same schedule every day. However, the westbound Saturday train still has a different schedule to other days.

The Working timetable for the Overland has disappeared from GSR's website. The new Public timetable is:

	Mon, Wed, Fri
Adelaide	0740
Murray Bridge	0949
Bordertown	1142
Nhill	1305
Dimboola	1334
Horsham	1358
Ararat	1531
North Shore (Geelong)	1738
Melbourne SX	1850

	Tues, Thurs	Sat
Melbourne SX	0805	0805
North Shore (Geelong)	0942	0948
Ararat	1140	1147
Horsham	1255	1302
Dimboola	1318	1325
Nhill	1343	1353
Bordertown	1407	1419
Murray Bridge	1605	1616
Adelaide	1755	1800

Table Talk sees many Press Releases which are full of hyperbole. We usually manage to ignore these. However, GSR provided the most outrageous example ever seen. Its publicity about the changes claims that slowing the train down will result in the journey being "even more convenient."

Stawell will be added to the scheduled Victorian stops in 2011 following a \$710,000 upgrade to the station.

Adelaide Metro: Oaklands – Noarlunga closedown

The railway from Oaklands to Noarlunga Centre, 17.4 km, was closed from Sunday 6 February for approximately six months while major upgrading work takes place. This involves removing existing track, refurbishing/replacing rail, rebuilding the track formation down to base level, installing new gauge-convertible concrete sleepers, improving drainage, upgrades to some stations and pedestrian mazes and upgrades of five level crossings.

Remaining train services are interesting. Evenings and weekends they are all stations Oaklands to Adelaide every thirty minutes. One service will be express from the City to Woodlands Park, and the other all stations. This pattern is every 10 minutes in the peak and 15 minutes interpeak.

Also the Tonsley line will be every 20 minutes in the peak and 30 minutes (in lieu of 60) interpeak. This means that Tonsley will have a doubled frequency compared to normal, so will Marion to Mile End inclusive. Also the last departure to Tonsley will be at 1904, instead of 1802.

Beyond Oaklands, all trains will connect with two "all time services" which will operate every 10 minutes in peak, and every 15 minutes off peak; 30 minutes evenings and weekends:

- N3 Limited stops operating express between Oaklands and Hallett Cove Shopping Centre, thence Lonsdale, Christie Downs and Noarlunga Centre.
- N4 All stations plus Hallett Cove Shopping Centre.

Plus additional peak services:

- N5 Express via the Southern Expressway between Oaklands and Noarlunga Centre.
- N6 Limited Express Oaklands to Hallett Cove and Hallett Cove Beach.

More than one bus will run as needed to take the loads, especially in the peak hours. This is obviously necessary as the Noarlunga Centre peak express trains often carry up to 300 passengers.

Passengers will have substantially increased travelling times during this period. For example, the timetable brochure advises passengers who normally catch a train at Noarlunga Centre at 0745 to use the 0713 bus to connect with the 0759 train at Oaklands.

The interim timetable is at www.adelaidemetro.com.au/routes/pdfs/Noarlunga_lineFeb2011c.pdf

Recently published: A Profile of High Speed Railways

This useful briefing document provides a summary of achievements overseas and of proposals in Australia. It is on the website of the Bureau of Infrastructure, Transport and Regional Economics at www.btre.gov.au/publications/77/Files/A_profile_of_high_speed_railways.pdf

DB: Europe Timetable

DB (German Railways) have not produced their CD-ROM European timetable this year, but it is available on their website, www.bahn.de/p/view/buchung./karten/dbfarrplanbest.shtml

Italy: Private operators

On 15 November 2010, Arenaways, the first open access passenger operator in Italy, commenced operation between Milano and Torino in competition with state operator FS. At present it only has two trains a day, at fairly inconvenient times. NTV company will start open access services to a much bigger extent between major cities in September 2011.

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BUS NEWS

New South Wales – Sydney STA (Sydney Buses)

New Timetables from 30 January 2011

Route 408 (Burwood to Rookwood) has been extended in Rookwood Cemetery from Weekes Avenue to the Necropolis requiring an extra 4 minutes running time. The new timetable is v2.1 and has a picture of a well-known enthusiast STA driver on the cover.

