



TABLE TALK

AUSTRALASIAN TIMETABLE NEWS

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RAIL AND TRAM NEWS

Aurizon: Central line

The Queensland Central line was closed between Comet and Emerald from 9 until 16 December 2013 for the replacement of the Nogoia River embankment with a bridge to lessen any future flooding.

QR TravelTrain: Sunlander farewell

It is believed that the last trip of the Sunlander may be that of 31 March, after which it will be replaced by additional trips by the new Spirit of Queensland tilt train from Brisbane to Cairns.

QR CityTrain: Springfield line

Commuters are reported to have called for express trains on the newly opened Springfield line. More than 100,000 trips were made to/from Springfield and Springfield Central in the two months to 2 February. Queensland Rail said there were no plans to introduce express trains. A spokesperson said the timetable design "ensures each station on the Ipswich/Rosewood and Springfield lines receives a train service every 6-12 minutes or better in peak periods. Ipswich/Rosewood customers are prioritised for an express service due to their length of journey". (Central to Rosewood 1 hr 19 mins, Central to Ipswich 58 minutes, compared with Central to Springfield 41 minutes).

NSW Train Link: Brisbane disaster

Graham Duffin manages to observe the Sydney-Brisbane overnight XPT on its return journey from Brisbane to Sydney on some days. He reports that since the appalling timetable change of 20 October 2013 (Brisbane arrival at 3.53 am and departure 4.55 am local time) on only two or three occasions above 20 passengers and on most days it is around 12 to 17. Before the timetable change it was common to see 60+ passengers on most days. A practice he has noticed since the timetable change is that whenever the XPT is more than an hour late it gets turned around at either Casino or Grafton and a bus run. Also whenever the Beenleigh Line is closed for trackwork by QR the XPT as a matter of course is terminated at Casino.

These are the dates Graham has recorded since the new timetable that the XPT hasn't operated from Brisbane:
Thu 31/10/13 Late running from Sydney so terminated at Casino and bus Bris-Grafton.

Sat 9/11/13 QR trackwork. Bus Bris-Casino

Sun 10/11/13 QR trackwork. Bus Bris-Casino

Sat 23/11/13 Trackwork in NSW. Bus Bris-Sydney

Sun 24/11/13 Trackwork in NSW. Bus Bris-Sydney

Sat 14/12/13 QR Trackwork. Bus Bris-Grafton

Sun 15/12/13 QR Trackwork. Bus Bris-Grafton

Fri 27/12/13 Trackwork in NSW. Late running XPT terminated Casino. Bus Casino-Bris-Grafton

Sat 28/12/13 Trackwork in NSW. Late running XPT terminated Casino. Bus Casino-Bris-Grafton

Sun 29/12/13 Trackwork in NSW. Late running XPT

terminated Casino. Bus Casino-Bris-Grafton

Mon 30/12/13 Trackwork in NSW. Late running XPT

terminated Casino. Bus Casino-Bris-Grafton

Tue 31/12/13 Trackwork in NSW. Late running XPT

terminated Casino. Bus Casino-Bris-Grafton

Mon 6/1/14 Due to "operational requirements" bus operated Hornsby (5/1/14)-Bris (6/1/14)-Sydney

Sun 26/1/14 Due to "operational issue" XPT commenced at Casino. Bus Casino-Bris-Grafton.

Thu 30/1/14 Due to "operational issue" XPT commenced at Grafton. Bus Bris-Grafton.

Fri 7/2/14 Due to "operational issue" XPT commenced at Grafton. Bus Bris-Grafton.

Thu 13/2/14 Due to XPT mechanical problem in Brisbane bus operated Bris-Sydney

Fri 14/2/14 Due to "operational issue" XPT commenced at Grafton. Bus Bris-Grafton.

Sat 15/2/14 QR Trackwork. XPT terminated at Casino. Bus Casino-Bris-Grafton.

Sun 16/2/14 QR Trackwork. XPT terminated at Casino. Bus Casino-Bris-Grafton.

There is QR trackwork scheduled on the Beenleigh line on Sat/Sun 15/16 March, and Sat/Sun 24/25 May so the XPT will terminate at Casino with buses Casino-Brisbane-Grafton. On 29 and 30 March Sydney-Brisbane and v.v. XPTs will be replaced by buses for the entire journey, as also will also all other North Coast XPTs.

NSW Train Link & ARTC: North West services

The speed restrictions to **Train Link** services from Sydney to Moree and Armidale and v.v. caused by ARTC works in the Hunter Valley, mentioned in the February *Table Talk*, page 2, were extended from the anticipated end date of 14 February until 10 March and then again from 14 March until 22 March. In between on 11 to 13 March these trains will be replaced by buses for the entire journey. Then on the weekend of 29 and 30 March they will be replaced by buses between Sydney and Muswellbrook and v.v.

March 11 to 14 is the period of the next **ARTC** Hunter Valley coal network closedown for civil engineering works.

Sydney area Freight WTT 15 March 2014

A new Sydney area Freight Working Timetable will apply from Saturday 15 March (Weekends, book 5) and Monday 17 March (Weekdays, book 4), issued by Transport for NSW. The summary Special Train Notice is available from the Australian Timetable Association's March Distribution List.

NSW Country Regional Network: West WTT 2 February

A new Western line Working Timetable for John Holland Rail NSW Country Regional Network has applied since 2

February 2014. Three freight trains have been added. Copies are available from the Australian Timetable Association's March Distribution List.

Melbourne-Brisbane Inland Freight Railway

Work has started to identify priorities for staging of the Inland Rail project. An Implementation Group, chaired by former Deputy Prime Minister John Anderson, has had its first meeting with business leaders in Toowoomba to discuss the project. States have nominated their representatives to the Group, which is scheduled to meet again shortly.

Australian Rail Track Corporation (ARTC) will head up the delivery of construction of the line. In the early stages this includes assisting the Implementation Group to confirm the preferred corridor from Moree to the Port of Brisbane and delivering the preliminary engineering design and environmental assessment. This will also involve working with government on land acquisition and approvals and developing a staged construction plan.

A spokesperson for Mr Truss, Deputy Prime Minister and Minister for infrastructure, said that a stakeholder reference group will be established in the near future for "two-way communication with key stakeholders. Mr Anderson and the Department have started meeting with key stakeholders. "I'm keen to get moving," Anderson said. "The first thing is to select the route. The second thing is to organise priorities."

While the preferred corridor for the line is still to be confirmed, ARTC's 2010 final report of its study into the project outlines a 1731km alignment between South Dynon in Melbourne and Acacia Ridge in Brisbane. Between Melbourne and Parkes, 670km of existing track will be used. Between Parkes and North Star there will be 307km of upgraded track. Between North Star and Acacia Ridge, the railway will comprise 271km of new construction, 119km of existing track upgraded from narrow gauge to dual gauge and 36km of the existing coastal route.

ARTC marketing

ARTC launched its first ever marketing campaign on 17 February to highlight the recent significant investment made in the interstate network between Melbourne, Sydney and Brisbane and the benefits rail can provide to business.

National Train Communications System

From 30 June 2014 the National Train Communications System will be mandatory on all trains operating over lines of the Australian Rail Track Corporation, NSW RailCorp and John Holland Rail NSW Country Regional Network. All locomotives will be required to be equipped with an appropriate ICE (In Cabin Equipment) radio for communication with the relevant train control centre.

The national train communication system is designed to replace the former disparate systems with a single integrated voice and data communication network. The system is being built on the Telstra 3G infrastructure. The main works consist of an additional 77 base towers to infill areas not currently covered by the Telstra network and the development of an integrated communications system to link trains to train controllers.

