



TABLE TALK

AUSTRALASIAN TIMETABLE NEWS

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Graphic from the *Daily Telegraph*, 23 August.

TOP TABLE TALK – NEW WORKING TIMETABLES ALL OVER THE COUNTRY

Queensland Rail WTT 29 July 2019

QR's Western and South Western lines Master Train Plans of 29 July – in graphical format – are on their website at

<https://www.queenslandrail.com.au/forbusiness/access/access-undertaking>

V/Line WTT 29 July 2019

V/Line's Passenger Network Service Plan of 29 July is on their website at

<https://corporate.vline.com.au/Network-Access/Network-service-plan> It incorporates train roster FP50A. There are still discrepancies between V/Line's new WTT and ARTC's new WTT in regard to the times of V/Line passenger trains from Albury to Melbourne. The separate V/Line Freight NSP is still that of 31 March 2019.

The most unusual timetable in the new WTT is for Melbourne to Geelong and v.v. via Newport and Werribee, ie, the old route. There is an empty return trip in the morning which runs only as required, an empty train and a light locomotive (or is it another empty train? – the timetable is ambiguous) Geelong-Melbourne on Friday evening, and two empty runs Melbourne-Geelong on Sunday evening. Perhaps one reason these are scheduled on this route is to maintain V/Line crews' familiarity with the route in case of emergency diversions.

	M-F if required. Empty	Sunday. Empty, N loco & V set.	Sunday. Empty, N loco & V set
Southern Cross	0952	1923	2130
Newport	1006	1939	2144
Werribee	1027	2001	2201
Geelong	1055	2025	2225

	M-F if required. Empty	Friday. Empty, N loco & V set	Friday. N Light locomotive
Geelong	1142	1945	2134
Werribee	1221	2013	2202
Newport	1242	2030	2229
Southern Cross	1301	2045	2250

Transport for NSW/Sydney Trains WTT 8 September 2019

The Working Timetable produced by two NSW government entities, Transport for NSW (the infrastructure controller) and Sydney Trains (the train operator), was re-issued dated 8 September. The WTT is not publicly accessible. Changes are:

- Minor route, platform and timing changes at Central,
- Some **T8 Airport and South line** and **T2 Inner West and Leppington** trains to and from the city will depart earlier,
- **T1 North Shore line:** The weekday train departing Central and ending at Gordon at 0826 now continues to Hornsby, stopping at all stations,
- **T5 Cumberland line:** The 0810 and 0910 weekend services to Leppington leave three minutes earlier,
- **T9 Northern line:** The 0716 weekend train to Hornsby departs one minute earlier,
- **Central Coast and Newcastle line:** The weekday 0426 Newcastle to Sydney train departs three minutes earlier
- **Blue Mountains line:** Springwood to City trains departing at 0922 and 1728 now depart two minutes earlier,
- **Southern Highlands line:** Some trains depart up to ten minutes earlier,
- **Hunter line:** Trains travelling to Newcastle on weekdays between 0600 and 0700 leave two minutes earlier.

ARTC WTT 8 September 2019

The ARTC WTT of 8 September is on their website at <https://www.artc.com.au/customers/operations/mtp/2019-09-08/> It includes NSW TrainLink's second weekly Griffith train as far as Junee - down on Wednesdays, return on Thursdays.

ARTC's WTT includes their extremely busy Hunter Valley coal network. This is said to be largest conveyor of coal by rail in the world. Interest in this network is enhanced by it also including frequent local passenger trains as well as long-distance passenger trains and long-distance freight trains. Elsewhere ARTC's WTT extends to a very different sort of railway, most of the interstate mainlines, including the Trans-Australian. In inland NSW, ARTC's WTT also extends to some lines with very sparse or no regular traffic:

JHR NSW CRN WTT 7 September 2019

The John Holland Rail NSW Country Regional Network WTT of 7 September is on their website at <http://www.jhrcrn.com.au/what-we-do/network-operations-access/standard-working-timetable-swtt/>

It includes NSW TrainLink's second weekly Griffith train - down on Wednesdays, return on Thursdays, NSW Trainlink's second daily Bathurst-Sydney train, minor alterations to Canberra-Sydney trains and to some freight trains.

