



TABLE TALK

AUSTRALASIAN TIMETABLE NEWS

No. 238, June 2012

ISBN 1038-3697

RRP \$4.95

Published by the Australian Association of Timetable Collectors

www.aattc.org.au

**SPECIAL DIVORCE ISSUE:
NSW CITYRAIL – PAGE 6
QANTAS – PAGE 13**

**WEEKEND
BUS BOOK**

Your comprehensive guide
to Canberra's weekend bus network

Effective 28 May 2012

ACT Government | **ACTION** | 13 17 10
www.action.act.gov.au

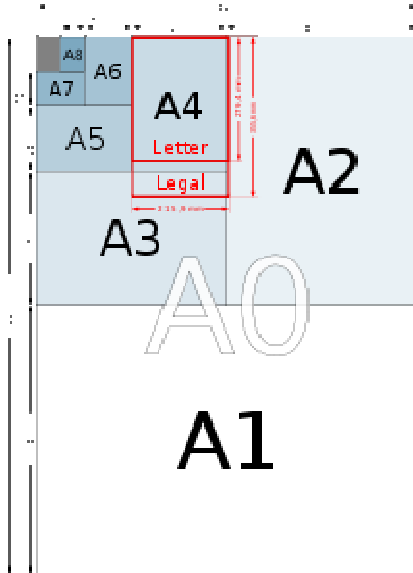
ACTION CANBERRA'S NEW TIMETABLES – PAGE 12

SIZING UP PAPER - PAGE 2

TOP TABLE TALK: INTERNATIONAL PAPER SIZES

Paper sizes are an important variation in Public timetables. The following information is reproduced with gratitude from www.wikipedia.org:

Many paper size standards conventions have existed at different times and in different countries. Today there is one widespread international ISO standard (including A4, B3, C4, etc.) and a localised standard used in North America (including letter, legal, ledger, etc.). The paper sizes affect writing paper, stationery, cards, and some printed documents. The standards also have related sizes for envelopes.



A size chart illustrating the ISO A series and a comparison with American

letter and legal formats.

A series: The international paper size standard, ISO 216, is based on the German DIN 476 standard for paper sizes. ISO paper sizes are all based on a single aspect ratio of square root of 2, or approximately 1:1.4142. The base A0 size of paper is defined to have an area of one m². With this definition and the given aspect ratio of square root of two, one can calculate the sides of an A0 sheet as follows: The long side is 1 metre multiplied by the square root of the square root (that is, the fourth root) of 2 and the short side is 1 metre divided by the same. Rounded to millimetres, the A0 paper size is 841 by 1,189 millimetres (33.1 × 46.8 in).

Successive paper sizes in the series A1, A2, A3, and so forth, are defined by halving the preceding paper size along the larger dimension. The most frequently used paper size is A4 210 by 297 millimetres (8.3 × 11.7 in).

The significant advantage of this system is its scaling: if a sheet with an aspect ratio of $\sqrt{2}$ is divided into two equal halves parallel to its shortest sides, then the halves will again have an aspect ratio of $\sqrt{2}$. Folded brochures of any size can be made by using sheets of the next larger size, e.g. A4 sheets are folded to make A5 brochures. The system allows scaling without compromising the aspect ratio from one size to another—as provided by office photocopiers, e.g. enlarging A4 to A3 or reducing A3 to A4. Similarly, two sheets of A4 can be scaled down and fit exactly 1 sheet without any cutoff or margins. Weights are easy to calculate as well: a standard A4 sheet made from 80 gram/m² paper weighs 5 grams (as it is one 16th of an A0 page, measuring 1 m²), allowing one to easily compute the weight—and associated postage rate—by counting the number of sheets used.

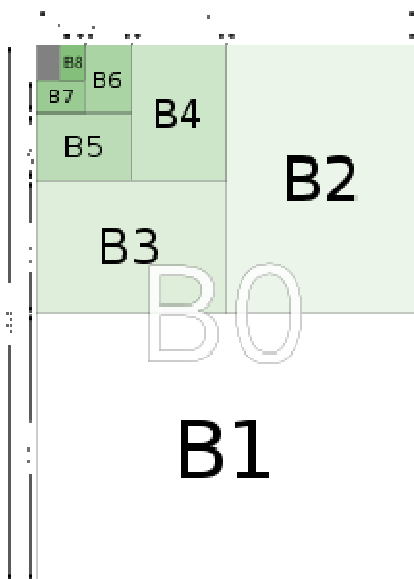
The advantages of basing a paper size upon an aspect ratio of $\sqrt{2}$ were already noted in 1786 by the German scientist and philosopher Georg Christoph Lichtenberg.^[1] Early in the 20th century, Dr Walter Porstmann turned Lichtenberg's idea into a proper system of different paper sizes. Porstmann's system was introduced as a DIN standard (DIN 476) in Germany in 1922, replacing a vast variety of other paper formats. Even today the paper sizes are called "DIN A4" in everyday use in Germany and Austria. The term *Lichtenberg ratio* has recently been proposed for this paper aspect ratio.

The main disadvantage of the system is type does not scale the same way; therefore, when a page is resized, the type set on it loses legibility as the proportion between the type's x-height, page margins, and leading are distorted. When trim is involved, as in the manufacture of books, ISO 216 sizes are generally too tall and narrow for book production (see: Canons of page construction). The distortion is even more pronounced with printed sheet music. European book publishers typically use metricated traditional page sizes for book production.

The DIN 476 standard spread quickly to other countries. It was adopted by the following countries:

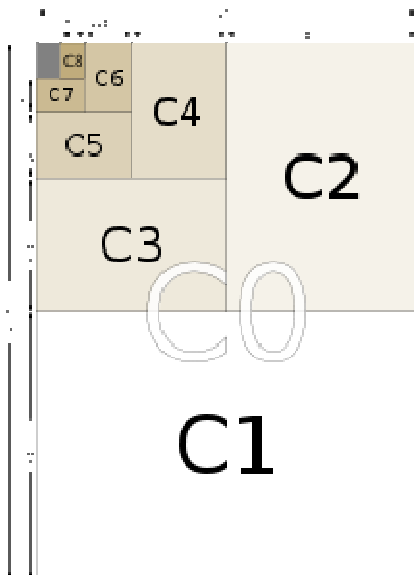
- Belgium 1924
- Netherlands 1925
- Norway 1926
- Finland 1927
- Switzerland 1929
- Sweden 1930
- Soviet Union 1934
- Hungary 1938
- Italy 1939
- Uruguay 1942
- Argentina 1943
- Brazil 1943
- Spain 1947
- Austria 1948
- Iran 1948
- Romania 1949
- Japan 1951
- Denmark 1953
- Czechoslovakia 1953
- Israel 1954
- Portugal 1954
- Yugoslavia 1956
- India 1957
- Poland 1957
- United Kingdom 1959
- Ireland 1959
- Venezuela 1962
- New Zealand 1963
- Iceland 1964
- Mexico 1965
- South Africa 1966
- France 1967
- Peru 1967
- Turkey 1967
- Chile 1968
- Greece 1970
- Rhodesia (Zimbabwe) 1970
- Singapore 1970
- Bangladesh 1972
- Thailand 1973
- Barbados 1973
- **Australia 1974**
- Ecuador 1974
- Colombia 1975
- Kuwait 1975

A series: By 1975 so many countries were using the German system that it was established as an ISO standard, as well as the official UN document format. By 1977 A4 was the standard letter format in 88 of 148 countries. Today the standard has been adopted by all countries in the world except the United States and Canada. In Mexico, Costa Rica, Colombia, Venezuela, Chile and the Philippines the US letter format is still in common use, despite their official adoption of the ISO standard.



