



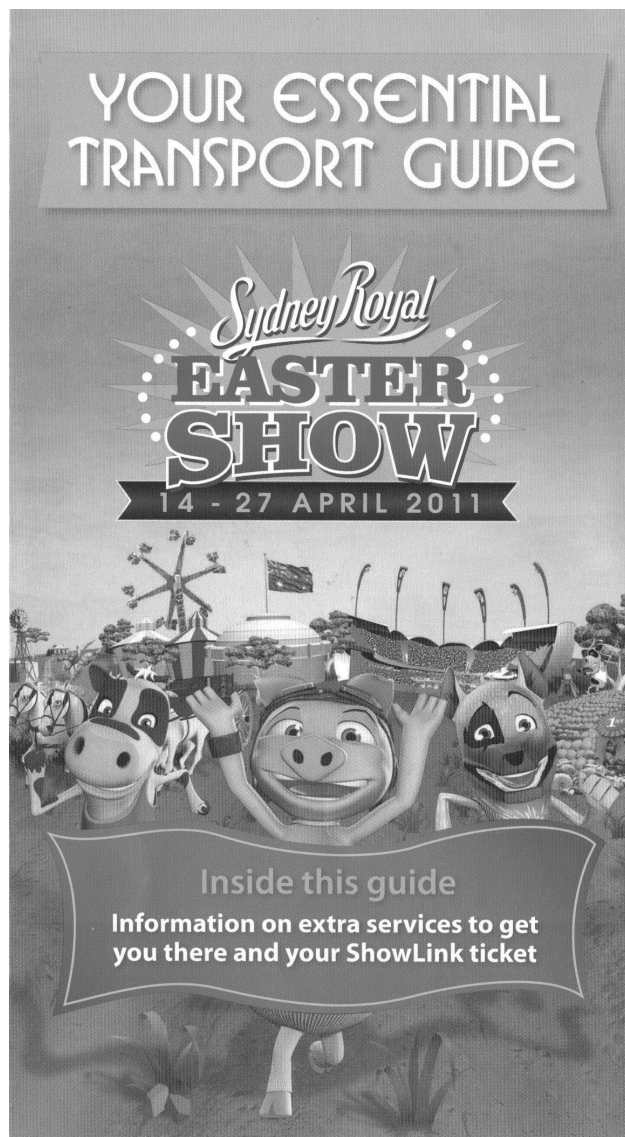
TABLE TALK

AUSTRALIAN TIMETABLE NEWS

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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 – EASTER 2011

CityRail: Royal Easter Show

The period of Sydney's Royal Easter Show is the busiest for CityRail, as a heightened level of service is required for two weeks without a break. This year the Show was from Thursday 14 April to Wednesday 27 April. On each day frequent trains ran direct from Central, stopping at Redfern and Strathfield, to Olympic Park & v.v. In addition, direct trains ran from Penrith at -8:11, 08:41, 09:11, 09:41, 10:11 and 10:41, from Newcastle at 07:00 and 08:00 and from Wyong at 08:40. Equivalent return services operated. In addition, an additional train departed Campbelltown each night at 23:51 for Moss Vale. A DL size pamphlet (on the front cover) detailed trains, additional bus services, and ticketing arrangements. Admission tickets to the Show included travel on public transport there and back.

V/Line

V/Line services were:

- Thursday 21 April: Normal weekday timetable.
- Good Friday, 22 April: Sunday timetable, with some buses on a special holiday timetable.
- Saturday 23 April: Saturday timetable.
- Easter Day, 24 April: Sunday timetable.
- Easter Monday, 25 April: Saturday timetable.
- ANZAC Day public holiday, 26 April: Sunday timetable, with some buses on a special timetable.

Adelaide Metro

Thursday 21 April Buses operated to Thursday timetable and trains as on a Friday.
Good Friday Sunday / Public Holiday timetable.
Saturday Normal Saturday timetable.
Easter Day Normal Sunday and Public Holiday Timetable
Easter Monday/ Anzac Day Normal Sunday / Public Holiday bus and train services supplemented by additional trains: ex Outer Harbor 05:07, express from Woodville arriving Adelaide 05:41
ex Grange 05:26 all stations arriving 05:48
ex Noarlunga Centre (Bus route N4 connecting with train at Oaklands) 04:25 arriving 05:45 (express Goodwood-Adelaide)
ex Belair 05:14 all stations except Mile End arriving 05:45,
and 07:35 all stations except Mile End arriving 08:06
Gawler Central all stations except North Adelaide arriving 05:46
Trams operated to a special timetable. The first were 04:47 from Morphett Road and 05:00 from Glenelg. Trams operated as two separate services between approximately 07:40 and 11:59 with inbound services terminating at Rundle Mall and those from the Entertainment Centre at Adelaide RS to avoid conflict with the march at the North Tce – King William St intersection. The first tram from the Entertainment Centre was at .05:30 to South Tce.

(Although the details were on the website in the format of a brochure, it is not available in printed format.)

Easter Tuesday Normal Sunday / Public Holiday timetable.

Pacific National

One PN freight train, 5MB4, was timetabled to remain at The Rock from Thursday 21 April until Wednesday 27 April. Another, 5BS6, was scheduled to remain at Casino from Thursday 21 until Thursday 28 April.

ACTION buses Canberra

In April workshop staff employed by ACTION imposed overtime bans as negotiations for a new industrial agreement broke down. As a result, supervisors carried out weekend refuelling and minor repairs. Saturday services ran to Sunday timetables, ie, no evening services, to facilitate this. Also as a result, Easter services were:

- Good Friday, 22 April: No services.
- Saturday 23 April: Sunday timetable (ie, no evening services)
- Easter Day, 24 April: No services.
- Easter Monday, 25 April: Services to the ANZAC Dawn Service provided by charters from Deanes Transit of Queanbeyan. Other services to Sunday timetable.
- ANZAC Day public holiday, 26 April: No services.

RAIL NEWS

Queensland Rail: 6 June timetable changes.

New timetables will be introduced on the Ipswich, Rosewood, Caboolture and Sunshine Coast lines from Monday 6 June (as foreshadowed in *Table Talk* December, p. 3 which gave full details, and April issue, p. 6). Minor timing changes will also be made to the Shorncliffe line. Timetables are on the Brisbane public transport website www.translink.com.au Since the draft timetable was released, changes as a result of public representation, have resulted in:

- Four additional trains between Rosewood and Ipswich to better connect with school times;
- An additional morning peak service from Petrie stopping all stations;
- An additional early service to Caboolture for those starting work early;
- Changes to morning peak services from the Sunshine Coast to better align with work start times; and
- Change to afternoon service to the Sunshine Coast to better align with work finish

QR National: Coal haulage contracts

QR National has made a contract with Anglo American Metallurgical Coal to haul 12.7 million tonnes of coal per annum from the Capcoal mining complex to Gladstone, Qld.

QR National has a contract with Jelinbah Resources for haulage of 6 million tonnes per annum of coal from Lake Vermont to Abbott Point, Qld, from January 2012 when the new 69 km Goonyella-Newlands line is completed.

QR National: NSW wheat haulage

QR National has obtained a three year contract with Glencore Grain Australia for rail haulage from various regional NSW locations to Port Kembla. It will also establish operations in Cootamundra and Moss Vale. The agreement is conditional on access agreements being signed with Port Kembla Port Corporation and Railcorp.