JHR CRN is, in fact not a "network" at all, but a series of separate lines. JHR CRN's busiest line is the NSW Western mainline.

Compared to the organisations above, JHR CRN is a minnow. However, the significance of JHR CRN's documentation is that they often have publicly available information additional to what is provided by the major organisations. An example is that they are the only entity that publishes a list of alterations to their WTTs. This information is useful, not just for operations on JHR CRN lines, but also provides information relating to JHR CRN's neighbouring systems – ARTC and Sydney Trains. Details are:

South NSW TrainLink Passenger Additions

SP41 (NSW TrainLink NTL) for --W---- depart CRN/ARTC Boundary Junee 1804, pass Junee Sub Terminal 1806. arrive Old Junee 1810, cross PN freight, depart 1830, arrive Coolamon 1850, depart 1851, pass Grong Grong 1913, arrive Narrandera 1929, depart 1930, arrive Leeton 1952, depart 1953, arrive Griffith 2033 – stable, forms SP42.

SP42 (NTL) for ----T-- depart Griffith 0725, arrive Leeton 0803, depart 0805, arrive Narrandera 0827, depart 0828, pass Grong Grong 0840, arrive Coolamon 0903, depart 0904, pass Old Junee 0925, CRN/ARTC Boundary Junee 0938 then as tabled by ARTC.

South NSW TrainLink Passenger Alterations

SP32 (NSW TrainLink NTL) for -MTWTF- depart Canberra 0655, arrive Queanbeyan 0704, depart 0705, arrive Bungendore 0732, depart 0733, arrive Tarago 0757, depart 0758, CRN/ARTC Boundary Joppa Junction 0815 then as tabled by ARTC.

SP32 (NTL) for S-----S depart Canberra 0655, arrive Queanbeyan 0704, depart 0705, arrive Bungendore 0732, depart 0733, arrive Tarago 0757, depart 0758, CRN/ARTC Boundary Joppa Junction 0815 then as tabled by ARTC.

SP31 (NTL) for S-----S depart CRN/ARTC Boundary Joppa Junction 0951, arrive Tarago 1007, depart 1008, arrive Bungendore 1031, depart 1032, arrive Queanbeyan 1059, depart 1101, arrive Canberra 1115 – forms SP34.

SP31 (NTL) for -MTWTF- depart CRN/ARTC Boundary Joppa Junction 0955, arrive Tarago 1012, depart 1013, arrive Bungendore 1036, depart 1037, arrive Queanbeyan 1105, depart 1107, arrive Canberra 1120 – forms SP34.

SP34 (NTL) for S---T-- depart Canberra 1150, arrive Queanbeyan 1159, depart 1200, arrive Bungendore 1227, depart 1228, arrive Tarago 1252, depart 1253, CRN/ARTC Boundary Joppa Junction 1310 then as tabled by ARTC.

SP34 (NTL) for -MTW-FS depart Canberra 1155, arrive Queanbeyan 1204, depart 1205, arrive Bungendore 1232, depart 1233, arrive Tarago 1257, depart 1258, CRN/ARTC Boundary Joppa Junction 1315 then as tabled by ARTC.

SP33 (NTL) for -MTWTF- depart CRN/ARTC Boundary Joppa Junction 1441, arrive Tarago 1459, depart 1500, arrive Bungendore 1524, depart 1525, arrive Queanbeyan 1553, depart 1555, arrive Canberra 1609 – forms SP36.

SP33 (NTL) for S-----S depart CRN/ARTC Boundary Joppa Junction 1448, arrive Tarago 1505, depart 1506, arrive Bungendore 1529, depart 1530, arrive Queanbeyan 1558, depart 1600, arrive Canberra 1613 – forms SP36.

