



# TABLE TALK

## AUSTRALASIAN TIMETABLE NEWS

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## RAIL AND TRAM NEWS

### Great Southern Rail: Adelaide-Brisbane train

It is reported that Great Southern Rail will soon launch a luxury train service between Adelaide and Brisbane. It will involve a three-day northbound journey featuring guided tour stops at the Grampians in Victoria, Canberra and NSW beaches. The return journey will include beachside dining in northern NSW, a tour of the Hunter Valley and a stop at the Twelve Apostles in Victoria. The train will begin operating in December 2019, with eight departures between the beginning of that month and the end of January 2020. A spokesperson for the company confirmed that: "Great Southern Rail is indeed developing a new multi-day rail holiday", adding that it will "be launched to the public shortly".

Meanwhile, it remains unclear if taxpayer funding for the Overland Adelaide-Melbourne will continue beyond 29 December 2018.

### GrainCorp: Low tonnages

Early figures from GrainCorp's east coast network show the dramatic impact of the drought on farmers, with volumes practically non-existent so far in the winter crop. The few farmers capable of doing so have managed to deliver just 25,500 tonnes to GrainCorp's sites so far. Around the same time last year, those facilities had received 717,000 tonnes of grain. The decline is biggest in NSW, where just 1,000 tonnes has been received, down from 199,000 tonnes around this time last year. In Queensland last year's receipt figure of 508,000 tonnes has declined to 21,000 tonnes this season. And in Victoria, receipts so far are just 3,500 tonnes, down from 10,000.

GrainCorp says it has reversed its export supply chain so it can receive transhipped grain from ports to meet strong domestic demand. 156,000 tonnes of grain, mostly from WA, have so far been received at port by GrainCorp.

### Ports: Low tonnages

Rail volumes continue to struggle at Australian ports, with road still considered the cheaper option for the majority of operators, according to a report into stevedoring by the Australian Competition and Consumer Commission (ACCC). The report found that the share of containers carried via rail has dipped over

the last 12 months in Sydney and Brisbane and stayed the same in Melbourne and Adelaide. The only major port where rail received a significant increase in modal share was Fremantle, where 18% of containers are now carried by rail, the highest rate in the country. The ACCC said the growth in Fremantle was likely due to the State government recently increasing the subsidy for containers via rail from \$30 to \$50 per TEU. But across the board, rail's share of container movements to and from Australian ports dipped slightly over the last 12 months, to just 11.4%.

"The relatively low volumes of containers transported by rail in the monitored ports is due to the high cost of rail operations relative to road transport, especially over short distances, and issues on the reliability of service provision," the ACCC said. It is hopeful rail's share of container movements will grow. "Most port authorities recognise the importance of expanding the number of containers being transported by rail," the ACCC said. "Moving more containers by rail eases congestion in arterial roads servicing ports and relieves noise and air pollution in urban areas near ports."

The ACCC welcomed recent investment by the Commonwealth government to duplicate 2.9 kms of freight railway to Port Botany, Sydney, and Victoria's recently-released freight plan, which focuses on the establishment of port rail shuttles, was also welcomed.

The report is at

<https://www.accc.gov.au/publications/container-stevedoring-monitoring-report/container-stevedoring-monitoring-report-2017-18>

### Gold Coast Tramway: Stage 3A

The Federal government will provide \$112 million for the third stage of the Gold Coast light rail project from Broadbeach to Burleigh Heads, 6.4 km. This will have eight stations, upgraded pedestrian and cycling facilities and a bus interchange at Burleigh Heads. Trams will run in the centre of the Gold Coast Highway with a journey time of 16-17 minutes. Stage 3A is expected to be complete by 2023. The detailed business case is being prepared by the Queensland government in partnership with the City of Gold Coast and is expected to be complete by the end of 2018.

## QR: Mainline closures 2018-2020

The following are planned major closedowns of Queensland Rail mainlines from late 2018 to 2020 for planned maintenance or upgrading:

22-31 Dec 2018 Roma St-Corinda-Darra-Redbank-Springfield.

18-23 Jan 2019 West

16-17 Feb Bowen Hills-Glanmire

16-19 Feb North Coast

1-6 March West

10-12 March North Coast

6-8 April North Coast

12-17 April West

10-23 May West

15-16 April Aurizon Central West

20-21 May Aurizon Central West

1-5 June North Coast

14-19 June West

24-28 June North Coast

15-16 Sept North Coast

20-24 Oct North Coast

1-2 Feb 2020 Bowen Hills-Gympie North

16-17 Feb 2020 Aurizon Central West

4-5 April 2020 Toombul-Gympie North

30-31 May 2020 Northgate-Gympie North

13-14 July 2020 Aurizon Central West

29-30 Aug 2020 Northgate-Gympie North

14-15 Sept 2020 Aurizon Central West.

Particular sections of the North Coast and West line closures vary by a few days depending upon specific planned work. There are many more local planned closedowns of suburban lines. These are detailed at <https://www.queenslandrail.com.au/forcustomers/track/closures/12monthcalendar>

## ARTC: Hunter Valley closedowns 2019

The following are the planned closedowns of the Hunter Valley network in 2019 for planned maintenance or upgrading:

19-22 February Major

15-18 March Mains

9-12 April Major

21-23 May Major

7-11 June Mains

13-15 July Mains

6-9 August Major

24-27 Sept Major

26-28 Oct Mains

19-22 Nov Major

**Major** closedowns are from Kooragang to Narrabri and Ulan.

**Mains** closedowns are Islington to Maitland mainline and Sandgate to Port Waratah coal lines.

## ARTC and JHR NSW CRN: Southern line closedowns early 2019

The following are the planned closedowns of the NSW Southern mainline (Australian Rail Track Corporation) and the Canberra branch (John Holland Rail NSW Country Regional Network) in the first half of 2019 for planned maintenance or upgrading: 9-10 February and 11-12 May.