A size chart illustrating the ISO B series.

B series: In addition to the A series, there is a less common B series. The area of B series sheets is the geometric mean of successive A series sheets. So, B1 is between A0 and A1 in size, with an area of 0.707 m^2 ($\sqrt{1/2} \text{ m}^2$). As a result, B0 is 1 metre wide, and other sizes in the B series are a half, a quarter or further fractions of a metre wide. While less common in office use, it is used for a variety of special situations. Many posters use B-series paper or a close approximation, such as 50 cm×70 cm; B5 is a relatively common choice for books. The B series is also used for envelopes and passports.



A size chart illustrating the ISO C series.

C series: The C series is used only for envelopes and is defined in ISO 269. The area of C series sheets is the geometric mean of the areas of the A and B series sheets of the same number; for instance, the area of a C4 sheet is the geometric mean of the areas of an A4 sheet and a B4 sheet. This means that C4 is slightly larger than A4, and B4 slightly larger than C4. The practical usage of this is that a letter written on A4 paper fits inside a C4 envelope, and a C4 envelope fits inside a B4 envelope.

ISO paper sizes (plus rounded inch values)

Format	A series		B series		C series	
	mm x mm	in x in	mm x mm	in x in	mm x mm	in x in
0	841 x 1189	33.11 x 46.81	1000 x 1414	39.37 x 55.67	917 x 1297	36.10 x 51.06
1	594 x 841	23.39 x 33.11	707 x 1000	27.83 x 39.37	648 x 917	25.51 x 36.10
2	420 x 594	16.54 x 23.39	500 x 707	19.69 x 27.83	458 x 648	18.03 x 25.51
3	297 x 420	11.69 x 16.54	353 x 500	13.90 x 19.69	324 x 458	12.76 x 18.03
4	210 x 297	8.27 x 11.69	250 x 353	9.84 x 13.90	229 x 324	9.02 x 12.76
5	148 x 210	5.83 x 8.27	176 x 250	6.93 x 9.84	162 x 229	6.38 x 9.02
6	105 x 148	4.13 x 5.83	125 x 176	4.92 x 6.93	114 x 162	4.49 x 6.38
7	74 x 105	2.91 x 4.13	88 x 125	3.46 x 4.92	81 x 114	3.19 x 4.49
8	52 x 74	2.05 x 2.91	62 x 88	2.44 x 3.46	57 x 81	2.24 x 3.19
9	37 x 52	1.46 x 2.05	44 x 62	1.73 x 2.44	40 x 57	1.57 x 2.24
10	26 x 37	1.02 x 1.46	31 x 44	1.22 x 1.73	28 x 40	1.10 x 1.57

The tolerances specified in the standard are

- ±1.5 mm for dimensions up to 150 mm,
- ±2 mm for lengths in the range 150 to 600 mm and
- ±3 mm for any dimension above 600 mm.

RAIL AND TRAM NEWS

Queensland Rail: Ferny Grove duplication

Duplication of the Keperra to Ferny Grove suburban line was completed on Easter Monday 9 April 2012.

Queensland Rail: Cross River Rail back on track?

The Transport and Main Roads Minister in the new Newman government in Queensland, Scott Emerson, has appointed an expert panel to review the Cross River Rail project. It must report by 13 June. It will review the costings and business case. Rail consultants in 2005 identified that Brisbane had a major problem with inner-city rail congestion because it has only one inner-city rail bridge across the Brisbane River, the Merivale Bridge at South Brisbane. The previous Bligh government began planning the project and submitted a business case for funding to Infrastructure Australia (IA). It anticipated funding in stages from the federal government, the state government and from the private sector. The LNP has questioned whether the multi-billion dollar infrastructure project was worth the significant investment. Mr Emerson said he wanted detailed information.

Infrastructure Australia meets at the end of May. Its recommendations at the meeting go to its annual report which is considered by the Council of Australian Governments at the end of June. Recommendations then go back to the federal government as it prepares its 2013-14 budget for next May.

IA national infrastructure manager Michael Deegan says the project is a vital piece of infrastructure and a national priority. "In our first round of projects we recommended 10 major projects across the nation. As of the last budget, each of those projects has been funded, so the government obviously takes our advice seriously, because 10 out of 10 is not a bad score." IA rates Cross River Rail "ready to proceed" after three years of research. "We think it will be a transformational project for Brisbane and that's a very important part of the nation," he said. Mr Deegan said IA believed Cross River Rail offered genuine growth opportunities for the city. "It will provide opportunities for the growth of the Brisbane CBD and provide more work opportunities for the people of Brisbane and the southeast corner. Clearly there are big growth issues throughout that area and it will unlock some of the blockages in the transport system." Mr Deegan acknowledged the project was expensive, but said all levels of government were aware of the cost and the project staging opportunities that had already been discussed with the private sector. Mr Deegan welcomed the short study by the infrastructure experts. "I think it is sensible for a new government to come and do a short, sharp review just to check our view of it. I think that is a very positive thing."

Queensland Rail: Suburban weekend closedowns

Queensland Rail weekend closedowns for maintenance works seem to have increased lately. They are now as common as weekend closedowns in Sydney. The entire Beenleigh / Gold Coast line from Dutton Park to Varsity Lakes was closed on the weekend of 28/29 April for works, which were:

- Track work at Yeerongpilly and Trinder Park to Beenleigh,
- Signal and overhead power line maintenance Bethania to Beenleigh and Helensvale to Robina, and
- General maintenance to stations at Moorooka, Trinder Park, Beenleigh and Woodridge.

The Corinda-Ipswich-Rosewood line was closed for maintenance works on the weekend of 19/20 May, although this was the weekend of the Ipswich Show. The Roma St to Rocklea and Murarie lines were closed for works on the following weekend 26/27 May. The weekend of 9/10 June was an even larger closedown all the way from Bowen Hills to Gympie North plus the Shorncliffe line.

Queensland Rail: Cattle trains

Operation of cattle trains to Winton by Queensland Rail could not commence for the 2012 season as the Longreach-Winton line was severed by major flood damage to a bridge at Darr. Repair of the bridge commenced in May and the line is expected to be repaired and re-opened at the end of July.

Queensland Rail: Tilt Train replaced

Ongoing mechanical problems in one of the Rockhampton Electric Tilt Trains has led to its replacement by a Diesel locomotive hauled carriage train on a three hour slower schedule.. The Tilt Train has not been able to reach speeds it should be capable of because of a malfunctioning auxiliary power converter. It is understood the malfunction has been causing delays for at least three weeks. QR says it is working with the manufacturer of the malfunctioning equipment, Hitachi, to rectify the issue as soon as possible.

QR National: Proposed Galilee Coal railway

QR National claims the viability of a proposed railway linking central Queensland's Galilee and Bowen basins with important coal ports has been enhanced by an agreement with Brazilian coal giant Vale to cover future mines. This is **one** of three alternatives being examined by the Queensland government. The others are proposed by billionaire Clive Palmer and Indian company GVK, which both have substantial coal deposits in the Galilee Basin. But the government has told the companies there will be only one corridor, and the companies need to decide among themselves which it will be. Mr Palmer's group and QR National were co-operating on a common corridor until January when the QR National proposal was declared a "project of state significance", which led Mr Palmer to announce he was suing QR National for \$8.5 billion.