Route 444 and 445. Additional time is allowed due to increased traffic on weekends between Balmain and Rozelle and between Leichhardt MarketPlace and Petersham so that the journey times are up to ten minutes longer. The new timetable is v3.0 and the cover photo is now a mural but with no location given; it also correctly shows Norton Street Leichardt stops as pre-pay on weekdays.

Route 526 (Burwood to Sydney Olympic Park) to help improve on-time reliability some journeys have been allowed up to six minutes more run time. The new timetable is v3.0 with an aerial picture of Olympic Park on the cover.

2011 School Services Timetables



The 2011 school timetables became available on the STA's web-site in early January – see <http://www.sydneybuses.info/schools>.

New South Wales – Sydney Private

Veolia Transport: Metrobus route 91 is due to commence on 7 February 2011, running between Hurstville and Parramatta via Bankstown. It will follow and totally replace routes 910 (Parramatta-Granville-Chester Hill-Bankstown via Blaxcell St) and 948 (Bankstown-Padstow-Hurstville). A separate new timetable will be issued for route M91 and was announced on Veolia's website as being available on Thursday 24 January 2011. However, the 24th is not a Thursday. The usual Metrobus-style brochure has been published at least on Veolia's website, giving frequencies (same as other Metrobus routes) and a map of the route and stops.

Timetables for the following other Veolia routes in the general region will be replaced simultaneously: 905/S4, 906, 907, 908/S2, 909/S3, 911, 961/2, 963.

Busabout/Interline: Of the timetables for local routes in the Macquarie Fields-Minto area (namely 873, 874, 875, 876 and S9), which commenced on 10 October 2010 (start date of the new rail timetable), only that for 876 has been noted in paper form.

New South Wales – Regional/Country

Dions, Wollongong: Dions have issued a new timetable for their routes 1, 1U, 4 and 4U dated January 2011. Some additional late night services on Fridays and Saturdays, which commenced some time ago under the auspices of the Government's "hassle free nights" initiative, do not appear in the paper timetable. Those trips, however, are shown at <http://www.summerbus.com.au/wollongong>. The "hassle free nights" services are on trial for 12 months as from March 2010. The previous version of the Dion's timetable included parts of Green's route 2 (much of which follows the same route as route 1, but with a travelling restriction), but this is no longer the case. However the explanation of the route 2 services has been retained.

Edwards, Armidale: A new timetable for town routes and that to Uralla, 480-5, started in July 2010.

Deanes, Queanbeyan: A new timetable for local routes 830-6, 838-40 and the Canberra Airporter service (A1) started in December 2010. The timetable for the Canberra Airporter is no longer a separate timetable, but now included in the main timetable booklet. The back cover of the booklet also makes mention of a route 850 Bungendore Local Link. This is also mentioned on page 4 as a route operating from Queanbeyan City, but it does not appear to be included in the booklet. However there is a website timetable, which is also present in the country section of 131500. The only difference is that 131500 shows a school day only service at 4.30pm, but Deanes website states it has been cancelled due to lack of passengers.

South Australia – Adelaide

Timetable Changes 16 January: A large number of timetable changes were implemented on Sunday 16 January. The majority were on routes operated by Torrens Transit. The changes also saw the extension of the use of alpha-numeric route numbers. There is now a B series of numbers and an H series. The Circle Line (100) has been split into 2 separate services. The present service (100) will now be Arndale to Glen Osmond on the western side only while a new service (300) called the Suburban Connector Service will perform the role of the existing service and will operate via Glenelg and Flinders Medical Centre. The complete circuit will take up to almost 3 hours to complete. The complete circuit will still only operate Monday to Saturday daylight hours.