Benefits of the new system are expected to be:

- A single network-wide communications system eliminating operational complexities.
- Rationalisation of the many frequencies formerly used, with a single frequency for emergencies, train to train communication and mainline shunting.
- Reduced infrastructure by replacing rail system-owned infrastructure with common carrier infrastructure.

- The capability to support electronic train orders, offering greater efficiency and safety than existing train order systems.
- Precise knowledge of train locations through GPS functionality, increasing efficiency.

Sydney Trains: Significant trackwork

The Carlingford line was bus substituted from Monday 3 until Friday 14 February while a bridge was refurbished at Rosehill and overhead wiring upgraded from Camellia to Carlingford.

The Blue Mountains line from Mount Victoria to Lithgow will be substituted from 24 February until 7 March for "refurbishment and maintenance".

Sydney Trains: 20 October 2013 timetable

Recommended reading: "How does the new Sydney timetable operate?", by Ian Brady, *Railway Digest*, February 2013, pages 38-39. Provides an excellent summary.

North West Rail Link operators

The New South Wales government has received proposals from two consortia competing to run the North West Rail Link. They are:

- Rapid Transit including MTR Corporation (Australia), John Holland, Leighton Contractors, UGL Rail Services and Plenary Group; and
- TransForm including Serco Australia, Bombardier Transportation Australia, SNC-Lavalin Capital, McConnell Dowell Constructors (Australia), John Laing Investments and Macquarie Capital Group.

Once the network is completed, the main ongoing role for the selected contractor will be to operate the North West Rail Link including all maintenance work. The successful contractor will also be required to build eight new railway stations; deliver commuter car parks for 4,000 cars; supply the new generation rapid transit single deck tracks; build and operate the stabling maintenance facilities at Tallawong Road; install tracks, signalling and mechanical and electrical systems; and convert the Epping to Chatswood Rail Link for the new rapid transit system.

Construction of the tunnels has been awarded to the Thiess John Holland Dragados joint venture, awarded a \$1.15 billion contract in June 2013 to start digging subways with a tunnel boring machine (TBM) by the end of 2014. The \$8.3 billion project is scheduled to open in 2019.

Monorail track re-born to help build North West Rail Link

The former Sydney Monorail will help build Sydney's rail future - in an innovative solution to reduce community impacts from construction of the \$8.3 billion North West Rail Link. Sixty steel beams removed from the monorail last year have been refurbished and will be used to build a temporary road bridge at the site of the new Norwest railway station. This will cut the length of time a key local road has to be closed - from up to three years to around four months. The monorail beams will make 29 bridge girders, weighing between 11 and 17 tonnes each and spanning more than 32 metres in length. They will form the main structural part of the temporary bridge.

Melbourne: Rethinking the Metro Rail tunnel plans

The nation's biggest proposed urban rail infrastructure project, the \$9 billion Metro Rail 9 km tunnel from North Melbourne via the City to South Yarra, is facing radical reconsideration by the Victorian government. A major element for this is that the project would require the closure of Swanston St (claimed as the world's busiest tram street),

as well as the Swanston St/Flinders St intersection for up to two years for construction of the cut-and-cover tunnel and of the stations. Another element leading to re-consideration is the large cost of underground stations in the north and south edges of the city, at \$500 million each.

One option being considered is to re-route the project well to the west, to serve the new suburb of Fishermen's Bend which is to be developed. This route would, however, not serve the City nor Melbourne University. Another option being considered would route the tunnel under Russell St. This would be far less disruptive. Also, as Russell St, is on higher ground than Swanston St, tunneling would be easier. A disadvantage is that long passages would be required to connect to Melbourne Central and Flinders St stations.

The State government has renamed the project as the Rail Capacity Improvement project, to emphasise that it would create capacity for more freight trains on existing lines, and thus hopefully attract Federal government funds.

Yarra Trams: 26 January

Some routes have new timetables, but as is Yarra Trams' practice, all services have updated online timetables effective 26 January. Route 75 has had a route alteration to become Etihad Stadium to Vermont South. There is a new printed City Circle Flyer dated January 2014. A new series of route guides dated November 2013 have appeared online.

Metro Trains Melbourne: 27 January timetables

New timetables were introduced on 27 January for the Hurstbridge, South Morang, Pakenham and Cranbourne lines. The changes are minor.

Yarra Trams: Melbourne's White Night 22/23 February

A "White Night" was celebrated in Melbourne on the night of 22/23 February, with cultural events and museums opening all night. From the usual end of services at 0100 trams operated every 30 minutes until the usual start of Sunday services. However, many city centre streets were closed.

Victoria: Regional Rail Link

As part of the Regional Rail Link:

- On 26 December 2013 control of the line from Dudley St bridge (near the Franklin St signal box) to Moonee Ponds Creek Junction was transferred back from the Australian Rail Track Corporation to V/Line.
- On 16 January 2014 the two bi-directional tracks between Sunshine and Deer Park West Junction were converted to conventional up and down working.

V/Line: Ballarat-Adelaide overnight bus

One change has been belatedly noticed in V/Line timetables since at least the edition of 18 November 2013. (It is always harder to notice what is not there, rather than what is there). The overnight bus from Ballarat to Adelaide (connecting at Ballarat with V/Line trains to/from Melbourne) is no longer included. In fact, this overnight service was by Firefly Coaches, with V/Line as a code-share partner, and the Firefly service no longer operates.

V/Line: Freight lines closures and re-openings

The Mildura line re-opened on 5 February after repair of nine kilometres of bush fire damage between Ouyen and Speed. A week later, 12 February, another derailment – at Emu – again blocked the line briefly.

The Piangil line was closed by a derailment south of the terminus on 7 February. Repairs were delayed by about a week because of the hot weather.

V/Line performance results

Additions to the article on Railway Web Resources in the November 2013 *Table Talk*, pages 1-2, are:

V/Line latest performance results at

<http://www.vline.com.au/about/performance/intro.html>

V/Line past performance results at

<http://www.vline.com.au/about/performance/pastperformance.html>

Victorian heritage railways

Mornington Railway has a pamphlet dated January to December 2014. Puffing Billy's current pamphlet is dated October 2013 to April 2014.

V/Line and hot weather do not go well together

Hot weather timetables, with slower running in the hottest part of the day, from 1200 to 2000, operated on most lines from 6 February for the following week when very hot temperatures returned to southern Australia. Beyond the commuter area (that is, the lines reconstructed in recent years) many V/Line lines still use wooden sleepers. These do not hold the rails as rigidly as concrete sleepers, making the rails liable to buckle in extreme heat.

Bushfires ravaged many parts of Victoria on Sunday 9 February. This included near the Bendigo line, Seymour line and Gippsland line beyond Moe. Trains were unable to operate and were replaced by buses, presumably travelling via very circuitous routes. Riddells Creek station on the Bendigo line was damaged.

Next morning, Monday, 10 February, trains ran between Bendigo and Gisborne in both directions and buses operated between Gisborne and Melbourne Southern Cross. From midday, trains returned to service between Melbourne and Bendigo and operated to near normal timetables, albeit the extreme heat timetables. Between Sunbury and Gisborne only one of the two tracks was available due to fire damage. Approximately 500 sleepers were damaged on the east line and trains in both directions operated on the west line until repairs were completed. Due to single line operation, some counter-peak services operated as train replacement buses. A speed restriction of 80 km/h applied for approximately three kms each side of Riddells Creek. Full operation was restored in time for the evening peak on 12 February.

