



TABLE TALK

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TOP TABLE TALK - BUDGETS 2018-19

Federal Budget

The Federal Budget, delivered on 8 May, included generous funding of infrastructure projects. Rail and public transport projects covered are:

National

\$1 billion for an Urban Congestion Fund to fund state-level projects to improve traffic flow.

Queensland

\$390 million to duplicate QR's North Coast railway between Beerburrum and Landsborough, 18 kms, and increase capacity from Landsborough to Nambour, 22 kms.

\$300 million for Brisbane Metro.

\$15 million for a business case for Toowoomba to Brisbane passenger rail. (Presumably this means via the new Inland Rail line and the proposed 8 km tunnel under the Great Dividing Range.)

New South Wales

\$400 million to duplicate the remaining 2.9 km single-track section of Sydney's Port Botany line, and a 1.4 km passing loop between Cabramatta and Warwick Farm. On 7 May, the Prime Minister said, "Duplicating the Botany line will improve freight movement on Sydney's rail network and encourage a shift in freight from road to rail."

Up to \$50 million towards development of a business case for Western Sydney Rail, including an investigation of integrated transport and delivery options for a North-South railway from Schofields to Macarthur, and the South West Rail Link from Leppington to Western Sydney airport, to be funded on a 50-50 basis with the NSW government.

Victoria

In the infrastructure investment area, Victoria was a big winner.

Up to \$5 billion for the Melbourne Airport Rail Link, with specific funding arrangements, including an option for equity investment, to be settled at a later date and with an equivalent contribution by the Victorian government.

\$475 million for planning and pre-construction of a railway to the Monash employment centre in SE Melbourne. The Federal government envisages a

railway to Rowville, whereas the Victorian government has said it would rather see light rail, recently announcing a \$3 million design and planning budget for the project.

\$225 million for Frankston to Baxter electrification (and presumably also duplication), 8 km.

\$50 million for duplication of the railway between South Geelong and Waurn Ponds, 10.3 km.

South Australia

\$220 million for electrification of the railway from Salisbury to Gawler, 22 km.

Western Australia

\$1.1 billion for Metronet projects, including the Morley to Ellenbrook line, extension of the Armadale line to Byford - 8 km, a new Midland station and a business case for Lakelands station. Prime Minister Turnbull said, "We are putting money, big money, into metro rail around the country now. That's an innovation of my government because before I was Prime Minister, Federal governments basically didn't get involved in urban rail. I think it's very important that we do."

Tasmania

\$59.8 million for tranche two of the Tasmanian Freight Rail Revitalisation project, to be matched by the Tasmanian government. This involves selective re-sleepering, track replacement, level crossing and bridge upgrades.

Victorian Budget

The Victorian Budget, delivered on 1 May, appropriated \$1.9 billion for public transport projects, including:

- \$571.5 million for power and signalling upgrades from the City to Cranbourne and Pakenham, planning for the duplication of the Cranbourne line and undertaking detailed design work to enable new high capacity metro trains to run to Sunbury.
- \$103.5 million to purchase another five X'Trapolis trains to meet increasing demand on the metropolitan network and to support the delivery of more train services, to be built in Ballarat.
- \$89 million for new train services to Mernda when the rail extension is finished ahead of

schedule later this year and for additional services on the Hurstbridge and Dandenong lines. Turn-up-and-go services every ten minutes to be extended on the Cranbourne/Pakenham line from 1900 to 2200, once every level crossing between Caulfield and Dandenong is removed.

- The completion of the Hurstbridge line upgrade stage 1 and the removal of two level crossings enabling the introduction of new peak services, with planning work continuing on the Hurstbridge line upgrade stage 2.
- \$3 million for planning a new tram route between Caulfield, Monash, Waverley Park and Rowville.
- Funding to develop a business case for active transport and tram connections between Fishermans Bend and the CBD.
- Three “fully restored” W class trams to be delivered in 2018-19.
- \$50 million to extend bus routes and deliver more services in Melbourne’s growing suburbs. Further investment for bus service improvements for Bentleigh, St Helena and Greensborough, Werribee, Niddrie, Narre Warren, Victoria Park and between Cranbourne and Carrum Downs.
- \$16.3 million for improving some of Melbourne’s busiest stations with accessibility improvements at Essendon and Watergardens, and business cases for upgrades to major interchange stations – including Broadmeadows and Pakenham – and for improvements at Seaford and Kananook.
- \$16.9 million for safety and security initiatives across the public transport network, including enhanced bus stop safety and new CCTV.
- Funding for more than 2,000 new and upgraded carparks to be built at key stations across the network, including Belgrave, Sandown Park, Sunbury, Epping and Craigieburn.
- \$12.33 million for South Yarra station with a wider station entrance and fully accessible tram stops – the first stage of a new South Yarra station precinct.
- \$1 million towards a business case for active transport and tram connections to Fishermans Bend.
- The Budget also continues previous funding to remove 50 dangerous and congested level crossings, the Metro Tunnel, bigger trains, the Hurstbridge line upgrade and the Mernda Rail Extension.
- \$313 million for Stage 2 of the Shepparton Line Upgrade, which will pave the way for nine services a day to and from Shepparton. Work is already underway on the first stage of the project with \$43.5 million funded in the last Budget.

- \$50 million for detailed planning of an airport rail link that to “unlock the west and deliver fast rail to Geelong”.
- \$10.8 million for more services to Wyndham Vale and Seymour.
- \$130 million for track and signalling upgrades in the Maryborough, Ararat and Ballarat to improve the reliability of the regional rail network, and for any future return of passenger services to Dunolly. This funding complements the Ballarat line upgrade stage 2 to provide additional track capacity for both passenger and rail freight services to manage the interface between the jointly funded Murray Basin Rail and Ballarat line upgrade projects and enable the future expansion of regional passenger services to Maryborough and Ararat.
- \$172.9 million to build new train stabling and maintenance facilities on the regional network and to upgrade the Southern Cross rail yards to house the 87 new carriages ordered by the State government in previous budgets and enable the expansion of the regional train fleet.
- \$15.8 million to finalise design and procurement for a new, modern regional train to replace the ageing Classic Fleet, continuing the work currently underway.
- Funding for more buses and new flexiride services in a number of towns, including Bellarine, Lara, Gisborne, Trentham, Daylesford, Ararat, Horsham, Donnybrook and Kilmore.
- This Budget also builds on previous investments of the Regional Rail Revival package, 87 VLocity carriages, safer country crossings and delivering the Murray Basin Rail Project.