QR National: Newcastle plans

QR National has unveiled plans for a \$100 million Hexham rail hub it says will reduce Hunter Valley coal chain congestion and assist with the proposed Fassifern to Hexham rail bypass. It hopes to lodge a development application this month for a fuelling and maintenance centre and six coal-train sidings, or "relief roads" at Hexham. The extra rail lines, which would be about 1.7 km long, would ease refuelling congestion at Kooragang Island and maintenance queues at Carrington. Stage two of the proposed development would be a \$20 million locomotive plant, and further development would be dependant on industry growth. QR National's plans coincide with a \$90 million proposal from the Commonwealth-backed Australian Rail Track Corporation to build five sidings.

Sunshine Coast: Light Rail proposal

The Federal government has allocated \$500,000 for a feasibility study into a proposal for a Light Rail line between Caloundra and Maroochydore. The study will examine potential locations and routes and the possibility of private sector investment.

CityRail: Working Timetables 30 April and 18 June

CityRail issued amended Working Timetable pages valid from **30 April**.

There will be a complete re-issue of the CityRail Working Timetable, Book 1 (Weekdays) and Book 2 (Weekends), designated version 4.1, from **18 June**. The amendments are relatively minor and are:

- Introduction of 3 x Waratahs (A sets) onto Sector 3 and the provision of Maintenance Exchange Paths to AMF via Homebush Loop,
- More preparatory work for increased Waratah running including Run numbering,
- Replacement of all 6R sets with 8 car set consists in Sector 3 (Run Number and Set Type Changes),
- Replacement of 1 x 2K set with a 4H set on selected trips between Gosford and Newcastle (Run Number and Set type changes),
- Replacement of 3L sets with 4S sets. (Set Type Changes - Mainly Carlingford and Olympic Park),
- Build Up of selected Newcastle/Central Coast Services (Revised sectional running times resulting in minor alterations to station times at Granville, Harris Park and Pendle Hill),
- Removal of Guards relocation allowance at Berowra and Hornsby on selected services operating via North Shore. (Guards will be located in the 5th Position Compartment for the entire journey),
- Amendment to West Boundary – removal of Wallerawang, insertion of Country Regional Network West Boundary west of Lithgow.

RailCorp NSW: CityRail and Countrylink divorce

NSW Transport Minister, Gladys Berejiklian, announced on 15 May the division of RailCorp into two entities:

- **Sydney Trains** will serve customers who need quick, frequent and reliable trains in the greater Sydney suburban area, and
- **NSW Trains** will serve intercity, regional and country customers who travel longer distances and need comfortable and reliable services, with on-board facilities.
- Some functions, including construction and major projects, to be transferred to Transport for NSW.

The changes will be implemented over the next 12 to 18 months. The Minister also announced up to 750 voluntary redundancies to be offered to RailCorp middle management.

The separation of CityRail with suburban operations going to Sydney Trains and Interurban operations to NSW Trains, raises some interesting questions in relation to current services:

- What happens to Interurban trains that currently convey passengers to some suburban stops, such as Penrith or Hornsby.
- What happens to short distance interurban services, such as North Sydney to Springwood, currently operated with outer suburban trains,
- What happens with short distance services within the suburban area currently operated with Interurban trains – some of the Sydney Central to Olympic Park through trains,
- What happens with weekend services currently timetabled as through services from Kiama to Bondi and v.v.?

None of these are major issues and will presumably be resolved with some sort of inter-agency agreement. A bigger question is will the separation only to service provision, or also to infrastructure management?

Within a day of the announcement the Hunter Commuter Council made a submission to the state government calling for the re-introduction of a service similar to the old "Newcastle Flyer" with superior accommodation and an express schedule to Sydney. They suggested a service thrice daily with a range of features aimed at the business commuter. In addition, community groups in Tamworth and in Bathurst have started pressing for day return train services from their cities to Sydney.

Geoff Lambert has analysed the corporate structure of NSW Railways over the years and discovered how often administrative arrangements have been changed. Following is what he found. The final entry awaits further details.

Start Date	End Date	Agency formal name	Agency Type	Enabling Act	Trading name	Fate
2-Dec-1854	1-Dec-1858	Commissioners of Sydney and Hunter River Railways	Statutory Body	An Act to make provision for the construction by the Government of Railways in the Colony of New South Wales (18Vic No 40)	Sydney Railway	
1-Dec-1858	22-Oct-1888	Secretary for Public Works: Commissioner of Railways	Government Department	Government Railways Act 1858 (22 Vic. No 19)	Great Southern Railway, Great Western Railway, Great Northern Railway	
22-Oct-1888	4-Apr-1907	Railway Commissioners of New South Wales	Statutory Body	Government Railways Act 1888 (51 Vic. No 35)	New South Wales Government Railways?	
4-Apr-1907	26-Nov-1912	Chief Commissioner of Railways	Statutory Body	Railway Commissioners Appointment Act, 1906 (No. 7, 1906)	New South Wales Government Railways	

26-Nov-1912	22-Mar-1932	The Railway Commissioners for New South Wales	Statutory Body	Government Railways Act, 1912 (No. 30, 1912)	New South Wales Government Railways	
22-Mar-1932	29-Dec-1932	Transport Commissioners of New South Wales	Statutory Body	Ministry of Transport Act, 1932 (Act No.3 1932)	Department of Transport, New South Wales Government Railways	
29-Dec-1932	20-Oct-1972	Department of Railways	Department	Transport (Division of Functions) Act, 1932 (No. 31, 1932)	Department of Railways	
20-Oct-1972	1-Jul-1980	Public Transport Commission of New South Wales	Statutory Body	Public Transport Commission Act, 1972 (No. 53, 1972)	Public Transport Commission of New South Wales	
1-Jul-1980	1-Dec-2003	State Rail Authority of New South Wales	Statutory Body	Transport Authorities Act, 1980 (No. 103, 1980)	State Rail Authority of New South Wales	
16-Jan-1989	30-Jun-1996	Freight Rail	Branch	Transport Administration Act 1988 (No. 109, 1988)	Freight Rail	Corporatised
30-Jun-1996		CityRail	Branch	Transport Administration Act 1988 (No. 109, 1988)	CityRail	
30-Jun-1996		CountryLink	Branch	Transport Administration Act 1988 (No. 109, 1988)	CountryLink	
1-Jul-1996	21-Feb-2002	FreightCorp	State Owned Corporation	Statutory Body Restructure and Corporatisation	FreightCorp	Sold
1-Jul-1996	6-Dec-2000	Rail Access Corporation	Statutory Body	Transport Administration Amendment (Rail Corporatisation and Restructuring) Act No 56, 1996	Rail Access Corporation	Amalgamated to form RIC
1-Jul-1996	6-Dec-2000	Rail Services Australia	Statutory Body	Transport Administration Amendment (Rail Corporatisation and Restructuring) Act No 56, 1996	Rail Services Australia	Amalgamated to form RIC
6-Dec-2000		Rail Infrastructure Corporation	Statutory Body	Transport Administration Amendment (Rail Management) Act 2000 (No. 89, 2001)	Rail Infrastructure Corporation	
1-Jan-2004	2012	RailCorp	State Owned Corporation		RailCorp	
2012		Sydney Trains? NSW Trains?	State Owned Corporations?	?	Sydney Trains NSW Trains	

CityRail: City Circle closedowns

The City Circle was closed on the weekend of 26/27 May. Banstown line trains only ran as far as Sydenham, Inner West trains only to Ashfield, Outer West and Northern trains to Central, North Shore trains to Wynyard. As well as regular maintenance there was turnout renewals at Central and replacement of timber sleepers with concrete between Redfern and Central as well as new rail and ballast. Work was also carried out on the Newtown Station Easy Access upgrade. A similar City Circle closedown is scheduled for 16/17 June.