On the Gippsland line, due to fire damage in the Hernes Oak area, train replacement buses operated east of Moe, diverting via Yallourn North, due to the Princes Freeway being closed to traffic. A mini-bus shuttled between Morwell and Traralgon to join these buses. By next day, 11 February, trains operated east of Moe. However, damage to timber sleepers on passing loops at Hernes Oak and Morwell meant trains were restricted to single line operation. As a result, some down trains terminated at Warragul during the morning peak to allow Melbourne-bound services to proceed.

Also on 10 February, some Seymour trains were replaced by buses.

On the Warrnambool line, buses replaced the 1129 up train on 7 February and the 1143 up on 8 Feb. On these days, the 1300 from Melbourne was a train only as far as Geelong, then buses. On Sunday 9 Feb. the 1600 down was a bus between Geelong and Warrnambool.

These weather events occur a few times each summer when, for a few days, very hot air from Central Australia moves south over Adelaide and Melbourne (sometimes even Hobart and Canberra). Ironically, the hot air continues south

to Antarctica where it cools rapidly and then moves north over Sydney, making Sydney relatively cool at these times.

Adelaide Metro not too good in extreme heat, either

Adelaide Metro now also implements contingency timetables in extreme heat, for example on Wednesday 12 February. Under the plan, the length of trains is increased and the frequency reduced on selected afternoon peak rail services. From 1500 Noarlunga trains run every 15 minutes, and Belair trains every 30 minutes. Gawler line and Outer Harbor/Grange line services are unaffected and run to regular schedule. The effects of the extreme heat on the tram fleet is monitored and, if necessary, a reduction in frequency of interpeak services takes place. Bottled water is made available to commuters departing from the Adelaide Station on afternoon peak services.

Adelaide Metro: Seaford line opens

The extension of the Noarlunga line to Seaford, 5.7 km, opened on Sunday 23 February, with new stations at Seaford and Seaford Meadows and a new timetable introduced. There will initially be a mix of new electric trains and diesel trains. Services are every 7/8 minutes in the peaks with a skip-stop operating pattern. During the day trains operate every 15 minutes, every 30 minutes in the early evening and 60 minutes in the late evening. Weekend services are 30 minutes in the daytime and 60 minutes in the evenings. Running time from Noarlunga to Seaford Meadows is three minutes and two minutes between Seaford Meadows and Seaford. Consequential changes to connecting bus services are covered in the bus news section.

The Tonsley branch remains closed for the present time with a bus substitution, while it is being electrified and partially duplicated.

Adelaide Metro: Other news

On Friday 14 February Grange line trains did not operate due to a signalling problem. Then in the afternoon, due to flooding near Broadmeadows, Gawler line trains were replaced by buses.

For the opening of the Adelaide Fringe Festival on Friday night, 14 February, a special tram timetable with extra services operated every 8-10 minutes in each direction from 1730. From approximately 1810, trams only operated between Victoria Square & Glenelg, and Adelaide Railway Station & the Entertainment Centre. An augmented tram timetable operated on 28 Feb, 1 and 2 March for the Clipsal 500 car race.

Adelaide Showgrounds station opened on Monday 17 February and new Belair line timetables introduced. Other than the new station, these are basically unchanged.

St Clair station on the Outer Harbor line between Cheltenham and Alberton opened on 23 February and new timetables were introduced for the Outer Harbor and Grange lines to reflect this.

The South Australian Premier, Jay Weatherill, opened the State election campaign with a promise to electrify the railway from Adelaide to Salisbury. Subsequently in the campaign, the Labor Party promised to re-open Millswood station between Goodwood and Unley Park on the Belair line, closed since the line was singled in 1995.

ARTC: East-West CTC

Centralised Train Control has been extended along the Trans-Australia Railway as follows:

Bookaloo-McLeay	2 Dec 2013
McLeay-Wirrappa	3 Dec 2013
Wirrappa-Pimba	10 Dec 2013
Pimba-Burando	16 Dec 2013

Burando-Wirraminna 20 Jan 2014.
CTC will be extended to Tarcoola.

Genesee & Wyoming Australia: SA freight

Unconfirmed reports are that the limestone freight train from Penrice to Port Adelaide, SA's last broad gauge freight, may cease mid-year.

Brookfield Rail WA: Leonora line re-opened.

The railway from Kalgoorlie to Leonora re-opened on 6 February. Heavy rain a fortnight earlier caused 19 washouts, closing the track and cutting access for miners using the line to haul product for processing. One of those companies, BHP Billiton Nickel West resorted to trucking nickel from its Mt Keith mine to the Kalgoorlie smelter to keep production going.

TasRail: Upgrade

The Tasmanian government will expend \$3.86 million on upgrading railways and roads in the north west, mainly on the Burnie-Melba line to the West Coast mining area. \$8 million will be spent upgrading Burnie port including rebuilding Burnie rail yard.

Auckland electrification

Electric trains are expected to commence in Auckland from about Monday 28 April. The first electrified route is between Britomart (central city station) and Onehunga.

European Timetable



The first edition of the European Rail Timetable, successor to the Thomas Cook Rail Timetable, was published on 1 March. The cost is £15.99 plus postage to Australia of £8.06, a total of £24.05. Details and an order form are at www.europeanrailtimetable.eu. Annual subscriptions will be available soon. The team also aims to continue with the Summer (available at the beginning of June at £17.99) and Winter editions of the Timetable, the Rail Map of Europe and the Europe by Rail guide book. The Summer and Winter editions, in addition to the usual European coverage, consolidate all of the Beyond Europe sections in one volume.

The timetable is also available through the Fahrplancenter timetable shop of our Swiss member Samuel Rachdi, www.fahrplancenter.com, for CH 41.30 plus postage of CH

17. The Fahrplancenter is offering six monthly subscriptions for CH 235.10 plus postage and 12 month subscriptions for CH 470.80 plus postage.

Comment: *This timetable venture deserves to be strongly supported for two reasons:*

1. *For yourself. This Timetable will be invaluable when planning travel, especially when planning for Europe, but also other parts of the world. "Planning" of course, includes real travel. "Planning" equally includes all the armchair travel most of us indulge in, including seeking to find out what railways in all parts of the world are currently doing. Since the demise of the Thomas Cook Timetable in August 2013, we have been at a complete loss in indulging in both of these types of planning. Timetable tools on operators' websites are now common, but they are fairly useless. They only provide a tiny view of what is available at one particular time, rather than an overview.*
2. *For the Timetable cause. All well-produced timetables should be supported. This is possibly why we are members of the Australian Timetable Association. But this venture is especially worthy of support. This Timetable is being produced by the former compilers of the Thomas Cook Timetable, after their employment was so unexpectedly terminated. They have committed their experience, expertise and money. They deserve to be supported.*

British Working Timetables

The very large collection of current British Working Timetables is available on the National Rail website at <http://www.networkrail.co.uk/browseDirectory.aspx?dir=\Timetables\Working%20timetable%20%28WTT%29&root=>

Netherlands timetable books re-appear

NS Netherlands Railways discontinued publication of their excellent hard-copy paper timetable book in 2010.

Australia Capital Territory

Red Rapid efficiency trial

A new timetable for ACTION's Red Rapid 200 was trailed from on 17 February to improve efficiency and ensure buses pass intermediate time points closer to the published timetable. Departures from both termini, Canberra Outlet Centre (formerly DFO) in Fyshwick and Gungahlin Town Centre, were unchanged but run times along the route were revised. ACTION advised that results from the trial will be 'continually analysed' and may lead to further revisions to the timetable. Unfortunately, a fire in the CBD caused disruptions to services during the first week of the timetable trial (see below).

North Weston Park and Ride opens

The new North Weston Park and Ride on Cotter Road, Weston Creek officially opened on 19 February. Free parking is provided for 49 cars plus 24 bikes. The facility is currently served by two return Xpresso 729 services, although additional routes are being considered as part of Network 2014.