When these Southern line closedowns occur, East-West and West-East freight trains 7SP5, 6BA6, 7YN2 and 4PS6 are diverted from their usual route Parkes-Stockinbingal-Cootamundra West-Goulburn-Enfield (ARTC track) to instead operate Parkes-Orange Fork Junction-Lithgow (JHR CRN track)-Katoomba-Enfield (Transport for NSW track).

## JHR NSW CRN WTT 5 January 2019

A new John Holland Rail NSW Country Regional Network Working Timetable applies from Saturday 5 January 2019. The following amendments will take effect:

### Western Region

**1837** (PNRB 850m) for --T---- is reduced in length to 640m.

**8138** (PNRB 850m) for ---W--- is reduced in length to 640m.

### Southern Region

**1221** (PNRB 850m) for S----- is increased in length to 900m.

**2122** (PNRB 850m) for -MTWTF- is increased in length to 900m.

## ARTC Inland Rail Diversions

The following Western Region amendments to the Working Timetable apply as a result of the ARTC Parkes to Narromine Track Possession Program for the Inland Rail Project. Original paths for services amended have been preserved for future WTT use. The restoration, amendment or cancellation of the original and the below paths will be advertised on a future Country Train Notice.

**8825** (PNRB 400m) for ---W--- (was 8825 for ----T--) will depart Parkes 1845, pass Parkes Sub Terminal 1854, Bumberry 1939, Manildra 2005, arrive Molong 2036, depart 2202, pass Borenore 2227, Orange East Fork Jct 2258, arrive Orange 2302, depart 2312, pass Kerrs Creek 2344, Stuart Town 0010, Wellington 0038, Combo 0102, Geurie 0108, Wongarbron 0121, CRN/ARTC Boundary Main Line - Dubbo MW 0147 thence as tabled by ARTC to pass CRN/ARTC Boundary Main Line - Narromine 0259, Mungeribar 0318, Trangie South (Tam Lee) 0334, Trangie 0339, arrive Nevertire 0419, depart 0429, pass Mullengudgery 0503, Nyngan 0536, Nyngan AWB 0542, Miandetta 0607, Hermidale 0639, Boppy Mountain 0741, arrive Cobar 0850, depart 0900, pass Cobar CSA Junction 0930, arrive Elura 1030 – forms 8826.

**8826** (PNRB 400m) for ----T-- will depart Elura 1525, pass Cobar CSA Junction 1625, arrive Cobar 1655, depart 1705, pass Boppy Mountain 1818, Hermidale 1922, Miandetta 1954, Nyngan AWB 2019, Nyngan 2025, Mullengudgery 2058, arrive Nevertire 2131, depart 2141, pass Trangie 2220, Trangie South (Tam Lee) 2225, Mungeribar 2240, Narromine West 2256, CRN/ARTC Boundary Main Line - Narromine 2257 thence run as tabled by ARTC to pass CRN/ARTC Boundary Main Line - Dubbo MW 0005, Geurie 0046, Wellington 0116, Stuart Town 0203, arrive Orange 0327, depart 0337, pass Orange East Fork Jct 0340, Borenore 0400, Molong 0414, Manildra 0440,

Bumberry 0511, Parkes Sub Terminal 0540, arrive Parkes 0547 – terminate.

**8427** (PNRB 600m) for -----S will depart CRN/ARTC Boundary Main Line - Dubbo MW 0407 next day, pass Wongarbron 0429, Geurie 0438, Combo 0446, Wellington 0508, Stuart Town 0555, Kerrs Creek 0642, arrive Orange 0720, depart 0730, pass Orange East Fork Jct 0733, Borenore 0752, Molong 0806, Manildra 0830, Bumberry 0902, Parkes Sub Terminal 0936, arrive Parkes 0945, depart 1135, arrive CRN/ARTC Boundary Main Line - Parkes 1140 thence as previously tabled.

**8426** (PNRB 600m) for -M----- will run as previously tabled to pass CRN/ARTC Boundary Main Line - Parkes 2036, arrive Parkes 2040, depart 2210, pass Parkes Sub Terminal 2219, Bumberry 2308, Manildra 2329, Molong 0004, Borenore 0032, arrive Orange East Fork Jct 0110, depart 0120, pass Orange 0125, Kerrs Creek 0157, Stuart Town 0224, Wellington 0252, Combo 0316, Geurie 0322, Wongarbron 0335, arrive CRN/ARTC Boundary Main Line - Dubbo MW 0400 thence as tabled by ARTC.

**8425** (PNRB 600m) for ---W--- will run as tabled by ARTC to pass CRN/ARTC Boundary Main Line - Dubbo MW 1705, pass Wongarbron 1730, Geurie 1739, Combo 1747, Wellington 1809, Stuart Town 1856, Kerrs Creek 1942, arrive Orange 2020, depart 2025, pass Orange East Fork Jct 2028, Borenore 2047, Molong 2101, Manildra 2125, Bumberry 2151, Parkes Sub Terminal 2219, arrive Parkes 2230, depart 0004, arrive CRN/ARTC Boundary Main Line - Parkes 0007 thence as previously tabled.

**8428** (PNRB 600m) for ----F- will run as previously tabled to pass CRN/ARTC Boundary Main Line - Parkes 1117, arrive Parkes 1120, depart 1250, pass Parkes Sub Terminal 1300, Bumberry 1349, Manildra 1410, Molong 1445, Borenore 1513, arrive Orange East Fork Jct 1550, depart 1555, pass Orange 1600, Kerrs Creek 1632, Stuart Town 1659, Wellington 1727, Combo 1751, Geurie 1757, Wongarbron 1810, arrive CRN/ARTC Boundary Main Line - Dubbo MW 1830 thence as tabled by ARTC.

