



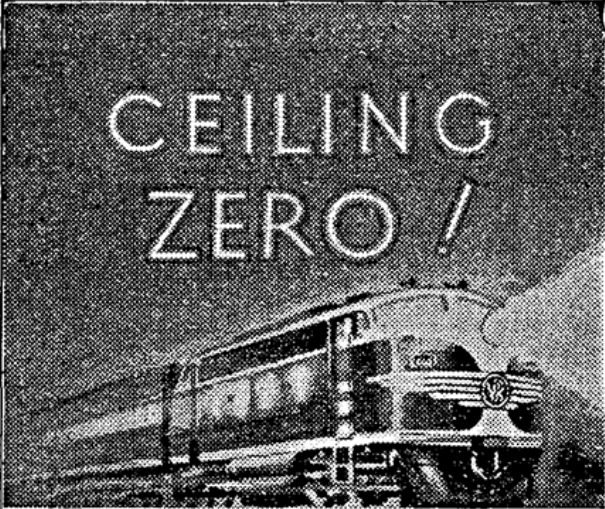
TABLE TALK

AUSTRALIAN TIMETABLE NEWS

No. 227, July 2011 ISBN 1038-3697 RRP \$4.95

Published by the Australian Association of Timetable Collectors

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Countrylink inflexibility – page 2

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. ABN 74248483468.

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Membership of the AATTC includes monthly copies of the *Times*, *Table Talk*, the Distribution List of timetables, and the twice-yearly Auction catalogue. The membership fee is \$55 (Adult) and \$33 (Junior) pa. Membership enquiries should be directed to the Membership Officer, P O Box 1253, North Lakes Qld 4509, (07) 3260 5329.

OUR FRONT COVER

Countrylink inflexibility

In the 1960s, the Victorian Railways had a very innovative public relations department. One of their many clever ads poked fun at airline unreliability. "*Ceiling Zero? But who cares? For you go weather on no when you book by interstate train*", it said. This is no longer true! When the first **volcanic ash** cloud hit Australia, the best that Countrylink could say about filling the gap on 14 and 15 June was "*Due to the airport situation at Melbourne, Countrylink is supplying a supplementary coach service on all Sydney to Melbourne XPT services*". As the ceiling descended for the second time on 21 and 22 June, Countrylink was silent, whereas Greyhound said that it expected services to triple. Greyhound said it was putting on extra services for people affected by the ash cloud. The head of Greyhound, Tony Hopkins, said extra services would operate between Adelaide, Melbourne, Canberra, Sydney and Brisbane. Mr Hopkins said the extra services would run until the ash cloud passed.

Our Secretary/Production Manager/Times Editor, Geoff Lambert, confirmed this by ironically modifying the advertisement to take account of conditions in the air over southern Australia during June. Geoff observed that "*The days when our rail operators had the wherewithal and the desire to rise to a challenge and grab a piece of the market are long ago and far away.*"

An even more extreme example of Countrylink inflexibility occurred at **Easter/Anzac Day**. Sydney-Canberra and v.v. services generally run thrice a day. However the evening services operate only on Sundays, Mondays, Wednesdays and Fridays. The evening before Easter is well known in the travel industry as the busiest day of the year. So, what did Countrylink do? Nothing! They did not schedule evening services on Easter Eve Thursday, even though they could have done so very easily. Even worse was that this year Easter and Anzac Day coincided. Hence we had the strange five-day break, the last day of which was Tuesday. 26 April. What did Countrylink do on that day? Again nothing! Even though again they could easily have run the evening services. Unlike the volcanic ash, Easter was hardly a surprise – people have known of it for nearly 2,000 years. This was lack of service to a ridiculous level – it was bizarre. On the busiest days of the year, they did not provide additional services – rather they provided **less** services than they do on most days! The result was large numbers of people turned away and unable to travel on Countrylink – not only a short-term lack of service, but probably also leading to long-term loss of customers.

MULTI-MODAL

For an interesting website, see www.131500.com.au/transport-data-exchange-program/nsw-public-transport-data-exchange-tdx-program. As part of the NSW government's plan to expand channels for accessing public transport information, this webpage has been created to provide route, timetable and stop/station/wharf information for download. The data is in the TransXchange format, an internationally recognised open XML standard for the exchange of public transport information.