Sydney Building fire

Following a major fire at the historic Sydney Building, Canberra City on 17 February, most bays at City Bus Station were temporarily closed until 21 February. Initially, all services departed from Alinga St. From 18 February Rapid (Route 200), Blue Rapid (300-series) and Xpresso (700-series) buses departed on Northbourne Avenue. Stops along London Circuit East were bypassed until 1400 on 18

Netherlands timetable books have now re-appeared, but published by ROVER, a passenger lobby group. There are two volumes: IC Inter City services for €8.50 and other services for €3.50. Copies can be ordered online at <http://www.treinspoorboekje.nl/>

NS, however, is now removing many of the yellow train departure sheets (standard in Europe) at stations. Only one set of departure sheets will remain at each station. NS claims that more people are using the internet and smart phones to plan their journeys.

Tracking trains

Some sites providing real time information on train running are:

- Ireland <http://www.irishrail.ie/timetables/live-map>
- Italy <http://www.viaggiatreno.it/viaggiatrenonew/>
- London Transport <http://traintimes.org.uk/map/tube/>
- Britain National Rail <http://traintimes.org.uk/map/#kgx>
- Amtrak <http://www.amtrak.com/home> and click on Track a Train
- Belgium <http://www.railtime.be/website/traffic-trains>
- India <http://thetechgears.com/find-current-location-running-trains-india-new-interface/>.

Amtrak timetable 13 January

A new Amtrak US timetable was introduced on 13 January 2014, but with only minor changes. It can be viewed on their website www.amtrak.com either by individual lines, or a PDF of the complete system timetable book.

Thanks to Ian Brady, Ian Cooper, Scott Ferris, Craig Halsall, Peter Hobbs, Victor Isaacs, Geoff Lambert, James Ng, Lourie Smit, Samuel Rachdi, Len Regan, Roger Wheaton, www.railpage.com.au, *Age*, *Australian*, *Catchpoint* (SA), *Herald Sun*, *Rail Express*, *Railway Digest*, *Today's Railways Europe* for Rail news.

BUS NEWS

February, although during the afternoon peak on 17 February ACTION arranged a special shuttle bus to transport passengers to Alinga St. On 20 & 21 February, ACTION provided a two wheelchair accessible shuttle buses between 0800 and 1800, which ran a continuous loop in the city centre stopping closer to City Bus Station. Passengers for Qcity buses to Queanbeyan or Yass TransborderXpress coaches were advised to board buses in Alinga St during the closure.

Royal Canberra Show

Pre-purchased tickets to the ActewAGL Royal Canberra Show at Exhibition Park (EPIC) on 21 to 23 February allowed free travel on ACTION services. On Friday 21 February passengers could access EPIC via Red Rapid 200 or 56, 57 & 58. Over the weekend, travel arrangements to the show included:

- Tuggeranong - Hourly Route 992 shuttle or Blue Rapid 900 every 15 mins to City to change to Routes 991, 992 or 993
- Woden – Half hourly Route 992 or 993 shuttle or Blue Rapid 900 every 15 mins to City to change to Route 991, 992 or 993
- City – Routes 991, 992 & 993 providing a combined 15 min service along with weekend Routes 956 & 958 (both hourly)
- Belconnen – Hourly Route 990 shuttle or weekend Routes 956 & 958 (both hourly)
- Gungahlin – Routes 956 or 958 (both hourly)

The information failed to state the time of the last service to Exhibition Park on each route.

On both Friday & Saturday evening ACTION provided return buses between 20:00 to midnight to City Bus Station. It was assumed passengers were required to change to the Blue Rapid to reach Woden or Tuggeranong.

Manuka AFL Shuttles

StarTrack Oval in Manuka played host to a NAB challenge pre-season AFL game on 20 February between the Greater Western Sydney Giants and Sydney Swans. Free travel across the ACTION network was provided to pre-purchased ticket holders. Special charter buses departing City Bus Station half-hourly between 1730 and 1900. Shuttle buses will also be provided to AFL games during the home & away season on 12 April, 3 May & 9 August.

Super Rugby shuttles

Fans attending the Super Rugby game between the UC Brumbies and Reds on 22 February were able to ride to GIO Stadium on one of 21 free charter trips provided by ACTION departing City, Tuggeranong via Woden (some buses also operating with City), Belconnen & Gungahlin in the early evening. Return charter buses also departed from:

- Vikings Clubs
- Labour Clubs
- Debacle
- Duxton
- Gryphons
- University of Canberra

Free buses will also operate to UC Brumbies home games on 15 & 22 March, 4 & 25 April, 10 & 31 May and 11 June.

New South Wales

Free rides from 'The Cross'

As part of a wider initiative by NSW state government to reduce alcohol-fuelled violence announced in January, relievers travelling home from Kings Cross on weekend mornings can travel for free on either Sydney Buses Route 300 or Nightride N100 as of 31 January. The routes provide a combined 10-minute service into Town Hall & Railway Square, allowing connections to other buses home. Normal fares continue to apply for all other travel on N100 to/from Bondi Junction.

Route 300 replaced the free Route 999 from 14 December, with passengers initially required to pay a special \$2 fare to travel into town, penalising those holding return train tickets to Kings Cross (that are also valid on Nightride services). The return of free travel will also benefit those transferring to all night services departing the CBD on various Sydney Buses and Hillsbus routes.

JJ Cahill Memorial High School deviation

Commencing 10 February, selected services on Sydney Buses' Route 418 (Bondi Junction - Burwood) now divert via JJ Cahill Memorial High School in Mascot, catering for students travelling from Bondi, Randwick & Kingsford. An updated timetable for Routes 418 & 425 has been issued, although it contains confusing footnotes for the afternoon trips that incorrectly suggest the particular services are entirely pre-paid only, when the restriction only applies in the vicinity of Randwick Junction.

QVB stop closure

The bus stop on George St opposite QVB closed on 2 March to allow for long-term construction works. Route 501 passengers are being advised to board buses at Town Hall, while other passengers can board buses at Town Hall or near The Strand Arcade. Inbound trips on E85 – E89 now set down at Town Hall in lieu of the closed stop.

Updated region guide maps

Updated regional maps have been available online by Sydney Buses showing the recent replacement of Route 999 with Route 300 plus the new E85 service on the northern beaches.

Hillsbus has also placed an updated region 4 network map on their website following changes to Routes 602X, 612X, 615X introduced on January 28 along with the new 627 to Chatswood (see February's *Table Talk* for further details).

Thankfully both operators' maps are in the detailed and geographically accurate Transitgraphics format previously used rather than moving towards a more diagrammatic format (as is now used for route maps).

Additional for Australian Open Surfing

Sydney Buses provided additional Route 144 & 155 buses on 14, 15 & 16 February for those heading to Manly for the Australian Open Surfing completion.

Operators charging for timetables

Premier Illawarra remains one of the few operators in NSW to charge for printed timetables, with the current rate 80c. As there are eight separate booklets covering their network, a single set sets a passenger back \$6.40! Not a good way to encourage travel outside your local area!

Although many operators across Australia have continued to charge for timetables in the recent past, today timetables are largely subsidised (directly or indirectly) by state governments. Printed timetables remain a useful marketing tool for potential customers and the administrative cost of keeping records of timetable sales can outweigh cost benefit of charging for timetables. The move towards online timetables in the last decade also means smaller batches need to be produced (see the Victorian section for moves to only print timetables for some routes as demand warrants).

Your Bus editor would be interested in publishing a list in the April's *Table Talk* of Australian bus operators that still charge for printed timetable – please send through your nominations no later than 28 March.