**8895** (PNIN 250m) for -M----- will depart Bathurst 2120, pass Newbridge 2211, Murrobo 2230, Blayney 2233, Polona 2246, Spring Hill 2254, Orange East Fork Jct 2304, arrive Molong 2338, depart 0023, pass Manildra 0049, Bumberry 0115, Mandagery 0124, Parkes 0149, arrive CRN/ARTC Boundary Main Line - Parkes 0151 thence as tabled by ARTC.

### General

The new Working Timetable is available via the ATA's December Distribution List. It is also available at <http://www.jhrcrn.com.au/what-we-do/network-operations-access/standard-working-timetable-swtt/>

The WTT was published as early as 20 November. An unusual feature of JHR NSW CRN WTTs is no longer included, that is, the timetables of Track Patrol trains. Another unusual feature is continued, that is, designated WTT times for track possessions between Wallerawang and Tarana, and between Bathurst and

Newbridge, for the construction of new crossing loops at Rydal and Georges Plains.

### Sydney Trains: Rail Operations Centre

Sydney Trains' new Rail Operation Centre (ROC) near Green Square is expected to be fully operational by the end of the year. On 29 October, the first of 720 staff moved into the new facility. "The control centre will bring together all the critical operations teams under one roof," NSW Transport Minister Andrew Constance said. "This will improve coordination, lead to quicker response times to critical issues on the train network and help us better recover and keep trains moving for our customers. We will be able to provide customers with almost real time information and keep them updated throughout. The control centre will be able to track every train moving on the network. The ROC will revolutionise rail operations in Australia. It's a concept that has been operating successfully in cities like London and Tokyo, and now NSW will be the first state to roll it out."

The ROC includes a digital screen which, at 33 metres long and four metres high, is said to be the largest in the Southern Hemisphere. The screen will be used by controllers to monitor the network, pull up CCTV and multi-channel live-streamed images of incidents.

### Sydney Metro

Sydney Metro has awarded a contract for the railway between Chatswood and Sydenham to a joint venture of CPB Contractors and UGL worth \$1.376 billion. It includes:

- 31 kms of underground railway track from Chatswood to Sydenham;
- 31 kms of overhead power equipment and 11 substations;
- Installation of over 350 km of service cabling;
- Connecting tracks from the end of stage 1 at Chatswood to the new tracks into the city;
- Expansion of the Sydney Metro Trains facility at Rouse Hill to accommodate 37 additional trains;
- Construction of the Sydney Metro Trains Facility south at Marrickville; and
- Installation of tunnel equipment such as ventilation, drainage and emergency evacuation and monitoring equipment and fit out of the tunnel ventilation and high voltage equipment in seven underground stations.

Major contracts yet to be awarded include metro train operations, upgrading track between Sydenham and Bankstown, and station and development contracts for Crows Nest, Victoria Cross, Barangaroo, Pitt Street and Waterloo. Sydney Metro City & Southwest has a planned completion date of 2024.

Transport for NSW is reported to be examining plans to extend the Metro from Bankstown to Yagoona.

### NSW TrainLink: Southern NSW bus developments

Following the recent introduction of a number of trial NSW TrainLink bus services, another trial is now proposed between **Wagga Wagga and Canberra**. A

bus departure from Wagga at 0700 is proposed to run via Gundagai to Canberra Civic (at 1000) then via Canberra hospitals and Queanbeyan to Canberra Railway Station (at 1050). This would provide a service for people with medical or other business in Canberra, and also provide an additional connection to Sydney by connecting with the 1200 train departure from Canberra. An alternative proposal is for the bus to travel via Junee and Cootamundra. In this case the travel time would be 25 minutes longer. The return service would connect with the 1608 train arrival in Canberra, departing at 1630, and after the circuit of Queanbeyan, Canberra hospitals and Canberra Civic arrive Wagga Wagga at 2020 if via Gundagai, or at 2045 if via Cootamundra and Junee.

Effective 26 September, TrainLink buses do not stop at the **Griffith** town stop. Buses now only call at the Griffith Railway Station. The two stops were close.

### **ARTC: Inland Freight Rail NE Victoria**

On 11 October, the Deputy Prime Minister announced \$235 million for improvements to the Victorian NE line as part of the Inland Freight Railway project (see November *Table Talk*, page 7). These works will commence in early 2019 and be completed in 2021.

They will comprise:

- Insert two new sets of crossovers in the long section of track between Seymour and Benalla to improve track access for work crews, minimise disruption of the works program and allow greater flexibility with train operation.
- Add, replace and compact new ballast.
- Remove mud-holes where ballast has been contaminated by other materials so it no longer drains water away properly.
- Resurfacing, including packing and compacting more ballast between the rail and sleepers.
- Upgrade turnouts.
- Relocate overhead signal wires to underground to decrease risk of signal failures due to trees falling on wires or line wire theft.
- Install additional backup power supplies including solar in some locations to minimise signal outages due to power supply.
- Drainage improvements by creating and reforming trackside drainage to ensure water flows away from tracks properly.
- Grind rail tracks to remove flaws in the rail surface and reprofile the surface of the rail so that there is an even interface between the rail and wheel of the train.
- Convert timber bridges to concrete ballasted bridges.
- Improve transition points between ballasted track and level crossings.

### **Metro Trains Melbourne: Cranbourne/Pakenham line**

During the Victorian election campaign, the incumbent Labor government has promised that the four remaining level crossings will be removed from the Cranbourne line at Webster St, Dandenong, Greens

Road, Dandenong South, Evans Road, Lyndhurst and Camms Road in Cranbourne. This is in addition to a commitment to duplicate the line between Dandenong and Cranbourne, eight kms, and extend it to Clyde at a cost of \$750 million. There is also a promise to remove four level crossings in Pakenham with three kms of skyrail.