RAIL NEWS

ARTC: WTT 10 July 2011

ARTC will introduce a new Master Train Plan, aka Working Timetable, from 10 July 2011. The MTP/WTT is, as usual, on ARTC's website in the Operations area.

The number of trains timetabled on the Victorian North East Standard Gauge line has changed. Melbourne-Albury number of trains is down from 79 to 68 paths per week, and Albury-Melb trains from 77 per week to 69. This looks like a serious drop of traffic, but at least a few of the losses seem to have been the result of the removal of phantom trains like 2BA6 which was tabled to spend four hours in the non-existent Violet Town loop. The loop doesn't exist. Probably the train didn't either. Perhaps they just forgot to erase it from the table. Even so, the gap between what the MTP shows and what actually happens is wide. Forty-two of the 137 tabled trains simply do not exist at all- these are the V/Line trains that are yet to commence running.

The Griffith-Cootamundra, NSW, line has trains in one direction only - Pacific National up grain trains on Tuesday and Saturday nights. The Maroona-Portland, Vic, line has no trains scheduled.

ARTC's March quarter reliability figures show a drastic performance decline over the past six months in the East-West corridor.

To coincide with the new ARTC WTT, **NSW Rail Corp** has also introduced new Freight WTTs for Weekdays (Book 4, from 11 July) and Weekends (Book 5, from 9 July).

ARTC: Steam nuts

Like NSW Rail Corp, ARTC now has a web-page devoted to forthcoming heritage train operations:
<http://www.artc.com.au/library/hot.pdf>

Metropolitan rail: Perth rated best, Melbourne worst

CanStar, a consumer rating organisation, has found the greatest satisfaction among metropolitan rail commuters in Perth and the least in Melbourne. A summary of its findings is:

| System | Overall | Ticket price | Reliability and performance | Comfort of train | Timetable/scheduling | Signage and announcements | Safety |
|--------------------|---------|--------------|-----------------------------|------------------|----------------------|---------------------------|--------|
| Transperth | ★★★★★ | ★★★★ | ★★★★★ | ★★★★★ | ★★★★★ | ★★★★★ | ★★★★★ |
| Citytrain Brisbane | ★★★★ | ★★ | ★★★★ | ★★★★ | ★★★★ | ★★★★ | ★★★★ |
| Metro Trains Melb | ★★ | ★★ | ★★ | ★★ | ★★ | ★★★ | ★★ |
| Cityrail Sydney | ★★★ | ★★★ | ★★★ | ★★ | ★★★ | ★★★ | ★★★ |
| Adelaide Metro | ★★★★ | ★★★★★ | ★★★★ | ★★★★ | ★★★★ | ★★★★ | ★★★ |

Overall satisfaction is an individual rating and not a combined total of all ratings
 More (but not much more) is at www.canstarblue.com.au/travel/city-trains/

Queensland Budget

The Queensland Budget delivered on 14 June provided for:

- \$175.3 million to continue the construction of the Gold Coast Rapid Transit light rail from Southport to Broadbeach, at a total estimated cost of \$1.2 billion.
- \$300 million over 5 years towards the \$1.15 billion Moreton Bay Railway between Petrie and Kippa-Ring.
- \$1.157 billion to Queensland Rail for rail infrastructure (of which \$378 million is to continue upgrading rail infrastructure and rollingstock on the Citytrain network) including:
 - \$97 million to continue building the currently contracted 40 new three car-carriage passenger trains for services to the Gold Coast and Sunshine Coast
 - \$39 million to continue rail capacity upgrades
 - \$27.3 million to continue construction of new stabling facilities for additional rollingstock.
 - \$77 million for further Citytrain station upgrades
 - \$62 million to commence a major overhaul of suburban and interurban rollingstock
 - \$57.6 million to upgrade and expand the tilt train fleet for the Sunlander passenger service
 - \$29.8 million to continue the component change program for 87 electric multiple units
 - \$22.1 million to ensure that Citytrain stations comply with the 2007 Disability Standards
 - \$13.5 million to continue modifications to existing rollingstock, to ensure compliance with the 2007 Disability Standards
 - \$2.1 million for Toowoomba range rail line flood restoration works
 - \$1.5 million to continue the \$101.7 million program to upgrade infrastructure and deliver other priority works between Mt Isa and Hughenden.