Queensland

City stop changes

Effective 28 January, City Stop 111 (North Quay near Adelaide St) & City Stop 16 (Adelaide Street near George St) were closed to allow construction works at the former Supreme Court site, affecting Routes 411, 412, 415, 416, 417, 433, 445 & 471. Routes P343, 363, 376, 382, 383, 390 & 746 no longer stop at City Stop 138 (Roma St near Ann St) instead using City Stop 12 (Ann St at City Hall). Additionally, two early afternoon trips on 361 ex Brookside now terminate at City Stop 9 (Ann St near King George Square) instead of City Stop 142 (Edward St near Elizabeth St).

BT February Changes

To maintain service reliability, Brisbane Transport introduced revised timetables on selected routes on 17 February, with some trips shifting by up to 12 minutes. Routes affected included:

- 370 (Chermside – City)
- 380 (The Gap – City)
- N385 (Fortitude Valley – City)
- 390 (Mitchellton – City) – including changes to CBD stops
- 428 (Chapel Hill – UQ)
- 432 (Kenmore – UQ)

- 475 (Rainworth – City) – 15:17 outbound service now originates at All Hallows School to provide a direct ride to Rainworth for students.

The Gap Park ‘n’ Ride opens

Translink opened a new Park ‘n’ Ride facility at Enoggera Reservoir, The Gap on 16 December. It features 85 parking spaces and 4 motorbike spaces. City Routes P384, 385 & N385 serve the facility.

South Australia

January 2014 timetable improvements

Adelaide Metro updated several timetables on January 28. The following timetable booklets have been issued:

- 98A, 98C, 99A, 99C (City Connector)
- 100 (Arndale – Glen Osmond) & 101 (Arndale - Flinders Uni)
- 115 (City - West Lakes), 117 & 118 (City - Port Adelaide)
- 140, 144 & 148 (City – Glen Osmond) & 147 (City – Beaumont)
- 141 (City – Stonyfell) & 142 (City – Burnside)
- 150 (City – Osborne), 350 (Largs Bay – West Lakes, 352 & 353 (City – Port Adelaide)
- 155 (City – West Lakes), 157 (City - Largs Bay) & 376 (West Lakes – Delfin Island)
- 167 & 168 (City - Glenelg) & 169 (City – Marlestone)
- 170 (City – Urrbrae) & 172 (City – Kingswood)
- 171 (City – Mitcham Square) & 173 (City – Blackwood)
- 174 (City – Paradise) & N178 (City - Newton)
- 177 & N178 (City – Newton), 178 (City – Paradise), 179 (Athelstone – City) & 579 (Atherston – Paradise)
- 190 (City – Glenelg)
- 195, 196 & 197X (City – Blackwood)
- 200/200B (City – Marion)
- 202/N202 (City – Ingle Farm), 203 & 209F (City – Tea Tree Plaza)
- 204 & 528 (City – Northgate) & 208 (City – Paradise)
- 230 & 232 (City – Port Adelaide)
- 235 (City – Kilburn), 238 (City – UniSA (Mawson Lakes campus)) & 239 (City – Arndale)
- 241, 245 & 248 (City – Marion)
- 251 (City – Mansfield Park) & 252 (City – Port Adelaide)
- 253/253X (City – Mansfield Park) & 254 (City – Port Adelaide)
- 262/N262, 263 & 265 (City – Marion)
- 271 (City – Tea Tree Plaza) & 273 (City – Paradise)
- 281 (City – Paradise)
- 286 & 287 (City – Henley Beach) & 288 (City – West Lakes)
- 300 (Suburban Connector)
- 333 (Outer Harbour – Port Adelaide) 361 (Tea Tree Plaza – Port Adelaide)
- 404 & 405 (Salisbury – Paralowie)
- 500 (Elizabeth – City), 501 (Mawson Lakes – City), 502/N502 (Salisbury – City)
- 503 & 507 (Paradise – Tea Tree Plaza)
- 506 & 546 (Paradise – Tea Tree Plaza)
- 541 & N541 (City - Fairview Pk & Golden Grove)
- 542, 542X & N541 (City - Fairview Pk)
- 543 (City – Surrey Downs)
- 545 (City – Golden Grove)
- 556, 557 & 559 (City – Tea Tree Plaza)
- 591, 592, 593 (Golden Grove – Greenwith)
- 600 & 601 (Aberfoyle Hub – Marion), 605 (Darlington – Blackwood), 694 (Blackwood – Hawthorndene) & G30 (Blackwood – City)
- 645 (Marion – Seaview Downs) & 646 (Marion - Seacombe Heights)
- 820 & 821 (City – Carey Gully) & 862 (Stirling – Loreto College)

- 823 (Crafters – Cleland Wildlife Park), 840x, 860F, 863, 864 & N864 (Mount Barker – City) & 863 (Aldgate – City)
- 830F (Lobethal – City), 834 (Lobethal – Verdun) & 835 (Lobethal – Mt Barker)
- 837 (Nairne – Mount Barker), 841F & 842X (City – Nairne)
- 838 (Mt Barker East loop) & 839 (Mt Barker West loop)
- 850 (Macclesfield – Aldgate) 852 (Strathalbyn – Mt Barker)
- 861 & N864 (City – Glen Osmond)
- 865 (City – Aldgate), 866 & 867 (Stirling – Crafters) & 868 (Aldgate – Stirling)
- 892 (Urrbrae – Aldgate), 893 & 894 (Aldgate – Blackwood)
- B10 (West Lakes – Magill), B11 (City – UniSA (Magill campus)), B12 (West Lakes – City)
- C1 (Elizabeth – City), C2 & 548 (Greenwith – City) & N1 (Golden Grove – City)
- G10 (Marion – Blair Athol), N10, N21, Blair Athol-Marion
- N10 (Marion – City), G20/G20, N21 & G22 (Aberfoyle Hub – City), G21 (Old Reynella – City) & 320 (Aberfoyle Hub – Marion)
- G40 (Golden Grove – Flinders Uni)
- H20 (Glenelg – Paradise), H21 (City – Paradise), 580 (Keswick – Paradise)
- H22 (Henley Beach South – Wattle Park), H23 & H24 (City – Auldana), H24 (City – Auldana), H32 (Henley Beach South – City) & N22 (City – Wattle Park)
- H30 (West Lakes – Paradise) & N30 (City – Paradise)
- H33 (Rostrevor – Henley Beach)
- J1 (Glenelg – City), J2 (Harbour Town – City) & 162 (West Beach – City)
- J7 & J8 (West Lakes – Marion), 371 & 372 (West Lakes Loops)
- M44 (Marion – Golden Grove)
- W90 (Marion – Paradise) & W91 (St Marys – Marden)

The above timetable booklets can be ordered from the March ATA distribution service.

Seaford changes

With the commencement of train services to Seaford on 23 February (see Train news above), the following related bus timetable changes were implemented:

- 740 (Seaford – Colonnades Centre) & 741 (Maslin Beach – Colonnades Centre): time changes to align with trains
- 745 & 747 (Noarlunga – Seaford circuit): time changes to align with trains, with T748 discontinued.
- 750 (Sellicks Beach – Seaford), 751 (Aldinga – Seaford), 752 (McLaren Flat – McLaren Vale), 755 (Aldinga Beach – Seaford) & 756 (Port Willunga): time changes to align with trains. Routes 749, 753 & 754 have been discontinued and replaced by other southern services. Routes 750 – 756 now in a single timetable pamphlet.

Upgraded Tea Tree Plaza Park ‘n’ Ride opens

A new undercover Park ‘n’ Ride facility opened at Tea Tree Plaza on 13 January. It contains 700 parking spaces (including 14 disabled spaces, 6 motorcycle parks and 2 electric car recharge points) and is manned by security staff on weeknights. Commuters must pay \$2 per day to use the facility; with those unable to produce a MetroCard smartcard used within the past 2 hours charged a premium \$10 exit fee.