This adds to 75 level crossings Labor has promised to remove by 2025 at a cost of \$6.6 billion, if the government wins the November poll. It has already removed 11 crossings along the Cranbourne/Pakenham lines.

Premier Dan Andrews said the duplication of the “longest single section of track”, coupled with the removal of all level crossings on the line, would allow for services from Cranbourne to run every ten minutes.

### **Metro Trains Melbourne: Ashburton train**

From 17 October, the 0950 Flinders St-Riversdale train was extended to Ashburton, arrive 1014. It then returns empty to Camberwell at 1019. Since the Ashburton line was extended to Alamein on 28 June 1948 it has been rare for trains to terminate/start at Ashburton. In at least the 1980s when the siding at Ashburton was in use the first down and last up services on the Alamein line started / terminated at Ashburton and were in fact listed in the PTT

The service is one of a number of MTR services designated in their WTT as “Non PSR” (Non Passenger Service Requirement), which means they are additional to the contractual requirement between MTR and the Victorian government and can be cancelled without penalty.

### **Metro Trains Melbourne: Delays 12 November**

Major delays occurred on Monday 12 November. An equipment fault near Toorak led to delays of up to 30 minutes on the Frankston, Cranbourne and Pakenham lines. The Mernda line was suspended from Clifton Hill to Epping due to an overhead power fault near Preston.

### **Metro Trains Melbourne and V/Line: Mass lines closures**

The V/Line Eastern line will be closed from 1 to 23 December for civil engineering works. Replacement buses – which will provide free travel – will run through to Melbourne. Passengers are warned of journey time extensions of up to 90 minutes.

Suburban travel on the Pakenham and Cranbourne lines will also be disrupted with trains replacing buses (details still awaited), and free travel will also be provided in this case.

Buses will replace V/Line trains between Melbourne and Ballarat/Wendouree from 8 to 16 December.

### **Adelaide Metro: Special trains**

Special railcars are expected to operate twice daily from Adelaide to the National Rail Museum at Port Adelaide from 5 to 11 January during the Australian Scout Jamboree.

## **Genesee & Wyoming Australia: Eyre Peninsula**

The current contract between Genesee & Wyoming Australia and grain broker Viterro expires in March 2019. Given the current poor drought conditions, and the poor condition of the track between Port Lincoln and Cummins, there are doubts as to the future of grain carriage on the Eyre Peninsula. The only other rail activity on the Eyre Peninsula is gypsum carriage from Kevin to Thevenard.

## **Koolyanobbing mining revival**

In early November Mineral Resources loaded its first train from its newly acquired Koolyanobbing iron ore mine, 180 kms west of Kalgoorlie, WA. It acquired Koolyanobbing from Cleveland-Cliffs in June. The 106-wagon train, made up of Mineral Resources rollingstock and carrying 7,488 tonnes of iron ore fines, ran to the port of Esperance. MinRes expects the mine to produce 6-6.25 million tonnes of iron ore per annum.

The first empty return working from Esperance derailed on Sunday morning, 11 November, south of Norseman. Arc Infrastructure, the controller of the railway, believes repairs to the track will be completed quickly. MinRes said it appeared heavy rainfall and flash flooding washed out ballast from under a small section of track, prior to the derailment. The incident was not expected to have a material impact on the production and shipment schedule for Koolyanobbing. MinRes said some of the derailed wagons were damaged, but none of its locomotives had sustained damage.

## **Roy Hill Railway**

Roy Hill moved 51 million tonnes of iron ore on its Pilbara railway during fiscal year 2018, up 54% year-on-year. The 2018 financial year was Roy Hill's second year of commercial production. The mine and rail operation has a targeted production rate of 55 million tonnes per annum.

## **BHP Billiton: Derailment**

A runaway train was forcibly derailed on 5 November on BHP Billiton's high-capacity Pilbara iron ore railway. A loaded, 268-wagon train – about 3 km in length and more than 30,000 tonnes - took off on its own after its driver disembarked to inspect a wagon. The train was intentionally derailed at a set of points at Turner, 119 kms south of Port Hedland, after roughly 90 kms of uncontrolled travel. BHP expected removal and repair to take about a week. BHP's control centre in Perth directed the derailment. The out-of-control train reached speeds of more than 110km/h.

BHP has suggested driver error may have been a factor. An internal investigation has indicated the emergency air brake for the entire train was not engaged "as required by the relevant operating procedure. BHP says it put in place a range of safety controls as a result of the initial findings, and then restarted rail operations. It will cost the company tens of millions of dollars in repairs and losses. The Australian Transport Safety Bureau expects to finish its investigation by the second quarter of next year.

Investigations are likely to focus on any possible failure of the train's braking system as well as its "dead man's switch" — a failsafe mechanism designed to prevent a runaway train. The dead man's switch is supposed to emit an alarm at frequent intervals, and if not pressed the switch should trigger the train to stop.

## **KiwiRail: North Island Main Trunk developments**

### **Electric operation to continue**

The NZ government will spend \$NZ 35 million over the next four years to refurbish 15 EF electric locomotives for use on the 406 kms of the North Island's Main Trunk Line between Hamilton and Palmerston North. Only eight of the locomotives are currently able to be used, and break down on average every 30,000 kms, well below KiwiRail's target of 50,000 kms. KiwiRail welcomed the news, which will extend the life of the electric locos by ten years. The locos will be refurbished at the Hutt Workshops over the next three to four years.