CityRail: South Coast closedowns

From 28 May until 8 June the railway from Oak Flats to Nowra (Bomaderry) will be closed and replaced by buses (closedown extending to Dapto on the weekend of 2/3 June). This is to relay 2.3 km of track between Kiama and Minnamurra, replacing timber sleepers with concrete and installing new rail and ballast. From 2 until 13 July buses will replace most trains between Wollongong and Thirroul, although peak trains will still operate. Further weekday closedowns on the South Coast Line are currently scheduled for 3-7 September and October.

CityRail: Blue Mountains timetable confusion

On the current Blue Mountains Line public timetable booklet, the only date shown on the cover is 'Updated February 2012'. However, the back page says 'Printed July 2011' and 'Effective 10 October 2010'.

Ticket Manuals

For a copy of the useful RailCorp NSW CityRail Ticket Manual see http://www.cityrail.info/tickets/pdf/Passenger_Fares_Handbook.pdf

For a copy of the useful Victorian Ticket Manual see <http://ptv.vic.gov.au/fares-tickets/victorian-fares-and-ticketing-manual/victorian-fares-and-ticketing-manual/>

Sydney Tram plans

From the Sydney Morning Herald, 26 May 2012:

Thousands of commuters would be forced off buses at a major new tram interchange at Central Station under early plans to revitalise Sydney's central business district and put a light rail line down George Street. The state government is poised to unveil detailed proposals for new light rail connections to Circular Quay, Central and Randwick, potentially as early as next week. But papers obtained under freedom of information show that while a tram line in Sydney's CBD could save time for some commuters moving through the city, that line would also demand widespread changes to existing travel patterns. The proposed tram route along George Street would push out several bus routes from the city's core. A previously unreleased feasibility study into the CBD light rail, commissioned in the dying days of the Keneally government, demonstrates how bus routes would need to be reconfigured to accommodate trams running through the heart of the city. The study, which recommended George Street form the spine of any new light rail route, proposes redirecting buses that pass through Broadway from Parramatta Road and King Street, Newtown, to the eastern suburbs once they reach Central Station.

The redirected buses would help clear George Street for trams and a pedestrian strip. They would provide new connections between the inner west and east. But they would also inconvenience commuters travelling into the city, many of whom may have to transfer to trams at Central. The study, by consultants GHD, proposes similar measures for city-bound buses from the eastern suburbs on William Street and Oxford Street. Instead of turning into the city, they would pass across the CBD to Pyrmont or Wentworth Park. The study recommends the construction of a new bus and tram interchange at Rawson Place, north of Central Station.

But senior transport sources say the government has since considered an interchange at Chalmers Street, to the east of the station. The *Herald* understands an announcement on the future light rail line is imminent. While GHD's CBD preliminary technical feasibility study has not been adopted by the O'Farrell government, some decisions made since the election reflect its recommendations. The study, for instance, argues against a line down Sussex Street, which the Transport Minister, Gladys Berejiklian, has ruled out. GHD's study acknowledges that while George Street would cause disruption, it also offered the most benefit among CBD light rail proposals. One benefit would be the opportunity to realign bus services. Turning services away from the city centre would "improve mobility between inner-city suburbs, east and west of the city", it says. "While these areas have good service to the CBD, they have few opportunities for travel between dense, active suburbs, trips such as Darlinghurst to Newtown, Balmain to Surry Hills, or Glebe to Kings Cross." At a forum at Town Hall, organised by the City of Sydney on Monday night, the Tourism & Transport Forum, Australian National Retailers Association, Property Council of Australia and the Committee for Sydney expressed strong support for CBD light rail. Ms Berejiklian said a light rail project team was studying potential road and traffic issues, and no final decision had been made on the precise route. "The NSW Liberals and Nationals have always believed that light rail should play a part of Sydney's transport future," she said.

ARTC: Hunter Valley closedown

The Hunter Valley network was closed for five days from 15 to 20 May for a major package of works. The closure extended across the 1,500 kilometre network from Newcastle to Ulan, Parkes, North Star, and beyond Moree. The multi million dollar works ranged from routine maintenance to major new capacity enhancement, including installation of the third track from Minimbah to Maitland, track crossovers at Camberwell and the Bylong Loop on the Ulan Line. The closure affected coal and grain freight as well as Countrylink and CityRail services. ARTC now schedules four closures of this size each year.

Federal Budget

The Federal budget presented on 8 May included funding for Torrens and Goodwood rail underpasses (\$232.1 million). These will separate ARTC lines north and south of central Adelaide from Trans Adelaide lines, and thereby separate heavy freight trains and frequent suburban trains, alleviating delays for both. This will affect 4000 freight trains which currently pass through Adelaide annually. The project will also eliminate nearby level crossings. Work is expected to commence in 2013.

This is consistent with the findings of the ARTC review a couple of years ago of a possible interstate freight mainline bypass of the Adelaide Hills, either to the south or the north of the Hills. The review found that a bypass was not justified, but the best cost-benefit would come from upgrading the existing line, in particular by construction of these underpasses. That conclusion has been endorsed by Infrastructure Australia.

Victorian Budget

The Victorian state budget presented on 1 May included funding for:

- Additional carriages for V/Line. The government says that this will enable additional services, including more off-peak services, to be provided when the Regional Rail Link is completed in 2016 (curiously, the cost and the number of new DMUs are not specified, but is believed to be at least 30 carriages),
- Continued construction of the Regional Rail Link,
- An upgrade of Warragul station (\$10.7 million),
- An additional 68 services a week extended beyond Ballarat to Wendouree (\$1.6 million over four years),
- Restoration of Talbot station to enable Maryborough line passenger trains to stop there from 2013 (\$2.5 million),
- Construction of a passing loop on the Geelong-Warrnambool line (\$10 million),
- An additional \$172 million for regional rail maintenance,
- Planning for the Melbourne Metro east-west underground railway (\$49.7 million),
- Planning and land acquisition for a new station at Grovedale, beyond Marshall on the SW line, to serve the Surf Coast. (\$8.4 million) with a view to opening in 2014,

- Planning for a railway to Avalon Airport (\$2.1 million),
- Level crossing elimination at Springvale and Mitcham, and
- Improving infrastructure of the Puffing Billy tourist railway (\$4.4 million).

V/Line: Regional Rail Link contract let

A \$570 million contract has been let for the 4.5 km fifth stage of works for the Regional Rail Link. The works, between central Melbourne and Footscray, include:

- A 1km bridge over the Maribyrnong River and approaches,
- A rail-over-rail flyover between the Maribyrnong River and Hopkins St Footscray;
- 4.5 km of new tracks to separate metropolitan and regional trains within Melbourne's busiest rail junction;
- Extensive track reconfiguration and major upgrades to the existing North Melbourne rail flyover which will be used to access platforms 1-8 at Southern Cross Station;
- Major bridge modifications at Dynon Road, Moonee Ponds Creek, Lloyd St and Dudley St; and
- A new twin track rail bridge over Dudley St, West Melbourne.