Industrial action leads to free rides

Due to industrial action over a new EBA arrangement, since 29 January drivers from South Link and Transfield have refused to enforce fare collection, meaning many

passengers have enjoyed free rides on buses operating to the northern, north-eastern, southern suburbs and on some Adelaide Hills routes. Torrens Transit drivers are not involved and have continued to sell tickets. Those using the new Tea Tree Plaza park 'n' ride were reminded that failing to pay a bus fare would attract the \$10 exit fee.

Southlink drivers also held a stop-work meeting on 21 February, with no buses on their routes between 10:00 and 14:00.

Plans for an earlier 'family BBQ' Sunday stop-work meeting by both operators on 2 February were cancelled due to forecasted extreme heat.

Victoria

January changes update

In addition to the list of timetable changes in regional Victoria on January 28 & 29 in January's *Table Talk*, additional evening services were added to La Trobe Valley's inter-town service between Moe, Morwell & Traralgon (Route 1) including 1930 ex Traralgon weeknights, 2007 & 2107 ex Moe Fridays, 2000 & 2100 ex Traralgon Fridays, 1830 ex Traralgon Saturdays & 1837 ex Moe Saturdays.

The Horsham – Mildura service now operates from Horsham on Monday, Wednesday and Friday and Mildura Tuesday, Thursday and Friday, improving access to the Ouyen V/Line coach.

New online timetables have also appeared for Christians' services in the provincial city of Bendigo but there don't appear to be any changes of note.

Gisborne residents have expressed their anger to local media with the changes made to the Gisbus service in January. The successful demand response service, previously operated by three buses, was downgraded to a fixed bus between the station and town centre (Route 473) and a second bus continuing to operate across a demand responsive zone through the rest of town (Route 474), although with a reduced span. Feedback included the pick-ups no longer incorporate Jacksons Creek, connections with trains have been disrupted with buses no longer waiting for excessively late trains, some fixed stops have been placed in dangerous locations and the fixed route has made the service less accessible for mobility impaired passengers.

It is also understood that although fixed stops were added to the demand responsive zone, passengers must still book to be collected at these points, unlike the TeleBus model operated in Melbourne's outer east where buses will pass fixed stops every trip, making them largely redundant – why walk to a stop that you must book for in advance when the bus can call at your door for the same price?

In response to the complaints, the third bus was reinstated on 10 February, with two buses providing home pick-ups, operating as Route 474 & 474a. The Gisbus website also states the demand responsive bus now starts at 0530, meeting the 0606 train to Melbourne – at the time of writing the PTV website was still showing the first 474 arrival into Gisborne Station as being 0702. It is not known if any of the early afternoon peak trips between 1430 & 1600 have been reinstated.

Revised versions of the new timetables introduced as part of the changes to the Warrnambool network on 28 January have also appeared since the first editions were made available online in early December. Selected peak services were ultimately cancelled, leaving gaps of up to 90 minutes on some town routes, presumably as a result of the separate school network being maintained. Off-peak inbound services

on Route 6 have also been moved 30 mins to eliminate excessive layover at Merrivale.

Printed timetables endangered?

As a cost-saving measure, Public Transport Victoria has recently ceased reprinting timetables for routes where few passengers are requesting printed copies. Instead, a simple A3 timetable is now produced as required, producing a more basic format with timetable panels matching the online PDF format. Timetables for Routes 623 (St Kilda – Glen Waverley) & 735 (Box Hill – Nunawading) are among the first to be issued in this new format. Both routes carry moderate patronage and run 7 days a week, in comparison to others routes with limited peak or shopper services, so it would appear partly a case of drivers note freely handing out timetables onboard, hence stock is not exhausted as quickly as for other routes and operators.

The usual timetable booklets have been sighted for services that had a timetable change in January, although new timetables for Craigieburn Routes 529, 533 & 537 were also issued in this format due to a delay in producing the standard timetable booklet. However, one questions how long it will be until all bus timetables across Victoria are placed in this new 'on demand' format, with passengers further encouraged online or to smartphone apps to find departure times.

Staff training regarding the new timetable format appears limited. A visit to the PTV Hub at Southern Cross in early February failed to obtain a timetable for 533 or 623, with the staff member simply advising timetables for these routes are now only available online, and not offering to print one off. A feedback officer following up initial complaint about your editor's experience at the PTV Hub later advised that a 623 timetable could not be posted out as hard copies were not available on their ordering system!

The move to 'on demand' timetables follows the discontinuation of printed timetable booklets for tram services about 5 years ago, with the only printed information available on the system now limited to fold out leaflets showing a stick-line route map (including peak journey times), average frequencies and times of the first and last tram each day. Although tram services generally operate relatively often and a significant number of passengers are happy to just 'turn up and go' and/or use the TramTracker real-time information service, a timetable is still important at night and on Sunday mornings when reduced services operate only every 20 to 30 mins.

Mornington Peninsula Shire buses

Commencing 24 February an updated timetable was introduced for the PenBus service, operated by Ventura as part of a partnership between the Federal Government and Mornington Peninsula Shire. The service, available free to students, apprentices and jobseekers on application, links Rosebud with Monash University Clayton with stops at Chisholm TAFE in Frankston & Monash University's Peninsula Campus. Students living in adjacent municipalities including Frankston, Kingston and Monash may also use the service, including for return travel to education and jobs on the peninsula.

Six daily return trips are now provided between Rosebud & Frankston, 4 continuing onto Monash University Clayton directly, with the other two providing connections with the university's private inter-campus shuttle. The original timetable introduced in May 2013 was limited to three return services.

An article in the 19 February edition of *Chelsea Mordialloc Mentone News* stated that 118 students had currently applied to use the service, 50 since the New Year. Regular

PenBus users can save over an hour using the direct service to reach Monash University Clayton, compared to slower public transport options which take over 2 hours each way,

The Mornington Peninsula website no longer advises of the separate cross-peninsula link that had connected Hastings with Chisholm TAFE's Rosebud campus which had provided a return service.

Meanwhile, McCrae Bus Lines are currently operating a trial Night Owl bus along Point Nepean Rd between Rye & Dromana between 2300 and 0200 Friday and Saturday evenings. The trial, which began on 1 March will continue until 26 April and is an imitative of Mornington Peninsula Shire, supported by Southern Peninsula Liquor Accord and Rosebud Police. One-way fares cost \$6. A 'timetable' on the shire's website only lists the operating span and 13 pick up stops. A single bus would likely take an hour to do a return trip, making a published timetable vital to ensure the service is a success.

The council website also advises that PTV has extended the "Conti bus" which runs a loop between Portsea and Sorrento, serving Continental Hotel in Sorrento has been extended to Rye, although no timetable or route information is provided. It is believed that McCrae Bus Lines also run this service.

As result of the late night bus trials, it is now possible to make an overnight trip on the southern peninsula into Melbourne via public transport – Conti Bus to Rye, Night Owl Bus to Rosebud, 788 NightRider shuttle to Mornington and 970 NightRider into Melbourne.