SP36 (NTL) for SMTWTFs depart Canberra 1708, arrive Queanbeyan 1717, depart 1718, arrive Bungendore 1745, depart 1746, arrive Tarago 1810, depart 1811, CRN/ARTC Boundary Joppa Junction 1828 then as tabled by ARTC.

SP35 (NTL) for S-----S depart CRN/ARTC Boundary Joppa Junction 2018, arrive Tarago 2036, depart 2037, arrive Bungendore 2059, depart 2100, arrive Queanbeyan 2128, depart 2130, arrive Canberra 2144 – stable, forms SP32.

SP35 (NTL) for -MTWTF- depart CRN/ARTC Boundary Joppa Junction 2040, arrive Tarago 2056, depart 2057, arrive Bungendore 2121, depart 2122, arrive Queanbeyan 2150, depart 2152, arrive Canberra 2205 – stable, forms SP32.

SP41 (NTL) for -----S depart CRN/ARTC Boundary Junee 1319, pass Old Junee 1323, arrive Coolamon 1342, depart 1343, pass Grong Grong 1405, arrive Narrandera 1421, depart 1422, arrive Leeton 1444, depart 1445, arrive Griffith 1525 – stable, forms SP42.

SP42 (NTL) for S----- depart Griffith 0725, arrive Leeton 0803, depart 0805, arrive Narrandera 0827, depart 0828, pass Grong Grong 0840, arrive Coolamon 0903, depart 0904, pass Old Junee 0925, CRN/ARTC Boundary Junee 0938 then as tabled by ARTC.

West NSW TrainLink Passenger Additions and Alterations

WN11 (NTL) for S-----S will depart Hermitage 0437, pass Wallerawang 0448, Tarana 0512, Raglan 0539, arrive Bathurst 0545 – forms WN12.

WN12 (NTL) for S-----S depart Bathurst 0607, pass Raglan 0613, Tarana 0639, Wallerawang 0702, arrive Hermitage 0713 thence run as tabled by Sydney Trains.

WN13 (NTL) for -MTWTF- depart Hermitage 0605, arrive Coxs River 0614, depart 0616, pass Wallerawang 0618, arrive Rydal 0626, depart 0636, pass Tarana 0652, Raglan 0719, arrive Bathurst 0725 – forms WN14

WN14 (NTL) for -MTWTF- depart Bathurst 0735, pass Raglan 0741, Tarana 0807, Wallerawang 0830, arrive Hermitage 0841 then as tabled by Sydney Trains.

WN15 (NTL) for -MT-TF- depart Hermitage 1735, pass Wallerawang 1746, arrive Rydal 1754, depart 1758, pass Tarana 1814, Raglan 1841, arrive Bathurst 1847 – forms WN16.

WN15 (NTL) for ---W--- depart Hermitage 1830, pass Wallerawang 1841, Tarana 1905, arrive Raglan 1932, depart 1933, arrive Bathurst 1939 – forms WN16.

WN15 (NTL) for S-----S depart Hermitage 1734, pass Wallerawang 1745, arrive Rydal 1753, depart 1802, pass Tarana 1818, Raglan 1845, arrive Bathurst 1852 – forms WN16.

WN16 (NTL) for -MT-TF- depart Bathurst 1925, pass Raglan 1931, Tarana 1957, Wallerawang 2020, arrive Hermitage 2031 then as tabled by Sydney Trains.

WN16 (NTL) for ---W--- depart Bathurst 2032, pass Raglan 2038, Tarana 2104, Wallerawang 2127, arrive Hermitage 2138 then as tabled by Sydney Trains.

WN16 (NTL) for S-----S depart Bathurst 1925, pass Raglan 1931, Tarana 1957, Wallerawang 2020, arrive Hermitage 2031 then as tabled by Sydney Trains.