Western Australian Budget

The WA Budget, delivered on 10 May, included \$3.6 billion for Metronet. The term “Metronet” is now being used for all urban railway projects. The projects include:

- \$1.9 billion for the Airport railway from Burwood to Forrestfield, 8.5 km. This is planned for completion in late 2020, with new stations at Redcliffe, Airport Central and Forrestfield.
- \$536 million to extend the Thornlie line to Cockburn, 14.5 km, the first stage of a potential Circle line, with new stations at Nicholson Road and Ranford Road.
- \$520 million to extend the northern suburbs railway to Yanchep, 13.8 km, with new stations at Alkimos, Eglinton and Yanchep.
- \$69 million to remove the level crossing at Denny Avenue, Kelmscott, with further planning underway to remove other crossings, located at Caledonian Avenue, Oats St and Wharf St.

\$50 million (\$750 million over the next few years' forward estimates) for planning of:

- Morley-Ellenbrook line, about 21 km. This new line will service the north-eastern suburbs, with the first stage including a major upgrade to Bayswater station, providing additional space and capability to allow for the new rail connection.
- Extension of the Armadale line to Byford, 8 km,
- A new Midland station further east, helping revitalise Midland with a new urban hub and extend the rail line to Bellevue.

\$1.6 billion is appropriated for 246 new railcars over the next ten years. The first stage involves the delivery of 102 new railcars (17 six-car sets) to service Metronet projects as they come online, A follow-on order for 144 railcars (24 six-car sets) is included, to replace the ageing A-series railcars. Funding for a local railcar assembly facility and associated infrastructure is also included. This is the largest order of railcars in WA's history, with 50% of the manufacturing to be completed in WA.

Metronet now has its own website at <http://www.metronet.wa.gov.au/>

New Zealand Budget

The NZ Budget, delivered on 17 May, included funding of \$NZ28 billion jointly with Auckland City Council for an Auckland transport package including:

- the Auckland City Rail Link tunnel,

- commuter rail enhancements,
- a busway linking Panmure and Botany, and
- \$NZ1.8 billion for the Auckland Tram project. This includes a line from the City to the Airport (but designed to serve more than airport traffic) and another to serve the Northwest Corridor (City – Lincoln Road – Kumeu).

The Budget also included continuing funding for reinstating the South Island Main North line following the Kaikōura earthquakes.

Queensland Budget

It is expected that the Queensland Budget, to be delivered in mid-June, will contain an appropriation for the Cross River Rail project. This will have to be reconciled with the support of the Brisbane City Council and the Federal government for the Brisbane Metro project. The two major projects are not necessarily incompatible but may need modifications to be complementary.

However, Deputy Premier and Treasurer, Jackie Trad, said on 20 May that there will be no money allocated for duplication of the North Coast line from Beerburrum to Nambour. "The Federal government has made a small allocation of 50%. But the money for that is not available for another four to five years, which makes it a bit of a gag, really," she said. The Cross River Rail would allow people getting between the Gold Coast and Brisbane 20 minutes faster, she said. Proportions of infrastructure spending will be similar to previous years, with more than 40% for transport, around 15% for health and less than 10% for education.

RAIL AND TRAM NEWS

Aurizon: Coal haulage

Queensland's big coal miners have accused Aurizon of trying to hurt their industry to boost profits, refusing to engage with miners and breaching state laws by implementing restrictive maintenance programs. The accusations are contained in a scathing letter to Aurizon chairman Tim Poole and his board, provided to the *Weekend Australian*, [26 May] which contains a thinly veiled threat of legal action.

In the May 24 letter, local coal bosses of BHP, Rio Tinto, Glencore, Anglo American, Peabody, Yancoal, Idemitsu and Jellinbah have called on Aurizon to immediately stop maintenance practices that the rail owner says will cut 20 million tonnes of annual coal exports, worth \$4 billion at current prices.

Aurizon says it has been forced to implement the changes by an unfavourable draft Queensland Competition Authority ruling that will be retrospective to June last year if it is upheld. It says draft QCA rulings rarely differ from the end decision.

But the miners say Aurizon's response breaches core tenets of the QCA Act. "Compensation which is available for such a breach is uncapped," the letter says. "The coal industry is united on this issue and will take all available steps necessary to protect its position."

The miners, which contract Aurizon's haulage arm to move their coal, say Aurizon Network, which owns the railway, was not engaging on maintenance changes and had given little notice of them. "When coal industry representatives approached Aurizon on multiple occasions for a meeting to discuss this issue, Aurizon's leadership team advised that Aurizon was not interested in meeting," the letter says. "This response is unacceptable and has regrettably come to characterise Aurizon's approach to its customers."

The miners say the changes have created significant disruption and uncertainty for customers and undermined confidence in reliability. "Unfortunately, Aurizon's current behaviour can only be seen as a deliberate attempt to negatively impact the coal industry to create commercial leverage in an attempt to extract higher returns," the miners said.

Aurizon rejected the accusations. "Aurizon has continued to keep customers informed through formal communication and individual meetings, regular operational-level advice and via a customer forum in March," a spokesman said. "At no stage has Aurizon withheld or delayed the provision of information to customers." Aurizon said it had confirmed with customers that changes to operating practices would be compliant with contractual and regulatory obligations. "We have reinforced many times that

Aurizon cannot delay changes to its operating practices resulting from the draft decision,” the Aurizon spokesman said. “The QCA decision will apply from 1 July 2017, and industry participants know that if we didn’t implement these changes to align to the QCA draft decision, it could potentially cost the company - hundreds of millions of dollars.” The letter is not the first from the miners to Aurizon. But it is the most aggressive to date, illustrating growing unhappiness at Aurizon’s decision to take action on a draft ruling, rather than let the full process run its course. “Queensland coal miners have lost revenue and face significant uncertainty in investment and operational planning as a result of Aurizon’s actions,” the miners said. “This is undermining confidence in the Queensland coal industry and adversely affecting Queensland’s reputation as an investment destination and as a reliable supplier of coal.”

Queensland Rail: Bundaberg

A \$21.8 million signalling upgrade project and a \$12 million project to upgrade the Burnett River rail bridge have commenced in Bundaberg. The resignalling is expected to be commissioned in August 2019, and the bridge upgrade in mid-2018.

