



# TABLE TALK

AUSTRALASIAN TIMETABLE NEWS

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## TOP TABLE TALK – WHY IS IT SO? NSW TRAINLINK SERVICES

by Victor Isaacs

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Central to Brisbane (Roma Street)

T

Valid from: 26 Nov 2017

Creation date: 24 Aug 2018

NOTE: Information is correct on date of download.

Monday to Friday	
Service Information	*
Central	14:41
Strathfield	14:52
Hornsby	15:20
Gosford	16:01
Wyong	16:16
Fassifern	16:46
Broadmeadow	17:04
Maitland	17:27
Dungog	18:11
Gloucester	19:04
Wingham	19:53
Taree	20:08
Kendall	20:54
Wauchope	21:13
Kempsey	21:52
Macksville	22:34
Urunga	23:08
Sawtell	23:27
Coffs Harbour	23:35
Grafton	00:49
Casino	02:19
Kyogle	02:46
Brisbane, Roma Street (QLD)	04:53

Beware the impression that this only runs on "Mondays to Fridays" Weekend services vary by just a few minutes.

One of the great mysteries of our times is the reason for the current, ghastly NSW TrainLink timetable Sydney-Brisbane and Brisbane-Sydney. The current northbound "overnight" service is scheduled to arrive Brisbane Roma St at 0453 (at 0353 during the six months of southern Daylight Saving Time), and the

southbound "daylight" service to depart Brisbane Roma St at 0555 (at 0455 during the Summer six months).

This is because Queensland Rail objects, reasonably, to the southbound XPT occupying the dual gauge line in the Brisbane suburbs when it is most required for

northbound, electric, commuter trains in the busy morning peak. So, QR demands that the XPT depart Brisbane before 0600. The result of this abominable timetable is, of course, that there are few passengers prepared to travel on it to/from Brisbane.

However, the solution is obvious. That is to reverse the present timetable and run the northbound XPT as a “daylight” service” and the southbound XPT as an “overnight” service. Running the XPT southbound on the dual gauge line late in the evening would not disrupt QR operations. Why has this not been done? Is it because:

- 1) QR objects? This is unlikely as there is no real inconvenience to them. OR
- 2) ARTC objects. To rewrite and reverse the present passenger train schedules would also necessitate a major rewriting of the freight train schedules on the North Coast and, perhaps, other lines. Is ARTC unwilling to do this? Do they think it would upset their freight train customers and would require changes to the contracts? Is it that ARTC is prepared to meet their obligations to give priority to passenger trains on their present schedules, but not on other schedules? In other words, is it that ARTC respects the current status quo of operations, but is not prepared to change it? This is unlikely, given ARTC’s charter and obligations. OR
- 3) NSW TrainLink objects? To reverse the present schedules would require a major

rewriting of all passenger train schedules on the North Coast line. In addition, it would also require rewriting of the many bus connections, perhaps needing a renegotiation of the contracts between NSW TrainLink and the bus operators. In addition, it would require reworking of the XPT complicated rosters, also taking in Melbourne trains. AND/OR

- 4) Perhaps NSW TrainLink just does not care. After all, NSW TrainLink is a NSW entity. Perhaps the fact that the one location that is outside NSW served by these trains – albeit a very major city – has a terrible service does not bother them. After all, the many NSW locations are reasonably well served by these trains. This is most likely the reason for the continuance of the present timetable.

Another peculiar aspect of current TrainLink services is the operation of trains just once a week between Sydney and **Broken Hill** (Monday down/Tuesday up), and Sydney and **Griffith** (Saturday down/Sunday up), In public transport terms weekly services are a nonsense. Broken Hill is also served by daily TrainLink buses, albeit via a very different route, and also the upmarket, luxury GSR Indian Pacific once a week (Wednesday in both directions). To the well-populated, prosperous Griffith area, there are at least two, sometimes three, TrainLink buses every day.

These two weekly TrainLink services exist for purely political reasons, although the Broken Hill train also has a significant tourist patronage.

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## Brisbane (Roma Street) to Central

T

Valid from: 26 Nov 2017	Creation date: 24 Aug 2018
NOTE: Information is correct on date of download.	
Monday to Friday	
Service Information	
Brisbane, Roma Street (QLD)	05:55
Kyogle	a07:53
Casino	08:20
Grafton	09:39
Coffs Harbour	11:05
Sawtell	a11:14
Urunga	a11:31
Nambucca Heads	a11:47
Macksville	a12:00
Kempsey	12:43
Wauchope	13:22
Kendall	a13:54
Taree	14:41
Wingham	a14:55
Gloucester	a15:44
Dungog	16:38
Maitland	17:30
Broadmeadow	17:52
Fassifern	†18:12
Wyang	†18:39
Gosford	†18:55
Hornsby	†19:36
Strathfield	†19:55
Central	20:10


Beware the impression that this only runs on “Mondays to Fridays” Weekend services vary by just a few minutes.

# 445 Central to Broken Hill

Valid from: 26 Nov 2017		Creation date: 24 Aug 2018 NOTE: Information is correct on date of download.	
<b>Monday to Friday</b>			
Day Restrictions	<b>M</b>		
Central	06:18		
Strathfield	06:30		
Parramatta	06:42		
Penrith	07:05		
Katoomba	07:59		
Lithgow	08:39		
Bathurst	09:47		
Blayney	10:35		
Orange	10:59		
Parkes	12:48		
Condobolin	14:00		
Euabalong West	14:45		
Ivanhoe	16:31		
Darnick	17:16		
Menindee	18:22		
Broken Hill	19:10		

Beware the misleading heading “Monday to Friday”, instead be aware of the Symbol “M” meaning Monday.

# 641 Goulburn to Griffith

Valid from: 26 Nov 2017		Creation date: 24 Aug 2018 NOTE: Information is correct on date of download.	
<b>Saturday</b>			
Goulburn	09:54		
Gunning	10:32		
Yass Junction	11:03		
Harden	11:53		
Cootamundra	12:26		
Junee	13:07		
Coolamon	13:42		
Narrandera	14:21		
Leeton	14:44		
Griffith	15:25		

Beware the impression this train starts from Goulburn. It is, in fact, a through service from Sydney, attached to the morning Canberra train as far as Goulburn.

## RAIL AND TRAM NEWS

### Aurizon: Queensland intermodal business to continue

The Federal Court on 13 August ordered that Aurizon must continue operating its Queensland intermodal business while the ACCC’s case against Pacific National (PN) and Aurizon is heard and determined. The ACCC instituted proceedings in July against PN and Aurizon, and their related entities, for allegedly reaching an understanding about Aurizon’s intermodal business that had the purpose and/or would be likely to have the effect of substantially lessening

competition in the supply of intermodal and steel rail linehaul services.

In addition, the ACCC alleges that PN’s proposed acquisition of Aurizon’s Queensland intermodal business and the Acacia Ridge Terminal, as well as an agreement for PN to operate the interstate side of the Acacia Ridge Terminal, would each separately have the likely effect of substantially lessening competition.

ACCC Chair Rod Sims said, “It is part of the ACCC’s case that, at all times, Aurizon had alternatives to selling to Pacific National that would have been more

competitive. The ACCC is aware of at least one alternative purchaser that is willing and able to acquire Aurizon's entire remaining intermodal business." The crux of the competition watchdog's claim is that early in the sale process, Aurizon allegedly agreed to make PN the only candidate to buy the businesses, in a mutual effort to eliminate potential new competition in the Australian rail market.

Sims said the proposed sales would make PN the monopoly operator of intermodal rail linehaul on the North Coast line servicing northern Queensland and would cut the number of players in the interstate intermodal market from three to two (with SCT Logistics being the other).