For more, see Bus News below.

QR Traveltrain: Passenger figures

Passenger numbers on QR Traveltrain long-distance trains are:

| TRAIN | 2010-2011 (to early June) | 2009-2010 |
|-----------------------|------------------------------|----------------|
| Rockhampton Tilt | 193,635 | 207,866 |
| Sunlander | 70,476 | 85,875 |
| Bundaberg Tilt | 60,231 | 60,838 |
| Cairns Tilt | 34,575 | 42,143 |
| Spirit of the Outback | 18,216 | 22,361 |
| Inlander | 5,940 | 6,567 |
| Westlander | 5,124 | 7,008 |
| TOTALS | 388,197 | 432,658 |

Source: Brisbane *Courier-Mail*, 16 June.

Although the figures for 2011-2011 are not yet complete, it is clear that there has been a significant decline in patronage in the past year. The floods in Queensland, and the high Australian dollar which makes overseas holidays so cheap, are no doubt major factors. Patronage on the three trains to the inland is particularly anaemic. These trains may not have a long-term future. Subsidies for Traveltrain are said to be \$2.5 million a week, or an average of \$345 per passenger.

Savannahlander

On Friday 17 June, two trains crossed at Einasleigh, Far North Queensland, for the first time in a number of years. Einasleigh was disestablished as a crossing station in 1995 when the Forsayth Mixed ceased running. The angle and sidings at Einasleigh fell into disrepair. However, in 2008 part of the angle was rehabilitated. The cross occurred when an empty train was run to Forsayth to pick up a charter group. As this was on a Friday, the scheduled Savannahlander was also running between Forsayth and Mt Surprise.

QR Citytrain: Sunshine Coast

Translink, the SE Queensland public transport co-ordination authority, is investigating the introduction of an additional train to relieve overcrowding on the 17:18 Brisbane Roma St to Nambour.

ARTC NSW North Coast line straightening

ARTC claims that the track straightening project on the NSW North Coast line is progressing well. It says that all 58 locations will be completed by the end of 2011 and on budget. The first straightening occurred at Casino in June.

RailCorp & ARTC: Sydney freight lines transfer

From Sunday 19 June ARTC took up a lease of the Sydney Metropolitan Freight Network and South Sydney Freight Lines. The Train Control function continues to be provided by RailCorp.

Sydney coming together?

The NSW government and Metro have reached agreement that from 27 June the following tickets have been accepted on the Sydney Tramway from Central Station to Lilyfield.

- MyMulti weekly (adult and concession)
- MyMulti 28-day, 90-day and 365-day
- MyMulti Day Pass (adult and concession)
- Pensioner Excursion tickets
- Family Funday Sunday tickets

The old fares still apply for single trips which are \$4.40 to Lilyfield as opposed to the 470 bus fare of \$3.30.

Cityrail incident management

Cityrail Network Control has been restructured to separate signal box management and incident management functions. The new unit is named Signalbox Operations. The changes will introduce 24/7 shift supervisors at the five large signalling complexes of Sydney, Sydenham, Strathfield, Homebush and Wollongong. A dedicated incident response team will now manage and supervise network services and incidents.

Cityrail: 27 June alterations on South Coast

From 27 June:

- The 04:56 Wollongong to Kiama has departed Wollongong and stations to Oak Flats 4 minutes earlier.
- The 16:41 Central to Kiama has departed Unanderra and stations to Oak Flats 1 minute earlier.
- The 17:52 Kiama to Wollongong has departed Dapto and stations to Wollongong 12 minutes later.