Bundaberg had 91,000 patrons in 2017, the tenth year in a row that it was QR’s most popular regional passenger station.

Queensland Rail Citytrain: Major closure

From the first service on Saturday 19 May until the last service on Sunday 20 May, buses replaced trains between Brisbane CBD stations and Albion, Corinda, Yeerongpilly and Murarrie. This was for Roma St wire replacement, general track maintenance, overhead line maintenance, track reconditioning at Central and Yeronga, rail replacement Corinda to Yeerongpilly and Graceville to Sherwood and bridge replacement Chelmer and Indooroopilly to Graceville.

Inland Freight Railway

On 4 May the Deputy Prime Minister Michael McCormack and Deputy Premier John Barilaro signed an intergovernmental agreement on the \$10-12 billion Inland Rail for NSW, handing over freight line assets in return for the Federal government spending billions on the rail project.

Mr McCormack, who is also Transport and Infrastructure Minister, said the agreement meant Victoria and NSW were on board for Inland Rail and he was talking to Queensland about joining the project. He said there were plans to begin work on a section of rail from Parkes to Narromine in months. The deal with the Federal government included a commitment to fund the Port Botany line duplication.

Federal Finance Minister Mathias Cormann said the agreement included a commitment to negotiate a long-term lease with the Australian Rail Track Corporation and protect the rail corridor. “While construction for the Parkes to Narromine section will commence in the coming months, the agreement provides guiding principles for the delivery of new sections of inland rail,

including the 307 km corridor of new rail between Narromine and Narrabri,” Senator Cormann said.

The Queensland Coordinator-General is seeking comment on the Border to Gowrie (west of Toowoomba) (B2G) section of the Inland Freight Rail project. ARTC proposes to develop the \$1.4 billion B2G project, as part of the overall \$10.9 billion program between Melbourne and Brisbane. The B2G project is one of five Inland Rail corridor sections proposed in Queensland. The key components are:

- 146 km of new dual gauge freight railway line and 78 km of upgraded railway line, a total of 224 km, capable of carrying 1,800 metre long trains transporting double-stacked containers;
- construction of rail infrastructure, culverts, bridges, viaducts and crossing loops;
- connection to the existing West Moreton System and Interstate railway lines;
- ancillary works including road and public utility crossings and realignments; and
- a land corridor with an average width of 40 m to accommodate future upgrades, including a possible requirement to accommodate trains up to 3,600 m long.

More details are at

<http://www.dsdmip.qld.gov.au/assessments-and-approvals/inland-rail-border-to-gowrie.html>

Some farmers have raised concerns with the alignment of this section, claiming potential flood control issues.

ARTC is currently preparing Environmental Impact Statements for other sections of the project in Queensland.

JHR NSW CRN WTT 19 May 2018

Contrary to the advice in the May *Table Talk*, page 1, John Holland Rail NSW Country Regional Network has issued a new Working Timetable dated 19 May. The WTT can be accessed at

<http://www.jhrcrn.com.au/what-we-do/network-operations-access/standard-working-timetable-swtt/>

Copies are also available via the ATA June Distribution List. As before, the WTT includes a section explaining the train numbering system. The amendments noted in the May *Table Talk* are included. Further amendments to Pacific National Intermodal freight trains from 21 May are:

- CM3** for -MTWTF-departs Griffith 1455, pass Leeton 1611, Narrandera 1700 then as previously tabled
- 3MC2** for --T---- runs as previously tabled to arrive Leeton 0343 *next day*, depart 0512, arrive Griffith 0640 – forms 4CM3
- 4MC2** for ---W--- runs as previously tabled to arrive Leeton 0244 *next day*, depart 0414, arrive Griffith 0458 – forms 5CM3
- 5MC2** for ----T-- runs as previously tabled to arrive Leeton 0244 *next day*, depart 0414, arrive Griffith 0458 – forms 6CM3.

John Holland Rail Operations Protocol

John Holland Rail NSW Country Regional Network have re-issued their Operations Protocol dated 21 March. It describes how Working Timetables are reviewed, how WTTs are amended, how Daily Train plans are prepared and the exercise of real-time Train Control, including a description and application of Train Decision Factors by train controllers. It includes a description of how input is made into the Working Timetable, and how WTTs and Country Train Notices (the JHR name for Special Train Notices) are prepared. This includes indicative timelines for the preparation of WTTs and CTNs. In effect, the document provides guidance for WTT, STN and daily train control functions for all NSW. It is an example of how our present decentralised rail regime sometimes provides opportunities to study operational documents from one organisation, but which have useful, wider implications. The Operations Protocol can be accessed at <http://www.jhrcrn.com.au/what-we-do/network-operations-access/network-access-planning-performance/> and is also available from the June ATA Distribution list.

Sydney Trains: Train occupancy data

Sydney Trains will provide real-time train occupancy data. Waratah trainsets have been kitted out with technology to enable data which will inform more than 600,000 customer trips each day. Using the average weight of a Sydney Trains passenger, the weighing technology translates carriage data to travel apps like TripView, NextThere, Anytrip, TripGo and Transport for NSW's Opal Travel App.

Sydney Trains: Overcrowding

According to the *Sydney Morning Herald* on 25 May, crowding on Sydney's trains has worsened significantly in the past year. Trains are running during the morning peak with loads as high as 185%, way above the level at which passengers begin to suffer from overcrowding. Average passenger loads during the morning peak across the city's suburban lines was 120% in September last year, up from 112% a year earlier, just-released figures from the state's lead transport agency show. The Western line was the worst for overcrowding at an average load factor of 145% between 0800 and 0900, followed by the Northern line via Strathfield (137%), and the Illawarra (132%). The most severe overcrowding on a train in the morning was recorded on the Northern line at 185%. Passengers begin to suffer from overcrowding when trains have loads of 135%, which is the benchmark used by transport officials.

The average load on trains during the evening peak was 94% in September, up from 91% a year earlier. Trains on the Northern line via Strathfield were the most packed in the evening at an average load of 133%, an 11% rise on the prior period.

NSW Trainink: More trial buses

From 16 May NSW TrainLink has been trialling day return on-demand services from Brewarrina and Bourke to Dubbo on Wednesdays and Thursdays.

Travel is to Dubbo in the morning and return in the evening.