Aurizon has refunded a \$10 million payment to PN as a result of the cancellation but said a \$35 million payment made ahead of the Acacia Ridge sale remains non-refundable.

The final proceedings have been set down for a two week hearing starting on 19 November.

### **Driverless trains**

During the 2018 sugar harvest season, trains on the South Johnstone 610 mm gauge network in North Queensland were operated by remote control, without drivers.

East Japan Railway Co has set up a team to develop plans for driverless operation. Trains would initially run with an onboard supervisor to intervene in an emergency, but in the longer term unattended operation is planned. JR East envisages that driverless operation could help to mitigate staff shortages arising from the ageing workforce, and reduce costs on loss-making rural lines. Conversion of existing lines to driverless operation would require the development of improved obstacle detectors, as well as elevating the tracks to provide grade separation and installing platform screen doors at stations. Legal changes would also be needed. Pilot schemes are proposed for the Yamanote Line in Tokyo, which does not share tracks with other services, and the Tohoku Shinkansen.

### **South Maitland Railways**

The last coal trains operated on the South Maitland Railways (from East Greta Junction near Maitland south to Pelton, NSW) on an unknown date. The only coal mine still served by the railway at Pelton closed, probably in July, because of safety issues.

### **Aurizon Hunter Valley strike**

Aurizon crews struck for 28 hours from 0001 Saturday 18 August, after a breakdown in negotiations with the Rail Tram and Bus Union over a new NSW Coal Operations Enterprise Agreement.

In fiscal 2017-2018 (July-June), Aurizon reported above rail coal volumes on the Hunter Valley network of 52.3 million tonnes, which is up 10% from 47.7 million tonnes a year earlier.

## **NSW special trains: Information downgrade**

The Rail Motor Society appears to have ceased the practice of placing on its website, <http://www.railmotorsociety.org.au/> copies of Train Alteration Advices (ARTC), Special Train Notices (Sydney Trains) and Country Train Notices (Country Regional Network) for its special trains. None have been posted since May.

### **Sydney Metro and Sydney Trains: 30 September timetable**

There is a possibility that the closure of the Chatswood-Epping line from 30 September for conversion from Sydney Trains to Sydney Metro operation may take longer than the planned seven months and could be for eight months. Then there may be a further, longer time (minimum 6 months) to complete the line after opening in May 2019 (meaning it won't be finished until November 2019).

The Sydney Trains timetable to be introduced from 30 September will include "Limited Stop" services on T1 Northern during the shutdown. This new timetable will be released at the end of August.

### **Sydney Trains and NSW TrainLink: Timetable collapse, Saturday 18 August**

On Saturday 18 August train services in Sydney descended into complete chaos. Signalling, communications and information were all affected. Trains were delayed. Insofar as trains could be identified, some seemed to be two or three hours late. Platforms at underground City stations were dangerously overcrowded. The chaos lasted for most of the day, with some passengers stuck on trains between stations. There were major delays right across the network and travellers were told to catch buses instead. Some passengers spent more than an hour stranded on trains between stations. At stations, information boards were blank or blacked out. Confused travellers described people running back and forth between platforms at Central station as contradictory announcements were made. Saturday's disruptions followed another problem on Friday night when passengers evacuated trains at Wynyard, forcing them to walk along the tracks in the City Circle tunnel.

On 18 August, there was a major race meeting at Randwick and major rugby and AFL matches at Olympic Park. More importantly, the chaos stopped some members from attending the Australian Timetable Association Sydney Branch meeting. During the afternoon, Sydney Trains placed the following message on transport apps: "Please delay non-essential travel, utilise local buses or make alternate [sic – they probably meant "alternative"] travel arrangements if possible." By evening, delays had eased.

The IT failures were triggered by an unprecedented collapse in the rail network's computer systems, Transport for NSW said. The faults started to emerge soon after a long-planned software upgrade commenced at 0200 on Saturday, said Tony Braxton-

Smith, the Deputy Secretary, Customer Services, at TfNSW. That upgrade should have been completed by 0400. But with issues emerging during the upgrade, Sydney Trains staff decided to “roll back” and leave the software as it was. However, after that roll-back, about 0500 the system was still showing “intermittent anomalies and some performance issues”, Mr Braxton-Smith said. At 0600 those anomalies started to cascade. The systems affected included those that locate trains on the network, the train crew and rostering systems, and those providing information to passengers. “Where it left us was with effectively flying blind in its key operational and management systems - seeing where the trains are and managing its crew,” Mr Braxton-Smith said. The 0800 early solution was to try to reboot the computer system. But when the reboot was completed about an hour later, the system was still not working normally, Mr Braxton-Smith said. “The team spent some more time in investigation and traced it to what was believed to be a hardware fault,” he said. “Then they went into isolating that and effectively rerouting all of the traffic around the hardware in the system. And then doing further reboots. That started around the middle of the day. But it became quite a significant sized task, because it was system wide. There were over 300 servers that had to be rebooted, and then tested and synchronised. It just became a wide scale exercise to effectively reboot the entire network a second time, having changed the configuration of the way it works.” Mr Braxton-Smith said about 140 staff as well as contractors worked on the issues, and the fix was successful in allowing the IT systems to operate normally again. But another investigation will be needed to find out just what went wrong.

The Secretary of Transport for NSW, Rodd Staples, has requested an independent inquiry. “There is still an amount of further investigation needed to precisely identify the root causes and then, arising out of that, to make changes to either substantially reduce or totally eliminate the risk of a re-occurrence,” said Mr Braxton-Smith. “We’ve never seen anything like this,” he said.

This disruption was probably exacerbated by a strange incident on Friday evening. A metallic balloon got blown into the City underground near Wynyard and got caught between wires. This caused an overhead electricity wire to short leading to a major incident in which passengers had to be disembarked in the tunnel. The “urgent” wiring repairs, conducted at Wynyard station, led to trains being suspended in both directions between Wynyard and Central.

Some commentators had pointed out that the timetable introduced on 26 November 2017 usually works alright but has no robustness to recover from untoward events. However, few expected collapse of the system on a weekend, rather than a weekday.

The following Saturday, 26 August, there were again major delays after a signal failure false alarm. This caused major delays on the T1 Western line, the T2 Leppington and Inner West line, and the T8 Airport and South line. Trains were stopped between Liverpool and Leppington. By 1130 engineers reported there

was no problem but the network was already bogged down and buses had replaced some trains.

## **Transport for NSW launches crackdown**

*From Daily Telegraph, 21 August, by Annabel Hennessy*

NSW bureaucrats will be told they can’t use printers, forced to destroy documents after meetings and endure random desk checks as part of a desperate plan to stop confidential rail documents being leaked. Transport for NSW has splashed \$212,755 on a report investigating how it can stop damaging information about government projects being revealed. A copy of the confidential report obtained by the *Daily Telegraph* reveals recommendations include banning staff from accessing their personal emails at work and blocking them from using USBs on TfNSW and Roads and Maritime Services computers. It comes after IT problems sent Sydney trains into meltdown over the weekend with mass delays leaving commuters waiting for up to two hours on journeys that should take just 20 minutes.

Completed by law firm Clayton Utz, the report states TfNSW and RMS staff had been able to leak documents after printing them or emailing copies to external email accounts. It recommends the agency should “enforce a clean desk policy” to stop confidential documents being left at employees’ desks and start having “spot checks” to review papers left at “printers and faxes, on desks and in conference rooms and within unlocked offices and cabinets”. It states a “system weakness” is that “printing is not logged” and Transport should “restrict printing” and only use printers that “can be tracked”.