Victoria: V/Line long-distance out of myki, Metcard to stay

The new Victorian government has completed its review of the troubled myki smartcard ticketing system. They have decided:

- To remove V/Line intercity trains and long distance V/Line coach services from the initial scope of myki until at least steady state operation is achieved in metropolitan Melbourne and major regional centres;
- Eliminate to the extent possible the introduction of disposable short-term cards, which are currently only in use on certain regional bus services;
- Operate trams without smartcard ticket vending machines (after Metcard equipment is removed). Passengers will be unable to buy tickets aboard trams after the myki system becomes fully operational in Melbourne at the end of next year. This means myki vending machines for 500 trams, bought by the former Labor government in 2007 for several million dollars, will not be used. The Premier, Mr Baillieu, said more vending machines in additional locations would be provided. "Buying tickets off vehicles is the way around the world. So that's what we would expect to happen", he said.
- Myki will be used in Melbourne and on V/Line's 'commuter belt' to Geelong, Ballarat, Bendigo, Seymour and Traralgon; and
- The government will negotiate for Metcard operations to continue until the end of 2012 to ensure that the smartcard system is working effectively and reliably for commuters before Metcard is phased out completely. This will include a Metcard removal test period.

V/Line: 8 May timetable

Not previously reported is that an additional V/Line bus route was introduced with the new timetable of 8 May – albeit a short one- Lancefield-Newham-Kyneton, about 40 km. Departures from Kyneton are at 10:00 and 13:25 Mon-Fri and at 10:20 and 13:20 on Saturdays. Departures from Lancefield are at 09:25 and 11:50 Mon-Fri and at 09:30 and 12:10 on Saturdays. All these buses continue on the other side of Lancefield to Gisborne or Sunbury.

Regional public timetable books have now been published, but seem to have a number of errors, for example:

- In the Northern booklet, weekday evening down trains on the Bendigo line have dropped down one line, so times are all one station out.

- In the North Eastern booklet, additional weekend bus departures at 07:15 from Canberra appeared. This is the same time as existing weekday departures, but in fact, such weekend services do not exist. Weekend bus departures from Canberra to Melbourne continue to be only at 10:50.

Stawell to Halls Gap (Grampians) buses on Tuesdays and Thursdays have been altered to depart at 12:20 (30 minutes earlier than formerly) and on Saturdays also at 12:20 (60 minutes later) so as to connect with the Overland train, rather than with buses. Similarly, departures from Halls Gap are now at 14:05 on Mondays, Wednesdays and Fridays (15 minutes earlier) so as to connect with the Overland at Stawell, rather than with buses. Services on other days remain unaltered.

As at end of June, the new Working timetables had not yet been placed on the V/Line website.

V/Line: inaugural SG train to Albury 25 June

The official train to re-inaugurate V/Line services to Albury ran on Saturday 25 June, departing Melbourne Southern Cross at 07:00, Benalla arrive 09:20, depart 10:05 (speeches of welcome), Wanagaratta 10:30 to 11:05 (another welcoming ceremony), then a parallel run with the northbound XPT alongside to Wodonga 12:00 to 13:00 (ceremony), Albury arrive 1310, then three local runs from Albury to Wodonga and return. The train comprised 2 x N locos, 5 N cars and PCO van. Regular services commenced the next day.

A new Addenda to the Working Timetable has been issued, dated 24 June, (on V/Line's website under "Network Access") but it does not include a listing of Standard Gauge rolling stock.

Metro Trains Melbourne: Hurstbridge line

When an additional stabling siding is completed, two additional trains will run in the morning peak and two additional in the evening peak. However, this is delayed until a decision is made whether the siding will be built at Eltham or Hurstbridge. The additional trains will not be introduced for at least 18 months.

Metro Trains Melbourne: Growth pressure

From the *Sunday Age*, 19 June:

Within a decade, Melbourne's already bursting train services will have to accommodate an extra 1 million passenger trips a day. The forecast, contained in Transport Department documents obtained by the *Sunday Age* under freedom of information, reveals that average weekday travel on trains will rise from about 800,000 trips to 1.8 million by 2021-22. This will put unprecedented pressure on the city's beleaguered rail network, which is already costing Melbourne's central business district \$80 million a year in lost productivity, according to economic modelling and research by Monash University. Petrol prices, population growth and environmental concerns have been cited as the key reasons for the surge in patronage in the documents, which detail the 2009 funding proposal for the \$5 billion Footscray-Caulfield rail tunnel. The tunnel project - designed to improve cross-town train travel - gained federal planning funding, but has been all but abandoned by the state government.