Sydney Trains: Driver recruitment

NSW passenger rail operators are struggling to retain train drivers, undermining efforts to hire significantly more of them to avoid a repeat of widespread disruptions to services early this year. Sydney Trains and NSW Trains recruited 139 drivers in the seven months to January but had 83 leave permanently or shift to other internal roles, resulting in a net increase of just 56 in the period, according to figures released under freedom of information laws.

Sydney commuters experienced widespread disruptions to train services in January, which a high-level report into the incidents later blamed partly on a lack of train crews. The latest figures also show the state-owned rail operators had a net increase of 32 train drivers in the 2016-17 financial year, following three years of significantly more staff exiting the roles than were recruited. In 2015-16 just two drivers were hired internally or externally, while 73 either left the two rail operators completely or changed roles.

Sydney Trains chief executive Howard Collins said in a statement that its staffing levels had traditionally fluctuated in line with its needs and remained "consistent to operate the timetable. There is nothing to indicate that Sydney Trains has difficulty retaining drivers. Some drivers have chosen to retire, and only a small number have opted to relocate interstate. Sydney Trains has a robust workforce management plan in place to recruit train drivers."

The recent report by Transport for NSW into the widespread disruptions to rail services on 8 and 9 January suggested it would be prudent to accelerate the hiring of drivers so that Sydney Trains has enough staff on hand to ensure the rail network is better able to recover from delays caused by major incidents. A fast-tracking of hiring was also seen as a way for NSW to counter targeted recruitment campaigns by rail operators in Victoria and Queensland, where higher rates of pay are offered to drivers.

Sydney Trains said it had hired 334 trainee drivers since July last year, 85 of whom were already working on the network. The remainder would graduate over this year and next. It takes a year to train new recruits before they can be allowed to operate passenger services. More than 1170 drivers work for Sydney Trains or NSW Trains.

Half a million commuters on the road to Sydney's four big jobs hubs

by Matt Wade, *Sydney Morning Herald*, 25 May

Nearly half a million Sydney workers commute each day to just four major job hubs - the central business district, North Sydney, Macquarie Park and Parramatta. New Bureau of Statistics analysis of 2016 census data shows Sydney commuters travel an average of 16 kilometres from home to work. The report also underscored Sydney's status as Australia's public transport leader with 27% of the city's workers taking a train, bus or ferry work, way above the

national average of 14%. Around 320,000 commuters descend each day on the Sydney-Haymarket-The Rocks statistical district, which takes in the CBD.

Just over 70% of CBD commuters take public transport to work and their average commute distance is 19 km- 3 km more than the city-wide figure. The largest numbers travelling to the CBD for work came from Sydney's Eastern Suburbs, North Shore and Inner South Western regions.

About 50,000 workers commute to Sydney's "second CBD" at Parramatta with just under half of them getting there by car. The 10 suburbs providing the largest number of workers in Parramatta were all to the west and north of that jobs hub. Almost 50,000 people commute to North Sydney, six in 10 of them by public transport. The 10 suburbs providing the largest number of workers to North Sydney were all in the North Shore region.

Another 50,000 workers commute to Macquarie Park, 62 per cent of them by car. There are also sizeable daily commuter flows to Pyrmont-Ultimo (36,400), Chatswood (27,600), Baulkham Hills (23,500) and Mascot (22,500).

The Bureau's report showed Australia's big capitals had longer commuting distances than the smaller capitals. Workers in Canberra had the shortest average commutes at 11.7 km. Nationally, eight in 10 travelled to work by private vehicle, most of them alone, while about one in seven took public transport and one in 20 either cycled or walked. Melbourne had the second highest share of public transport commuters after Sydney with 19%.

NSW TrainLink: Special Train

NSW TrainLink will operate a special Xplorer DMU from Sydney to Broken Hill for the Broken Heel Festival on Thursday 6 September. Passengers will return on Tuesday 11 September on the regular train from Broken Hill.

DP World takes over Fletcher trains

Commercial aspects of the Fletcher intermodal trains from Dubbo to Sydney was taken over by DP World Logistics Australia from 25 April. However, the trains are still operated by Southern Shorthaul Railroad. The Sydney terminal was changed from Cooks River to Port Botany. Started to convey meat for export, the trains have also been successful in capturing other agricultural products such as cotton, pulses and other meat products. The trains usually operate thrice weekly.

V/Line: Regional Rail Link

The Regional Rail Link has failed to deliver all the extra train services initially promised, the Victorian Auditor-General said in a report released on 10 May. Commuters were promised ten extra metropolitan morning peak-hour services after the \$3.65 billion Regional Rail Link opened in mid-2015. But three years on, only half of the extra services are running. The missing peak-hour services could carry about 4500 passengers, easing over-crowding on other services. In all, 11 new services have been added,

including five on the Craigieburn, Sunbury, Werribee and Williamstown lines and six on the regional network, the report found.

The Regional Rail Link, funded in 2009, created a high-speed corridor for V/Line trains to Southern Cross, untangling western and north-western regional and metropolitan lines. The Auditor, Andrew Greaves, said the project had reduced bottlenecks on the regional line and freed up capacity on the metro network. "Since its official opening in mid-2015, the Regional Rail Link has transformed public transport journeys in key growth corridors to the west of Melbourne." But it lags behind a longer-term target to add 33 services in the morning peak, including 23 metropolitan and ten regional services. "The project has not yet fully realised some specific benefits," he said. "The current 11 service increase in the two-hour morning peak since 2012 means that the RRL has not reached its expected capacity." Population growth in the north and west is set to triple demand for the Regional Rail Link, Mr Greaves said, and there are already signs that sections of the service "are reaching a point of saturation". Higher capacity trains must be ordered, station sizes increased and the rail line to Melton electrified, he said.

Rail Futures Institute president John Hearsch said there was capacity to run an extra one or two peak-hour trains on the Werribee line, but the remaining lines in the north and the west had already reached capacity. Electrifying the train line to Wyndham Vale and Melton must be done "as early as possible, to allow for faster, nine-carriage trains. We're seeing a problem where all the people from the Wyndham area are flooding onto the Geelong trains, and people are unhappy because the service was never designed to cope with these numbers," he said.

The report can be accessed at

<https://www.audit.vic.gov.au/report/assessing-benefits-regional-rail-link-project>

V/Line: Gippsland bustitution

With major works underway to remove the last four level crossings on Victoria's Caulfield-Dandenong corridor and complete other major rail upgrades, buses will replace trains for all or part of the journey on the Gippsland line from 30 May to 17 June. Select express and "semi-express" coaches will also run to Parliament station via the Eastern Freeway. Trains will continue to operate between Traralgon and Pakenham, connecting with buses between Pakenham and Melbourne via the Monash Freeway. State Transport Minister Jacinta Allan said that the disruptions, while inconvenient for commuters, were a regrettable necessity in the drive to complete important rail infrastructure upgrades.