Construction will begin in mid-2012, and is likely to cause major disruptions, including monthly shutdowns of the Metro network. Indeed from 22 July until Sunday 5 August and again from Friday 24 August until Sunday 26 August **all** Ballarat and Bendigo line trains will be replaced by buses.

Doncaster Railway study

An improved bus service along the Eastern Freeway may be the result of the Victorian government's study into a possible rail line to Doncaster, which is now likely to be leap-frogged by plans for a multibillion-dollar road tunnel linking the freeway and CityLink freeway. Buried in the detail of the Doncaster Rail Study documents is an acknowledgement that rail is not the only option under consideration.

Victorian wishful thinking

Central Victorian councils are pushing for the State government to introduce weekend train services Bendigo-Maryborough-Ballarat-Geelong. In 2011 the State government committed \$2 million for a feasibility study to consider passenger trains on this route. The Central Goldfields Shire's Chris Meddows-Taylor says he knows the cost of rail infrastructure is high but weekend services are a good starting point. "Certainly there's a lot of support and people see the benefit between connecting Geelong, Ballarat and Bendigo by passenger rail," he said.

Melbourne: Visitors' myki

A myki Visitor Pack will be available from July. It will be sold at up to 300 locations including hotel concierge desks, tourist information centres, airports and tour providers. A full fare myki Visitor Pack costs \$14 and a concession Pack (general concession, child and seniors) costs \$7 and includes \$4 myki money. The myki comes with \$8 value to cover one day's travel in Zone 1, which includes the whole tram network. The pack includes discount offers at 15 attractions including Melbourne Aquarium, the National Sports Museum, Eureka Skydeck and Puffing Billy, saving visitors up to \$130; a protective myki wallet and a public transport map and information on how to use myki.

Melbourne Metro: Skipping stations and short services

Metro is reported to have resorted to skipping stations and running unscheduled short services since its new timetable was introduced in April. This has happened at least four times a day on average. The *Age* newspaper said that it had seen 129 drivers' incident reports from mid-April to May, recording services that have been altered either from stopping-all-stations to express or terminated before the end of the line. The reports have been logged by the Rail, Tram and Bus Union, which claims many more services are being altered without being reported because train controllers are issuing orders over the radio rather than putting them in writing. "It's only got prolific over the last month," said union sub-branch secretary Paris Jolly. "It's even happening on weekends now, which is unheard of, just to get back on time or in front of time." He said many trains were running express to Richmond station to get ahead of the timetable, then sitting idle for several minutes between Richmond and Flinders Street Station.

The practice is generating anger among affected travellers. In one instance a driver reported being physically threatened over the emergency intercom by passengers who had been told that the train would bypass their stop. In another report people ran alongside a train and attempted to force open the doors as it passed by the platform at low speed. Drivers have been instructed to disable the electronic displays that run above the doors of each carriage, and switch off automatic announcements when a service is altered, because the communication system is unable to switch with the altered service.

Metro spokeswoman Geraldine Mitchell said the decision to alter a service from stopping-all-stations to express was only made "in extreme circumstances", and occurred approximately once for every 600 services. "These changes are kept to a minimum and are only considered if we can see a larger problem looming on a particular line or across the network.'

In April, Metro ran 92% of its trains on time, and in May almost 91% of the time, a rate comfortably above the 88% threshold that determines whether it is financially rewarded or penalised by the government. Last year it received \$4.21 million in bonus payments, and \$3.08 million in penalties.

Melbourne patronage

Victorian Budget papers reveal that the government expects patronage on Melbourne's trains to fall this financial year after years of massive growth. Patronage this financial year has also not lived up to expectations - originally

predicted to have 256.8 million passengers, the expectation now is 221.5 million train passengers, fewer than the 228.9 million of last year. Next financial year train patronage is expected to increase to 226 million, still below the 2010-11 figure. This is despite Melbourne's population growing by more than 1000 people a week. The last time metropolitan train patronage declined in a financial year was during 1993-94.

RMIT University public transport lecturer Paul Mees claims it has been a hard year for train travellers. "I think the main cause is the timetable changes of the past 12 to 18 months, which have inconvenienced large numbers of passengers by taking their trains out of the loop, removing their express services or requiring extra changes to complete trips. The above-inflation fare rise and problems with the ticketing system won't have helped either" he said. Public Transport Users Association president Daniel Bowen said the risk with the budget projections "is that they will again underestimate patronage growth as the city continues to grow and petrol prices rise, and fail to provide extra services, leading to more rampant overcrowding". Metro CEO Andrew Lezala said the budget figures were "old patronage figures". "We're looking forward to seeing the next patronage numbers, because it certainly doesn't feel like the growth has slowed down," he said. David Stockman, spokesman for Public Transport Victoria, said "stagnant patronage" could in part be attributed to declining employment.

Victoria: Tocumwal freight trains

Newsrail reports that El **Zorro** commenced a twice weekly container train from Melbourne to Tocumwal, NSW in February. This operates in addition to **Pacific National's** thrice weekly container train to/from Tocumwal, and indeed commenced because PN's service was operating at capacity and they did not have additional locomotives or rolling stock available. El Zorro's train carries 24 containers, and PN's averages 90 containers.

Yarra Trams

Yarra Trams timetables changed concurrently with Victorian rail timetable changes of 22 April. From this change, Yarra Trams is no longer producing paper timetables. They state that this is due to significantly decreased demand and the rapid uptake of real-time tramTRACKER information. The operator also states that the books often became litter both onboard trams and in the street, and that in the final year before production of paper timetable books ceased there were on average fewer than 500 requests per route, meaning much of the stock went to waste. Timetables are available on www.ptv.vic.gov.au/timetables

Yarra Trams: route 96 upgrade

Route 96 from Blyth and Nicholson Streets, East Brunswick, to Acland Street, St. Kilda, will be upgraded prior to the arrival of the 50 E class low-floor trams. The project is expected to be completed by early 2013 and may include:

- level access tram stops,
- real-time information,
- segregation between trams and general traffic, and
- tram priority at traffic signals.

PTV website

The website of Public Transport Victoria, www.ptv.vic.gov.au has replaced the Metlink website. It provides similar information in a similar layout, including timetables for all Victorian modes.

PTV app withdrawn

Public Transport Victoria has bowed to public pressure and will re-introduce its old public transport iPhone app after a flood of complaints from users who branded its replacement as "horrible" and the "worst app ever". The old version will be available in Apple's App Store alongside the new version which was released last month to the dismay of many public transport users who have since taken to the internet to condemn it. Public Transport Victoria chief executive Ian Dobbs said developers would continue to work on the new app to iron out any problems, and admitted his organisation had "made an error" in the way it had introduced the new version. The new app includes information on trains, trams and buses and employs GPS mapping technology, but many said it was too hard to navigate. "PTV acknowledges that we should have launched the new PTV app as a new product in the store rather than pushing it out as an update," a PTV spokeswoman said. "Users should have been given the choice to upgrade to the new interface or remain with the older app. We will continue to work on the new PTV app and will provide an update in the store when current issues are resolved. We remain confident that once we have resolved the current issues and users have learned to navigate the new app's full capabilities, it will provide an improved gateway to Victoria's public transport network. "Whoever updated this app to such poor standards should reconsider their career path," wrote one dissatisfied user.