St Kilda Festival

Despite the transfer of Routes 246, 600, 922 & 923 Transdev, along with Route 623 changing hands between Driver & Eastrans (CDC), service arrangements for the 2014 St Kilda Festival on 9 February were the same as previous years:

The St Kilda Festival on Sunday 10 February 2013 saw the now standard alternations to bus routes in St Kilda:

- Route 246 (Clifton Hill – Elsternwick) south of Alma Rd operated as a connecting shuttle during the afternoon & early evening to avoid traffic congestion around the festival impacting on-time running north of St Kilda Junction.
- Routes 600, 922 & 923 (St Kilda – Southland) operated to a Saturday timetable & services were truncated at Barkly St.
- Route 606 (Port Melbourne – Elsternwick) was truncated on the north side of St Kilda at Park St & Mary St. Any passengers travelling to Elwood or Elsternwick were advised find their own way through the festival to connect to 246.
- Route 623 (St Kilda – Glen Waverley) operated additional trips ex St Kilda at 21:45, 22:45, 23:45 & 24:45.

Westrans slowdown

Advice on the CDC Victoria website stated that Westrans Werribee services may experience delays from January as result of changes to a number of arterial road speed limits across Wyndham from 70km/h to 60km/h. This is part of gradual statewide review by Vicroads to eliminate 70km/h limits. Readers may recall operators faced similar issues after residential street speed limits across Victoria were changed from 60km/h to 50km/h in January 2001.

Meanwhile, the new Route 410 timetable introduced by Westrans Sunshine in late January has reportedly seen buses regularly arriving Sunshine from Footscray between 5 and 15 minutes early after afternoon peak trips were

lengthened by up to 14 minutes. Some trips timetabled at just 13km/h.

Network maps added online

PTV has recently added diagrammatic network maps for outer suburban bus networks in Berwick, Craigieburn, Pakenham, Point Cook, Sunbury & Werribee to their website, which were previously only included in printed timetable booklets. The Berwick network map only covers routes in the Berwick timetable booklet with Routes 828, 895 & 926 omitted along with limited shopper Routes 695F, 697, 838 & 842.

A SmartBus network map has also added online, which previously was only used in a Seniors Travel Guide produced in 2010. The map contains errors however, with the train network overlaid on the map at the wrong scale and the transposal of Victoria Park & Collingwood Stations.

As at the time of writing, PTV had yet to update the online versions of their metropolitan municipal local area maps (produced by Melway) to reflect changes in January, although new versions have been sighted at some bus stops.

Transdev service standards

A full version of Transdev's contract to run the metropolitan bus franchise has been made available on the PTV website. Of particular interest is the inclusion of minimum service standards that Transdev must use in the development of their Greenfields network which contract documents state is due to be implemented "no later than 30 April 2015". Service standards are:

- Premium Tier 1 - SmartBus orbital routes: 10 min day service, 20 min evening service 0500 – 2400 daily
- Premium Tier 2 – SmartBus branch routes (DART, 903 Sunshine – Altona, other 'high performing routes'): 20 mins 0500 – 2400 daily
- Connector – "Direct bus services providing commuter services": 20 min peak, 20 – 40 mins off-peak 0700 – 1900 weekdays, 40 – 60 mins 0700 – 1900 weekends
- Coverage "coverage bus service with limited commuter services": 20 – 60 mins peak, hourly other times, 0700 – 1900 7 days

The standards suggest the introduction of more frequent services on the SmartBus network (currently 15 mins off-peak, 30 mins evenings & weekends) along with later Sunday evening services after 2100 as well as the introduction of much improved Sunday services across Doncaster & Ringwood, where many local routes either do not operate or only every 2 hours, dating back to previous upgrades implemented in the late 90s when Sunday retail trading was only in it's infancy. It is not clear if the standards will allow lead to axing of later evening services on local Routes 271, 279, 286 & 366 which currently run until midnight during the week.

Curiously, the changes are expected to come at "no cost" to PTV, which may require substantial route rationalisation to achieve upgrades elsewhere. However, it would appear that 1990s standard of operating buses within 400m of 95% of Manningham residents has been relaxed, as there is no geographical coverage requirement stated in the contract documents, which may allow for removal of underperforming route segments in residential back streets, such as parts of the Manningham Mover.

Going 'Downtown'

Among the various trials of new destination files across their fleet in recent months, a bizarre choice has appeared on Transdev buses to replace the common 'City' destination. Some buses now show 'Downtown', a term only used

commonly across North America. It is believed that following customer feedback, including on their Twitter feed, that the operator will revert back to the standard 'City' destination shortly.

Other 'desto' experiments have included the widespread use of the operator's branding on in-service destinations, often scrolling between a full size destination name & another with the final destination on the top line followed by the company logo and even 'Transdev' on the second screen, removal of the word 'via' to indicate midpoints displayed with the destination, and the use of pictograms and shopping centre logos in conjunction with destinations - for instance a row of pine trees on the "The Pines" destination or a Southern Cross star consolation for buses operating via Southern Cross Station!

While it's great to see some innovation, it should not come at the expense of clear and concise information for passengers, especially those with vision impairments.

Inner north bus lanes promised

As residents of Melbourne's inner north continue to protest against the Liberal State Government's plan to build an East-West tunnel to link the end of the Eastern Freeway with the Tullamarine Freeway, a \$108 million package of associated public transport and bike path improvements was announced in early February. Bus lanes are due to be installed along Victoria Parade in both directions, along with a northbound bus lane on Hoddle St – currently a bus lane only operates southbound during the AM peak, meaning outbound trips on DART services are significantly longer. The bus lanes, which are due to be installed within the next two years, were previously proposed in early 2011, but then postponed indefinitely after Yarra Council opposed the design, with councillors preferring a traffic lane to be cut rather than kerbside parking, an unpractical suggestion on busy Hoddle St. It is unclear however why the bus lanes have been given a \$47 million price-tag.

Other measures to follow once the tunnel opens include improved tram priority for north-south routes crossing Alexandra Parade and Brunswick Rd along with an off-road bike-path in the median of Alexandra Parade.

Western Australia

More February timetable changes

Transperth has issued revised timetables #15 (Route 72 Perth – Cannington & 75 Perth – Canning Vale), #20 (Routes 100 & 101 Canning Bridge – Curtin Uni) and #205 (Route 205 Joondalup CAT) dated 16 February.

March timetable changes

A large number of revised timetables were introduced on 2 March affecting the routes below. Minor timing changes other than where stated.

- 34 (Wellington St Bus Station – Cannington): Peak services now every 10 mins
- 36 (Esplanade Busport – Midland): Extra short workings added between Perth & Redcliffe
- 37 (Perth Airport – Kings Park): Additional peak direction services between Bellmont & Perth, 15 min service extended to 21:00. Off peak services between Perth Airport & Belvidere St/Gardiner St reduced to half hourly.
- 40 (Esplanade Busport – Redcliffe): Additional services. Extension to Perth Airport via Great Western Hwy & Fauntleroy Av, co-ordinated with Route 37. Great Western Hwy services (36, 40, 25, 295, 296 & 299) now operate every 10 mins weekdays, 15 mins Saturdays and 20 mins Sundays.
- 81 (City Beach – Perth)
- 82 (City Beach – Perth)