Under the plan, transmitting documents “via email or external storage devices” would also be blocked and staff would no longer be able to save documents on group share drives. It goes on to say management should also “collect hard-copy documents at the conclusion of meetings and securely destroy”. They also propose blocking staff from sending documents to non-TfNSW email addresses so “all documents sent ...(can) be more easily tracked”.

## **Sydney Trains: Central station**

*From Sydney Morning Herald, 20 August, by Matt O’Sullivan*

Thousands of Sydney rail passengers will be forced to switch trains at the already overcrowded Central station during peak hours after the closure of the Epping-to-Chatswood line next month. Internal government documents, obtained by the *Herald*, show more peak-hour trains running from and to Hornsby in Sydney’s north will terminate and start at Central Station. It means that during the morning peak a greater number of passengers will be forced to get off to catch other services to central-city stations such as Town Hall and Wynyard. The documents reveal one of the challenges for rail staff will be managing extra crowds at Central – especially in the Olympic Tunnel at the northern end – due to more people switching services.

The Epping-to-Chatswood line will be closed on 30 September for seven months to convert it to carry metro trains, forcing up to 20,000 commuters a day to catch replacement buses or drive to get to destinations such as Macquarie Park or Macquarie University. Apart from those having to catch buses, the leaked documents show commuters catching trains from stations on the T1 Northern line between Cheltenham and Normanhurst to Sydney's CBD will experience some of the biggest changes from the shake-up. While many will have similar or faster journey times due to more limited-stop trains on the T1 Northern line via Strathfield, the commute will be longer for others because they will have to switch trains at Central during peak periods to get to or from Town Hall and Wynyard.

The plans for more trains to terminate at Central will place greater pressure on Australia's busiest train station, which has experienced a surge in passengers in the past year. Commuters using the station will also begin to face disruption as construction of a \$955 million east-west concourse and underground platforms for a new metro line ramps up. The projects have reduced the number of train platforms in use at Central by three.

Transport authorities have decided to terminate some trains at Central during peak periods because the limited-stop trains on the T1 Northern line via Strathfield need to run on different tracks to the existing services that continue on lines through the CBD. The internal documents also show more passengers will interchange train services at stations such as Strathfield and Hornsby following the network reshuffle. More trains will terminate at Hornsby.

Sydney Trains will introduce a new version of the rail timetable on 30 September to take into account the closure of the Epping-to-Chatswood line. The shutdown will affect the crewing of trains across the network and the length of periods when maintenance can be carried out. Under the changes, extra trains will run on the T1 North Shore line between the CBD and stations north of Chatswood. Those trains running to and from the Central Coast and Newcastle will continue to run on the North Shore line to the central city.

The documents, marked "commercial in confidence", also detail plans for the integration into the rail network of the \$8.3 billion Sydney Metro North West line when it opens in the second quarter of next year.

It will result in more trains running on the existing North Shore line every hour, and "frequency and stopping pattern changes to many lines". Transport for NSW acknowledged in a statement there would be disruptions from the network adjustments needed to accommodate the closure of the Epping-to-Chatswood line. "We'll ensure that customers receive plenty of information in advance," it said. "In addition, hundreds of staff will be out in force to keep everyone moving safely, and ensure customers get used to the changes." The agency said new stairs were being built at Central Station to provide access to the Olympic

Tunnel during construction of the metro line and helping to improve passenger flow.

**Comment:** The reference to Central as "Australia's busiest station" *might* be true as to the number of trains, but as to the number of passengers, it is not true even for Sydney, where Town Hall has the most passengers.

### **NSW: High (Country) hopes: Eden line**

The NSW government will investigate a potential freight and passenger rail line connecting Canberra and the port of Eden, announcing \$1 million in funding for a feasibility study into the project. This will investigate a potential re-opening the Canberra to Bombala line, which has been closed south of Cooma since 1986, and an extension of the line to Canberra Airport and the port of Eden, which is currently undergoing a major redevelopment. As no rail line has ever existed from Bombala to the Port of Eden, the feasibility study will identify potential corridor extensions.

"This rail line could potentially provide a new link from Canberra, as a global gateway for passengers and trade, to the Port of Eden, an emerging cruise destination and home to one of the largest fishing fleets in NSW," the NSW Premier said. "As a government, we have worked hard to put ourselves in the financial position where we can invest heavily in major infrastructure projects that transform the way we live and get around, and I want to ensure that investment extends right to the borders of NSW, not just the borders of metropolitan Sydney."

### **Canberra Tram**

As at early August, progress with the Canberra Tram Stage 1, Gungahlin to City, was: 16 of 24 track-kilometres laid; concrete track base almost all in place, three of five sub-stations complete, ten of 14 trams on site, with the remaining four on the water from Spain. The northern half of the line was virtually complete. Some trams have been tested to their full line speed. Transport Canberra is confident of meeting its late 2018 opening date target.

Stage 2, from the City to Woden - if approved - is expected to be in service in 2024. Because this traverses land subject to Commonwealth planning control, it must be approved by the Federal Parliamentary Territories Committee, which is currently undertaking hearings. Stage 3 will be Belconnen-City-Russell.

### **Metro Trains Melbourne: 26 August timetables**

New Metro timetables from 26 August are now available on Public Transport Victoria's website at <https://www.ptv.vic.gov.au/timetables>

#### **Burnley Group (weekdays)**

Minor alterations resulting from the new Clifton Hill Group timetable.  
1740 down Glen Waverley altered to run one minute later.

1743 down Belgrave altered to run one minute later to Camberwell and non stop Surrey Hills.

1748 down Lilydale stop Surrey Hills and run one minute later Box Hill to Mooroolbark.

### **Burnley Group (weekends)**

Altered empty train operation to utilise trains from Layby Sidings and Macaulay Sidings (Saturday) to have trains available at Burnley Sidings for additional traffic / occupations.

### **Caulfield Group (weekdays)**

Additional service from Westall departing at 0851.  
Additional service to Dandenong departing at 1555.  
Additional service to Westall departing at 1819.

The ten minute service to Dandenong (20 minute through service to each of Pakenham and Cranbourne) is extended to operate to 2130, then 20 minute service to Pakenham (connecting shuttle to Cranbourne) to 2230.

### **Clifton Hill Group (all days)**

Extension of the South Morang line to Mernda, with new stations at Middle Gorge, Hawkstowe, and Mernda. Eight trains will stable at Mernda. Most weekday and all weekend services are extended through to Mernda.

### **Clifton Hill Group (weekdays)**

Five additional services on the Mernda line arriving Flinders St before 0930.  
New AM Peak service for the Hurstbridge line, with two additional services departing from Eltham that arrive Flinders St before 0930.  
Four additional services on the Mernda line departing Flinders St between 1530 and 1830.  
New PM Peak service for the Hurstbridge line departing Flinders St between 1530 and 1830, with one Greensborough service extended to Eltham. Hurstbridge services more evenly spread between the 1625 and 1838 departures from Flinders St, departing at 1625, 1647, 1709, 1731, 1750, 1810, and 1838.

### **Northern Group (weekdays).**

The ten minute service to Newport extended through to the 2022 departure from Flinders St.  
All down Werribee and Williamstown services are altered to depart from Platforms 8 and 9 at Flinders St after 1900.  
Altered Werribee pattern from 2042 departure from Flinders St resulting from extension of ten minute service.  
Other services and empty trips have been altered to accommodate the above changes.  
One additional train stabled overnight at Newport Sidings for an additional Standby train.  
This timetable requires 198 trains to run the morning peak service (up from 190) and 190 trains to run the evening peak service (up from 180), including standby trains.