Victorian freight

QUBE has acquired the assets of Westgate Ports including its lease at Victoria Dock. This will facilitate QUBE's short haul rail freight operations in the Melbourne area. However, **El Zorro's** mineral sands train from Portland to Westgate Port is currently suspended as the high Australian dollar makes export uncompetitive and as El Zorro objects to QUBE's increased usage fee at Westgate Dock. On the other hand, El Zorro is to increase its Melbourne-Tocumwal, NSW containerised grain train from twice to thrice weekly – Tuesdays, Thursdays and Saturdays. QUBE has lost operation of the five times a week Melbourne-Horsham container train. Its operation was taken over by **SCT Logistics** from 1 May.

Trans Adelaide: Electrification

The next Adelaide suburban railway to be closed for rebuilding as a precursor to electrification will be Adelaide to Oaklands in late 2012.

There are rumours that electrification of Adelaide's Gawler line will not proceed and that only the Seaford line will be electrified. The is; on account of SA's budget situation and borrowing capacity. The problem is revenues from stamp duty, payroll tax and GST have been plummeting and with very few mining royalties, the SA govt. is doing it very tough.

TransAdelaide: Smartcard

Validators are being launched across the system on buses, trams and trains. Adelaide Metro has called for volunteers to take part in a pre-launch trial.

TransAdelaide: Special Race days

The racehorse Black Caviar visited Adelaide's Morphettville Racecourse on 25 May and 12 May. Additional tram services operated prior to the main race between 0900 and 1500 with the normal 15 minute service supplemented by an additional 15 minute service from the Entertainment Centre to Glenelg giving a 7^{1/2} minute service. An effect was to adjust the times of the football match at the AAMI stadium West Lakes by starting 30 minutes earlier so as not to clash with the race. A capacity crowd of 30,000 attended the races on both occasions.

WA Budget

The WA state budget presented on 17 May included provision for:

- Extension of the Joondalup railway to Butler (\$93 million),
- Power capacity upgrades and provision of additional sidings at Claisebrook train depot (\$26.9 million),
- Light rail planning for central Perth over the next two years (\$5.15 million),
- Seven buses to service a new Green CAT service from Leederville to the CBD (\$5 million) and \$8 million to replacement of old CAT buses (\$8 million), and
- Replacement of 60 Transperth buses and acquisition of an extra 20 buses (\$35 million).

WA wheat transport

WA Transport Minister, Troy Buswell, has announced that as upgrading of rural roads has not progressed satisfactorily, some Tier 3 (lowest priority) wheatbelt lines will receive minimal upgrading so that they can be used to carry the 2011-12 wheat crop. These are the York-Quairading, Merredin-Trayning and Bruce Rock-Yilliminning lines. The government, however, can see no compelling case to continue operations on these lines after the current harvest is cleared. Instead the road upgrading program will be accelerated.

TranzScenic: Overlander schedule from 25 June 2012

As reported in the May *Table Talk* (page 4), the Overlander on NZ's North Island has a new schedule from 25 June. It will now only operate thrice weekly. The new schedule is now available and is:

Mon, Thurs, Sat Read Down		
0725	Auckland	1850
0900	Hamilton	1630
1255	National Park	1315
1335	Ohakune	1230
1635	Palmerston North	0945
1900	Wellington	0725
		Tue, Fri, Sun Read Up

The train departs both Auckland and Wellington at the same times as formerly, but with the elimination of the 30 minute lunch stop at National Park (as on-board catering is now provided), arrival of the southbound service at Wellington is 25 minutes earlier. Similarly, the northbound train no longer has a 35 minute lunch stop at Ohakune and arrives in Auckland 30 minutes earlier. In other words, running times are five minutes slower, despite the elimination of twelve (southbound) or eleven (northbound) intermediate stops!

New Zealand Budget

The NZ budget delivered on 24 May provided \$NZ 250 million to increase the capital of KiwiRail with the aim of upgrading lines and facilities, and \$NZ 3.7 million further funding for the Super Gold (pensioners') Card for off-peak urban travel.

Britain: Working train times

For British train times extracted from Working Timetables go to www.trains.im or to www.opentraintimes.com

Ireland: Timetable book, or not?

The most recent timetable book for Iarnrod Eireann (Irish Rail) is dated September 2011, but according to Barry Doe's excellent website of British Isles timetable information (www.barrydoe.co.uk), it is believed that it is not available to the public.

Amtrak schedules: 7 May 2012

Amtrak passenger schedules across the US changed on 7 May. The new timetables are on www.amtrak.com

Thanks to Tony Bailey, Geoffrey Clifton, Scott Ferris, Victor Isaacs, Geoff Lambert, Lourie Smit, *Newsrail*, *Railway Digest*, *Westland*, *Age* (Melbourne), *Newcastle Herald*, *Sydney Morning Herald*, www.barrydoe.co.uk, www.ptv.vic.gov.au, www.vicsig.net.au and www.railpage.com.au for Railway news.

BUS NEWS

ACT – ACTION Canberra

As foreshadowed in April *Table Talk* (pages 8-9) new timetables were introduced for the ACTION Canberra network from 28 May. ACTION has retained their peculiar custom of issuing individual timetables for weekdays but a comprehensive booklet for weekend services (which continues to have a different network). All are in Transit Graphics format.

The following individual weekday timetable leaflets are available:

Routes 2, 3, 4, 5, 6, 7, 8, 9, 10, 11/111, 12/312, 13/313, 14/314, 15/315, 16, 17, 18/318, 19/319, Combo of 300/312/313/314/315/318/319, 21/22/23/24, 25/225/28, 26/226/27/227/75, 30/31/71, 39, 43/45,44, 50, 51/52, 55, 56, 57, 58, 59, 60/160/62/162, 61/161/64, 63, 65/265, 66, 67/267, 73/74,76/77, 80, 81, 82, 88, 200 (an actual timetable has been published for the first time), 701/702, 703/704, 705/710/749, 720/729/732/770, 737/757/786,768/769 785/787/788.

There is also a new Weekend Bus Book (all weekend routes) (*our front cover*) and a new map brochure (with separate maps for weekday and weekend networks).

ACT / NSW: Greyhound “Premium service”

Recently, but on an unknown date, Greyhound introduced a “Premium service” from Canberra to Sydney and v.v. in addition to their existing services. This offers Wi-Fi, USB and power points, reclining leather seats, extra leg room and travel path display. It departs Canberra Jolimont Centre at 0600, arriving Sydney Eddy Avenue at 0915, then to International Airport 0935 and Domestic Airport at 0945. The return departs Domestic Airport at 1540, International Airport at 1550, Sydney at 1630, arriving Canberra at 2000.

New South Wales – Sydney

Private bus operators in Sydney will be required to competitively tender for existing metropolitan bus contracts to drive service improvements for customers, Minister for Transport Gladys Berejiklian has said. Past practice has seen Transport for NSW only negotiate contract arrangements with the incumbent operators within their service regions. “Allowing private bus operators to competitively tender for existing private regions will drive improvements for customers,” Ms Berejiklian said. “The customer is at the centre of everything we do in transport so these new contracts will embed rigorous customer service and reliability performance measures to deliver improvements in the quality of services.” Ms Berejiklian said bus services were a critical part of the public transport network carrying just over half of all public transport trips taken in the State. “Patronage on buses has grown by 14% over the last five years and buses will play an increasingly important role with the number of buses expected to grow by 40% over the next 25 years,” she said. “It is important that the contracts the government has with operators are driving improvements in customer service and reliability. “Private metropolitan bus services currently cost NSW taxpayers over \$1 billion each year so it is critical customers get good services. “The experience of other States in Australia has shown introducing competitive tendering generates not only improvements in services for customers, but also savings for taxpayers.” Ms Berejiklian said to maintain a healthy private bus industry operators of all sizes need to exist and compete and this tender process will ensure we are left with a balanced mix of operators. Existing operators who have a demonstrated record of good customer service will be in a strong position to compete for the tendered regions. While the tendering process announced today will not include metropolitan regions serviced by State Transit, the STA’s Western Sydney Buses contract to operate the Liverpool to Parramatta T-way will be bundled with the region 3 contract to better integrate bus services for Western Sydney customers. Ms Berejiklian said the introduction of tendering for private bus operator regions will be staged over two tender rounds over three years, commencing July 2012.