ARTC: Working Timetable 8 May

ARTC has introduced a new Master Train Plan, aka as Working Timetable, from 8 May (not from 9 April as forecast in last month's *Table Talk*). It is available on their website under "Operations".

A change in format is the splitting of the Melbourne-Adelaide mainline into two tables, the division being at Dimboola Loop. The elusive Mt Lofty Loop, which has appeared in the graphical working timetable for some time and at which important crosses take place, is at last also included in the tabular working timetable. However in this table, to make up for this correction, Salisbury and Nhill now appear in the wrong order.

The WTT includes three V/Line standard gauge trains every day from Melbourne to Albury and v.v. but these will not yet be effective – see the item below *V/Line: Albury services*. The Melbourne-Albury table has been re-organised to take account of the completion of the Victorian NE duplication project. In the Victorian NE tables, the suffix "Loop" has been removed from locations between Wodonga and Longwood. Springhurst is a timing point in the southbound table, but is absent in the northbound table.

Analysis of up trains along this line shows almost no change compared to the October 2010 timetable, despite the recent large expenditure on infrastructure: One train is one minute later, one train is altered by seven minutes throughout, and there is one new train (7CM3). There is no change in any end-to-end running times! The times of Countrylink's XPTs along this line are basically unchanged. The only change is to the southbound daylight XPT which no longer waits six minutes for a cross at Longwood Loop and runs correspondingly earlier to Seymour. But then it waits for the same amount of time at Seymour Loop! So it then has the same times hence to Melbourne.

This might be the last ARTC WTT to include the NSW Country Regional Network lines before the transfer of management to the John Holland engineering company in a few months time.

ARTC: Liverpool Range, NSW

The Australian Rail Track Corporation will duplicate the railway over the Liverpool Range in NW NSW on the existing alignment. The first phase of the project will be the construction of two passing loops at an estimated cost of \$34 million. Based on 2011 dollars, the total cost of the planned duplication will be \$250 million bringing total expenditure to \$284 million. This follows studies of alternative alignments, including three with major tunnels and others on the surface. The conclusion was that duplication of the existing track was the preferred option. One reason for this option was that it could be staged, allowing track capacity to be in line with mine and export growth from the Gunnedah Basin. The ARTC says that removal of the bottleneck is vital to ensure track capacity is ahead of producer and export demands for coal through the Port of Newcastle. Currently six million tones of coal are exported from the Gunnedah Basin via the Liverpool Range and the port of Newcastle. This is forecast to grow to around 50 million tonnes by 2020. The present bottleneck over the Liverpool Range is the result of a single track with steep grades and a short tunnel at the peak at Ardglan.

Southern Shorthaul Railway: Coal in Western NSW

Commencing 26 February, SSR has been operating coal trains from Lidsdale, 12 km beyond Wallerawang on the former Mudgee line, to Port Kembla.

Rail Corp NSW: Train Operations Conditions Manual 19 April

A new Train Operations Conditions Manual came into effect from 19 April.

CityRail: 8 May timetable changes

Changes to CityRail timetables took effect from Sunday 8 May. They are to improve operations and integrate minor infrastructure changes into the Hunter network, and the introduction of additional OSCAR trains.

Eastern Suburbs & Illawarra lines Weekdays

05:33 Mortdale to Bondi Junction departs Mortdale 1 minute earlier.

Departing 1 to 3 minutes later:

- 06:09 Mortdale to Bondi Junction at Penshurst
- 11:48 Cronulla to Bondi Junction - at Cronulla and all stations to Bondi Junction
- 10:38 Bondi Junction to Cronulla at Sutherland and all stations to Cronulla.

Bankstown line Weekdays

Departing 1 or 2 minutes later:

- 08:16 Strathfield to Town Hall at Bankstown and all stations to Erskineville
- 23:28 Liverpool to Town Hall at Villawood and Chester Hill
- 09:06 Town Hall to Strathfield at Sydenham and all stations to Berala
- 11:05 Town Hall to Strathfield at Town Hall and all stations to Museum.

Inner West Line and South lines Weekdays

Departing 1 to 3 minutes later:

- 10:44 Ashfield to Museum at Ashfield and all stations to St James
- 10:04 Glenfield to Museum at Central and all stations to St James
- 10:06 Regents Park to Museum at Regents Park and Berala
- 23:28 Liverpool to Museum at Villawood and Chester Hill
- 09:03 Museum to Glenfield at Cabramatta and all stations to Glenfield
- 09:48 Museum to Campbelltown at Redfern
- 09:51 Museum to Ashfield at Central and all stations to Ashfield.
- 14:17 Liverpool to Museum departs Warwick Farm and all stations to Lidcombe (with the exception of Sefton) 1 or 2 minutes earlier.

Airport / East Hills line Weekdays

11:08 Town Hall to Revesby departs Town Hall and all stations to Museum 1 minute later.

North Shore line Weekdays

08:05 Strathfield to Hornsby arrives Hornsby 1 minute later.

Western line Weekdays

18:36 Central to Emu Plains departs Blacktown and all stations to Emu Plains 2 minutes earlier.

Northern line Weekdays

07:54 Chatswood to Hornsby departs Epping and all stations to Hornsby 1 to 2 minutes later.

08:20 Central to Hornsby arrives Hornsby 1 minute later.

South Coast line Weekdays

10:10 Port Kembla to Thirroul departs Wollongong and all stations to Thirroul 3 minutes earlier.

Departing 1 to 3 minutes later:

- 10:27 Central to Kiama at Austinmer and all stations to Unanderra
- 17:14 Bondi Junction to Wollongong at Thirroul and North Wollongong
- 20:10 Kiama to Bomaderry at Berry and Bomaderry
- 21:18 Kiama to Bomaderry at all stations
- 11:57 Kiama to Central at Dapto and all stations to Coniston
- 20:42 Bomaderry to Kiama at all stations.

Arriving 1 minute later at the destination station:

- 01:20 Wollongong to Port Kembla
- 11:21 Port Kembla to Thirroul
- 18:45 Port Kembla to Thirroul

05:31 Martin Place to Kiama departs Albion Park and all stations to Kiama 1 minute earlier.

The following 6-carriage V Sets will be replaced with 4-carriage OSCARS:

- 0410 Wollongong to Kiama arriving at 04:56
- 05:13 Kiama to Central arriving at 07:28
- 07:54 Central to Kiama arriving at 10:26
- 10:49 Kiama to Wollongong arriving at 11:30

- 12:43 Wollongong to Kiama arriving at 13:35
- 14:27 Kiama to Central arriving at 17:08
- 17:42 Central to Kiama arriving 20:03
- 20:09 Kiama to Thirroul arriving at 21:00
- 21:16 Thirroul to Port Kembla arriving at 21:48

The following 4-carriage V Sets will be replaced with 4-carriage OSCARS:

- 04:23 Wollongong to Dapto arriving at 04:38
- 05:17 Dapto to Central arriving at 07:03
- 07:24 Central to Kiama arriving at 09:53
- 10:01 Kiama to Central arriving 12:16
- 15:27 Central to Kiama arriving at 17:43
- 17:52 Kiama to Wollongong arriving at 18:33
- 19:13 Port Kembla to Thirroul arriving at 19:46

Blue Mountains line Weekdays

18:36 Central to Mount Victoria departs Blacktown and all stations to Mount Victoria 2 minutes earlier.

Hunter line Weekdays

05:40 Telarah to Newcastle departs Telarah at 05:38 and runs 2 minutes earlier to Newcastle

10:00 Dungog to Newcastle departs Paterson 1 minute later at 10:40

The following trains no longer operate:

- 03:30 Newcastle to Telarah
- 04:59 Newcastle to Telarah.