### **V/Line: 26 August timetables**

New V/Line public timetables from 26 August are now available on the V/Line and Public Transport Victoria websites at

<https://www.vline.com.au/Timetables/Additional-pages/Timetable-list> and

<https://www.ptv.vic.gov.au/timetables> The new Working Timetables (aka Network Service Plan) are available at <https://corporate.vline.com.au/Network-Access/Network-service-plan> There are new timing points in the WTT.

- Northern line: Anderson Road Junction (between Sunshine and Albion).
- Ballarat line: Toleern, Melton Weir Junction, Maddingley (west of Bacchus Marsh), Maddingley Junction, Rowsley Loop, Ingliston Road, Bostock, Millbrook, New Bungaree.
- Warrnambool line: Robinsons Road Junction (between Deer Park and Tarneit), Wyndham Vale South, Church St (between North Geelong and Geelong Loco Depot), Wauran Ponds Holding Siding.
- Shepparton line: Ross Block Point (between Murchison East and Toolamba Block Point).
- Gippsland line: Moe West Junction.

A few V/Line trains are still timetabled to operate via Werribee – all are Empty runs. Possibly this is to maintain drivers' route knowledge. These trains are:

- 0952 Southern Cross-Geelong Mon-Fri when required
- 1923 SX-Geelong Sunday
- 2130 SX-Geelong Sunday
- 1142 Geelong-SX Mon-Fri when required
- 1945 Geelong-SX Friday
- 2134 Geelong-SX Friday.

In general, there are few changes.

**Warrnambool line:** Services are slightly faster as a result of level crossing upgrade works and changed stopping patterns. Journey times decrease by between one and ten minutes. The 0556 and 1206 weekday trains from Warrnambool to Melbourne and the 0723 weekday train from Melbourne to Warrnambool no longer stops at Marshall and South Geelong. There are changes to timetables of connecting buses on the Casterton, Mount Gambier, Portland and Heywood routes.

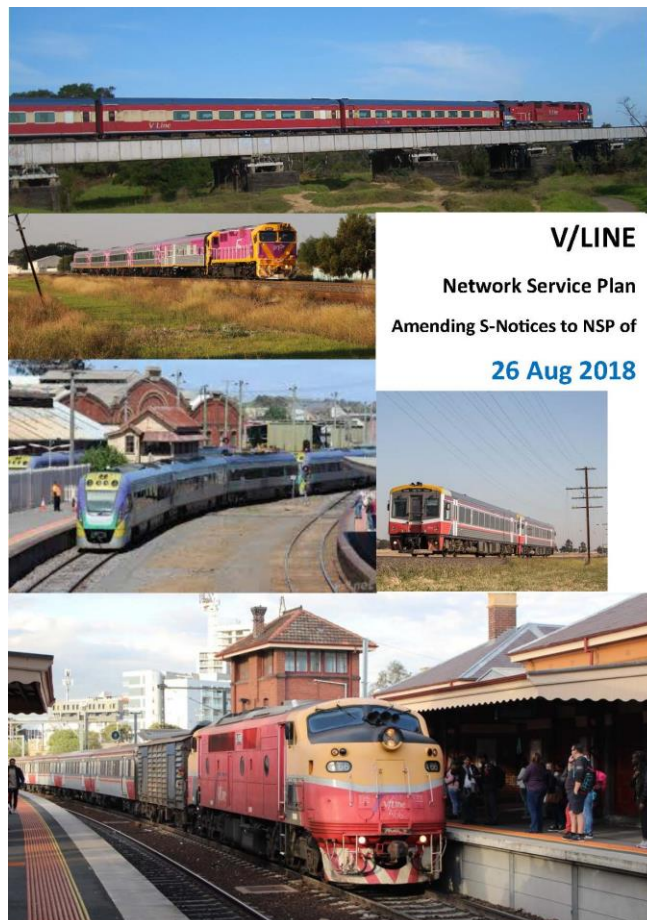
**Geelong line:** Three Geelong services are extended to Wauran Ponds. The 0835 weekday train from Geelong to Melbourne runs earlier and originates at Wauran Ponds at 0810. The 1435 weekday train from Geelong to Melbourne, which has been departing from Wauran Ponds as a trial since April, will be formalised in the new timetable. The 0730 weekday train from Melbourne to Geelong is extended to Wauran Ponds. These services stop at Marshall and South Geelong in place of Warrnambool trains which will no longer stop there. There are minor changes to arrival, departure and journey times of six Geelong line trains to reflect improved journey times on the Warrnambool line, allow for the extension of some services to Wauran Ponds and provide smoother travel patterns between Geelong and Melbourne.

**Gippsland line:** Some Bairnsdale services are now VLocities following works to upgrade level crossings between Sale and Bairnsdale. VLocities operate on

four of the six weekday and Saturday and two of the four Sunday services. Classic fleet trains continue to operate the first service from Bairnsdale to Southern Cross and the last service from Southern Cross to Bairnsdale, seven days a week. To ensure the safety of all services around the new train depot at Pakenham East, there are changed journey times for most Gippsland services of between one and six minutes. There are changes to timetables of connecting buses on the Lakes Entrance, Marlo and Maffra routes.

**Geoff Mann** comments: "The 26 August VLine timetable will implement VLocity operation extended to Bairnsdale on two of the three Mon - Sat return services and one Sunday return service. First class and refreshment facilities will be unavailable on these journeys. VLine has stated that the lack of onboard refreshments is a temporary measure as these facilities are being considered in the design of new long distance trains.

"Despite the VLocity having superior performance and higher permitted speeds compared with loco hauled consists, a number of timings in the new timetable remain virtually unaltered. Where intermediate running times have been sharpened, overall journey time improvements are negated by longer crossing allowances or pathing delays in the suburban area. Thus Bairnsdale journey times remain either unaltered or extended by a few minutes. Most Traralgon services have been adjusted by up to a few minutes."



**V/LINE**  
**Network Service Plan**  
 Amending S-Notices to NSP of  
**26 Aug 2018**

*This item is available from the ATA's September Distribution List.*

### **V/Line: Shepparton line**

Major maintenance and renewal works will close the Seymour / Shepparton line for a fortnight from Saturday 25 August until Sunday 9 September, with bus substitution. \$10 million of work will be undertaken to upgrade track, signalling and structures, including replacing the station pit at Donnybrook, removing the existing track near the station platform, adding new ballast and laying new track, platform renewal at Wandong, signal upgrades in Kilmore East, a bridge deck replacement at Dysart, culvert replacements near Mangalore, sleeper replacements in Murchison East and mud hole removals along the line. This will coincide with works on the Buckley St, Essendon, level crossing removal. Once upgrades are complete, Shepparton passengers have been promised nine return services every day (at present four) and V/Locity trains to Shepparton.

### **V/Line: Albury line**

Bombardier will design standard gauge bogies for VLocity trains for Victoria's North East Line, as part of the state's efforts to get trains ready for the upgraded line when completed. This is in addition to its existing orders for 87 VLocity carriages. VLocity trains have not previously been fitted with standard gauge bogies, and so this component is expected to take the longest to design, construct, and gain safety accreditation. Detailed design is expected to take up to 12 months to complete. The full build for the new long-haul VLocity trains will take two years to complete.

The North East line is being upgraded to a Victorian Class 2 standard under the \$1.7 billion Regional Rail Revival program, which is jointly funded by the Federal and Victorian governments.

### **V/Line: Bendigo line**

The Federal and Victorian governments will jointly provide \$91 million to upgrade signalling between Bendigo and Eaglehawk and Epsom. Train speed will be increased from 80 to 130 km/h. Construction is expected to begin in late 2018.

### **V/Line: Geelong-Ballararat line**

As from 14 August Warrenheip Loop was restored to use, and Gheringhap Loop was removed from use.