The NZ Transport Agency is to fund the development of business cases for further electrification of the Auckland network from Papakura to Pukekohe and adding a third main line in Auckland.

### **Auckland-Hamilton passenger train?**

A passenger service between Hamilton and Auckland may be introduced by March 2020, after Waikato Regional Transport Committee voted to include it in its transport plan. It is priced at \$NZ 57.77 million over next three years. It would stop at Frankton, The Base, Huntly and Papakura.

### **Manawatu freight hub**

KiwiRail is developing plans for an inland freight hub in the Manawatu-Whanganui region, following the government's allocation of \$NZ 40 million for the project. KiwiRail will relocate its operations from its Palmerston North Freight Yard to the new hub. Palmerston North is a critical freight distribution point for goods coming from the upper North Island, Taranaki, Hawkes Bay and Wellington and freight volumes were expected to increase significantly over the coming decades.

### **Swiss Timetable 2019**

The Swiss Federal Railways (SBB) published their three-volume timetable for the last time in 2017. Thanks to the initiative of the Swiss Traffic Club together with Pro Bahn Switzerland and the Association for Public Transport, a timetable was published in 2018. This will be repeated for 2019 (timetable valid from 9 December 2018) and if demand remains will continue in the future. The 2019 edition consists of two volumes: one with all timetables for railways, funiculars and lake steamers, station index and general information. There will be a second volume because from 9 June 2019 to 20 December 2020, the Zug - Art-Goldau line will be closed due to construction work and trains from Zurich will be diverted via Rotkreuz. This will lead to massive timetable changes on the north-south axis via Gotthard with additional space requirements in the timetable

book. Therefore, all timetable fields between Zurich / Lucerne and Chiasso are displayed in a separate book (Volume 2). Together the volumes weigh about 1300 grams. They are delivered and sold as one unit.



A limited number of copies will be available from the ATA December Distribution List for an estimated price

including postage from Switzerland and postage in Australia of \$62. Alternatively, it can be ordered direct from the Fahrplancenter - <http://www.fahrplancenter.com/> In this case the price is CHF 19.80 or € 17,60 plus mail and packing to overseas of CHF 30.00 (plus 50% for Priority mail).

It will also be available from 7 December at about 30 SBB stations and up to other 60 other sales points, such as ticket offices of private railways BLS, RhB, ZB and elsewhere.

**Thanks** to Paul Brown, Scott Ferris, Hilaire Fraser, Steven Haby, Victor Isaacs, Geoff Lambert, Ross Morrison, Samuel Rachdi, Len Regan, [www.railexpress.com.au](http://www.railexpress.com.au), [www.railpage.com.au](http://www.railpage.com.au). *Catchpoint, Railway Digest, Age, Australian, Daily Telegraph, InDaily (Adelaide), Sydney Morning Herald* for Rail news.

## RECOMMENDED READING

**Steam Australia: Locomotives that galvanised the nation**, by Tim Fischer AC, National Library of Australia Publishing, paperback, 264 pages, \$40, copiously illustrated.

This new book by ATA member Tim Fischer is more than just a tribute to the steam locomotive era. It includes many stories of railway operations. For example, the section “Signalman power and driver shenanigans” on page 94 contains stories both frightening and fascinating of how railwayman could influence train operations to their advantage. The book draws very heavily on the wonderful John Buckland Collection of railway photographs held in the National Library, a source only recently catalogued and so virtually unused until now. Hence, it contains a cornucopia of wonderful, hitherto unpublished, photographs.

## ODD SPOT

### NSW Refreshment Rooms

Extract from the Report of the Commissioner for Railways, NSW, 1866-1871:

“There is no part of our Railway economy so defective, as the arrangements for the supply of refreshments to passengers.....the keepers of what are facetiously termed refreshment rooms on our Railways are little more than apple-stall holders, and vendors of lollypops and stale pastry, serving out junks of sandwiches, and messes of tea and coffee to their customers, without any regard to their accommodation or comfort.”

### Wise words

Advertising poster for British Railways in the 1960s: “New timetable now published.” To which graffiti was added, “Place your order now for this outstanding work of fiction.”

Advertising slogan of the Victorian Railways in the 1960s: “Be a brain, go by train.” To which graffiti was added, “When they are on strike, use your bike.”

A *Table Talk* proof-reader comments:

Don't be a wuss  
Take the bus.  
Be a brain  
Take the train.  
Never fail  
Take light rail.  
Wham slam bam  
Take the tram.

**Thanks** to Agnes Boskovitz and Victor Isaacs for Odd Spot.

# BUS NEWS

## NATIONAL

### Greyhound changes

A number of route changes, presumably to cater for seasonal holiday traffic, will occur in coming weeks as follows:

- From 20 December a direct Melbourne to Sydney service will operate via Yass removing the need to change at Canberra. The Melbourne (GX232) service departs Sydney at 2000 arriving next morning at 0630. The Sydney (GX323) service departs 2000 and arrives at 0700.
- An extra trip from 3 December has been scheduled on the Brisbane to Sydney service with GX423 departing Brisbane at 1830 arriving Sydney Domestic Terminal at 1150 next day.
- An additional trip from 3 December has been scheduled from Sydney (GX241) to Brisbane departing 0700 arriving next day at 2250.

Updated timetables are available from the Greyhound website at [www.greyhound.com.au](http://www.greyhound.com.au).