Due to this, the 03:15 Newcastle to Scone now has additional stops at Sandgate, Hexham, Tarro, Metford, East Maitland and High Street. It departs Waratah to Scone between 1 to 10 minutes later.

Most trains depart Thornton 1 minute later.

These trains depart Mindaribba 4 minutes earlier:

- 13:03 Newcastle to Dungog
- 17:30 Newcastle to Dungog.

Hunter line Weekends

These trains depart Thornton 1 minute later:

- 05:45 Newcastle to Dungog
- 13:00 (Saturday only) Newcastle to Dungog
- 17:46 Newcastle to Scone
- 17:50 Newcastle to Dungog.

13:00 (Saturday only) Newcastle to Dungog service departs Mindaribba 7 minutes earlier.

Working Timetable Books 1 (weekdays) and 2 (weekends) have been re-issued, but are still dated "October 2010" but "Reprint from May 2011". Similarly, suburban train rosters and diesel train rosters have been re-issued dated "October 2009" but "As at May 2010". Interurban train rosters and "Starts & Stables" lists, however, were re-issued as "May 2011".

CityRail: Sydney Sydenham shambles

On Tuesday 12 April at 07:43, at the height of the morning peak, a computer controlling signaling at Sydenham failed. This blocked train movements on the Illawarra, South Coast, South West, Bankstown and Eastern Suburbs lines. Trains did not recommence running for some time until the computer was rebooted. At least 100,000 passengers were delayed. The economic impact on Sydney was considerable, extending even to such things as city coffee shops. Significant delays were not recovered during the day, and were still affecting services in the evening peak. The cause of the failure was a switch controlling the primary signalling control system.

ARTC: New Bordertown loop

A new 1500 metre loop came into operation at Bordertown, SA in late March. The project cost \$10.5 million.

Great Southern Railway: 1 April 2011

GSR has re-issued their timetable booklet dated 1 April 2011 to 31 March 2012. From 11 April the Overland has been stopping at Stawell, Victoria. (12:02-12:04 Tue/Thu, 12:09-12:11 Sat westbound, 14:49-14:54 Mon, Wed, Fri eastbound).

Melbourne's astonishing growth

The latest statistics show that Melbourne is growing at a startling rate. The figures place into context why, when every recent suburban timetable change has included a significant number of extra trains, the system is still struggling to cope with the number of passengers, especially from the burgeoning outer suburbs. These suburbs are growing faster than any other area of Australia. They are growing by about 1000 people per week. Melbourne has had the biggest growth of any Australian city for nine consecutive years. From 2000 to 2010, Melbourne grew by 605,410, or 17%. The *Age* newspaper of 1 April pointed out that this is equal to six Ballarats, or three Hobarts, or one and a half Canberras, or one Gold Coast, or half an Adelaide!

Victorian Budget

The Victorian State Budget, presented on 3 May, was expected to include \$20m for preliminary work on major expansions of Victoria's rail network. It was expected to include funds for studies into a Melbourne Airport rail link, an Avalon Airport rail link and a rail link to Rowville in Melbourne's southeast via Monash University.

Victoria: Regional Rail Link to proceed

The new Victorian state Coalition government announced on 6 April that it will proceed with the Regional Rail Link, the new rail line through Melbourne's western suburbs. But the project will be delayed by two years. The new Transport Minister, Mr Mulder, says the final bill will be close to \$5 billion and construction will take longer to help find money for it. The link will involve a 47-km line from Southern Cross station to near Werribee with new stations at Tarneit and Wyndham Vale. The project will allow V/Line and Metro services to run on separate tracks, reducing delays to services currently caused by the sharing of tracks through Melbourne's inner west.

Metro Melbourne: How to publicise a new timetable

Metro Melbourne distributed a 16 page A5 brochure to staff entitled "Employee Information" summarising the new timetable of 8 May (see *Table Talk* February, p. 5 and March p. 5). The section on "Marketing and Communications" reads, in part:

1. Metro website. There will be a specific web 'microsite' created to support this timetable campaign. Customers can get to this by clicking on the advertisement for the timetable located on the homepage of metrotrains.com.au.....

2. Timetable booklets Every line except Epping and Hurstbridge lines, will receive timetable booklets as part of the timetable change. These booklets will be distributed to key points on the network as well as the Customer Information Centre at Flinders St and the MetShop. Timeframe: Booklets will be distributed in the last two weeks of April. They should be kept behind the counter at premium stations for the two weeks leading up to Sunday 8 May and old stock switched over on the first effective day.....

3. Timetable wallcharts and station specific posters. All timetable posters will be distributed during the week commencing Monday 2 May. All information should be switched over (replaced 1-1) on the evening of Saturday 7 May...

4. Station posters-new timetables are coming! There will be two campaign posters to promote the upcoming timetable change – network wide. Please place displays at stations as soon as you receive them, most likely the week commencing Monday April 4.

5. New timetable-overview flyer. There will be a flyer explaining the changes occurring on the network during this timetable change. This is to be stocked at all premium stations. It explains the 'why' to the changes and highlights the key changes and provides details for customer feedback and further information. Please place this in the brochure racks at all premium stations as soon as you receive them, most likely the week commencing Monday April 4.

6. Promotional staff. Extra promotional staff will be on selected lines across the network on Monday 9 May and Tuesday 10 May to help customers with the first days of the changes. Their tasks will be to handout flyers and timetables and answer questions that relate directly to the timetable change.

7. Glen Waverley, Werribee and Williamstown line posters and flyers. Customers on these lines will need more information regarding the changes, so we've created extra posters and flyers to help you with this. They will be detailed and use graphics to explain the changes, which will help you when assisting customers. This collateral will be received the week commencing Monday 18 April. Flyers should be stocked in the brochure rack at premium stations (and at the Customer Information Centre at Flinders St Station) and the posters should be displayed on platform or in waiting areas (ie, in areas where people have time to digest the information).

We'll also have an advertising campaign to support this timetable change. Being one of the biggest timetable changes to Melbourne's train network, we want to ensure customer know about it, so we've got a supporting advertising campaign. Keep an eye (or ear) on the following;

- mX
- Herald Sun (and heraldsun.com.au)
- The Age (and theage.com.au)
- Fox, TripleM and Nova radio stations

Media Enquiries

Metro is always a hot topic in the media and it is likely this change will register interest with journalists. If you are approached by a representative of the media, please direct them to call Metro 24hr Media line....."

Transit Australia magazine, June issue, will contain an article "A review of the May 2011 Metro Melbourne timetable" by Peter Parker. This is an excellent overview of why changes have been made to the Metro Melbourne timetable.

V/Line: 8 May timetable changes

A new V/Line timetable on all lines was introduced from 8 May to coincide with the new Metro Trains Melbourne timetable (*Table Talk* February p. 5 and March p. 5) (and also by coincidence with the ARTC and CityRail Sydney alterations from the same date).

Extra time has been added to the schedules of many trains through the metropolitan area. Consequently train times throughout the system are altered and usually lengthened by a few minutes. Most weekend up trains run one minute earlier until they reach the suburban area, when they resume their existing paths.