### **Metro Trains Melbourne: Hurstbridge line**

On 2 August, Victorian Premier Daniel Andrews promised to rebuild Greensborough station, duplicate three kms of track between Greensborough and Montmorency, and duplicate 1.5 kms between Diamond Creek and Wattle Glen at a cost of \$530 million. The Opposition Liberals have said they will duplicate 6.7 kms of track between Greensborough and Eltham, rebuild Montmorency station, and build more parking at Greensborough, Montmorency and Eltham, at a cost of \$307 million.

### **Metro Trains Melbourne: Upfield line**

The Upfield line could be elevated over Moreland Road and Bell St, or lowered beneath these roads in an open trench, or there could be a combination of these proposals, under draft plans to get rid of level crossings. Two design proposals, released to the



public for feedback, are to remove level crossings close to Coburg and Moreland stations. Construction will start next year and the crossings removed by 2020.

### Metro trains Melbourne: Dandenong line

The new elevated station at Hughesdale on the Cranbourne-Pakenham line opened on Saturday 25 August - the fifth new station to become operational under the Caulfield to Dandenong project. The old Hugdesdale station was demolished in October 2017. As part of the project, nine level crossings were removed and four other new stations built – at Carnegie, Murrumbeena, Noble Park and Clayton.

### Adelaide Metro: Tram extensions

Driver training on the new North Terrace and King William Road lines commenced on 6 August. An opening date has not yet been announced. When opened, tram services will be:

- Glenelg to new Royal Adelaide Hospital – with limited peak services extended to the Entertainment Centre;
- Entertainment Centre, Bowden to Botanic Gardens, North Terrace; and
- Glenelg to Festival Plaza, King William Road on weekends and Adelaide Oval event days only.

Here is Adelaide Metro’s out-of-scale and upside-down tram map, with north (City) at the bottom.)



### Transdev Veolia Auckland

From 26 August, Auckland Southern, Eastern and Western lines will have weekend frequencies increased from 30 to 20 minutes until 1900. The weekend Pukekohe service frequency will increase from 60 to 30 minutes. After 1900, trains remain at a 30 minute frequency. Only the Onehunga line trains remain at 30 minute daytime off-peak frequency.

There are more services to Pukekohe. Outside of peak times, Papakura-Pukekohe weekday and weekend shuttle trains will run every half hour (formerly hourly). As this diesel shuttle runs every 30 minutes connecting with the main electric trains every 20 minutes, connections are unfortunately alternately either 5 minutes or 15 minutes. The Papakura 20 minute peak frequency will be extended in the evening. Extra Friday night services, with the last train departing Papakura at 0059 (departing Britomart at 0000). Onehunga line trains are limited stop from first service until 1930 daily skipping Greenlane and Remuera stations.

Extra Friday night (Saturday morning) services run. The last trains to depart Britomart now are: 0000 to Papakura for onward travel to Pukekohe, 0116 for the Eastern line, 0118 for the Onehunga line, 0130 for the Southern line to Papakura, and 0142 for the Western line.

The timetables are available at <https://at.govt.nz/bus-train-ferry/timetables/#newtimetables>

### TranzScenic: Coastal Pacific

Two years after the Kaikoura earthquake suspended its operations, the Coastal Pacific scenic train services will start up again on the NZ South Island Main North Line from 1 December and run until late April 2019. Christchurch departure will be at 0700, arriving Picton at 1315. Picton departure will be at 1415, arriving Christchurch at 2030. Landslides from the earthquake in November 2016 significantly damaged the rail line, leading to the suspension of the Coastal Pacific and freight trains.

## Cambodian Railway train and timetable revival

The Royal Railway of Cambodia has re-opened, after many decades, the Western line from Phnom Penh to near the Thai border at Poi Pet, albeit with a passenger train only every second day (although not stated in the timetable, Mon, Wed, Fri from Phnom Penh and Tues, Thurs, Sat from Poi Pet). There are also four trains a week (Fri, Sat, Sun, Sun, returning on Sat, Sun, Sun, Mon) from Phnom Penh to Sihanoukville; and a shuttle service to Phnom Penh Airport every 30 minutes. The Royal Railway of Cambodia has published a colourful, English-language, one-sheet timetable. Copies are available from the ATA September Sales List. This is probably the first Cambodian timetable published for decades.

## Britain: Timetable plans

UK train operators have scaled back their next timetable overhaul, planned for December 2018, to avoid a repeat of the disruption that took place in May following the introduction of new timetables.

Timetables are usually rescheduled twice a year, in summer and winter. However, what was labelled as the biggest ever rail timetable overhaul turned out to be more damaging than helpful.

Govia Thameslink Railway and Northern are among the eight franchises that encountered the most problems during the overhaul, which led to dozens of train cancellations and delays every day. Both operators have therefore opted to postpone their new overhaul to 2019. Cross Country, Great Western Railway, London Overground, South Western Railway, TransPennine Express and West Midlands Trains also announced they will not amend their timetables this winter, while other operators will introduce only minor changes. South Western Railway expressed its disappointment at the decision, as its previously planned timetable change in December would have led to increased capacity.

Infrastructure manager Network Rail labelled the recent problems as 'painful lessons', which, however, are yet to be learnt as operators continue to struggle with new service schedules. Network Rail chairman Sir Peter Hendy said that the majority of changes will be introduced gradually over the next few overhauls in a bid to make services more reliable. He added: "The railway industry has taken a long, hard look at its plans for the next timetable change in December and, taking into account recent painful lessons, the industry has scaled back its ambition and tempered it with a more cautious, phased approach to introducing the new timetable. The railway is too vital for the health and wealth of our country to risk a repeat of the mistakes of May, and this more balanced approach of ambition and caution is absolutely the right thing to do for the millions who rely on our railway every day."

Industry body The Rail Delivery Group welcomed the decision and the franchisees' wish to take a more cautious approach to the overhaul. Chief executive Paul Plummer said: "In parts of the country, many people have suffered unacceptable disruption following

the introduction of the new timetable in May for which we are sincerely sorry. The industry is determined to learn the lessons from what went wrong."

On 17 July, the Office of Rail and Road (ORR) required that Network Rail immediately take four actions to improve its timetable planning, after an investigation by the regulator found systemic failings. ORR's immediate priority is the successful delivery of the December 2018 timetable. It requires Network Rail to report by 31 August demonstrating how it is running an 'efficient, fair, effective and transparent' process of revising timetables. Network Rail must also revise its recovery plan by 31 August to get timetables back to being agreed 12 weeks in advance (known as T-12) and publicly report on progress. Network Rail has been instructed to accelerate progress on ORR-approved plans to strengthen its timetabling capabilities, with a first draft to be supplied to ORR by 17 September. Network Rail must also speed up decisions on structural reform and provide by 30 September a draft plan for better co-ordination between its infrastructure projects and timetabling functions.

## Netherlands Timetabling

The Dutch main line network is 'almost full', infrastructure controller ProRail warned on 20 August. It issued the stark assessment in its annual update on proposed path allocations for 2019. ProRail said it was 'running up against the limits' of its 7 300 track-km network, pointing out that traffic had grown from 129 million train-km in 2004 to 165 million train-km planned for 2019. It added that there would be 'little room' in trying to add more infrastructure as there was 'no room for that' across the country.

Challenges include a marked increase in freight traffic, with 8% more trains expected to run next year; and the amount of stabling and depot space around the network, which must be 'quickly addressed' Some capacity relief will be provided by the launch of more IC Direct inter-city passenger services over the HSL-Zuid high speed line, releasing paths on the conventional network for local trains, and infrastructure work between Amsterdam and Utrecht.