Future Melbourne Committee chairman, Cr Kevin Louey, last week called for the tunnel to go ahead, warning that if Melbourne's overcrowding problem was not addressed, the city's prosperity would suffer. Transport Minister Terry Mulder said the Coalition was committed to tackling the problem by funding the Regional Rail Link - which will free up more space in the metropolitan timetable for city train services - despite a \$1 billion cost blowout inherited from the previous Labor government. He said the government was also buying 45 six-carriage trains a term, seven more than the previous Labor government, to help alleviate overcrowding. "We are driving ourselves out of congestion," Mr Mulder said.

The documents obtained by the *Sunday Age* show that the next decade will see a surge in the use of all modes of public transport: not only will train patronage rise at all times of the day and on weekends, bus travel is expected to double and tram use is predicted to rise by one third. Mr Mulder said more recent estimates suggested train patronage would grow by about 4.5% a year, slightly less than predicted in 2009. But rough calculations on current patronage figures would still put the increase at more than a million trips a day by 2021.

Watergardens and Werribee lines are expected to grow the most, by about 6.8%, because of population growth. The Alamein, Glen Waverley, Lilydale and Belgrave lines will experience the least growth, at only 2.5% a year.

The predicted rise in train use will exacerbate the overcrowding crisis and ramp up the already substantial cost to the CBD in lost productivity, according to the Monash University research. If overcrowding on trains continues, it will drive business out of the CBD because more people will look for work in the suburbs so they don't have to negotiate the public transport crush, the research warns.

Monash University's professor of public transport Graham Currie said getting workers to retail and business districts efficiently was critical to a city's operation and the Coalition's plan for an extra 45 trains a term would not alleviate the problem of overcrowding. "Cities are very efficient places to do business because the railway is there. If the railway does not work effectively there is an economic cost," he said. "Workers get very frustrated on public transport: it is late; they cannot get a seat. Eventually, there is a portion of the workforce that will take a job outside the city, so their journey to work can be less stressful."

Victorian Employers Chamber of Commerce and Industry spokesman Chris James agreed overcrowded public transport caused reduced productivity and was affecting businesses. "If it gets much worse it will make the CBD a much less attractive place to invest," Mr James said.

Tasmanian Budget

The tough Tasmanian Budget presented on 16 June provided a \$13.5 capital grant to Tas Rail for infrastructure and rolling stock. This is in addition to \$31 million from the Federal government. The electricity transmission authority,

Transend, will be required to meet other equity requirements of Tas Rail, expected to be \$100 million. More Budget details are in the Bus News section.

TasRail WTT 13 February

Further details are now available of TasRail new Working Timetable of 13 February (see March *Table Talk*, p. 6):

- No. 31 departs Burnie at 09:00 (was 08:11) M-Sa, arrives Boyer 20:40 (was 19:39), crosses no. 36 at Railton (was Deloraine) and no. 32 at Colebrook (was Tea Tree);
- No. 32 departs Boyer at 16:30 (was 17:35), arrives Burnie 04:11. Crosses no. 31 at Colebrook, 35 at Hagley and 47 at Railton;
- No. 35 basically unchanged with Burnie departure at 20:28 daily for Hobart arrival of 08:11. Crosses 32 at Hagley and 36 at Parattah (was Colebrook);
- No. 36 departs Hobart at 01:00 (was 03:00), arrives Burnie 14:24 (was 15:18). Crosses 35 at Parattah and 31 at Railton. Waits two hours at Parattah presumably for crib;
- No. 46 departs Fingal at 10:30 Mon & Thur and at 12:30 Fri. arrives Railton 20:55;
- No. 47 departs Railton at 02:45 Tues, arrives Fingal 08:20;
- No. 47 departs Railton at 02:45 Wed & Fri, arrives East Tamar 05:40;
- No. 61 conditional departs East Tamar at 00:15 Mon & Thur, arrives Fingal 06:20;
- No.66 (was no.64) departs Hobart at 13:00 M-F (was 14:30) for Boyer;
- No. 67 departs Boyer at 21:30 (was 21:00 for Hobart);
- Nos. 52/53 reinstated to depart East Tamar at 06:30, depart Bell Bay 12:30, arrive East Tamar 13:51.