## QUEENSLAND

### Bus patronage in Brisbane

Outer suburban bus companies in Brisbane have experienced a significant drop in patronage of over 40% over the last few years according to an article in the *Age* (21 October 2018). According to public transport lobby group Rail Back On Track, the reason for the drop in patronage has been the lack of appropriate connections between bus company services and suburban trains at key stations and general operating hours of specific bus routes. By way of comparison BCC buses suffered a 3.8% drop in usage and Brisbane ferries suffered a 6.1% drop in patronage. The figures for specific operators are set out below:

- Brisbane Bus Lines – 35.8% decrease since 2013 for one route
- Laidley Bus Lines – 43.3% decrease since 2013 for one route
- Caboolture Bus Lines – 26.3% decrease since 2013
- Hornibrook Bus Lines – 14.3% decrease since 2013
- Veolia Transport Brisbane – 10.4% drop since 2013
- Surfside Bus Lines – 15.9% drop since 2013
- Westside Bus Co. – 5.5% drop since 2013

In regards to the above data the report does not go into contextual information regarding the changes, for example the Surfside decrease could be attributed to the introduction of the Gold Coast light rail. However Thompson's Bus Service in Strathpine (a Brisbane northern suburb) experienced a 4.9% growth in patronage since 2013. The report did state that bus routes that primarily serve railway stations primarily are seeing growth in patronage.

### Coral Coaches changes

This operator which operates the Mossman town service and the Cairns – Port Douglas – Cape Tribulation service was acquired by Tropic Wings Cairns on 1 July 2018.

## NEW SOUTH WALES

### Sydney Eastern Suburbs changes

From 23 September the following changes took effect:

- Route 333 is now marketed as the 'Bondi Link' limited stop with a three minute frequency during peaks using specially branded buses. Off-peak services run every six minutes and nights every ten minutes. An overnight version operates as 333N (Nightride) replacing 380 and running from 2300 to 0600 running all stops. Peak short workings between North Bondi and Dover Heights were withdrawn with routes 323 or 380 as alternatives.
- Routes 382, X79 and X84 from North Bondi – Bondi Junction were discontinued at the same time.
- Route 323 Edgecliff – Dover Heights extended to North Bondi connecting with Rose Bay ferries.
- Route 324 and 325 now operate every 40 minutes in the evenings compared to 60 minutes previously.
- Some additional peak trips have been added to route 379.
- Route 360 Clovelly – Bondi Junction weekend and weekday off peak frequencies increased from 60 minutes to 40 minutes.
- Route 361 Tamarama – Bondi Junction was withdrawn. As a replacement route 381 Bondi Beach to Bondi Junction was altered deleting the Bondi Beach section and adding Bronte North section via Bondi Road and Tamarama.
- Seasonal route 362 recommended on 20 October operating as Bondi Beach – Coogee via Tamarama and Bronte.
- Route 370 Coogee – Leichhardt via Green Square weekday frequency increased to every 15 minutes and 10 minutes during peaks.
- Route 380 truncated to operate between Watsons Bay and Bondi Junction instead of Circular Quay.
- Routes 386 and 387 Vaucluse – Bondi Junction received additional early morning trips and improved Sunday frequencies to 30 minutes.
- Route M40 Bondi Junction to Chatswood now runs every 15 minutes during the day with additional early morning and late evening services between Bondi Junction and Wynyard.

A number of further changes were made effective from 30 September as follows:

- Changes to suburban rail timetables resulted in some rail feeder routes changed.

- Route 357 is a new route operating between Mascot station and Bondi Junction, Kingsford and Prince of Wales Hospital. This replaced the former through route 418 Burwood to Bondi Junction now truncated to Kingsford from Burwood.
- Route 400 now truncated to operate between the Airport and Bondi Junction running every 20 minutes during the day and 30 minutes evenings.
- Short working route 410 Bondi Junction to Rockdale withdrawn being replaced by 400 and route 420. The Burwood – Airport section of route 400 is now 420 and operates as Burwood to Eastgardens via Rockdale and Airport.
- Route 418 Burwood to Bondi Junction truncated to terminate at Kingsford operating every 30 minutes each day except for peaks which are every 20 minutes.
- Route 461 has gained some additional trips in the shoulder of weekday peaks as well as additional evening and weekend daytime services.
- Route 136 now services the Northern Beaches Hospital at French's Forest and there are additional trips weekdays and weekends.
- Route 141 is a new route operating Manly to Austlink via Fairlight, Seaforth and Belrose.
- Another new route is 193 Austlink to Warringal Mall via Belrose, French's Forest and Brookvale operating until 2300 daily.
- Other minor timetable changes were made to routes 251, 253, 285, 288, 292, 293, 294, 533, M54 and 614X and in the west changes were made to routes 746, 756, 757, 775, 780, 661, 786, 728, 729, T72, 841, 858, 865 and 866.
- Route 261 Fletcher – Wallsend – University no longer operate via Cottonwood Chase or Featherwood Way.
- A new route 266 operates between West Wallsend to Newcastle via Glendale with two morning and evening peak weekday trips replacing route 267 trips operating to and from Newcastle. The stop at University of Newcastle has been deleted.
- All route 267 trips now no longer service Lake Road.
- Most Central Coast timetables received minor timetable adjustments to account for changed Newcastle rail services.

#### **Goulburn – Canberra services**

This service that ran via Collector and operated by Marulan Coaches commencing in March 2018 has been cancelled due to lack of patronage. By way of an alternative TrainLink introduced a new service from Monday 10 September operating between Canberra and Goulburn and Goulburn and Campbelltown. The Canberra service departs Goulburn at 0900. The Sydney services depart 0500 and 1610 to Campbelltown only with return trips at 1820 and 1920. More details are in October *Table Talk*, page 7.

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

#### **New Albury – Wagga Wagga service**

A new service commenced from 16 July operating between the two cities by TrainLink. Services depart from both ends at 0800 arriving at 1015. Return trips depart either end at 1700 arriving at 1915. More **NSW TrainLink** bus news is in the Rail news section above.

#### **Gulgong 'Nightrider' bus**

This service operating between entertainment and accommodation venues has been scrapped following withdrawal of financial support by one of the town's main hotels.