New South Wales – Regional and Rural

The NSW Transport Minister Gladys Berejiklian says a daily bus service between **Wellington and Dubbo** is still being negotiated, but it will happen. “We are currently working with a local bus operator in your area to finalise the details of this,” Ms Berejiklian said. It is understood five daily buses would travel between Wellington and Dubbo to service the needs of the unemployed, the elderly and those wanting additional TAFE requirements. Earlier this year, locals signed a petition to the state government about the bus. The Minister was speaking after she arrived on a Countrylink train from Central Station in Sydney. “People are trying to make the best they can with things like Countrylink and community transport and I am rewriting the way we do things,” she said.

Queensland – Brisbane

TransLink will introduce a new service package with the opening of the newest section of the Northern Busway - Windsor to Kedron on 18 June 2012.

- Two routes upgraded to high frequency BUZ services - route 330 (Bracken Ridge to City) and route 340 (Carseldine to Woollongabba). Route 330 will run express from RBWH busway station to Chermide. Route 340 will be extended through the City to Woollongabba via Captain Cook Bridge, providing a connection with route 29 from there to University of Queensland.
- New cross-town route 369 (Mitchelton station to Airport DFO and Aviation Precinct), and the removal of route 358 due to duplication.
- Route 308 changes - now running from Centro Toombul to Westfield Chermide.
- A new, peak hour only route 329 - providing connections between Bracken Ridge and Carseldine station.
- Extending route 328 to Fitzgibbon Chase - providing connections to both Boondall and Carseldine train stations.

- Extending route 335 to Sandgate station - providing a one seat journey to Westfield Chermside and Prince Charles Hospital. Route P339 services will also become route 335 services, providing you with extra peak hour services.
- Extending route 303 to Northshore Hamilton (Portside).
- Route 393 will now run from Teneriffe Ferry to RBWH busway station. Customers for the City can change to a high frequency route 66, 330, 333 or 340 service.
- Changes to routes 345 and 385 to improve reliability.
- Various timetable and route changes to routes 77, 321, P331, 375 and 376.
- Changes to routes P332, 333, 334, P341, P344 and 370 to improve reliability.
- Minor timetable changes to NightLink services N100 and N464.

Queensland – Gold Coast

Surfers Paradise bus service changes

From Monday 14 May 2012, bus services that travel along Surfers Paradise Boulevard will be re-routed to accommodate the construction and operation of the Gold Coast Light Rail project. Travelling north, **route 750** will not turn into Surfers Paradise Boulevard, instead continuing along the Gold Coast Highway to Tedder Avenue, it will then turn into Breaker St before returning to its normal route along Main Beach Parade. Southbound buses will also follow this route (in reverse order).

All bus stops along Surfers Paradise Boulevard and Main Beach Parade (south of Breaker Street) will be closed and passengers should make their way to the closest alternative stops along Gold Coast Highway and Breaker St.

The **Nightlink N750** service will start on the Gold Coast Highway near Cavill Avenue and travel south along the highway until joining its normal route at Fern St.

Routes 21, N21 and 740 will not travel along Elkhorn Avenue and Surfers Paradise Boulevard, instead eastbound buses will turn directly from Thomas Drive onto Gold Coast Highway. Westbound buses will start on Gold Coast Highway.

Travelling north, **route 745** will no longer turn from the Gold Coast Highway into Beach Road, it will instead turn into Peninsula Drive to end its trip. The Beach Road bus stop will be replaced by a new bus stop on Peninsula Drive.

In the southbound journey (to Broadbeach/Nerang), it will travel along the Gold Coast Highway instead of Surfers Paradise Boulevard. Passengers who normally board this service in Surfers Paradise Boulevard can access the service at bus stops along the Gold Coast Highway.

Victoria - Regional

New bus timetables for Geelong and Bellarine Peninsula bus routes: effective Sunday, 22 April 2012

Due to a new regional train timetable, a number of Geelong and Bellarine Peninsula bus routes had timetable changes from Sunday, 22 April 2012. These are routes 19, 20, 45, 61, 62, 73, 74, 76, 77, 78, 79, 80 and 82

Western Australia – Regional

New Bunbury Timetables and route numbers

To enable a new website which will provide public transport information for the region, Bunbury bus routes were renumbered with the introduction of new timetables on 14 May. The new timetables also allow for minor timetable changes. The new route numbers, with the previous numbers in brackets are:

Bunbury Bus Station to:

827 Glen Iris (103), 828 Health Campus via Carey Park East (201), 829 Health Campus via Carey Park West (202), 830 Health Campus via South Bunbury (203), 831 Health Campus via Usher (301), 832 Health Campus via Withers (501), 841 Kingston (701), 843 Dalyellup (401), 844 Eaton (601), 845 Bunbury Passenger Terminal (101).

Timetable Leaflets for TransBunbury Services are now:

Bunbury 1 (827, 845) Bunbury 2 (828, 829) Bunbury 3 (830, 831, 832), Bunbury 4 (843), Bunbury 5 (841, 844).

Thanks to Tony Bailey, Ian Cooper, Hilaire Fraser, Robert Henderson, Peter Hobbs, Victor Isaacs, Len Regan, Lorie Smit.

AIR NEWS

Qantas: Domestic and International divorce

In a major and unexpected announcement on 22 May, Qantas said it would be divided from 1 July into **Qantas Domestic** and **Qantas International**. It said "the change will enable a greater focus on the priorities of turning around the Qantas International business and enhancing the strong Qantas Domestic business, as part of the overall Group strategy". Translated, this confirms that Domestic services are profitable and International services are unprofitable.

Domestic

Qantas will reduce frequencies on several poor performing NT routes and axe flights altogether between Ayers Rock and Perth. It will halve its weekly services between Ayers Rock and Cairns to seven weekly flights from 1 September

and reduce services between Ayers Rock and Perth from four to two per week from the same date. The latter route will be dropped from 28 October. Jetstar will also scale back operations, with Darwin to Sydney services falling from up to 11 per week to seven and from Darwin to Bali from up to 11 weekly flights to eight. However, Qantas will add to east coast routes over the next 12 months. It will add 11 weekly return services between Sydney and Melbourne from 9 July, and 11 services between Sydney and Brisbane from 23 August. Subsidiary **Jetstar** will add 21 weekly return services between Sydney and Melbourne from 16 August and seven services between Sydney and Adelaide from 15 November. Both its Sydney to Ballina- Byron and Sydney to the Gold Coast routes received seven additional frequencies from 18 April. Three return services were added between Adelaide and the Gold Coast, and four between Newcastle and the Gold Coast, also from 18 April.