The main changes are:

- An additional up train in the morning peak departing Marshall at 07:08, stopping South Geelong, Geelong and arriving Melbourne Southern Cross at 08:22.
- An additional down train in the afternoon peak departing Melbourne SX at 16:47 and arriving Geelong at 17:53. V/Line points out that the Geelong line now has a suburban style frequency in peak periods, with trains arriving Melbourne every 11 minutes on average from 07:25 to 09:05 (nine trains) and departing every 13 minutes on average between 16:00 and 18:00 (nine trains).
- Almost all trains which terminated/started at South Geelong are extended to/from Marshall.
- The following gives an idea of the extent of changes. On the Geelong line on Mondays-Fridays the former 06:55 SX-South Geelong now departs at 06:37, the former 07:35 SX-Warrnambool now departs at 07:19, the former 07:44 SX-Marshall now departs at 07:37, the former 15:00 SX-Marshall now departs at 14:40, the former 15:28 SX-Geelong now departs at 15:20, the former 16:13 SX-Geelong now departs at 16:19, the former 16:40 SX-Marshall now departs at 16:37. Then there is the new 16:47 SX-Geelong, the former 16:55 SX-Marshall now departs at 16:57, the former 17:13 SX-Geelong now departs at 17:08 and is extended to South Geelong, the former 17:29 SX-Marshall now departs at 17:21, the former 17:35 SX-Marshall now departs at 17:32, the former 17:47 SX-Marshall now departs at 17:54, the former 18:15 SX-Geelong now departs at 18:16, the former 18:56 SX-Marshall now departs at 19:00, the former 19:36 SX-South Geelong now departs at 19:35 and is extended to Marshall, the former 20:05 SX-Marshall now departs at 20:10, the former 21:05 SX-South Geelong now departs at 20:05 and is extended to Marshall, the former 22:05 SX-Marshall now departs at 22:00, the former 23:05 SX-Marshall now departs at 23:00, the former 00:05 SX-Marshall now departs at 00:01 and the former Friday night only 01:00 SX-Geelong now departs at 01:00.
- The former 06:02 from Bendigo has been extended to start from Eaglehawk at 05:46 and now makes an additional stop at Gisborne at 06:41, filling the former 58 minute gap in services from this station. This train also has an additional carriage.
- The 06:03 from Eaglehawk to Melbourne SX now leaves Bendigo one minute earlier 06:12. This train will also have an additional carriage when a new storage siding is finished at Bendigo.
- A new afternoon train runs from Eaglehawk at 15:50, Bendigo 1558-16:02, arriving Melbourne SX at 17:57. (This is probably the train which formerly departed Bendigo at 15:25 empty to Melbourne).
- The former 07:38 from Wendouree now departs at 07:33 and makes an additional stop at Ballan filling the former 95 minute gap in service from this station.
- The former 16:37 from Melbourne SX to Wendouree now departs at 16:36 and now stops at Ballan, filling the former 59 minute gap in service. This train also has an additional carriage.
- The former 05:35, 05:58, 06:25 and 07:03 trains from Seymour to Melbourne SX all now depart two minutes earlier.
- The former 06:44 from Melbourne SX to Traralgon now departs at 06:28 and arrives at Traralgon nine minutes earlier at 08:51, meeting local requests for an earlier arrival here.
- The former 18:25 Melbourne SX to Bairnsdale now departs at 18:36.
- The former 06:00 from Traralgon to Melbourne SX now departs at 05:50.

The additional stops mentioned above at Gisborne and Ballan, in effect, mean the end of the much touted "flagship" express peak trains. In 1999 it was promised these would travel to Melbourne from Ballarat in 60 minutes, Bendigo in 80, Geelong in 45 and Traralgon in 90. Ballarat's fastest train will now take 74 minutes, Bendigo's 91 minutes and Geelong's 58 minutes.

The timetables were available on V/Line's website from 21 April and in hard copy from 4 May.

Metro Melbourne: punctuality investigation

Metro has launched an investigation into every unexplained late train amid fears drivers are secretly derailing the timetable, amid allegations that train drivers are travelling slowly on purpose to wreak havoc with the timetable. 25% of trains are late, affecting 100,000 commuters every day. This is the lowest on record and well below the 88% contractual requirement. Punctuality has declined since mid-March, with the Cranbourne, Frankston, Pakenham, Sandringham and Werribee lines most affected.

Terry Sheedy, president of the locomotive division of the Rail Tram and Bus Union said Metro was looking to shift the blame onto drivers to disguise their own "incompetence. They've been blaming their drivers for the last 12 months. We won't be taking any action, just let them waffle on to the media and make all these allegations, they can't prove them. Drivers travel at the correct speed and they are always late. We're not going slow, we're sitting on the speed limit." Mr Sheedy told the *Age* that reports train drivers were deliberately slowing down services, after two derailments on the network this year involving excessive speed, were simply not true. He said that Metro "couldn't run a baby shower".

Metro chief executive Andrew Lezala confirmed investigations had been launched. "Our customers expect a service that runs on time, so when we have poor performance that can't be explained by incidents across the network they want to know why, And we are investigating the services that run late for no apparent reason to get to the bottom of it," he said.

The *Herald Sun* has been told some drivers have deliberately operated their trains at 5km/h below the limit, throwing timetables into chaos. This follows rumours circulating among drivers that they will be disciplined if they travel at 1km/h above the limit.

V/Line: Albury services

Newsrail (April issue) reports that when V/Line passenger trains resume to Albury in June there will be a morning up and an evening down train only. The full service of three trains daily in each direction will resume in November.

V/Line Deniliquin line: An open and shut case

The Echuca-Deniliquin line was re-opened on 27 October 2010 and then, apparently after some freight was cleared, closed again on 3 November 2010.

V/Line: Warrnambool freight

No. 9203 freight is now scheduled on Mondays, Tuesdays and Thursdays to arrive at Warrnambool at 04:40 to enable the first up passenger train to depart at 05:38. If the Train Controller judges that the freight train cannot arrive by 04:40, he must issue a Train Order for it only as far as Camperdown. But as a signaller does not come on duty at Camperdown until 05:25, the freight must wait clear of level crossings on the up side of Camperdown until then.

TransPerth: Fremantle line works

Train services between Daglish and Fremantle were replaced by buses from the evening of Thursday 21 April until the last service on Sunday 24 April due to replacement of the Shenton Road Bridge.

Tranz Metro Wellington: Melling services suspended

Tranz Metro suburban services in Wellington are currently suffering from overcrowding, especially in the morning peak. This is because fewer carriages are in service because of reliability and mechanical issues arising from the age of the Ganz Mavag trains. Increased petrol prices also mean that people are transferring to rail travel. To address overcrowding, from 4 April the \$1 surcharge for travel on the Wairarapa trains from Upper Hutt will be removed. More seriously, from 5 April, Wellington-Melling trains will be replaced by buses. The Melling line has a fairly frequent service in the peaks, but between peaks only one train an hour. There are no evening or weekend trains. The replacement service will comprise an express bus from Wellington, an all stations bus from Wellington and an express bus from Petone. As the new Matangi electric train units are placed in service, these measures will be reversed, with priority given to restoration of Melling trains, but this may not occur for a few weeks. It was expected that Matangi trains would enter peak service from April.

Tranz Scenic: TranzCoastal suspended until August

Tranz Scenic's TranzCoastal passenger train between Christchurch and Picton will not resume until 15 August. The decision to suspend the service until then is because of low demand, caused by the February earthquake in Christchurch and traditional low demand in winter. The TranzAlpine train, Christchurch-Greymouth & v.v., resumed on 7 March, but bookings have been lower than normal, at 45% of the same period last year. The TranzCoastal normally has smaller passenger numbers, so Tranz Scenic consider there are too few to justify a train in current circumstances. A bus replacement operated until 10 April and no service will be provided 11 April to 14 August.