SA Budget

The South Australian Budget delivered on 9 June deferred the electrification of the Outer Harbour rail line until 2016, and the standardisation of the suburban rail system until 2015. At least half the system already has convertible sleepers. The remaining electrification will go ahead as planned - contracts have previously been let for the Seaford extension, and the supply of extra electric trains (the 3000 class DMUs are also being converted to electric) and electrical infrastructure on the Seaford/Noarlunga and Gawler lines. It is possible that the Outer Harbour delay is due to indecision over a dual voltage system so trams can use it to Semaphore. The SA government says that deferral of the electrification of the Outer Harbor line will not push back the delivery of trams to Port Adelaide. It will adhere to its commitment to bring "tram-trains" to Port Adelaide by the end of 2016. The tram-trains will run on both the electrified train line to the Port and spur tramlines to West Lakes and Semaphore. The spur lines are due for completion in 2018-19.

\$12 million was allocated for construction of a turnback for trains at Elizabeth. This will allow for increased frequency of train services between Elizabeth and the city with the capacity to have a frequency of seven-and-a-half minutes in peak periods. Elizabeth is currently the fourth busiest station on the metropolitan network but is expected to become the second busiest. \$35 million will be spent over four years as part of a \$50 million investment for a new computerised train safety system that will provide updates on the status of the rail line and signals ahead and calculate safe speeds for incoming trains; and \$17.1 million expended over two years to increase the capacity of existing Park 'n' Ride facilities and improve passenger amenities at O-Bahn bus interchanges.

TransPerth: Perth station

Engineering work on 7 May caused all Fremantle trains to use Perth Underground Station. This is the first time this has occurred. During forthcoming Perth City Link work this may happen on a number of occasions.

Christchurch latest pummeling

The latest earthquake in Christchurch on 13 June caused the return journey of the TranzAlpine passenger train to be truncated at Rolleston. There was no significant damage to railway lines although the line between Heathcote and the port at Lyttleton was closed until the next day for inspection. The TranzAlpine resumed on 15 June

The Christchurch inner city tourist tramway has not been significantly damaged by the series of earthquakes. However, it will be a long time before it is restored as about one million other items have higher priority.

Thanks to Tony Bailey, Ian Cooper, Noel Farr, Scott Ferris, Peter Hobbis, Albert Isaacs, Victor Isaacs, Geoff Lambert, Duncan MacAuslan, *Courier-Mail*, *Herald Sun*, *Newsrail*, *Railway Digest*, *Tasmanian Rail News*, *Sunday Age*, *Sydney Morning Herald* and www.vicsig.net for Railway news.

BUS NEWS

New South Wales - Sydney

Punchbowl Bus Co route 944: As of Tuesday 14 June 2011 the 1507 Mon-Fri school days departure from Hurstville will operate via Belmore Rd and Salt Pan Rd to Riverwood Station and not via Forest Rd, Jacques Ave, Trafalgar St and Bonds Rd. A website only version of the new timetable has been noted so far.

Sydney Buses

The DoT opened the new bus layover on the Warringah Freeway at Cammeray on 7 June. This allows buses from northern areas, both private and government, to layover prior to starting evening outward journeys without clogging up the Wynyard area. In fact it legitimised a practice which had been occurring for a few years by providing a widened area and toilets.

A Facebook group *The 433 bus is the worst bus in Sydney* received coverage in the local press. Complaints of bunching, late running and overcrowding were made by the group's 47 members. The Transport Minister noticed the group and referred it to the Customer Experience Division of the new integrated transport authority. Amongst the

groups comments, one member had just noticed that the 432 has stopped running; it ceased in March 2010. Another talked about the buses using 15 year old timetables! From observation our local correspondent agrees that the 433 suffers from heavy traffic in Glebe Point Road and by the time it reaches Rozelle there can be as many as 3 buses in a bunch.

A group provided an application for web browsers which allowed users to see the location of Sydney Buses on a map in real time. Developed for a Government sponsored 'app day' it used GPS tracking information to show buses colour coded by route and online users could zoom in to see where the next bus was. Absolutely fascinating for timetable addicts it lasted two weeks before the STA closed the data feed citing inadequate resources.

An extended timetable for the Green Square to University of NSW trial express bus service will commence on 18 July. A copy of the University's brochure is available from the AATTC Distribution Service.