Looking ahead, the infrastructure manager believes that more capacity can be squeezed through the deployment of intelligent timetabling tools, particularly aimed at freight trains which often require short notice paths or changes to booked workings. From 2020, the national working timetable will be specified to the nearest **6 seconds** rather than whole minutes, which ProRail believes will 'help it better deliver the public timetable'.

## Israel Railways timetable

There were rumours that Israel Railways would not publish a new paper timetable. However, they did so for the timetable change of 31 March 2018. It is 120 pages, with substantial parts translated into English. Patronage on IR increased 500% between 2000 and 2017. In the 1980s, before substantial improvements commenced, the public timetable was a single sheet.

**Thanks** to Tony Bailey, Scott Ferris, Alan Gray, Hilaire Fraser, Victor Isaacs, Geoff Lambert, Paul Nicholson,

## EDITORIAL – STYLE GUIDE

Here is the *Table Talk* Style Guide. This may be useful for existing contributors, may help to encourage new contributors (always welcome!) and may elicit comments from readers.

**DEADLINE:** The deadline for each issue is usually the last weekend of each month.

*(Exception: The January edition is subject to advice from the printer as to their Christmas shutdown arrangements.)*

**STYLE:** The aim is to maintain good standards of English, and to have a magazine which looks good, but looks different to the ATA's other magazine, the *Times*.

**FONT:** 10 point, Arial. (Main Headings: 12 point Arial **Bold**, Sub Headings: 10 point, Arial, **Bold**). Two columns.

**DATES AND TIMES:** Dates: day/month/year, eg 6 August 2018, 12 Sept 2019.

Time: In 24 hour clock, eg, 0615, 0850, 1245, 1515, 2010.

*(Exception: When quoting directly from a document, the original style should be maintained.)*

Spelling: Australian/British, not American spelling.  
*(Exception: program, not programme.)*

**OTHER:** The following guidelines are not necessarily right or wrong. Rather, the idea is to maintain standardisation within the magazine.

Spell out numbers from one to ten. Use numerals for numbers 11 and above.

Abbreviate Street to St. *(Exception: Spell out Street in full when it is in close proximity to the abbreviation St for Saint, for example Arthur Street, St Albans; Fitzroy*

*Street, St Kilda*). Generally, avoid other abbreviations. Spell out Road, Parade, Highway, etc in full.

Use "and" not "&"; use "would" not "wd"; use "could" not "cd", etc.

However, well-known abbreviations which readers will be familiar with should be used, eg "km" not "kilometre", "ARTC" not "Australian Rail Track Corporation", "TfNSW" not "Transport for New South Wales", etc. But, use the long form occasionally to maintain readers' familiarity.

Follow the current trend to not capitalise words, eg "station" not "Station", "government" not "Government".

On first mention in any news item, indicate which government, eg "The Federal government has decided...", "The NSW government will implement...", "The Victorian Minister for Transport..."

De-politicise press releases, eg, change "Morrison government" to "Federal government", change "Andrews government" to "Victorian government", and so on.

On first mention in any news item, spell out any abbreviations not commonly understood by everyone, eg, "Buses terminate at the Queen Victoria Building", but subsequently just "QVB". (The test is: Will this Sydney abbreviation be understood by every Melbourne reader; will this Brisbane abbreviation be understood by Perth readers, etc.).

## ODD SPOT



### He says Transwa, she says TransWA

Recently, *Table Talk*'s Rail Editor, Victor Isaacs, emailed Perth ATA member, David Whiteford, as follows: "Can I please ask you a silly question: How is Transwa pronounced? Is it Trans - wah, or is it Trans-double-u-a?"

David replied: "Not a silly question at all and I do not know the answer! We all pronounce it wah and it is usually written with a small wa (Transwa or as Transwa). If it was officially to be pronounced double-u-a I'd expect it to be written TransWA. The staff at the Transwa counter at East Perth Terminal say they always answer the 'phone Trans Double U A – but

know that many people use the lazy Trans wah and it is accepted, if not proper."

### Tight timing

New rail timetables were introduced throughout Britain from 20 May, as reported above and in the August *Times*, pages 7-13. One of the new features was the introduction of electric trains from Preston to Blackpool North. This was one of a number of new infrastructure projects which ran late, jeopardising the new timetable. Indeed, the Office of Rail and Road only gave approval for the introduction of these electric trains on the evening before the timetable came into effect!



Toronto dep 2200 Day 1  
 Vancouver arr 1800 Day 5  
 Vancouver dep 1200 Day 1  
 Toronto arr 1400 Day 5

The previous times were;  
 Toronto dep 2200 Day 1  
 Vancouver arr 0942 Day 5  
 Vancouver dep 2030 Day 1  
 Toronto arr 0930 Day 5

The westbound trip is now 8 hours and 18 minutes slower while the eastbound is 13 hours slower! And, the following appears on VIA's website:

"IMPORTANT NOTICE: While VIA endeavours to operate on time, the realities of increased freight traffic on tracks that we do not own may give rise to significant delays. We suggest that you plan accordingly, such as not arranging connecting transportation on the day of your arrival."

**Thanks** to Victor Isaacs, Richard May, David Whiteford and *Railway Magazine* (UK) for Odd Spot.

### One way to try to run on time

VIA Canada's transcontinental train, the Canadian, mainly runs on tracks of the Canadian National Railways. CN is not required to give this passenger train priority over its own freight trains - and it does not. Hence, the schedule was slow. However, from June it has been even slower. The new timetable (from the Viarail website) is:

## BUS NEWS

### NSW / ACT

**Marulan Coaches** changed their Marulan-Goulburn Canberra timetable on 16 July. However, the service was suspended from 24 August. It has operated since March 2018 and is the latest in a series of failed attempts to establish a viable commuter bus service between Goulburn and Canberra.

**TransBorder** has issued a new timetable for its Yass-Canberra services dated 2 July. A morning school run

is slightly modified.

**QCcity**, Queanbeyan/Canberra: Route number and name changes were introduced from Monday 3 September. All new school bus numbers will start with a capital 'S' and be followed by a new three digit bus number, e.g. S100. The new numbers will ensure that regular buses are easily identifiable. All new regular bus numbers will consist of three digits, e.g. 101.

Old No.	New No.	New Route name
830	830	Canberra City Centre to Queanbeyan Interchange via Manuka and Kingston
831	831	Queanbeyan Interchange to Woden Interchange via Fyshwick and Canberra Hospital
832	832	Queanbeyan Interchange to Queanbeyan East
833	833X	Queanbeyan Interchange to Canberra City Centre Express
834	834	Queanbeyan Interchange to Brindabella Business Park via Airport Precinct, Fyshwick and Majura Park (Loop Service)
835	835	Queanbeyan Interchange to Jerrabomberra via Letchworth
836	836	Queanbeyan Interchange to Jerrabomberra via Jerrabomberra North Terrace
835/6	---	Combined with routes 835 and 836
837	837	Queanbeyan Interchange to Googong via Karabar Cooma St
838	838	Queanbeyan Interchange to Oaks Estate via Queanbeyan Station and Queanbeyan Hospital (Loop Service)
839	839	Queanbeyan Interchange to Karabar via Barracks Flat (Loop Service)
840	D840	On Demand Queanbeyan
850	D841	On Demand Queanbeyan Interchange to Bungendore
850	844	Queanbeyan Interchange to Bungendore Elmslea Drive
981	842	Yass Orion St to Canberra City Centre via Woden Interchange and Canberra Hospital
982	843	Yass Rossi St to Canberra City Centre via Belconnen and Calvary Hospital.

### New South Wales

From 23 September, route 333 will gain additional services, becoming a high frequency, high capacity "turn up and go" service, with buses as often as every three minutes during peak times between Bondi Beach and Circular Quay. This means it will be one of the most frequent transport services available in Australia.