Japan High Speed services resume

Full services on the high speed line to and through north east Honshu resumed on 28 April. Repairs were completed sooner than expected following the earthquake/tsunami of 11 March..

New Spanish timetable

From *Today's Railways Europe*, no 184, April 2011:

A team of 14 Spanish railway enthusiasts have given us back what we lost in the 1990s – a comprehensive timetable in a useful format. The *Guia de Horarios*, available in pdf format, is a cross between the RENFE timetable and the *Horario Guia*, which was an independent publication covering all modes of transport (and all rail operators), and which died around 1990. The first edition, numbered 0, was published in summer 2010, with edition 1 valid from mid-December that year. It runs to 178 pages, and the file size is 11.7 MB. As yet the *Guia de Horarios* is still being developed. It covers long distance and middle distance RENFE services and long distance FEVE routes, but as yet no Cercanias (suburban) services, and none of the services operated by EuskoTren, FGC or FGV. These will be included at a later date, as the team perfects its techniques. Distances are not shown either, and for some routes incorporating these will involve a certain amount of research. The RENFE timetables always showed the distances upon which fares were based, rather than the real ones, the most notorious example being Madrid to Burgos via Miranda de Duero. These are, however, minor presentation drawbacks, and are certain to be remedied in time. Compared with the RENFE website origin/destination "timetable", this digital document is a Godsend.

Docuferr, founded in 2009, with the support of the well-known *Plataforma Internauta de Amigos del Ferrocarril* (PIAF), which publishes www.tranvia.org website, is expanding its archives steadily, with timetable pages available for consultation for numerous years between November 1913 and the present (so you can even download past numbers of the *Guia*) Some are jpeg, others are pdfs. The home page is <http://docuferr.com/> - explore from there. The site is currently only available in Spanish, and there is even a YouTube channel: www.youtube.com/user/docuferr#p/c/6F206C4CA80267D5. Congratulations, Docuferr!

New Latin American passenger trains

TerraSur, **Chile**, has reintroduced services between Talca and Chillán, from 4 April, with two daily services. UEFER, **Brazil**, has opened a second suburban line in Paraná, to Colonia Avellaneda, from 22 March. On 5 April, a new suburban service between San José and Belén, **Costa Rica**, will begin. Over 17 km of railways have been

refurbished in Guantánamo province, **Cuba**. At the Guantánamo workshops some railcars are being reconstructed so all lines in the province will be back with passenger operation later this year.

Thanks to Tony Bailey, Scott Ferris, Victor Isaacs, Geoff Lambert, Geoff Mann, Michael Marshall, Samuel Rachdi, Len Regan, Roger Wheaton, *Age*, *Australian Railways Illustrated*, *Herald Sun*, *Railway Digest*, *Somersault* (magazine of the Signalling Record Society Victoria), *Sydney Morning Herald*, *Today's Railways Europe* and www.vicsig.net for Railway news.

LETTERS TO THE EDITOR

Albert Isaacs writes about "Oldies but Goodies: Seniors' ticketing" (Table Talk, April 2011, p.2):

Firstly, let me clarify the differences between 'Pensioners' and 'Seniors' in all States and Territories: Of course, the term, Pensioner, applies not only to those on an Aged Pension but also to Invalid Pensioners, those receiving Newstart Allowances, and a number of other categories. For males, the minimum age for an Aged Pension is currently 65 but it is due to rise to 67 in a few years. The minimum age for a female Aged Pension used to be 60 but there is now a sliding scale, changing annually, designed to bring the minimum female age in line with that of the male. There are three criteria that apply for official recognition as a Senior: A minimum age of 60; maximum work hours of 20 per week; and the person must officially apply for a Seniors' Card. Therefore, there are many people who are Seniors but not Pensioners and vice versa, although, obviously, there are many people who are both Pensioners and Seniors. The main advantage for Seniors is public transport discounts. However, Seniors also receive annual State government-produced booklets including the names of many hundreds of businesses, etc, which also give discounts to Seniors.

In Victoria, Seniors (but not Pensioners who are not Seniors) may travel free in all metropolitan areas on Sundays, but they must have applied for and be able to produce a Sunday Pass. However, as from 1 Jan 2011, Seniors have also been entitled to free travel on Saturdays. This decision was made concurrently with a Myki promotion that saw all Seniors who had earlier applied for a Sunday Pass receive a cutesy Myki card endorsed with the Seniors' individual name.

The situation regarding vouchers requires some clarification. All Seniors receive one discount voucher which can be exchanged for either a daily Metcard or a return V/Line ticket available only for use within Victoria. (Like all other V/Line tickets, tickets given in exchange for vouchers also include travel on the full Melbourne metropolitan system and, if applicable, also on local buses that serve the destination station.)

Additionally, Centrelink (a Federal Dept) is the appointed agent of the Victorian government, to supply two vouchers to all Pensioners. These two vouchers are in a completely different format to the one issued to Seniors, although tickets issued in lieu are indistinguishable. Intriguingly, the Pensioner vouchers, as well as being able to be exchanged for Met cards or V/Line tickets can also be exchanged for Countrylink or GSR tickets, although very few people would take advantage of this because they are still only available for travel within Victoria. Of course there are many people who would receive all three vouchers! All of these are valid for 12 months but the expiry dates for both types of voucher are spaced at six monthly intervals.

For travel during Seniors' Week, Metropolitan travel does not pose a problem but bookings are required on all V/Line trains and buses where bookings are usually taken (normally long distance services). Only a certain allocation of seats on reserved services is given over to Seniors travel during Seniors' Week and this Seniors allocation is usually filled in less than 48 hours from the opening of bookings. However, Seniors can also travel on all non-seat-reserved V/Line services (that is, trains to Geelong-Marshall, Ballarat-Wendouree/Maryborough, Bendigo-Eaglehawk, Seymour and Traralgon-Sale [the latter on Sundays only] as well as on the majority of V/Line buses). Seniors using non-seat reserved services (Metropolitan or country) don't even have to buy a ticket – all they do is board the vehicle and show their Seniors' Pass. In Victoria, the so-called Seniors' Week actually lasts nine days, that is, it covers two consecutive weekends and the intervening set of weekdays. Free travel is available on all Metropolitan services (both in Melbourne and in regional centres) for the full nine days. However, over the last few years V/Line has reduced the number of days during Seniors' Week where free travel is offered. Recently, there are less available days each year.

Paul Nicholson also writes about this subject:

Information on various web sites about the use of New South Wales Regional Daily Tickets on public transport services is out of date and does not recognise the expansion of validity for seniors from other states. On the web page

<http://www.dadhc.nsw.gov.au/dadhc/Media+Releases/National+Transport+Concessions+for+New+South+Wales+Seniors+Card+holders.html> it says "Seniors visiting New South Wales will also be able to get concession fares on NSW public transport providing more incentives for grey nomads to spend their tourist dollars in New South Wales."

But when you look at various websites you find that information has not been updated. An example is the New South Wales Government transport site: <http://www.transport.nsw.gov.au/concessions/rural-regional-business-rules.html> where the "eligibility" section clearly refers to New South Wales seniors card holders only. If you go to different bus company web sites you will see many references to eligibility confined to New South Wales seniors' card holders only. An example is <http://www.pbcgoulburn.com.au/news.html>

Clearly there is discrepancy that needs to be rectified. But the general thrust of the eligibility criteria is clearly stated in the sentence "Seniors visiting New South Wales will also be able to get concession fares on NSW public transport".