West Indian Pacific Passenger Amendments

3AS8 (GSR 740m - Indian Pacific) for --T---- is increased in length from 700m and will run as previously tabled to pass Tarana 0657 next day, Wallerawang 0729, Hermitage 0748 then as tabled by Sydney Trains.

4SA8 (GSR 740m - Indian Pacific) for ---W--- is increased in length from 700m and will run as previously tabled to pass Hermitage 1757, pass Wallerawang 1810, Tarana 1840, Raglan 1911, arrive Kelso 1915, depart 1925, pass Bathurst 1932, Wimbledon 2000, Newbridge 2011, Murrobo 2030, Blayney 2032, Polona 2040, Millthorpe 2043, Spring Hill 2046, Orange East Fork Jct 2059, Molong 2138, Manildra 2204, Bumberry 2225, Mandagery 2234, arrive Parkes 2303, depart 2315 then as previously tabled.

WN15 (NTL) for S-----S is renumbered to WN13.

WN16 (NTL) for S-----S is renumbered to WN14.

South Freight Amendments

CM3 (PNIN 1100m) for -MT-TF- depart Griffith 1500, arrive Leeton 1550, depart 1635, pass Narrandera 1710, Grong Grong 1733, Coolamon 1820, arrive Marrar 1845, depart 1915, pass Old Junee 1941, arrive CRN/ARTC Boundary Junee 1955 then as tabled by ARTC.

4CM3 (PNIN 1100m) for ---W--- depart Griffith 1408, pass Leeton 1456, Narrandera 1530, Grong Grong 1553, Coolamon 1640, arrive Marrar 1705, depart 1735, arrive Old Junee 1801, depart 1820, CRN/ARTC Boundary Junee 1835 then as tabled by ARTC.

3395 (PNIN 1100m) for -M----- run as tabled by ARTC to pass CRN/ARTC Boundary Junee 2010, Old Junee 2020, arrive Marrar 2047, depart 2122, pass Coolamon 2136, Grong Grong 2212, Narrandera 2234, arrive Leeton 2306, depart 0036, arrive Griffith 0122 terminate.

3MC2 (PNIN 1100m) for --T---- run as tabled by ARTC to pass CRN/ARTC Boundary Junee 0007, Old Junee 0017, arrive Marrar 0044, depart 0119, pass Coolamon 0133, Grong Grong 0209, Narrandera 0231, arrive Leeton 0303, depart 0418, arrive Griffith 0504 terminate.

4MC2 (PNIN 1100m) for ---W--- run as tabled by ARTC to pass CRN/ARTC Boundary Junee 2304, Old Junee 2314, arrive Marrar 2341, depart 0014, pass Coolamon 0028, Grong Grong 0104, Narrandera 0126, arrive Leeton 0158, depart 0243, arrive Griffith 0329 terminate.

5MC2 (PNIN 1100m) for ----T-- run as tabled by ARTC to pass CRN/ARTC Boundary Junee 2304, pass Old Junee 2314, arrive Marrar 2341, depart 0014, pass Coolamon 0028, Grong Grong 0104, Narrandera 0126, arrive Leeton 0158, depart 0243, arrive Griffith 0329 terminate.

6MC2 (PNIN 1100m) for -----F- run as tabled by ARTC to pass CRN/ARTC Boundary Junee 2334, pass Old Junee 2344, arrive Marrar 0011, depart 0046, pass Coolamon 0100, Grong Grong 0136, Narrandera 0158, arrive Leeton 0230, depart 0400, arrive Griffith 0446 terminate.