#### **Wollongong changes**

Route 55A and 55C the free Wollongong shuttle bus frequency was reduced on Sundays from 1 July and now operates between 0940 and 1720 (previously operating between 0800 and 1800).

#### **Nowra route number changes**

Effective from Monday 2 July route 724 East to West Nowra is now 101 and routes 732 and 733 Nowra to Jervis Bay and St George Basin now is route 102 and 103 respectively.

### **VICTORIA**

#### **New bus route 760**

PTV have announced that a new 'crosstown' route will operate Seaford to Cranbourne connecting the Frankston and Cranbourne railway lines. The route will run via Carrum Downs and operate to a 40 minute frequency weekdays and hourly at night and weekends.

#### **Bayside Council free shuttle**

In a move that has drawn widespread criticism from residents and Ventura, Bayside Council is to

#### **Changes to B.Line services**

To counter opposition to the proposed extension of the B.Line Mona Vale to Wynyard service an alternative has been mooted. A privately run service operating on a pre-booked basis only will be operated by Slingshot Charter Commuter using a coach hired from North Shore Bus Charters. It will operate non-stop between Newport and Gresham and Bridge Streets in the CBD.

#### **Proposed new airport bus**

The State Opposition has proposed to introduce a new airport bus service between Miranda and Sydney Airport that would be free for airport workers and a \$5.00 flat fare for travellers. They have also offered to re-route bus route 410 via the airport instead of Rockdale.

#### **Newcastle and Central Coast**

From 30 September the following changes occurred:

- Routes 262 and 263 Charlestown to Cameron Park extended to serve Portland Drive in Cameron Park.
- Minor changes in Newcastle CBD for routes 138 and 140 from Lemon Tree Passage and Raymond Terrace.



commence a six month trial of a free commuter service between Middle Brighton station and Church St in Brighton. This is to alleviate parking issues at the railway station. The service will operate weekdays only between 0630 and 0800 and 1700 to 1900 using two vehicles.

### Changes from 26 August 2018

To coincide with new timetables on the Werribee, Hurstbridge, Cranbourne, Pakenham and Mernda lines the following bus routes had minor changes made to their timetables:

**Western suburbs:** 150, 151, 152, 153, 160, 161, 166, 167, 170, 181, 190, 192, 412, 414, 415, 417, 441, 494, 495, 496, 497 and 498.

**Northern suburbs:** 301, 356, 357, 358, 504, 508, 517, 518, 527, 546, 548, 549, 551, 552, 553, 554, 555, 556, 557, 558, 559, 561, 564, 566, 567, 569, 570 and 577.

**Southeastern suburbs:** 701, 709, 767, 798, 799, 813, 822, 828, 831, 834, 835, 836, 837, 839, 841, 845, 846, 847, 849, 862, 863, 890, 891, 892, 893, 894, 895, 897, 989, 899, 900, 925, 926, 928 and 929.

**Geelong:** 11 and 12.

### Dyson updated timetables

All of Dyson's Melbourne timetables were reissued on 23 October 2018.

### Victoria University shuttles

Victoria University operates a free evening shuttle from its Footscray and St Albans campuses to Footscray and St Albans stations. The service runs weekdays only during semester, SWOTvac and exams.

The Footscray service commences at 1835 departing from the Ballarat Road building then running to the station then to Nicholson campus and back to the station. Operating every 30 minutes a trip takes 20 minutes. The last trip from Nicholson campus is 2220 and from Ballarat Road is 0025.

The St Albans campus service commences from Building 10 from 1700 then Gate 1 five minutes later arriving at St Albans station five minutes later. Departures are at 1700, 1715, 1730, 1800 then every 20 minutes to 2000 then every 15 minutes to 2245.

### From the bizarre department

In an odd move Transdev cut the inner-southeast to CBD sections of routes 216, 219 and 220 from Sunday 9 September due to Metro Tunnel works along St Kilda Road. The eastern part of the above routes now terminates at the Alfred Hospital in Commercial Road with the western half of the routes commencing in the City. Through passengers will now need to connect by catching St Kilda Road trams. Anecdotal evidence suggests that the Alfred Hospital to eastern terminus routes have suffered significant drops in patronage. Furthermore the bus route numbers have not changed leading to even more confusion.

The image shows a screenshot of the Transdev PT+ website for Route 220 Gardenvale via City. It displays two timetables for Monday to Friday. The top table shows the route from the City to Gardenvale, and the bottom table shows the return route from Gardenvale to the City. The tables include columns for departure and arrival times at various stops along the route.

### Bendigo changes

At an unknown date the Bendigo to Heathcote service has been amended to operate three return trips on Saturdays and five return trips on weekdays.

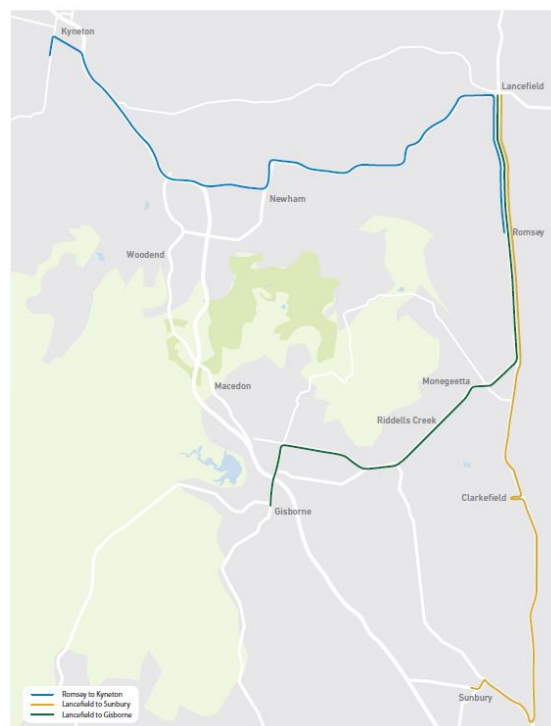
Route 63 has been extended to run from La Trobe University – Bendigo Hospital to the railway station.