JetGo Australia, a new air charter company, has received the Civil Aviation Safety Authority approval to service the fly-in fly-out mining market. The Sydney-based company has bases in Brisbane, the Sunshine Coast and Rockhampton. It services the Bowen Basin, Cloncurry, Weipa, Groote Eylandt and Mt Isa and has long-term plans to start regional airline services in north and regional Queensland.

Virgin Australia will increase services between Brisbane and Gladstone from 28 May with two additional return flights.

QantasLink has increased services between Brisbane and Emerald.

From 9 July **Regional Express** will once again fly direct Mildura-Sydney and Mildura-Melbourne. Rex's Broken Hill-Sydney service will be boosted from two to three return flights each week day. There will be direct flights Mildura-Adelaide, Mildura-Sydney and Broken Hill-Mildura-Melbourne.

International

Qatar Airways will expand its Australian expansion, but Sydney is not part of the plans. The chief executive said "We never planned to fly to Sydney. We will not request additional capacity for a route that is already sufficiently served." In addition, the airport's curfew made it unappealing.

Air Pacific, the national airline of Fiji, will rebrand as **Fiji Airways** in the latest phase of the airline's turnaround strategy. The move marks a return to the airline's former name, abandoned in 1970 in order to reflect its expanded regional presence. It carried 1.1 million passengers in 2010/11, representing a year on year increase of 37,000 passengers which saw revenue increase by F\$40 million (\$21.9 million).

Air Austral again axed its Sydney service, in its second embarrassing u-turn in less than six months. The French carrier, based in Reunion in the Indian Ocean, will cease services to Sydney, Noumea and a number of French cities as part of a network restructure in October. But it hinted a codeshare could be on the cards. Air Austral announced in December it would withdraw its Reunion-Sydney-Noumea services, blaming the economic climate and rising fuel costs for the decision. However, it revoked the decision in February with the release of a new Sydney schedule. The airline attributed the latest change of heart to "continued high operating costs" combined with low yields on a number of international routes. The carrier began flying to Australia in 2009 but has seen poor load factors.

Thanks to Tony Bailey for Air news.

FERRY NEWS

Sydney Ferries privatized

The NSW government has contracted with a private consortium to operate Sydney Ferries' services - Harbour City Ferries is a consortium of Transfield Services and Veolia Transdev. The contract is valued at \$800 million and will run for seven years. Harbour City will assume responsibility for operation by late July or August which is almost six months earlier than the government's previous timetable of the end of the year. The company's chief executive Steffan Faurby said it wanted to operate a world-class ferry service on Sydney's famous harbour. "We acknowledge and respect Sydney Ferries' rich history and, accordingly, there will be a steady transition into capable hands and only minor changes will be noticed over the short term" he said.

Will Melbourne's Western Suburbs ever rival Sydney Harbour?

Victoria Planning Minister Matthew Guy has initiated a \$300,000 study of running ferries from Melbourne's growing west to the CBD. The study will examine a private sector service from Werribee South, Point Cook, Altona and Williamstown to Docklands or near Flinders Street Station. Under the terms of reference, the service would be viable only if a trip takes under an hour, has reasonable ticketing costs and could attract enough passengers.

Thanks to the *Age* (Melbourne), *Sydney Morning Herald* and SBS news for Ferry news.



Members' News

- June 2012

Australian Association of Timetable Collectors

aattc.org.au

MEMBERSHIP RENEWALS

Membership renewal forms were sent out in the last mail-out and are due for return by the end of this month. Failure to renew on time will result in disruption to the monthly despatch of magazines. If you have lost your renewal form, please download our regular membership form from the AATTC website. This form can be filled out and despatched with payment completely electronically. Thank you to those who have already renewed. If you can't remember whether you have renewed, retrieve your envelope from the recycling bin and check for the presence of the letters EXP on your label. If it is present, then you have not renewed and your membership will expire at the end of this month.

DIVISION MEETINGS

Adelaide: Inquiries to Adelaide Convenor, Roger Wheaton, at rogertw@adam.com.au or 08-8331 9043.

Brisbane: Meetings are usually at Brian Webber's residence, 8 Coachwood St, Keperra at 2pm - contact Brian on 07 3354 2140 or bwebber5@bigpond.com. It is suggested that each attendee bring a "favourite"/interesting timetable for discussion.

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. Enquiries to Melbourne Convenor, Stephen Ward, swar3841@bigpond.net.au. Stephen will be stepping down as Melbourne Convenor early next year, as he will spend some time travelling. The next meeting will select a new Convenor.

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, Geoffrey.Clifton@sydney.edu.au or GPO Box 1963, Sydney NSW 2001.

AATTC FUTURE AUCTIONS

Items for the AATTC Auction, for sale by commission on your behalf, or donated to the AATTC, should be discussed with our Auctioneer, Geoff Hassall by email at geoffrey.hassall@gmail.com or at 19 Yara Crescent, Maryland NSW 2287. It is best to contact the Auctioneer first, rather than send unsolicited material. We anticipate that our next Auction will be in mid-2012.

AATTC CONTACT DIRECTORY

President	Victor Isaacs*	abvi@inet.net.au
Vice-President	Hilaire Fraser*	hnfras5@bigpond.net.au
Secretary	Geoff Lambert*	G.Lambert@unsw.edu.au
Treasurer	Len Regan*	aattc.do@hunterlink.net.au
Distribution Officer	Len Regan*	aattc.do@hunterlink.net.au
Membership Officer	Dennis McLean*	dbmclean@powerup.com.au
Editor, <i>Times</i>	Geoff Lambert*	G.Lambert@unsw.edu.au
Editor, <i>Table Talk</i> (Rail/Tram/Air/Ferry)	Victor Isaacs*	abvi@inet.net.au
Editor, <i>Table Talk</i> (Bus)	Geoff Mann	geoffwm@bigpond.com.au
Production Manager	Geoff Lambert*	G.Lambert@unsw.edu.au
Publicity Officer	Geoff Lambert	G.Lambert@unsw.edu.au
National Timetable Collection Co-ordinator	Geoffrey Clifton*	geoffrey.clifton@sydney.edu.au
Public Officer	Paul Nicholson	pn1@bigpond.com
Auctioneer	Geoff Hassall*	geoffrey.hassall@gmail.com 19 Yara Crescent Maryland NSW 2287
Webmaster	Lourie Smit	lsmit@ozemail.com.au
Adelaide Convenor	Roger Wheaton*	rogerw@adam.com.au
Brisbane Convenor	Brian Webber	bwebber5@bigpond.com
Canberra Co-Convenors	Ian Cooper	iancooper@velocitynet.com.au
	Victor Isaacs	abvi@inet.net.au
Melbourne Convenor	Stephen Ward	swar3841@bigpond.net.au
Sydney Convenor	Geoffrey Clifton*	Geoffrey.Clifton@sydney.edu.au
Committee Member	Stephen Haby*	Steven.Haby@gmail.com
Webmaster	Lourie Smit	lsmit@ozemail.com.au

* indicates Committee member.

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.

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.

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

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

Production and Mailout: Geoff and Judy Lambert.

Proofreaders: Agnes Boskovitz, David Cranney, Ian Cooper and Geoff Hassall.

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

Membership of the AATTC includes monthly copies of the *Times*, *Table Talk*, the Distribution List of timetables, and the twice-yearly Auction catalogue. The membership fee is \$60 (Adult) and \$36 (Junior) pa. Membership enquiries should be directed to the Membership Officer, P O Box 1253, North Lakes Qld 4509, (07) 3491 3734.