As a Victorian seniors' card holder, I have used the \$2.50 metropolitan ticket on several occasions. It offers exceptional value. I accept that demand for the rural ticket might not be great, but if more and more seniors are aware of what is available to them then they are sure to use the facility. In my opinion, the current confusion of the different New South Wales web site would make it rather difficult for all but the "computer savvy" senior with a sense of determination to find out what is on offer.

BUS NEWS

New South Wales - Sydney

Sydney Buses:

Route 372 Reductions: Although not announced as such, the first reduction in frequency of a service paralleled by a Metrobus has been announced. Commencing 4 April weekday services on route 372 from Coogee between 07:01 and 08:41 have been reduced from an 8 minute frequency to 10 minutes. The new 372, 373 and X73 timetable only contains a brief summary of the M50 timetable on the cover and on the map, although it does show the M50's route as far as Druitt St. The cover has a picture of Coogee Beach. Is it enough to say 'every 10 minutes during peak periods, 15 minutes throughout the day, and approximately every 20 minutes at weekends and other times'? When does the peak end and how late are other times? Metrobuses do operate to schedules and times are available on 131500 so why not just a little bit more printed information? At the same time one evening trip from Coogee at 19:56 was retimed to depart at 19:49.

Temporary Alteration to route 144: Sydney's oldest Government bus route was temporarily altered from Saturday, 9 April 2011 due to the major redevelopment of Royal North Shore Hospital causing the southern section of Reserve Road to be closed for approximately six months. Route 144 services that operate to or and from Chatswood will not go into the hospital grounds. All other Route 144 services that either commenced or terminated at the hospital will operate via Herbert and Westbourne Sts. As a substitute Sydney Buses are operating a free weekday loop service using Herbert, and Westbourne Sts and Pacific Highway operating every 12 minutes from 09:00 to 20:00. This will connect St Leonards Station with the RNS. This means that for the next six months there's really no difference between 143 and 144 trips operating to Chatswood.

Hurstville Transport Interchange opened 11 April 2011: This new interchange opened on 11 April 2011 and Sydney buses routes were slightly altered. Metrobus M41 services now depart from Stand B in Woodville Street. Route 490 and 491 services will depart from Stand D in MacMahon St.

A comprehensive guide for the new interchange was published and is downloadable from http://www.sydneybuses.info/news/news-images/Hurstville_Interchange_brochure.pdf

Easter and the Show: This year's show runs from 14 to 26 April. The usual special services are operating to Homebush with Sydney Buses operating routes 1B and 4. In addition there are some minor route changes at Homebush to routes 401, 525, 526 and 533. On Sydney Buses services Sunday timetables operated on 22, 24, 25 and 26 April with additional, but unpublished so far, early morning services on Anzac Day.

Sydney Private Buses

Hurstville's Bus Interchange opened on 11 April 2011. It comprises two off street departure stands A and B one-way southbound located in Woodville Lane between Forest Rd and Barratt St, stand C in Barratt St south side and stand D in McMahon St, the next westerly street between Forest Rd and Barratt St. The new pedestrian ramp western entrance to the Hurstville Station Concourse is located in Forest Rd just across from stands A and B. This is an improvement on the stairs and escalators found at the existing Forest Rd entrance to Hurstville Station.

Stand A on the western side of the off street section of the interchange is used by those bus routes turning right into Forest Rd and then heading west along Forest Rd. These are Punchbowl Bus Co:-

450 Burwood or Olympic Park via Roselands
940 Bankstown via Riverwood & Punchbowl
941 Bankstown via Roselands & Punchbowl
943 Lugarno
944 Bankstown via Riverwood & Roselands
945 Bankstown via Peakhurst & Riverwood
946 Bankstown via Roselands & Lakemba

Punchbowl Bus Co has issued new timetables dated 11 April for all services using the new Hurstville interchange. Routes are 940, 941, 943, 944, 945 and 946. The timetable for 446 was also reprinted to reflect changes made in February.

And Veolia: M91 Parramatta via Padstow, Bankstown, & Chester Hill. These outward trips commence their journey from Cross St on the western side of Westfield 2 minutes before departing the interchange. Trips into Hurstville will operate as normal to Forest Rd, setting down after the interchange and then outside Westfield (both on Forest Rd)

Stand B on the eastern side of the off street section of the interchange is used by those bus routes turning left into Forest Rd and then heading east along Forest Rd. These are Veolia:-

452 Rockdale via Bexley

453 Rockdale via Carlton
455 Rockdale Plaza via Kogarah
947 Kogarah via Ramsgate

These routes serve the Forest Rd Westfield Bus Stop after leaving the interchange.

455 and 947 buses terminate at the Interchange setting down at Cross St Westfield Bus Stop and Crofts Av set down stand, before entering Stand B. M41 also terminates at Hurstville and has a set down stand in Barratt St north side

Stand C is used by Veolia:-

452 Beverly Hills via Patrick St
455 Kingsgrove via Hodge St

These routes serve the Cross St Westfield Bus Stop before leaving the interchange.

Ormonde Pde services 953, 954, 955, 958, 959, 970, 971, N10, N11 from the south side of Hurstville Station remain unchanged.

Concord shuttle

Local resident, Jim Hawkesford, who operates various charter bus operations around Sydney, started a shuttle service around Concord within the last few months. It operates on Thursday, Friday and Saturday nights from 17:00 to 01:00 and all-day Sundays from 11:30. A gold coin donation per person entitles a passenger "hop-on hop-off" travel between all or any stops - as often as you like on the night or day of travel. The timetable is displayed at <http://www.concordshuttle.com.au/Timetable.htm>. The home page of that website shows an ex-STA Mark II as the vehicle used on the service.

New South Wales - Regional

The **Cooma-Monaro** Shire Council in south east NSW is gauging the level of interest in a proposed commuter bus service to the ACT. A survey is being conducted to determine where and when people would travel to Canberra, after discussions with Deanes Transit Group. The group's General Manager, Jereme Wee, says the Monaro risks becoming socially excluded without extra public transport. He says early indications show strong demand. "Anecdotally, there seems to be quite a bit of demand. What the Cooma-Monaro Shire Council has done so far is draw up a survey. Once they get that back, they will come back to either the local operators or ourselves to talk about the results." Mr Wee says it is vital the service is introduced. "Whoever does the service, it's definitely something that should be up and running. There's a lot of demand for people who want to go to hospitals or go shopping in Canberra, and it's a shame that such a service doesn't exist."

Queensland - Brisbane

Changes to Ipswich FlexiLink services

Following a review of community feedback, the FlexiLink service changed from Tuesday 3 May. Roam zones A and B Bus services will be returned in Tivoli and Basin Pocket (roam zones A and B) while FlexiLink services will be removed from these areas. A new bus route 514 (Tivoli to Booval via Bell Street, Riverlink, Moores Pocket and Basin Pocket) will be introduced to service this area. The new service will provide a comparable service to the previous routes, with the addition of several extra Saturday services. In response to community feedback, existing route 503 (Bundamba-Riverlink via Eastern Heights) will be extended to incorporate stops at Bundamba and the Pring Street medical centre for the St Andrew's and Ipswich hospitals. Roam zones C and D FlexiLink services will continue to operate in Goodna, Bellbird Park, Karalee and Barellan Point (zones C and D) as an ongoing trial for a further three months. Zone C will now also be extended to Redbank Plaza Shopping Centre. Booking times for FlexiLink services will also be reduced from 3 May, from 24 hours to two hours, to make booking the service more convenient for customers.