### Macedon Ranges upgrade

Transport for Victoria (TfV) have announced a proposed revision of the existing circuitous Lancefield – Kyneton via Sunbury bus route. This involves splitting the existing route into three and adding additional trips. The proposed routes are:

- Romsey – Kyneton
- Lancefield – Sunbury
- Lancefield – Gisborne

The map below illustrates the proposed routes.



In terms of extra trips the Romsey to Kyneton service will have two return trips Monday to Saturdays as will the Gisborne to Lancefield service. The Lancefield to Sunbury service will have 12 trips weekdays and three return trips on Sundays.

Given that this part of outer Melbourne still experiences significant growth it will be interesting to see how these proposed improvements will be accepted by the local residents.

## **SOUTH AUSTRALIA**

### **Bus service review**

There are concerns bus routes with low patronage or that follow suburban railway lines could be cut under a review proposed by the new Liberal State government. This comes after the new government's budget announced a number of savings to address a budget 'black hole'. The scope of the review is to look at duplication, better co-ordination, patronage levels particularly at night and on weekends. The areas identified in and around Adelaide include the Hills and outer south regions as being potentially most affected. Some reports indicate up to 100 bus routes could be affected.

### **Premier Stateliner timetables**

New timetables have been released for the following Premier Stateliner routes:

- Adelaide – Port Lincoln dated 13 October 2018
- Adelaide – Loxton / Renmark dated 10 September 2018
- Adelaide – Whyalla dated 13 October 2018
- Adelaide – Port Augusta – Ceduna dated 13 October 2018
- Adelaide – Mount Gambier dated 10 October 2018

## **WESTERN AUSTRALIA**

### **Perth to consider additional 'CAT'**

The State government is investigating the potential for an evening 'black CAT' service as part of a wider

review of the CAT services across the Perth CBD according to an article in the *Age* (20 October 2018). The evening service would link residential development, hotel and entertainment areas in east and west Perth. The latest the CAT services operate currently is 2000 on Friday evenings.

## **NORTHERN TERRITORY**

### **Darwin changes**

Two new routes commenced on 27 August 2018 in the Palmerston area with route 87 servicing Durack Heights. A running time of 12 minutes is scheduled on the loop with frequencies ranging from 40 minutes to hourly. The other new route is 88 and operates between the Palmerston interchange and the Palmerston hospital with a round trip taking 12 minutes.

## **TASMANIA**

### **Cradle Mountain Coaches services**

According to their website [www.cradlemountain.com.au](http://www.cradlemountain.com.au) this company in January 2019 will operate three trips daily during month as follows:

- 0700 ex Launceston to Cradle Mountain
- 1230 ex Launceston to Cradle Mountain
- 1430 ex Lake St Clair to Launceston.

**Thanks:** Items provided by Steven Haby.

Acknowledgement is given to items sourced from the Bus & Coach Society, the *Age* and the ABC.

# FERRY NEWS

## VICTORIA

### Portarlington ferry changes

A new timetable will be introduced from 1 December 2018 for the Portarlington – Docklands service operated by Port Phillip Ferries. Essentially the frequency remains unchanged however there are changes to arrival and departure times presumably to cater for the tourism market and daylight savings.

**Port Phillip Ferries**  
SCHEDULE EFFECTIVE 1 DECEMBER 2018

### Timetable & Fares

#### Portarlington to Docklands

	Depart	Arrive
Monday & Tuesday	7:00am 11:15am	8:20am 12:35pm
Wednesday, Thursday & Friday	7:00am 3:45pm	8:20am 5:05pm
Saturday & Sunday	9:00am 4:30pm	10:20am 5:50pm

#### Fares

	One Way	Return
Adult	\$14.50	\$29.00
Concession	\$13.00	\$26.00
Children (4-10yrs inclusive)	\$7.50	\$15.00
Infant (0-3yrs inclusive)		FREE

#### Docklands to Portarlington

	Depart	Arrive
Monday & Tuesday	9:30am 5:30pm	10:50am 6:50pm
Wednesday, Thursday & Friday	9:30am 5:30pm	10:50am 6:50pm
Saturday & Sunday	10:45am 6:15pm	12:05pm 7:35pm

#### Groups

	One Way	Return
Family Pass (2 adults + 2 children)	\$40.00	\$80.00
Group Pass (25+ people)	\$12.00	\$24.00

#### Multi Passes

	Return
Adult x 10 pass (\$12.50 per leg, valid for 6 months)	\$125
Adult x 25 pass (\$12.00 per leg, valid for 6 months)	\$300

Tickets available for purchase at Portarlington Post Office & Docklands Café

**BOOK ONLINE NOW!**

TIMETABLE CHANGES: Schedule is subject to change. Please visit our website for the latest updates.  
PUBLIC HOLIDAYS: Weekend timetable applies on all public holidays.  
BOARDING: Commences 20 minutes prior to departure and closes 2 minutes before departure.

(03) 9514 8959 | www.portphillipferries.com.au | Facebook | Instagram | Twitter

Thanks to Steven Haby for Ferry news.

## AIR NEWS

### Domestic

Newcastle-based **Pelican Air** has introduced direct flights from Newcastle to Adelaide and return, Mondays, Wednesdays and Fridays in the late afternoon. The flights are operated for Pelican by Alliance Airlines which mainly operates to mining centres.

## About Table Talk

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