In off-peak, route 333 buses will run every six minutes during the day and every ten minutes at night, seven days a week. The overnight 333N bus will run all-stops between the City and North Bondi.

Changes will also be made to other bus routes in the east, with improvements to reliability and service

frequencies during off peak, evenings and weekends. Four routes that currently travel to Bondi Junction, the 382, X79 and X84 from North Bondi and the 361 from

Tamarama will be replaced by additional services on other routes. There will also be additional services and some route changes for routes L24, 380 and 381.

- | <b>Route</b>   | <b>Location</b>                   | <b>Change</b>       |
|--|-----------------------------------|---------------------|
| <b>323</b>   | <b>Dover Heights to Edgecliff</b> | <b>Route change</b> |
| <ul style="list-style-type: none"> <li>• Extended to operate between North Bondi and Edgecliff via Dover Heights (old route operated between Dover Heights and Edgecliff only).</li> <li>• In the Dover Heights area, will no longer stop at the last two stops on Military Road and the stop on Peel Road, instead operating via Portland St, Lancaster Road and Military Road to and from North Bondi.</li> <li>• No change to the number of trips or the operating hours.</li> <li>• Timed to facilitate connections to F4 ferry services at Rose Bay Wharf.</li> </ul> |                                   |                     |

**324, 325** **Watsons Bay to City via New South Head Rd** **Timetable changes**  
 Additional evening services, increasing service frequency to every 40 minutes on both routes from the former 60 minutes.

**L24** **Watsons Bay to City via New South Head Road** **Route change**  
 Changed to operate between Vacluse (Old South Head Road) and Wynyard. Passengers from Watsons Bay will instead catch route 324. Now serves all stops between Vacluse and Edgecliff, then as per existing stopping arrangement to Wynyard

**326, 327** **Bondi Junction to Edgecliff** **Timetable changes**  
 Very minor changes to times for some trips but the frequency and span of hours unchanged.

**333** **North Bondi to City via Bondi Junction** **Route change**  

- Peak period trips extending between North Bondi and Dover Heights withdrawn; passengers can change to routes 323 and 380.
- Changed stopping pattern to reflect customer demand and changes to surrounding services.
- Additional services throughout the week using high capacity bendy buses to address demand.

**333N** **North Bondi to City via Bondi Junction** **New route**  
 Replaces the current 380 overnight all stops service between North Bondi and City. Will run from 2300 until 0600 operating at all stops.

**360** **Clovelly to Bondi Junction** **Timetable changes**  
 Additional off-peak and weekend services, increasing service frequency to every 20 minutes.

**361** **Tamarama to Bondi Junction** **Route withdrawn**  
 Replaced by route 381 (now operating via the Tamarama area) and the existing route 360.

**370** **Coogee to Leichhardt via Green Square** **Timetable changes**  
 Additional services throughout the week, increasing service frequency to every 15 minutes during the day, ten minutes during the peak.

On demand services were revised on 20 August in the Eastern Suburbs and Manly areas. The Eastern Suburbs is now serviced by Transit Systems in lieu of Transdev.

## **Optus Centre Sydney Express Bus Network from 2 October**

With the closure of the Epping-Chatswood Railway from 30 September the Optus Charter Bus Network serving the Optus Centre Sydney (OCS), Macquarie Park will be enhanced. Prior to 2 October the network comprised three routes:

- 993/993e Optus Centre Sydney-Wynyard
- 994 Optus Centre Sydney-Epping
- 998 Optus Centre Sydney-Macquarie Centre

From 2 October these routes will be supplemented by:

- 992 Optus Centre Sydney-St Leonards
- 997 Optus Centre Sydney-Parramatta

Thus the Optus Charter that existed prior to the opening of the Epping Chatswood Rail Link will be re-established except for 991 Optus Centre to Chatswood, with the addition of the 997 Parramatta service. Optus charter services are operated by Hillsbus Monday to Friday and are free except for the pm services from OCS to Wynyard which require a \$4 co-contribution. Details are:

992 OCS-St Leonards every 15 to 30 minutes from St Leonards from 0630 to 0910, return trips from OCS operate every 20 to 30 minutes from 1525 to 1820.

993 OCS-Wynyard services operate from Wynyard as 993e via Herring Road e-ramp every 6 to 10 minutes from 0620 to 0952, return trips from OCS extend to the Queen Victoria Building (QVB) and operate as 993 every 10 to 15 minutes from 1510 to 2010. Inward trips to OCS have been increased by four, outward trips from OCS have been increased by one. Many services

from Wynyard are operated by buses which have arrived from the Hills District and then return to the Hillsbus depot. In the afternoon many services to QVB are operated by inward buses from the depot prior to commencing serves to the Hills District.

994 OCS-Epping services now operate every 5 to 10 minutes from Epping from 0625 to 1027, thus providing more services compared with the previous ten minute frequency, return services operate from OC every ten to 15 minutes with an increase of six services.

997 OCS-Parramatta services operate every 30 minutes from Parramatta from 0625 to 0900 and every 30 minutes from OCS 1530 to 1810.

998 OCS-Macquarie Centre Shuttle services operate every five to ten minutes from 1130 to 1430. Previously this service had a frequency of ten minutes.

**CDC Hunter Valley** issued revised timetables on 29 July for routes 261 262 263 267 268 and 269. The main alteration is to route 263 which now travels between Cardiff and Charlestown via Cardiff South and Hillsborough.

CDC Hunter Valley on 1 August took over the business of Central Coast Liner. CDC has also taken over the business of Forest Coachlines Including route services and depots at Frenchs Forest, Sawtell and Narrabri.

**Nowra Coaches** updated their timetables from 2 July. Times are the same as March 2016, but route numbers have changed - routes 732/3/4 are now 101/2/3.

## Victoria

**PTV** issued revised timetables on 16 July for routes 423 and 767. Route 423 gained one additional early morning trip ex Box Hill in the weekday peak hours. Route 767 has an alteration to one afternoon trip by a few minutes.

On 26 August to maintain train connections new timetables were issued for the following routes: 150/1 153 160/1 166/7 170 180/1 190/2 301 356/8 411/2 414/5 417 441 494/8 504 508 517/8 527 546 548/9 551/9 561 564 566/7 569/70 577 701 709 767 798/9 813 822 828 831 834/7 839 841 845/7 849 862/3 890/5 897/9 900 925/6 928/9. Route 541 was extended from Roxburgh Park to Craigieburn to provide new connections.

Also on 26 August the Plenty Valley bus network was redesigned following the extension of the railway from South Morang to Mernda. Route 381 now extends from South Morang to Mernda station. Route 382 now connects with Mernda station. Route 383 serves Middle Gorge station. Route 384 has a new timetable with a later trip to Kinglake. Route 385 now serves Mernda station as well as Greensborough station. Routes 386/7 are rerouted to serve Mernda station. Routes 388/9 are new routes around Mernda and Doreen linking Laurimar town centre, Mernda Village shopping centre and station. Route 388 is daily anti-clockwise loop and route 389 is a Monday-Friday clockwise loop.

## Western Australia

From Sunday 5 August new timetables were issued for routes 24/5 27/8 81/5 97 102/3 107 353 360/1 365 370 372 376/8 384/9 421/3 425 490/1 540/3 950 960 and 970. All have time changes. In addition routes 97, 365, 397 and 998/9 have additional trips while routes 19/20 and 103 have a reduction in the number of trips. Route 354 is a new route introduced as a twelve month trial as a weekday off peak service between Mirrabooka bus station and Dog Swamp shopping centre.