South Australia - Adelaide

Extended Bus Services for Gawler

The SA State Government has expanded the Adelaide Metro boundary which means metropolitan buses will extend to Gawler and the surrounding suburbs. The aim is to deliver better peak services, greater frequency, extended routes and provide improvements to on-time running. Proposed services will create an improved and integrated local bus service, providing much better accessibility for local residents. These will include feeder services to local train stations and provide better access to local businesses, schools and shops.

The following three new loop services are proposed:

- Route 491 - Gawler Station - Gawler - Gawler Central Station - Willaston - Hewett
- Route 492 - Gawler Station - Gawler - Gawler Central Station - Gawler East
- Route 493/494 - Gawler Central Station - Gawler - Gawler South - Evanston - Evanston Park - Evanston Gardens - Tambelin Station - Gawler West

All three loops will operate on weekdays only and will operate between 05:30 to 09:00 as a 30 minute service, 09:00 to 15:30 as a 60 minute service, and 15:30 to 20:00 as a 30 minute service.

Additional buses on the Rail Replacement bus service Oaklands to Noarlunga Centre

Additional services have been added to the N5 service which is a weekday peak hour express service between Noarlunga Centre and Oaklands in the morning and returning in the evening. The six additional services provide a 5 minute service from Noarlunga Centre in the morning from 06:59 to 07:34. In the evening peak from Oaklands

there will be a 10 minute service from 17:23 to 18:03 with additional services at 17:23 and 17:53 shown. The leaflet is undated and advises that these additional services are dependent upon passenger demand and as a result may change.

Oakbank Races

A special bus service operated to the Oakbank Races on both Saturday and Monday operated by Transitplus. It is a non metro ticket service. Buses to the course leave the city between 08:45 and 11:00. Return services left Oakbank between 15:30 and 17:30 on a demand basis.

Tasmania

The following new timetables in Transit Graphics format are on the Metro Tasmania website:

Hobart:

44, 45, 46, 47, 48, 49 Fern Tree to Hobart effective April 2011
51, 52, 53, 54, 55, 154, 888 Sandy Bay & University to Hobart effective March 2011
57, 58, 59, 156, 158 Mt Nelson to Hobart effective 15 March 2011
61, 62, 63, 67, 68 Kingston to Hobart via Channel Highway effective January 2011
64, 65, 89, 92, 93, 94, 96, 97, 98 Channel to Hobart effective March 2011
72, 74, 75, 82, 84, 85 Kingston to Hobart via Southern Outlet effective 15 March 2011
605, 613, 614, 615 Camelot Park to Hobart effective 15 March 2011
606 to 694 Shoreline Central & Rosny Park to Hobart effective 15 March 2011
630 to 648 Lauderdale to Hobart effective 19 December 2010.

Launceston:

20, 25, 28, 30, 32, 35, 38 Launceston East Loop effective March 2011.

Burnie:

70, 74, 75, 78, 79 Ulverstone to Burnie effective 3 February 2011.

The Hobart to Fern Tree, Kingston via Southern Outlet, Shoreline Central and Burnie to Ulverstone timetables are also available in printed form from the May AATTC Distribution List.

Victoria – Melbourne

Route 548 (Kew – Latrobe University) has been altered at the Kew (Southern) end as from 7 March 2011. Southbound buses now turn right into Harp Road and left into Normanby Road to terminate near Cotham Road returning via Cotham Road and Burke Road then as previously. The change improves access to St Georges Hospital and Genazzano College and allows interchange with route 624. There have been some adverse reactions about congestion from newspaper correspondents who possibly wish to drop their little darlings off right outside the school and clog the road with large cars.

Victoria – Regional

Community Buses: Mention has been made in previous issues of *Table Talk* of various community transport bus services operating in rural Victoria. The *Age* has since reported that the Victorian Auditor General has said that there was little evidence that the program had helped in some areas and although many projects were worthwhile, they were poorly monitored. The present government has said that the program will continue until at least 2014. One service mentioned was that introduced by the Macedon Ranges Shire between Lancefield and Kyneton, regarded as much needed and well patronised.

Western Australia - Perth

Changes to bus services in Armadale, Cockburn Central, Harrisdale, Murdoch and Piara Waters

From Sunday 8 May, there were changes to selected bus services in the south-eastern metropolitan region, improving bus services to Murdoch for passengers residing in Armadale, Harrisdale and Piara Waters. These changes involve the introduction of the new Route 518 as well as route changes to the existing 519 service. In addition to these changes, the trial Route 529 service will be withdrawn due to low patronage. Bus stops on Armadale Rd between Nicholson Rd and Tapper Rd will no longer be in use. Bus stops on Armadale Rd to the east of Nicholson Rd will continue to be used; however these will now be utilised by Route 519 (travelling between Armadale and Murdoch stations).

New Route 518 (Murdoch – Piara Waters)

From 9 May, new Route 518 provides services into the newly developing areas of Harrisdale and Piara Waters and provide additional capacity along South St and Ranford Rd during peak periods. Route 518 will operate Monday to Friday every 15 minutes during peak periods and every 60 minutes during the day on weekdays and on Saturdays. The new route will be co-ordinated with the existing Route 517 service to upgrade frequency along Ranford Rd. South Eastern 17 timetable has been updated to include the new 518.

Amendment to Route 519 (Murdoch – Armadale)

Route 519 will undergo a route change and selected trips will now extend via Nicholson Rd and Armadale Rd to Armadale Station. This route will provide a connection between Armadale Station and Murdoch Station at a similar frequency to the former 529 service. The amended 519 will no longer travel through sections of Harrisdale which will now be served by new route 518. The amended 519 will operate Monday to Friday on the following frequency: 15 minute peak period service between Murdoch Station and Piara Waters; 30 minute service between

Murdoch Station and Armadale Station (similar to former 529 service); 60 minute service during the day. South Eastern 17 timetable has been updated to include the amended 519.

Withdrawal of trial Route 529

From last service on Friday 6 May, trial Route 529 between Armadale and Cockburn Central stations was withdrawn. Route 529 commenced on 17 October 2010 on a three month trial basis. The trial was extended for a further three months to ensure Route 529 operated during the busiest time of the year. Services however, failed to attract sufficient patronage to justify its ongoing provision. Route 529 will be removed from the South Eastern 8 timetable.

New Zealand *by Hilaire Fraser*

Proposed Changes to Auckland's CBD and Inner Suburbs Bus Services

The following proposals have been posted on maxx.co.nz, the website of Auckland Regional Transport. They may be implemented in the middle of the year.