Pacific National: Victorian freight schedules

From 20 May the following alterations to Pacific National freight trains in Victoria took effect:

- No. 9210 (formerly 0010 ex Appleton Dock) now originates at Tottenham Yard at 0030, then operates unchanged to North Geelong.

- No. 9202, 0255 ex North Geelong, now terminates at Tottenham Yard at 0402, rather than at Appleton Dock.

From 28 May the following alterations took effect:

- No. 9305 (formerly 1830 Tues, Thur, and 1850 Sun) from Appleton Dock is altered to depart Appleton Dock at 0020 on Mon, Wed, Fri, Seymour 0238-0243, Shepparton 0357-0402, arrive Tocumwal 0525.
- No. 9306 (formerly 1645 ex Tocumwal) now departs Tocumwal 2210 Mon, Wed, Fri, Shepparton 2330-2335, Seymour 0043, arrive Appleton Dock 0255.
- No. 7901V from Ararat Mondays (1640? ex Appleton Dock via ARTC to Ararat) now departs Ararat 2235, Maryborough 0232-0237, Dunolly 0305-0307, Ouyen 0927-0932, arrive Merbein 1210. This train now also operates on Wednesdays, in lieu of no. 9101 2100 Appleton Dock to Manangatang, which is cancelled.
- No. 7901V from Ararat Fridays (? ex Appleton Dock via ARTC to Ararat) now departs Ararat 1605, Maryborough 2002-2007, Dunolly 2035-2037, Ouyen 0257-0302, arrive Merbein 0540.
- No. 7902V from Merbein Tuesdays now departs Merbein 2015, Ouyen 2254-2259, Dunolly 0521-0526, Maryborough 0556-0601, arrive Ararat 1010, then via ARTC to Appleton Dock. This train now also operates on Thursdays in lieu of no. 9102 2155 Manangatang to Appleton Dock which is cancelled.
- No. 7902V Saturday from Merbein now departs Merbein 1500, Ouyen 1739-1744, Dunolly 0006-0011, Maryborough 0041-0046, arrive Ararat 0455, then via ARTC to Appleton Dock.

Metro Trains Melbourne: Replacement buses

Buses replaced trains between Caulfield and Westall from 29 May until 17 June for the Skyrail level crossing works, and from Carrum to Stony Point from 4 May to 17 June for Frankston station reconstruction. Buses will replace trains between Flinders St and Moorabbin/Westall on Saturday 1 June and Sunday 2 June and again from Saturday 9 June to Monday 11 June.

Metro Trains Melbourne: Delays 14 May

A major signal fault between Clayton and Noble Park caused lengthy delays, up to 80 minutes, to Metro and V/Line trains on the Pakenham and Cranbourne lines during the afternoon peak on Monday 14 May. Delays continued into the evening, by which time some replacement buses were running.

Yarra Trams franchise

The franchises for Melbourne trams are at <https://tinyurl.com/y9dat5na>

Adelaide Metro: City Tram extension

Services on the Adelaide City Tram extension along North Terrace are expected to commence in late May.

TransPerth: Perth Stadium

All weekend trains on the Armadale line will stop at Perth Stadium station from 30 June from the first train (about 0515 Saturdays and 0630 Sundays) until the last train each day (including the 0215 ex-Perth late night). This will allow people to visit attractions within the stadium precinct during non-game times such as the nature playground, barbecue facilities, the Swan River, and improve access to Belmont Park racecourse. This is the start of a longer term process to have trains stop at Perth Stadium station on weekdays. The Public Transport Authority has been able to implement the new weekend timetable with minimal impact on scheduling, however, this is not the case for weekdays and further investigation is required before the State government considers further changes. Trains will also stop at Perth Stadium station during Saturday racing at Belmont Park on 26 May. Thornlie line services will not stop at Perth Stadium.

TransWA bus

TransWA has re-issued timetables for some of its Great Southern bus services – GS1 Perth-Williams-Kojonup-Albany dated 7 May (change not apparent) and GS3 Perth-Bunbury-Manjimup-Albany dated 7 April. The change to GS3 is that the northbound Albany-Bunbury bus no longer connects with the Australind train at Bunbury on weekends. Since 7 April the weekend afternoon/evening Australind services have run two hours later, as reported in April *Table Talk*, page 9. The southbound service continues to connect from the train at Bunbury every day. (The only other TransWA bus service which has train connections is GE3 Kalgoorlie-Esperance which connects with the Prospector train.) The new timetables are at

<http://www.transwa.wa.gov.au/Bookings-and-fares/Timetables#Coach-Great-Southern-6>

WA iron ore traffic ceases

Iron ore traffic on the main east-west mainline in WA, part of the Arc Infrastructure rural network, is ceasing. The last shipment from Koolyanobbing to Esperance for Cleveland Cliffs mining company will occur at the end of June. These trains are operated by Aurizon on behalf of Cleveland Cliffs. The last iron ore train from Mount Walton to Kwinana for Mineral Resources Limited will probably operate around the end of September. Mineral Resources has its own locomotives and wagons, although the trains are crewed by Pacific National.

The Cleveland Cliffs trains operate from Koolyanobbing (approximately 455 km east of Perth) 200 km east to West Kalgoorlie, then 383 km south to the port of Esperance. This iron ore is the main trade from this port. The Mineral Resources trains operate from Mount Walton about 650 km to the port of Kwinana. Thus between Koolyanobbing and Mount Walton, one series of loaded iron ore trains was going east, and the other series going west.

The cessation of both sets of iron ore trains is because the price paid by Chinese buyers for the low grade ore has declined. The Cleveland Cliffs trains have operated since 1994 and the Mineral Resources trains since 2011.

Aurizon, Pacific National, Arc Infrastructure and Esperance port employees will lose jobs.