A major change has been on two of the former trolley bus routes. The Beaumont service will now leave the City via Hutt St and then travel via Greenhill Rd., Fullarton Rd. to join the existing Glen Osmond (145) route in Dulwich Ave, Stuart Rd. and Greenhill Rd. It will then turn north into Portrush Road to turn into Stirling St and then the existing route. It will now be the 147 service. The Glen Osmond service will operate along Grant Ave except at peak periods when it will operate via Norwood Parade and a separate service will operate along Grant Ave. The service along Gilles Road (outer end 145) has been divorced from the services and will now operate via Unley Road and Cross Road as route 148 but with only 6 buses a day Monday to Friday. The Urrbrae service (146) will now be a bifurcation off the Kingswood Route via George and Duthy St and will now be 170. It will continue to operate only Monday to Friday daylight hours in a manner similar to the service via Portrush Road.

In all, a total of 86 new timetables have been issued together with 8 explanatory leaflets – one for each of the areas affected. As at the time of the previous change, these are designed to be letterboxed. A new Tram timetable was also issued at the same time. Full details are currently on the Adelaidemetro website.

Smart Card fare system: The new smart card fare system is expected to be introduced in 2013. It is planned to have gated bus transit zones in Currie and Grenfell Streets to enable passengers to swipe their cards before boarding to speed up loading times.

O-Bahn Extension into the City: The O-Bahn bus services are the most highly used public transport network in Adelaide, used by more 8 million commuters a year with buses accounting for 12% of the traffic but serving 75% of the people using the precinct. (Quote from Minister for Transport Patrick Conlon). Consideration is being given to the introduction of red asphalt bus only lanes in these streets which are also used by other bus services apart from the O-Bahn services.

New Year's Eve: Special services were operated on New Year's Eve with free travel on all services after midnight until the commencement of regular services the next morning. Although full details were available on the Adelaidemetro website, there was no printed material available.

Metropolitan bus contracts: Bids to run the metro bus services are due this month, with the Department for Transport, Energy and Infrastructure hoping to put a preferred bidder or bidder to Cabinet by March, with a view to the new contractors to start in October, following a two-month transition period. Eight companies, including the incumbents, Torrens Transit and Southlink, have put in serious bids, with interstate and international bidders also in the mix.

Overseas bidders are understood to include French company Veolia, which ran the Melbourne train system for 10 years until 2009 under the name Connex. Another French bidder is Transdev, which is to merge with Veolia, and a majority Singapore owned company, Comfort Delgro Cabcharge, which includes Cabcharge as a minority shareholder, is also throwing its hat in the ring.

Tasmania – Regional

Recent timetable issues from **Tassielink:**

- West Coast Service [Strahan] 5 Dec 2010.
- East Coast Service [St Helens/Bicheno/Swansea] 1 Nov 2010.
- Tasman Peninsula [Port Arthur] 6 Dec 2010.
- Cambridge - Dulcote - Richmond - Campania 1 Nov 2010.
- Huon Valley [Huonville] 1 Nov 2010.

Victoria – Melbourne

Route 691 (Boronia – Ferntree Gully-Stud Park-Waverley Gardens) services have been upgraded to run on public holidays in line with most metropolitan bus routes. It did not previously operate on public holidays. Services will now run to a Saturday timetable on all public holidays except Christmas Day and Good Friday, where a Sunday timetable will apply.

Route 788 (Frankston – Portsea) services ran to an increased frequency from Sunday 26 December 2010 to Sunday, 30 January 2011 with services every 45 minutes on weekends and public holidays. First and last services operated at slightly earlier or later times than normal weekend timetables and "all" night services provided between Mornington and Rosebud on Friday and Saturday nights.

Western Australia – Perth

Route 529 (Armadale Station – Cockburn Central station): Transperth has extended the trial for a further three months until Sunday 17 April 2011. The trial which started on Monday 18 October 2010 will now continue through what is traditionally Transperth's busiest time of year with a Monday to Friday 30-minute peak hour service, and 60 minutes off peak. The patronage targets, which are based on the average number of fare-paying boardings per bus service kilometre across the Transperth network, also remain the same – 31 passengers per trip in the morning peak, 23 passengers per trip in afternoon peak and 21 passengers per trip during the interpeak period. Although patronage in the first three months was well short of the target levels, a full review will be conducted at the end of the extended trial. The continuation of this route will depend on consistent and well-supported patronage. The route will need to have a significant boost in its patronage to secure a future beyond 17 April.