West Freight Additions

3BA6 (PNIN 1500m) for ---W--- run as tabled by Sydney Trains to pass Hermitage 0052 (Thu), pass Wallerawang 0105, Tarana 0131, Raglan 0202, Bathurst 0211, Wimbledon 0238, Newbridge 0251, Murrobo 0307, Blayney 0310, Polona 0320, Millthorpe 0323, Spring Hill 0327, Orange East Fork Jct 0336, Molong 0404, Manildra 0423, Bumberry 0446, Mandagery 0454, Parkes Sub Terminal 0512, Parkes 0524, arrive CRN/ARTC Boundary Main Line - Parkes 0526 then as tabled by ARTC.

5SP5 (PNIN 1500m) for ----T-- run as tabled by Sydney Trains to pass Hermitage 0422, Wallerawang 0435, Tarana 0501, Raglan 0532, arrive Kelso 0536, depart 0553, pass Bathurst 0601, Wimbledon 0628, Newbridge 0641, Murrobo 0657, Blayney 0700, Polona 0710, Millthorpe 0713, Spring Hill 0717, Orange East Fork Jct 0726, Molong 0754, Manildra 0813, Bumberry 0835, Mandagery 0843, Parkes Sub Terminal 0901, Parkes 0913, arrive CRN/ARTC Boundary Main Line - Parkes 0915 then as tabled by ARTC.

1827 (PNIN 1500m) for ----T-- run as tabled by Sydney Trains to pass Hermitage 2342, arrive Wallerawang 2355, depart 0115 (Fri), pass Tarana 0143, Raglan 0214, Bathurst 0223, Wimbledon 0250, Newbridge 0303, Murrobo 0319, Blayney 0322, Polona 0332, Millthorpe 0335, arrive Spring Hill 0340, depart 0425, pass Orange East Fork Jct 0436, Molong 0504,

Manildra 0523, Bumberry 0545, Mandagery 0553, Parkes Sub Terminal 0611, Parkes 0623, arrive CRN/ARTC Boundary Main Line - Parkes 0625 then as tabled by ARTC.

6SP5 (PNIN 1500m) for -----F- run as tabled by Sydney Trains to pass Hermitage 0446, pass Wallerawang 0459, Tarana 0525, Raglan 0556, Bathurst 0605, Wimbledon 0632, Newbridge 0645, Murrobo 0701, Blayney 0704, Polona 0714, Millthorpe 0717, Spring Hill 0721, Orange East Fork Jct 0730, Molong 0758, Manildra 0817, Bumberry 0839, Mandagery 0847, Parkes Sub Terminal 0906, Parkes 0918, arrive CRN/ARTC Boundary Main Line - Parkes 0920 then as tabled by ARTC.

1827 (PNIN 1500m) for -----S run as tabled by Sydney Trains to pass Hermitage 1003, pass Wallerawang 1019, Tarana 1050, Raglan 1121, arrive Kelso 1125, depart 1135, pass Bathurst 1143, Wimbledon 1210, Newbridge 1223, Murrobo 1239, Blayney 1242, Polona 1252, Millthorpe 1255, Spring Hill 1259, Orange East Fork Jct 1308, Molong 1336, Manildra 1355, Bumberry 1417, Mandagery 1425, Parkes Sub Terminal 1443, Parkes 1453, arrive CRN/ARTC Boundary Main Line - Parkes 1455 then as tabled by ARTC.

7SP5 (PNIN 1500m) for -----S run as tabled by Sydney Trains to pass Hermitage 1755, pass Wallerawang 1814, Tarana 1846, Raglan 1917, arrive Kelso 1921, depart 1935, pass Bathurst 1943, Wimbledon 2010, Newbridge 2023, Murrobo 2039, Blayney 2042, Polona 2052, Millthorpe 2056, Spring Hill 2100, Orange East Fork Jct 2110, Molong 2139, Manildra 2158, Bumberry 2220, Mandagery 2228, Parkes Sub Terminal 2246, Parkes 2258, arrive CRN/ARTC Boundary Main Line - Parkes 2300 then as tabled by ARTC.

West Freight Amendments

3YN2 (Pacific National PNIN 1100m) for --T---- run as previously tabled to arrive Tarana 1849 next day, depart 1908, pass Wallerawang 1942, Hermitage 1959 then as tabled by Sydney Trains.