New South Wales – Regional

By-Bus ceased operation of their Tamworth-Armidale-Coffs Harbour service on 14 May 2011. It ran on Monday, Wednesday and Friday with CountryLink and Greyhound connections to Port Macquarie and Byron Bay. The most recent By-Bus timetable (undated) was included in the June 2011 AATTC Distribution List. It is now an item for collectors of discontinued services. Copies are still available

Queensland Budget

The Queensland Budget delivered on 14 June provided for:

- \$93.7 million to continue the \$731.6 million construction of the Northern Busway between Enoggera Creek and Kedron, extending the existing busway from the Royal Brisbane Women's Hospital to Sadlier St, Kedron.
- \$66.3 million to complete the \$465.8 million Stage 2A of the Eastern Busway between South East Busway and Main Avenue, Coorparoo, including bus stations at Stones Corner and Langlands Park.
- \$28.5 million provided towards the Northern Busway between Kedron and Bracken Bridge.
- \$12 million to commence the \$36 million upgrade of the City Place Bus Station in Cairns.
- \$48.2 million to Translink for public transport infrastructure improvements across southeast Queensland. \$44 million is provided to continue the Translink Station Upgrade Program to improve current bus stations and build additional bus station infrastructure, including:
 - \$5.5 million towards Capalaba Park 'n' Ride
 - \$5 million towards Maroochydore Bus Station
 - \$4.5 million towards Enoggera Reservoir Park 'n' Ride
 - \$4 million towards Logan Central Bus Station
 - \$4 million towards Algester Park 'n' Ride
 - \$3.5 million towards North Lakes Bus Station
 - \$3 million towards UQ Lakes Bus Station.

For more, see Rail News above.

Victoria – Regional

V/Line: 8 May timetable

See report in Rail News above.

Tasmania Budget

The Tasmanian Budget presented on 16 June provided \$1 million for regional bus services including to Port Arthur, Swansea, the Huon Valley and Campania. The funding will come from the \$6 million Passenger Transport Innovation program announced in the last Budget. More Budget details are in the Rail News section.

Thanks to Tony Bailey, Barry Blair, Victor Isaacs, Geoff Lambert, Duncan MacAuslan, Len Regan and Lourie Smit.

AIR NEWS

Domestic

Tiger has suspended four more routes as it looks to restore reliability and "improve punctuality". From 1 August it will no longer operate Melbourne-Mackay, Melbourne-Rockhampton, Sydney-Brisbane and Sydney-Sunshine Coast. This follows axing of Avalon to Adelaide, Brisbane and Gold Coast.

The consortium that manages and runs the **Adelaide and Parafield airports** is negotiating leasing arrangement with the State Government and the councils that own the eight regional facilities. The airports it wants to control are Kingscote, Coober Pedy, Whyalla, Ceduna, Port Lincoln, Port Augusta, Mount Gambier and Broken Hill

International

Virgin Australia and **Singapore Airlines** have agreed on a code-sharing alliance. This is expected to greatly improve Virgin's competitive position. Meanwhile the US Department of Transportation has approved a joint venture between Virgin Australia and the world's largest airline, **Delta Air Lines**, and **Qantas** and **American Airlines** have been granted approval by competition authorities to form an alliance on trans-Pacific services.

Royal Brunei Airlines will axe its Brisbane, Perth and NZ services from the end of October as part of a new "stabilisation" plan announced by the airline. It will continue to operate out of Melbourne, although it remains unclear whether the current four times weekly service will be increased. Services to Malaysia's Kuching and Vietnam's Ho Chi Minh will also be axed.

Thanks to Tony Bailey and Roger Wheaton for Air news.



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

DIVISION MEETINGS

Adelaide: Meetings are held twice a year at 2c Bakewell St Tusmore 5065. Inquiries to Adelaide 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.

RAILWAY ATLAS OF THAILAND, LAOS AND CAMBODIA

Member Victor Isaacs has available a copy of member Brendan Whyte's magnificent, new *Railway Atlas of Thailand, Laos and Cambodia* for \$55 (usual retail price \$65). Contact him on abvi@inet.net.au or 02-6257 1742.

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.

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.