Rio Tinto

On 18 May Rio Tinto advised that the Office of the National Rail Safety Regulator had approved automatic operation of its huge iron ore trains in the Pilbara. Rio's fleet of 200 locomotives haul iron ore on its 1700 km Pilbara rail network. Automation is expected to deliver improvements in both productivity and safety. The automated trains have been operating for more than a year with a driver on board to monitor the journey. The company will start running one or two empty driverless trains a day before progressively ramping up over the rest of this year. The switch to automation has already delivered a 6% improvement in the running of the network through consistent driving strategies. That figure is likely to improve further when the company is able to eliminate the need for driver

changeovers. Those changeovers have also presented a safety issue for Rio in the past, given the need to ferry replacement drivers out to remote corners of the rail network at various times of the day and night.

The process of automating its rail system has been a particularly costly and complex one for Rio, but the regulatory approval means the company should now be able to hit its revised target for completing its AutoHaul project by the end of this year. This is the first automatic network of its kind in the world and it has not been without challenges. The process was originally expected to cost \$US518 million but has blown out to \$US940m after a series of technical issues. The self-driving trains will be responsible for navigating through the 42 protected crossings along the network.

Thanks to Tony Bailey, Dale Budd, Scott Ferris, Hilaire Fraser, Victor Isaacs, Geoff Lambert, Ross Morrison, Len Regan, Federal and State Budget papers, www.railexpress.com.au, www.railpage.com.au. *Catchpoint, Newsrail, Railway Digest, Transit Australia, Age, Australian, Courier-Mail, Daily Telegraph, Herald Sun, and Sydney Morning Herald* for Rail news.

LETTER TO THE EDITOR

Scott Ferris writes in respect to page 14, 2nd paragraph, of the May edition of *Table Talk*, about **Sydney Trains signalling** which said, "Between Waverton and Artarmon, the medium speed aspect of signals is being removed, thus lowering the speed of trains." This is an incorrect statement.

Weekly Notice No.18, April 2018, page 5, states: "In the Waverton to Artarmon corridor:
1/ Track Speed has been reduced, and this is advised to Drivers by this Weekly Notice and by the sighting of the actual Speed Board for the section
2/ Some Signals have had the Medium Aspect removed."

In respect to the removal of the Medium Aspect on some Signals, when it comes to Peak Hour with trains at high frequency, the Driver is likely to go at full track speed past the Signal, now showing full clear, which previously would have shown the Medium aspect. The Driver is now not given any advance warning until he faces the Caution aspect. However, in that corridor, especially Waverton to St Leonards, the trains do go somewhat slower due to the tight curvature of the track. Therefore, the Signal at Stop is probably well within braking distance.

RECOMMENDED WEBSITES

David Matheson's new website regarding railways and tramways in Australia contains a huge amount of very useful information and links. Highly recommended! See <https://www.railtram.com.au/>

Another useful, new website is <http://www.railtables.co.uk/> a British Public Timetable archive. It archives all current and many recent UK

timetables, so that they are readily available. There are, however, some errors in the site. The compiler states, "This site was created due to the difficulty I found in tracking down historic Railway Timetables for the UK. As a result, I decided to collate existing timetables as and when they are issued and store them here for public information."

ODD SPOT

TransPerth

The timetable for TransPerth route 160 Fremantle-Booragoon-City from 29 April 2018 shows times in the morning peak at Elizabeth Quay Bus Station. However, a note states "This is not a timed stop at the time shown."

Britain

For many years there have been eccentricities in the British Public Railway Timetable:

1. Barnetby to Gainsborough in Lincolnshire, table 28, operated by Northern Rail, has no passenger trains on Mondays to Fridays (or Sundays), but on Saturdays has a fairly respectable service of three trains in each direction.

2. The Okehampton branch in Devon, table 136, operated by Great Western Railway (revival of a very famous name), generally has no passenger trains. But on Summer Sundays only, it has a good service of four trains in each direction. This year these run from 20 May until 9 September.

3. The prize for eccentricity goes to the line from Stockport to Stalybridge, in the SE suburbs of Manchester, in theory supposed to be in table 78A, Northern Trains. Hitherto, this line has had one train a week in one direction only! It is believed that the Train Operating Company concerned did this because it was less expensive to operate this train, than to go through the legal process necessary for closure of the line to passengers. The big news is that this year the service will double to run in both directions. It will also be changed from Friday afternoons to Saturday mornings. Times are Stalybridge 0846, Stockport 0909, Stockport 0945, Stalybridge 1006. This information is from railfan websites and the National Rail journey planner site, but the Editor was defeated when he tried to confirm

these new services in the 2018 online Public Timetable PDFs!

Berlin

Adidas and Berliner Verkehrsbetriebe (BVG), Berlin's transport authority, have released a specially designed pair of sneakers that doubles as a train pass. The 500 pairs released sold out on the first day. The cost of €180 compares with the cheapest annual BVG train pass which costs €728.

Japan

On 11 May a West Japan Railways train departed Notogawa on the Biwako line at 0711 and 35 seconds, that is, 25 seconds early. The company subsequently issued a press release: "The great inconvenience we placed upon our customers was truly inexcusable. We will be thoroughly evaluating our conduct and striving to keep such an incident from occurring again."

The trouble started when the conductor of the train mistakenly thought it was supposed to leave at 0711, and so closed the doors of the train at that time. Realizing his mistake almost immediately, he looked down the platform, didn't notice anyone standing there, and so decided to just go ahead and leave 25 seconds early rather than reopen the doors and have to shut them again (a process that might have ended up making the train depart later than 0712 exactly). However, it turned out there actually were a few people on the platform who'd been hoping to board, and when the conductor didn't notice them and decided to leave, they got left behind. One of them told a station attendant that the train had left early, and when word got to JR West headquarters, the official apology was issued.

Thanks to Paul Brown, Frank Hussey, David Whiteford and Victor Isaacs for Odd Spot.

BUS NEWS

Australian Capital Territory

ACTION: From Monday 30 April there were minor adjustments to route 182 (Weston Line). The new timetable is available online at <http://www.transport.act.gov.au/routes-and-timetables/timetables/routes-by-number>

New South Wales

NSW TrainLink bus news is in the Rail news section above.

Newcastle Buses: Route 44 is to continue along Charlestown Road and Park Avenue to Kotara shopping centre; Routes 41 and 43 from eastern Lake Macquarie are to continue to Charlestown Shopping Centre; Route 14 (Queens Wharf-Belmont) is to extend to Swansea Heads, reversing one of the most complained-about route truncations; Route 27 is to divert along Young Road to serve House With No

Steps, Lambton. No date has been set for introducing these changes.