8146 (Southern Shorthaul Rail SSH 900m) for ---W--- depart Kelso 1733, arrive Bathurst 1743, depart 1843, pass Raglan 1901, Tarana 1940, Wallerawang 2018, Hermitage 2035 then as tabled by Sydney Trains.

1847 (SSH 1280m) for ---W--- run as tabled by Sydney Trains to pass Hermitage 0105 (Thu), arrive Wallerawang 0121, depart 0138, pass Tarana 0209, Raglan 0244, arrive Bathurst 0255, depart 0300, pass Wimbledon 0335, Newbridge 0351, Murrobo 0410, Blayney 0413, Polona 0426, Millthorpe 0430, Spring Hill 0434, Orange East Fork Jct 0444, Orange 0448, Stuart Town 0553, Wellington 0626, Geurie 0659, arrive CRN/ARTC Boundary Main Line - Dubbo MW 0731 then as tabled by ARTC.

North Freight Additions

4533 (Pacific National PNRB 850m) for -M----- run as tabled by ARTC to pass CRN/ARTC Boundary Narrabri West 0208 (Tue), arrive Narrabri West 0210, depart 0220, pass Culgoora 0252, arrive Wee Waa 0320 forms 5432.

5432 (PNRB 850m) for --T---- depart Wee Waa 1058, pass Culgoora 1127, arrive Narrabri West 1200, depart

1210, arrive CRN/ARTC Boundary Narrabri West 1212 then as tabled by ARTC.

4533 (PNRB 850m) for ----T-- run as tabled by ARTC to pass CRN/ARTC Boundary Narrabri West 0347 (Fri), arrive Narrabri West 0349, depart 0359, pass Culgoora 0431, arrive Wee Waa 0459 forms 5432.

5432 (PNRB 850m) for -----F- depart Wee Waa 1122, pass Culgoora 1151, arrive Narrabri West 1224, depart 1234, arrive CRN/ARTC Boundary Narrabri West 1236 then as tabled by ARTC.

Thanks to Paul Brown, Victor Isaacs and Geoff Mann for Top Table Talk.

RAIL AND TRAM NEWS

Weekly Notices

Weekly Notices have been issued by some Australian railways for a long time. Generally, their purpose is to advise staff of permanent and temporary alterations to operating conditions, especially to infrastructure. In recent years, they have changed from paper to electronic distribution. Some are accessible.

Greater Sydney area: RailSafe is part of Sydney Trains which is responsible for providing safety documentation. It publishes NSW Weekly Notices. These are available at <https://railsafe.org.au/wn> This site includes Weekly Notices since 2017. NSW Weekly Notices contain details of alterations to infrastructure applicable to the operations of Sydney Trains. From time to time, they include new signaling diagrams. There is also much other railway safety documentation on the RailSafe website.

Victoria: The Victorian Railways first published Weekly Notices in July 1894. It is now known as the Weekly Operational Notice. These are interesting documents as they are combined publications of Metro Trains Melbourne and V/Line and in addition also contain information applicable to Victoria of the Australian Rail Track Corporation. They include much information relating to temporary and permanent

alterations to infrastructure on Metro Trains and V/Line and lists of temporary speed restrictions on all three organisations. From time to time, they include new signaling diagrams.

Perth: The Public Transport Authority of Western Australia is the infrastructure authority for the Perth area. Its Weekly Notices, with infrastructure alterations and temporary speed restrictions are available on its website at <https://www.pta.wa.gov.au/about-us/working-with-the-pta/safety-resources> This site also has much other safety and operational documentation.