The existing network comprises 20 routes as follows:

The LINK

City Circuit

004 Downtown-Herne Bay

005 Downtown-Westmere via Herne Bay

006 Newmarket-UNITEC

007 Pt Chevalier-St Heliers

010 Ponsonby-Onehunga via UNITEC

011 Ponsonby-Onehunga via St Lukes

015 Downtown-Ponsonby

017 Downtown-Westmere via Ponsonby & Herne Bay (evening & weekend)

018 Herne Bay-Otahuhu

024 Downtown-Richmond Rd

025 Downtown-Surrey Cres

027 Downtown-Westmere & Herne Bay via Richmond Rd (evening & weekend))

028 Downtown-Westmere Express

034 Downtown-Westmere

035 Downtown-Westmere & Herne Bay

042 Downtown-UNITEC

043 Downtown-Mt Albert

045 Downtown-Pt Chevalier

These are to be replaced by nine routes as follows:

The LINK

Inner City Service

Outer Loop

005 Britomart-Pt Chevalier

007 Pt Chevalier-St Heliers

010 Wynyard Quarter-Onehunga via UNITEC

011 Selwyn Village-Three Kings

020 CBD-Westmere via Richmond Rd

030 CBD-Pt Chevalier via Williamson Av

The new outer loop combines Herne Bay 004 and 005 and Newmarket to Unitec 006. It also replaces the connections currently provided by the LINK between Britomart to Parnell and Britomart to Victoria Park. The LINK would operate every 15 minutes and would also be supplemented by an amended 005 extended to Pt Chevalier in the peak, also operating every 15 minutes.

The LINK presently operates Ponsonby-Victoria Park-Britomart-Parnell-Newmarket-Hospital-Universities-Karanghape Rd-Ponsonby. An amended route would operate Ponsonby-Midtown-Universities-Parnell-Newmarket-Hospital-Karanghape Rd-Ponsonby. The Link will operate every 10 minutes weekdays, 15 minutes other times.

Currently the City Circuit is a free service serving Britomart-Queen St-Universities-Sky Tower. This will be replaced by the Inner City Service operating from the waterfront Wynyard Quarter to Britomart then Queen St and Karanghape Rd, restoring the Queen St Shuttle once a trolleybus route, although this operated from the old Railway Stn in the north-east of the CBD. The Britomart-Universities section will be replaced by the Mt Eden Rd services to Three Kings 274 and Waikowhai 277. The Inner City Service will operate every 10 minutes weekdays, 20 minutes other times. THE Inner City Service will not be a free service.

The Freemans Bay section of the Ponsonby 015 and 017 routes, Richmond Rd 024, 025, 027 and 028 & Westmere 034 and 035 will be served by new 020 operating every 20 minutes, 30 minutes Sundays. The section of the Westmere route along Williamson Av and Pt Chevalier 042, 043 and 045 will be serviced by new 030 operating every 30 minutes. 010 and 020 will leave the CBD via Albert St instead of Queen St to provide a faster journey.

010 Ponsonby-Onehunga via UNITEC will operate as Wynyard Quarter-Onehunga every 60 minutes off-peak every 30 minutes peak weekdays only. Previously 010 was only a peak service. 011 Ponsonby-Onehunga via St Lukes will operate as Selwyn Village-Three Kings every 60 minutes 09:00 to 14:00 weekdays. With 011 now serving Selwyn Village, Selwyn Village will no longer be served by 007 Pt Chevalier-St Heliers.

On a historical note the Herne Bay (1 then 005), Ponsonby (2 then 015), Richmond Rd (3 then 025), Westmere (4 then 035) and Pt Chevalier (4 then 045) services were once operated by trolleybuses.

Thanks to Tony Bailey, Hilaire Fraser, Robert Henderson (also last month), Victor Isaacs, Duncan MacAuslan, Roger Wheaton and various operator and transport authority websites.

AIR NEWS

Qantas cutbacks

In response to the cost of jet fuel price and recent natural disasters, Qantas announced on 30 March plans to reduce its domestic and international capacity and axe management positions. It will cut domestic capacity growth in the second half of 2011 from 14% to 8% while international capacity will drop from 10% to 7%. Four weekly return Jetstar flights between Australia and Japan will be suspended from 1 April to the end of August, a Perth-Tokyo service will be axed from 8 May and a Boeing 747 flying Sydney-Tokyo will be replaced with an A380. It will cut its three daily Jetstar flights to Christchurch and another one between Melbourne and Christchurch from April. It will reduce management positions as well as annual and long service leave balances. The airline is also looking at the early retirement of two of its B767 aircraft. It increased its passenger fuel surcharge by up to AU\$10 per sector on domestic and regional fares.

Strategic Airlines

Further to the note about **Strategic Airlines** in the December *Table Talk* (p. 11), this airline operates:

Domestic: Perth-Derby return Mondays to Thursdays
Brisbane-Townsville Fridays
Townsville-Brisbane Sundays.

International: Brisbane-Townsville-Bali Fridays
Bali-Townsville-Brisbane Sundays
Perth-Bali return Saturdays & Sundays (also selected Wednesdays)
Brisbane-Phuket-Melbourne Thursdays & Sundays
Melbourne-Phuket-Brisbane Fridays & Tuesdays.

From 22 March Port Hedland-Bali and return flights were discontinued.

Strategic will commence two return flights Brisbane-Gladstone Mondays-to Fridays.

Strategic also supplies aircraft for **Solomon Islands Airlines** Brisbane-Honiara & return twice weekly.

Strategic Airlines may fly from Australia to Honolulu from September. It has applied for capacity between Australia and the US, with Hawaii expected to be the likely first destination

International

From 8 May **Qantas** has suspended direct flights QF79 Perth – Tokyo Narita and QF80 Tokyo Narita- Perth.

Royal Brunei Airlines launched a four times weekly service from Brunei to Melbourne on 29 March. It operates on Tuesday, Wednesday, Friday and Saturday.

Air Pacific will provide additional flights between Brisbane/Sydney/Melbourne and Fiji during July and December 2011 and January 2012. This includes the option to depart from Sydney to Nadi in the morning or afternoon, and to depart from Brisbane to Nadi in the morning or evening, with return flight options in the morning or evening. An additional frequency from Melbourne will be added on Wednesdays.

Hawaiian Airlines will increase its services between Sydney and Honolulu from four per week to a daily schedule from 6 April until 1 August.

Air India will begin flights from Delhi to Melbourne later this year. They were scheduled to begin late last year but shelved because of lack of approval from the Indian Government.

Thanks to Tony Bailey and Tris Tottenham for Air news.

FERRY NEWS

North Queensland Sunferries

Sealink Travel, operator of the Kangaroo Island ferry, has bought North Queensland Sunferries. Sunferries runs 19 return services daily from Townsville to Magnetic Island, four services weekly to Palm Island as well as charter runs. It carries about 800,000 passengers a year. SeaLink is expecting the acquisition will bring an extra \$12.5 million to its annual revenue, taking it to about \$80 million. SeaLink now will carry about 1.8 million ferry passengers a year in SA, Queensland and in NZ.

Ferry services in Townsville affected by Cyclone Yasi are largely back to normal.

Thanks to Simon Aalbers for Ferry news.



Members' News ***- May 2011*** **Australian Association of Timetable Collectors** **aattc.org.au**

AATTC SUBSCRIPTION RENEWAL

A subscription renewal notice is contained with this mailout. Your prompt renewal will greatly ease the task of our hardworking Membership Officer.

DIVISION MEETINGS

Adelaide: The next meeting of the Division will be on Friday **20 May**. Member John Evans will speak about the Gladstone – Wilmington line, the subject of his recent book. The meeting will be, as usual, at 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 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.

AATTC AUCTIONS

The AATTC Auctioneer, Stephen Ward, always welcomes items for forthcoming Auctions. Members interested in selling or donating lots please contact him by phone, e-mail or post: Mail: PO Box 220, Lidcombe NSW 1825, or E-mail: swar3841@bigpond.net.au or Stephen.ward@lnnf.com, phone 0429892263.

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