Thanks to Tony Bailey, Victor Isaacs, Hilaire Fraser, Robert Henderson, Duncan MacAuslan, Lourie Smit and the ATDB website, Roger Wheaton, David Whiteford

AIR NEWS

International

Qantas will commence direct service from Sydney to Dallas-Fort Worth from 16 May, but services to San Francisco will cease.

Queensland: Water everywhere

Rockhampton Airport was closed by floodwaters on 1 January, and re-opened on 24 January.

Domestic

A review of intrastate services in **WA** has resulted in:

- **Qantas** commencing a twice weekly service from Perth to Exmouth on 31 March. This will be in competition with **Skywest**'s service.
- Negotiations nearing completion for **Skippers Aviation** to provide four services a week direct from Perth to Kalbarri and Monkey Mia.
- **Skywest** servicing Busselton twice weekly as a stopover on its flights between Perth and Albany, and Ravensthorpe as a stopover on flights to Esperance.

Aeropelican will inaugurate a five times a week Brisbane-Narrabri service in February.

Strategic Airlines has blamed a cap on the number of seats it could sell on its weekly Port Hedland to Bali flight for its decision to drop the service. It says the flights "had been popular" but the limited infrastructure at Denpasar meant the A320 was never more than two-thirds full. Due to infrastructure constraints at the airport on the efficiency of border control processing it could not sell more than 100 seats per flight on 156-seat aircraft, The last outbound flight will be on 22 March, returning on 23 March.

Thanks to Tony Bailey and the *Australian* for Air news.

FERRY NEWS

Queensland: Water everywhere

Ferry and RiverCat services on the Brisbane River were cancelled from 11 January because of strong currents, debris and flooding. All pontoons were destroyed, and hence services are expected to be suspended for a long time. Repair may take as long as 18 months and may cost as much as \$100 million. The key Riverside terminal in the CBD, however, is in good shape.

Manly Fast Ferry

Manly Fast Ferry has begun a new service connecting the northern beaches to the Quarantine Station, Watsons Bay and Clifton Gardens. The service runs hourly every day during the school holidays from Manly Wharf. Further information is at www.manlyfastferry.com.au.

Yorke Peninsula - Eyre Peninsula ferry

The Wallaroo – Lucky Bay, SA ferry service was suspended in October 2009 when the temporary vessel the *Seaway* was withdrawn by its new owners the Abu Dhabi government. According to the operator Sea SA, the service will not commence in the foreseeable future.

Thanks to Tony Bailey, Brian Webber, Roger Wheaton and the Courier-Mail (Brisbane) for Ferry news.



Members' News

- February 2011

Australian Association of Timetable Collectors

aattc.org.au

NEXT AATTC AUCTION

The AATTC Auctioneer, Stephen Ward, is now seeking items for forthcoming Auction no. 34. Members interested in selling or donating lots please contact him by phone, e-mail or post:
Mail: PO Box 220, LIDCOMBE NSW 1825
E-mail: swar3841@bigpond.net.au or Stephen.ward@lnnf.com
Phone 0429892263

DIVISION MEETINGS

Adelaide: The next meeting of the Division will be held at, as usual, 2c Bakewell St Tusmore 5065. Inquiries to convenor Roger Wheaton at rogertw@adam.com.au or 08-8331 9043.

Brisbane: The next meeting will be on Sunday 20 February at 8 Coachwood Street Keperra. Inquiries to Brian Webber bwebber5@bigpond.com, 07-3354 2140 or 8 Coachwood St, Kepperra.

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, iancooper@goldweb.com.au or 02-6254 2431.

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

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

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AATTC Members' News is compiled by Victor Isaacs, President. Contributions to abvi@inet.net.au please. The deadline is the last weekend of each month.