NSW TrainLink: Additional trains to Bathurst and Griffith

The second daily train from **Bathurst** to Sydney and return will commence on Monday 16 September. The weekday timetable of the existing Bathurst train will be varied by one-two minutes. On Wednesdays the new up train is delayed behind the Indian Pacific and the new down train departs Sydney later because of the operation of the Indian Pacific. An extended stop at Rydal by the new afternoon Sydney to Bathurst train (except on Wednesdays) is to cross the up Dubbo-Sydney XPT. The new timetable is (the new train shown in **bold**):

	Weekdays	Mon, Tue, Thur, Fri	Wed	Weekends	Weekends
Bathurst	0546	0735	0735	0607	0740
Tarana	0618	0807	0807	0639	0812
Rydal	0634	0823	0823	0655	0828
Lithgow	0654-5	0842	0842	0715-6	0847
Sydney	0927	1119	1146	0944	1118

	Mon, Tue, Thur, Fri	Wed	Weekdays	Weekends	Weekends
Sydney	1505	1557	1747	1505	1751
Lithgow	1733-4	1828-9	2023-4	1730-3	2025-6
Rydal	1752-1758	1849	2044	1752-18002	2045
Tarana	1814	1905	2100	1818	2101
Bathurst	1847	1939	2133	1852	2134

These trains, which are Endeavour DMUs and their crews, are based at Lithgow and have to go back and forth at the beginning and end of each day! Amazingly, these runs appear in the Public timetable as Passenger trains. They are:

	Weekdays	Weekends	Weekends	Weekdays
Lithgow	0342	0436	0519	0604
Bathurst	0451	0545	0628	0725

	Mon, Tue, Thur, Fri	Wed Only	Daily
Bathurst	1925	2032	2217
Lithgow	2032	2139	2324

The second weekly train from Sydney to **Griffith** and return from 11 September has the following timetable:

Wednesday depart Sydney 1201 attached to the midday Canberra train, Goulburn 1432-1440, Gunning 1518-1519, Yass Junction 1549-1551, Harden 1639-1640, Cootamundra 1712-1714, Junee 1753-1803, Old Junee arrive 1810, cross Pacific National freight train, depart 1830, Coolamon 1850-1851, Narrandera 1919-1930, Leeton 1952-1953, Griffith arrive 2033.

The return on Thursday has the same schedule as the existing Sunday train, that is Griffith depart 0725, Leeton 1803-1805, Narrandera 0927-0928, Coolamon 0903-0904, Junee 940-950, Cootamundra 1032-1034, Harden 1108-1110, Yass Junction 1200-1202, Gunning 1238, Goulburn 1312-1325 – attach to midday train from Canberra, Sydney arrive 1614.

(This is in addition to the existing weekend train, and the two daily TrainLink bus routes.)

NSW TrainLink: Bus trials

The following additional bus routes are proposed to be trialled by NSW TrainLink:

Ben Lomond-Guyra once weekly as an additional stop on the existing service to Armidale.

Bigga-Goulburn via Binda, Crookwell and Grabben Gullen.

Cabramurra-Cooma via Anglers Reach and Adaminaby.

Conargo-Echuca weekly via Deniliquin,

Delegate-Nimmitabel via Nimmitabel,

Goodooga-Lightning Ridge weekly,

Goondiwindi-Inverell weekly via Boggabilla, Toomelah, North Star, Yetman and Ashford,

Moree-Walgett weekly via Collarenebri,

Mudgee-Dubbo weekly via Ballimore, Spicers Creek, Goolma and Gulgong,

Tambar Springs-Tamworth weekly via Permer, Spring Ridge, Carroona and Currabubula,

Trunkey Creek-Bathurst weekly,

Tumut-Wagga Wagga weekly via Permer, Spring Ridge, Carroona and Currabubula, and

Wyangala-Canberra weekly via Cowra, Murringo and Boorowa.

Sydney Light Rail: Opening

Trial operation of trams along George St Sydney has commenced. Trams have travelled as far as Circular Quay. It is now expected that stage one of the tramway from the City to Randwick will commence operation in December, and stage two to Kingsford in March 2020.