Sydney Buses route 422 has been diverted from City Road, Newtown to use Missenden Road and Parramatta Road instead to provide an extra service to Royal Prince Alfred Hospital as of early May. Citybound trips have been truncated at Central at the same time.

Route X03 ceased as of 6 May. This was not reported on T for NSW website but notices were placed on bus stops.

State Transit North West suburbs: From Sunday 6 May many changes occurred in this area. New route 259 was introduced between Macquarie Centre and Chatswood to replace the discontinued portion of route 545. Routes 547 and 550 were discontinued; the 547 being covered by rerouting 545 to Macarthur St Parramatta. Increased services have been added to routes 501, 506, 507, 518, 521, 546, 549, M52 and

M54. Minor timetable adjustments occurred on routes 500, 510, 513, 515, X15, X18, 521, 525, 540, 541.543, 544, 552 and 553. In addition, late night trips on route 520 have been replaced by route M52.

Busways: From Sunday 3 June, changes in western Sydney are:

New route **742** Riverstone to Rouse Hill Town Centre via Guntawong Road: New route running between Rouse Hill Town Centre and Riverstone. New bus stops added to route,

New route **747** Marsden Park (Elara Estate) to Rouse Hill Town Centre via Riverstone: New route running between Rouse Hill Town Centre, Riverstone and Marsden Park. New route to and from Elara Estate between 0900-1400, providing direct services to Rouse Hill Town Centre. New bus stops added to new route.

Route **746** Riverstone to Rouse Hill Town Centre via Box Hill: Extra trips added to service growing residential areas in Box Hill. Extended to Rouse Hill Town Centre via Mill St, Piccadilly St, Garfield Road East and Edmund St in Riverstone. Service will no longer run as a loop service, and now as a two-way service between Riverstone and Rouse Hill Town Centre. New bus stops added to route.

Route **749** Blacktown to Marsden Park: Changed to run via Symonds Road/Stonecutters Drive, and via Alderton Drive. Provides alternative services via Richmond Road between Symonds Road and Alderton Drive for route 751.

Route **751** Blacktown to Rouse Hill Town Centre via Marsden Park: Extended to Schofields Station and Rouse Hill Town Centre. This service via Stonecutters Diver to Alderton Drive (through Colebee) will operate as a trial route 749 will continue to run on Richmond Road between Symonds Road and Alderton Drive. New bus stops added to route.

Route **774** Mt Druitt to Penrith via Oxley Park, St Marys and Caddens: Additional weekly trips, with services running morning and evening. Runs via Caddens and Claremont Meadows, providing direct access to Penrith, St Marys and Mt Druitt. Replaces cancelled route 778 between Caddens and Claremont Meadows. New bus stops added to route.

Route **T75** Blacktown to Rouse Hill: Runs between Blacktown Interchange and Rouse Hill (via Rouse Hill Town Centre). New route 747 runs between Rouse Hill Town Centre, Riverstone station and Marsden Park replacing route T75 west of Rouse Hill. Some former route T75 trips replaced by new school services in Rouse Hill, Schofields and Riverstone areas.

Route **778** St Marys to Caddens: Cancelled. Replaced by route 774, which will run via Caddens and Claremont Meadows. Residents in Caddens and Claremont Meadows will have direct access to Penrith and Mt Druitt, provided by new route 774.

Route **S12** Quakers Hill Shopper Hopper: Cancelled due to low patronage. Alternative travel at Quakers Hill available on route 752.

Most Western Sydney timetables: Minor timetable adjustments.

Busabout: From Sunday 6 May route 896 no longer serves Gregory Hills and Smeaton Grange. Instead the new route 896 between Campbelltown and Oran Park travels via Narellan Town Centre and Harrington Park. The new route 896 timetable includes two additional Saturday services and five additional Sunday services. The 0715 from Campbelltown Station and the 1440 from Oran Park continue to operate unchanged via Gregory Hills. See <https://busabout.com.au/pdf/timetables/896-897.pdf> Gregory Hills is now serviced by route 841 and Smeaton Grange by new route 897. Route 897 operates from Campbelltown in the morning peak and in reverse in the afternoon peak.

All booklets for Busabout services have been updated on their website with the exception of the Camden country routes.

New Zealand

Wellington: A new Wairarapa Train and Bus timetable was introduced on 30 April. A new ticketing system was introduced as part of new ticketing for greater Wellington to commence in July.

Auckland: The following new timetables have been issued: From April Route 380 Manakau to Otahuhu. From May new booklets for Papakura, Manuwera, Mangere and Otara: Routes 313, 361, 362 and 366 all have night time service reductions from 30 minutes to 60 minutes. In May the Waiheke Bus and ferry timetable was reissued for the winter season.

South Australia

On 9 May **Torrens Transit** has acquired rival **Light City Buses** and will receive a transfer of 370 buses and 700 employees in Adelaide. This returns to the Torrens Transit network routes which it previously operated between 2005 and 2011. CEO Clint Feuerherdt said the company was also investigating increasing frequency of services.

Link SA: There have been changes to Goolwa Victor Harbor Adelaide services from Sunday 25 February. Transfers for bus to train and train to bus changed to Seaford Interchange (formerly at Noarlunga Interchange). All transfers to and from Adelaide were maintained. Services continue to either Colonnades, Marion or Adelaide after Seaford Interchange, allowing for current transfers to be made with Adelaide Metro bus services to Flinders University, Marion Shopping Centre, Woodcroft Shopping Centre and Southgate Shopping Centre.

There are two additional weekday intertown trips on route 1254. These depart Goolwa at 1115 and 1345 to Encounter Bay. The new timetable is at <http://linksa.com.au/bus-services/route-info.html>

Tasmania

Metro: Due to building construction, there are changes to Metro services in the Hobart City interchange from 13 May:

Eastern shore services:

- Stop J (Macquarie St) has closed and relocated to the eastern side of the interchange near Collins St where stops G and H were previously located.
- Stop M (Franklin Square) has closed and relocated to 103 Macquarie St, opposite Franklin Square.
- Services that used stops J and M have been redistributed across the two new departure points.
- Eastern shore timetables remain the same, except for route 664 departing Hobart for Seven Mile Beach at 1625 Mon-Fri now operates two minutes later and route 665 departing Seven Mile Beach for Rosny Park at 1704 Mon-Fri now operates two minutes later.