- 83 (Wembley Downs – Perth)
- 85 (Glendalough – Perth)
- 86 (Wembley – Perth)
- 92 (Roe St Bus Station – Wembley Downs): Renumbered Route 84
- 295 (Esplanade Busport – Walliston)
- 296 (Esplanade Busport – Kalamunda): No longer serves Priory Rd or Kalamunda Rd between Maida Vale Rd & Gooseberry Hill Rd in Maida Vale.
- 299 (Esplanade Busport – Walliston)
- 374 (Perth – Nollamara)
- 375 (Mirrabooka – Marrangaroo): Cancellation of 12:03 & 14:04 ex Marrangaroo, 11:22 & 13:22 ex Mirrabooka
- 381 (Fremantle – Warwick)
- 386 (Roe St Bus Station – Marrangaroo): Deviations reduced
- 387 (Perth – Nollamara)
- 388 (Perth – Nollamara)
- 389 (Roe St Bus Station – Wanneroo): Extra trip on Sundays ex Wanneroo at 07:45
- 402 (Stirling – Perth)
- 403 (Roe St Bus Station – Osborne Park): Minor route change in Joondanna and extended to Stirling Station. More frequent Weekday & Saturday services.
- 404 (Roe St Bus Station – Tuart Hill): Service retained following community feedback although with some trips axed
- 413 (Stirling – Glendalough)
- 424 (Stirling – Karrinyup): Route amended to operate along Carenuip Ave, Gwelup
- 427 (Stirling – Warwick)
- 441 (Warwick – Whitfords): Additional five peak direction trips to/from Whitfords along with route changes
- 442 (Warwick – Whitfords): Additional three AM peak to Whitfords and five extra PM peak trips ex Whitfords. Route change, with buses replaced along Warwick Rd, Chessell Dr and Poynter Dr by the modified 441 and existing 423
- 443 (Whitfords – Warwick)
- 444 (Whitfords – Warwick)
- 445 (Warwick – Whitfords): Extra evening trip
- 446 (Warwick – Whitfords): Additional three AM peak trips to Whitfords and five extra PM peak trips ex Whitfords. Co-ordinated with 447 to improve service level on Ellersdale Ave
- 447 (Warwick – Whitfords): Co-ordinated with 446 to improve service level on Ellersdale Ave. No longer operates along Erindale Rd, passengers to use 344 instead
- 449 (Warwick – Warwick Grove)
- 467 (Whitfords – Joondalup)
- 468 (Whitfords – Joondalup)
- 469 (Whitfords – Wangara)
- 558 (Rockingham – Mandurah)
- 583 (Mandurah – Silver Sands)
- 584 (Mandurah – Madora Bay)
- 588 & 589 (Mandurah Foreshore Shuttle)
- 591 (Mandurah – Erskine)
- 592 (Mandurah – Wannanup): No longer runs to Dawesville instead terminating in Wannanup, although extensions will operate to Ocean Rd Primary School & Dawesville Catholic Primary School
- 593 (Mandurah – Dawesville West): New service replacing 592 and providing a significant service boost along Old Coast Rd, with trips co-ordinated with Route 594
- 594 (Mandurah – Dawesville East): Now runs along Old Coast Rd in lieu of Merrivale St

Updated timetables include:

- #19 (Routes 34, 35)

- #43 (Routes 81, 82, 83, 84, 85 & 86)
- #57 (Routes 374, 386, 387, 388 & 389)
- #58 (Routes 402, 403 & 404)
- #61 (Routes 424, 426, 427 & 428)
- #63 (Routes 441 & 442)
- #64 (Routes 445, 446 & 447)
- #68 (Routes 381, 456 & 458)
- #73 (Routes 467, 468 & 469)
- #74 (Routes 365, 372 & 375)
- #81 (Routes 387, 388 & 449)
- #82 (Routes 374, 386 & 389)
- #84 (Routes 443 & 444)

- #100 (Route 37)
- #108 (Routes 285, 286, 287, 288, 293 & 298)
- #109 (Routes 36, 40, 295, 296 & 299)
- #132 (Routes 583, 584, 586 & 587)
- #133 (Route 591)
- #135 (Routes 564, 567 & 568)
- #139 (Routes 592, 593 & 594)

Thanks to: Jason Blackman, Caleb Ellis, Geoff Foster, Hilarie Fraser, Steven Haby, Peter Hobbs, Peter Parker, Roger Wheaton & various contributors on *Australian Transport Discussion Board*.

AIR NEWS

Domestic

Virgin Australia will introduce four additional flights from Mackay to Brisbane each week, and eight additional weekly flights from Moranbah to Brisbane. The new Bundaberg flights will depart Brisbane at 1705 on Sunday and Monday afternoons departing from Bundaberg the next morning at 0610. Virgin Australia started flying to Moranbah in April 2013 and to Bundaberg in May 2013.

On 7 February **Regional Express (REX)**, in providing a profit forecast, claimed that the Australian domestic aviation industry was “financially hemorrhaging and approaching collapse”. REX’s profit is expected to decrease by 60% after a sharp drop in business travel. This follows Virgin Australia’s and Qantas Domestic’s confirmation that they were both likely to make large losses this year.

Regional Express claims that flights to Coober Pedy could be axed if a proposed aviation rule change suggesting the town’s airport runway is too narrow and needs to be widened goes ahead. A Civil Aviation Safety Authority draft advisory publication suggests the 18m sealed runway at Coober Pedy Airport needs to be 30m wide for certain planes to land safely. Rex flights to the remote town operate up to six days a week and carry more than 10,000 passengers. A CASA spokesman said: “the new rule in relation to narrow runways is not yet in force. Consultation with the aviation industry has taken place but no final rule has been issued yet.”

April *Table Talk* will include details of significant cutbacks which are expected to be announced by **Qantas**

International

Malaysia based **AirAsia X** is believed to be planning to challenge **Jetstar** on Australia-Bali services in coming years. It is establishing a long-haul hub in Indonesia. At present Jetstar has about 30% of the Australia-Bali market, Virgin about 26 %, Garuda 22%, AirAsia X 22% (from Perth).

Abu Dhabi based **Etihad Airlines** is at an advanced stage of obtaining a 49% stake in troubled Italian airline **Alitalia**. Etihad already has shareholdings in Virgin Australia, Air Berlin, Air Serbia, Darwin Airline (Switzerland), Aer Lingus (Ireland), Air Seychelles and Jet Airways (India).

Virgin Atlantic is withdrawing from Australia as it is unprofitable for them. Its Sydney-Hong Kong flights will cease from 5 May.

United will introduce trans-Pacific services using its new Boeing Dreamliner 787-9 with a six-times weekly non-stop service from Los Angeles to Melbourne from 28 October.

Direct international flights from **Canberra Airport** are being considered by Jetstar and Air New Zealand to NZ and by Singapore Airlines to Singapore.

The United States Federal Aviation Administration has downgraded **India’s** aviation safety rating, in effect barring new Indian airlines from the US market. The downgrade will not affect leading airline Air India nor Jet Airways.

Thanks to Victor Isaacs, the *Australian* and the *Advertiser* (Adelaide) for Air news.

FERRY NEWS

The Tasmanian Parks and Wildlife Service has called for expressions of interest for a passenger ferry operator to Darlington on **Maria Island** National Park.

ODD SPOT

Thanks to all the railfans and whingers out there

Despite being a publication produced by National Rail, a large government owned authority, the British national rail timetable includes the following note on its introductory page:

“We would again like to thank our numerous volunteers for your continuous help and support throughout the timetable process. Thank you for giving your own valuable time to better the timetable. We greatly appreciate your continued support and look forward to working with you in the future.”

Bats 1, Railway 0

A regional environmental authority banned the operation of the Sauschwänzleben museum railway in southern Germany over the Christmas period in order to protect a species of bats living in one of the tunnels.

About *Table Talk*

Table Talk is published monthly by the Australian Timetable Association Inc. (Registration No. A0043673H) as a journal of record covering recent timetable news items. The ATA also publishes the **Times** covering timetable history and analysis. Contributions are invited and are very welcome. Please send these to the appropriate Editor. ABN 74248483468.

Editor, Rail and Tram, Air, Ferry: Victor Isaacs, abvi@iinet.net.au, 11 Blacket St Downer ACT (please note the new postal address).

Editor, Bus: Craig Halsall, craig.halsall@gmail.com, 27 Edithvale Road Edithvale VIC 3196.

Production and Mailout: Geoff and Judy Lambert.

Proofreaders: Agnes Boskovitz, David Cranney and Geoff Hassall.

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