Sunday 12 August saw further timetable re-issues for Timetables 108 [routes 285/8, 293, 298], 109 [routes 36, 40, 295/6, 299], 110 [routes 40, 380] and 209 [route 935].

From Sunday 2 September there are more timetable revisions for timetables 12 [routes 30/1], 14 [routes 201/2/3], 15 [routes 72 and 75, 16 [routes 32/33 and 70], 19 [routes 34/5], 90 [routes 38/9 and 284], 94 [routes 282/3]

## New Zealand

### New Auckland North Shore Bus network effective 30 September:

#### Busway Services:

NX1 Britomart-Albany Station/Hibiscus Coast Station  
NX2 City Universities-Albany Station  
866 Newmarket-Albany Station.

**Frequent Services** (At least every 15 minutes, 0700-1900, seven days a week, on entire or common route):

82 City Centre-Milford via Takapuna  
83 Takapuna-Massey Uni via Busway, Mairangi Bay and Browns Bay  
95B Britomart-Bayview via Glenfield  
95C Britomart-Constellation Station via Glenfield  
97B Britomart-Beach Haven via Birkdale Road  
97R Britomart-Beach Haven via Rangatira Road.

**Connector Services** (At least every 30 minutes, 0700-1900, seven days a week):

801 Akoranga Station-Bayswater  
814 Akoranga Station-Devonport  
843 Akoranga Station-Constellation Station via East Coast Rd and Sunnynook  
856 Takapuna-Albany Station via Beach Rd, Brown Bay and Torbay  
861 Constellation Station-Long Bay via Bush Rd, Albany Station and Glamorgan Drive  
865 Albany Station-Browns Bay via Oaktree Avenue  
871 Takapuna-Constellation Station via Smales Farm Station and Forrest Hill Road  
878 Constellation Station-Browns Bay via East Coast Road and Weatherly Road  
923 City Centre-Akoranga Station via Sylvan Avenue and Hillcrest  
941 Takapuna-Beach Haven via Glenfield and Kaipatiki Road  
942 Takapuna-Beach Haven via Onewa Road and Highbury.

**Local Services** (Frequency and days of operation vary):

- 806 Devonport-Stanley Point
- 807 Devonport-Cheltenham
- 845 Takapuna-Milford via Smales Farm Station and Nile Road
- 883 Constellation Station-Snapper Rock
- 884 Constellation Station-North Harbour Industrial anti-clockwise
- 885 Constellation Station-North Harbour Industrial clockwise
- 889 Constellation Station-Albany Station via Hugh Green Drive
- 901 Smales Farm Station-Constellation Station via Wairau Road and Unsworth Drive
- 906 Smales Farm Station-Constellation Station via Archers Road and Windy Ridge
- 907 Campbells Bay-Constellation Station via Sunnynook Station and Target Road
- 917 Birkenhead-Albany Station via Glenfield and Albany Highway
- 926 Akoranga Station-Glenfield via Hillcrest West
- 928 Northcote Point-Smales Farm Station
- 931 Auckland Uni-Chatswood
- 933 Auckland Uni-Beach Haven via Verbena Road
- 966 Newmarket-Highbury (peak extension to Beach Haven).

**Peak Period Services:**

- 802 City Centre-Bayswater
- 842 Smales Farm Station-Crown Hill via East Coast Road
- 890 Albany Station-Corinthian Drive

- 924 Hillcrest-City Centre via Northcote (am peak)
- 939 Auckland Uni-Windy Ridge.

On 30 September, 991X City-Waiwera and 992X City-Gulf Harbour will be discontinued and replaced by NX1 and more services on 981, 982. Thus the **Hibiscus Coast network** will be:

- 981 Hibiscus Coast Station-Orewa/Waiwera
- 982 Hibiscus Coast Station-Manly Shops/Gulf Harbour
- 983 Hibiscus Coast Station-Gulf Harbour via Red Beach and Vipond Road
- 984 Hibiscus Coast Station-Orewa via Maygrove
- 985 Hibiscus Coast Station-Orewa via Millwater
- 986 Hibiscus Coast Station-Albany Station via Dairy Flat
- 987 Arkles Bay Loop
- 988 The Plaza-Gulf Harbour Ferry Terminal.

Also effective 30 September is a new network for **Warkworth** comprising three routes:

- 995 Hibiscus Coast Station-Warkworth
- 996 Warlworth-Algies Bay via Snells Beach
- 997 Warkworth-Omahavia Matakana and Point Wells.

Further to the report in the August *Table Talk* on the new Central Suburbs bus network effective 8 July, route 322 Britomart to Otahuhu via Newmarket and Great South Road and route 358 Pakuranga-Onehunga were discontinued with replacements provided by new routes.

Source: [www.at.govt.nz](http://www.at.govt.nz)

**Thanks** to Paul Brown, Hilaire Fraser, Alan Gray and Ross Morrison for Bus news.

## FERRY NEWS

A La Perouse to Kurnell tourist ferry service may operate on **Botany Bay**, following approval of Commonwealth funding.

From 14 August until the channel allowing access is improved, services to Wagstaff on the Hawkesbury River have been withdrawn. The Ettalong service had already been suspended. Instead a new interim timetable is being operated by **Palm Beach Ferries** between Palm Beach and Patonga with a fairly regular service.

A jetty has been opened at Burswood and services to fixtures at **Perth Stadium** have commenced, operated by Captain Cook Cruises.

The Tasmanian Government is providing \$2m for a scoping study and has introduced legislation to allow Metro to run a ferry service on the **Derwent River** as part of the public transport network.

**Thanks** to Tony Bailey, Tris Tottenham and *Transit Australia* for Ferry news.

# AIR NEWS

## Domestic

Virgin Australia is the most punctual carrier. Bureau of Infrastructure, Transport and Regional Economics data for the year to 30 June shows it has the “best on time performance” for arrivals and departures, taking the title from Qantas, which had the best results in 2016-17. The figures show 84.7% of Virgin Australia departures left within 15-minutes of schedule compared with 82.8% for Qantas. For arrivals, Virgin Australia landed 82.6% on-time, just ahead of Qantas with 82.3%. Tigerair recorded the worst on-time

performance, with 28.5% of departures and just over 30% of arrivals behind schedule. The best route for on-time arrivals was Adelaide - Gold Coast, while the Sunshine Coast - Melbourne route was worst for on-time departures.

Flight cancellations at 1.7% were higher than the long-term average of 1.4%. Virgin Australia Regional Airlines and Tigerair had the highest rate of cancelled flights at 2.6%. Jetstar and Regional Express had fewest cancellations at 1.3%.

## International

**Cebu Air** is flying Melbourne-Manila, on Tues, Thurs, Sat from 14 August.

**World’s longest long-haul flights by distance. From *Weekend Australian* 25 August:**

Route	Airline	Distance in km	Time	Aircraft
Singapore-New York (commence October)	Singapore	16,700	19hrs	A350-900
Doha-Auckland	Qatar	14,529	18hrs, 5m	B777-200LR
London-Perth	Qantas	14,496	17hrs, 20m	B787-9
Dubai-Auckland	Emirates	14,200	17hrs, 5m	A380
Los Angeles-Singapore	United	14,113	17hrs, 50m	B787-9
Sydney-Dallas	Qantas	13,837	17hrs, 15m	A380
Houston-Sydney	United	13,833	17hrs, 30m	B787-9
San Francisco-Singapore	United and Singapore	13,592	17hrs, 5m 16hrs, 40m	B787-9 (United) A350-900 (Singapore)
Atlanta-Johannesburg	Delta	13,581	16hrs, 50m	B777-200LR
Abu Dhabi-Los Angeles	Etihad	13,502	16hrs, 30m	B777-200LR

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## About *Table Talk*

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

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