Northern suburbs services:

- Stops G and H located on the eastern side of the interchange have closed as the area is used for the new eastern shore stop J.
- West Hobart and Mt Stuart route 540 now commence from stop F. All route 540 services departing Hobart for Mt Stuart after 1900 Mon-Fri now depart 3 minutes later.
- Lutana, Goodwood and Central Ave (East Moonah) routes 560 to 562 now commence from stop M (relocated to 103 Macquarie St). Route 562 departing Hobart for Metro Springfield at 1624 Mon-Fri now operates three minutes earlier.
- Lenah Valley and New Town West all stops routes now commence from Elizabeth St stop 2 instead of the interchange. Express Lenah Valley route X50 also commences from this stop.
- Interchange stops E and F, Franklin Square stops N and P, and Murray St Stop Q continue to operate as normal.

Victoria

CDC Victoria, a subsidiary of ComfortDelGro has acquired Tullamarine Bus Lines, which operated seven bus routes under contract with Public Transport Victoria. Tullamarine BS was a family-owned bus

company located close to Melbourne's Tullamarine Airport in the north-west of Melbourne. Besides the route buses, Tullamarine Bus Lines operates contracted school services and a small taxi management business called Cabways.

CDC Victoria currently operates 74 route bus services across the western and eastern suburbs of Melbourne, as well as in Ballarat and Geelong. With this acquisition, CDC Victoria runs 81 route bus services and has a fleet close to 500 buses.

Bus coverage will be expanded and services adjusted across **Plenty Valley** in NE Melbourne, to take full advantage of the three new train stations to open on the Mernda line later this year. New loop service Routes 388 and 389 will connect the growing residential area of Doreen with Mernda station and Laurimar Town Centre, Hazel Glen College and Mernda Village Shopping Centre for the first time, at a high frequency. Existing bus services along Plenty Road will be changed to avoid duplicating the frequent train services to and from the new stations.

From 20 May improvements were made to three bus routes. Route 631 has a revised timetable for better connections with trains at Clayton station. The Sunday service on route 703 was increased from every 50 to every 30 minutes. Route 767 frequency between weekday peaks service was increased from 40 to 30 minutes. The Sunday service now starts at 0800, one hour earlier. The deviation via Moorabbin East was deleted.

27 May: Revised timetables were issued for 17 routes in Melbourne western suburbs to make the timetables more reliable and improve train connections. Routes are 406, 407, 408, 409, 410, 411, 412, 414, 415, 417, 418, 419, 421, 423, 424, 425 and 461. Additionally route 406 receives five extra trips to make peak services run every 15 minutes. Route 400 receives a route alteration to serve the Ravenhall Correction Centre.

Western Australia

TransWA bus news is in the Rail news section above.

Thanks to, Agnes Boskovitz, Paul Brown, Alan Gray, Geoff Hassall, Victor Isaacs, Alan Miles, Richard Peck, Lourie Smit, Adelaide *Advertiser*, Newcastle *Herald* for Bus news.

AIR NEWS

Airport upgrades to attract more international visitors

by Robyn Ironside, the *Australian*, 18 May

Competition for new international services is about to get fierce in southeast Queensland as three major airports simultaneously upgrade, providing a major boost in capacity. New runways, bigger terminals and an airport-side hotel are among the improvements taking shape at Brisbane, the Gold Coast and Sunshine Coast. From 2020, Brisbane's new parallel

runway will open, effectively doubling capacity at the airport to 43 million passengers. In the same year, the Sunshine Coast will finish its new runway, which will help boost the airport's capacity from 1.1 million passengers a year to 1.8 million. By that time, the Gold Coast will have its new three-level terminal well under way, along with road network improvements and a 192-room hotel within metres of the airport. The airport will cater for a forecast 16.6 million passengers a year by 2037.

Brisbane Airport Corporation chief executive Julieanne Alroe said what was happening in aviation in southeast Queensland was “incredibly exciting”. Queensland Airports Limited chief Chris Mills said the airport upgrades demonstrated the confidence in the region. “Looking at it from a local perspective, we can say in this region, we’ve got three airports that locals can choose from,” he said. “What it does is make collective marketing into international markets even stronger.” Sunshine Coast Airport CEO Peter Pallot said the region had a “very strong international market” that would benefit from more direct flights. “Our strongest growing markets are Europe, the US and New Zealand so the ability to bring those people direct into the Sunshine Coast is where we’d like it to end up,” he said. Mr Mills said the Gold Coast also had a “wish list” of international services in addition to existing services to New Zealand, Singapore, Malaysia and Japan. “There are a number of other Asian connections and destinations we’re exploring and we’ve got people in different countries continuing those discussions,” he said. Ms Alroe said there was “naturally competition” between the three airports but a new airline or route into any of the ports was a win for all. “Visitors travel throughout the state,” she said.

Executive director of the Board of Airlines Representatives Australia (BARA), Barry Abrams, said they would not accept additional charges on airlines if anticipated passenger growth failed to eventuate. He

pointed to “available data” showing NSW and Victoria accounted for more than two-thirds of total international passenger growth over the past 12 years compared with about 15 per cent for Queensland. “BARA’s view is that each airport must be prepared to accept the commercial risk associated with the assumed growth profile that justified the expansion,” Mr Abrams said. “If the airport cannot attract sufficient flights, it should not be assumed that charges on existing airlines can simply be raised to cover the lack of anticipated growth.”

Ms Alroe said the southern capital city airports would reach capacity in the near future. “There is a huge opportunity for Brisbane to become the future gateway to Australia as demand for aviation services increases,” she said. “Connectivity is at the heart of what makes cities and states successful and profitable, by boosting business, freight, study visits, local investment and innovation as well as tourism.”

Gold Coast Airport’s master plan was designed to accommodate an additional 10.1 million passengers by 2037, up from 6.5 million, Mr Mills said. About three million were expected to come from overseas. “Domestic is still very much going to be our bread and butter in the future. We still see ourselves as Australia’s playground,” he said.

Thanks to the *Australian* for Air news

POSITION VACANT

Bus News Editor: If you like Bus news, this will be a very satisfying position. Criteria are:

- Comprehensive knowledge of bus industry operations throughout Australia;
- Strong ability to write good, clear English;
- Ability to work to deadlines and within a small group.

Appointment is at the discretion of the ATA Committee.

Send your expression of interest to the Acting Bus Editor at tabletalk@ Austta.org.au

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. ATA ABN 74248483468.

The **deadline for Table Talk** is the last weekend of the month, but contributions are welcome at all times.

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