Sydney Trains: Network Rules and Procedures

Amendments to Sydney Trains' Network Rules and Procedures become effective from 29 September. They relate to enhanced protection for people working on the track. They can be accessed at <https://railsafe.org.au/>

Sydney Trains: Delays 23 August

On Friday 23 August services across the Sydney Trains network were subject to significant delays following the discovery at 0520 of a damaged roof hatch on a Tangara train. The hatch was found to be off its hinges and close to touching the 1500 volt overhead wiring. To safely isolate the power and remove the hatch, a section of the T1 North Shore Line had to be closed for three hours, causing significant delays across the entire network. At least 250,000 passengers were affected. Delays were worsened by a track circuit fault at Central at 1111.

Infrastructure Australia Audit

From the *Australian*, 13 August, by Michael Roddan

A \$200 billion investment pipeline in major projects over the next five years must be replicated on a rolling basis for the next 15 years and beyond to prevent living standards from going backwards, a landmark infrastructure audit has warned. It shows that Scott Morrison's \$100bn infrastructure spending boom and record levels of state funding for key projects will not be enough to ease the pressures posed by a growing population.

The Infrastructure Australia report finds that living standards are under threat from spiralling road-congestion costs, rising energy bills, growing pressure on utility networks and a need for more investment in

inner-city health and education services. The audit lashes governments for inadequate spending and policy inconsistency, which it argues have stalled private investment in key sectors including energy generation and transmission.

According to Infrastructure Australia — set up by Labor in 2008 to advise all levels of government on infrastructure needs — the annual cost of road congestion is projected to grow by \$18.9bn to \$38.8bn in just over a decade, without further investment.

It finds that energy prices have risen 50% since the last audit, an increase it blames on an “absence of decisive federal leadership”, a “lack of certainty on energy or emissions policy” and a “lack of co-ordination across Australia’s governments on how best to manage changes” in the country’s energy mix. “The result has been a worse deal for many users,” it found.

Infrastructure Australia chairman Julieanne Alroe warned that inaction on the agency’s reform blueprint would cost the economy tens of billions of dollars in extra congestion, higher prices and lost time each year. Ms Alroe said that, although government spending was at record levels, there was “much more to do” to ensure businesses could compete on the world stage. “Rather than a short-term boom, the historic level of activity we are seeing in the sector must, and is likely to continue for the next 15 years and potentially beyond,” Ms Alroe said. “This must be the new normal if we are to meet the challenges and opportunities ahead.”

Australia’s population is forecast to increase to 31.4 million people over the next 15 years. Infrastructure Australia says that spending in Sydney, Melbourne, Brisbane and Perth is failing to keep pace with population growth — especially in the outer suburbs.

While 96% of people living in the inner city are within walking distance of public transport, only 34% of Australians living in the suburbs are able to walk to a transport connection. Those in regional and remote areas are worse off, with services falling “below what is acceptable” for a developed nation. Ms Alroe said these remote communities were struggling with overcrowded social housing, limited access to drinking water, inadequate transport and poor telecommunications, which led to poorer health standards and a lower quality of life.

The report also ramped up calls for greater investment in infrastructure on the fringes of cities and outlined an urgent need for governments to address the growing skills gap, which poses a threat to the rollout of an elevated program of construction.

Deputy Prime Minister Michael McCormack has spruiked the more than 270 major projects under construction or development, but the level of spending on major projects is due to peak in 2022, before declining sharply. Labor has been pressuring the government to drag forward the timeline for dozens of projects to help kickstart economic growth.

The Infrastructure Australia audit says dense cities such as Sydney, Brisbane and Melbourne will require

funding for high-capacity public transport and a renewal of inner-city hospitals and schools. Congestion is resulting in extended commuting times across the nation. Workers on average spent 4½ hours a week commuting in 2017, according to the results of the Melbourne Institute’s latest annual household survey — an increase of 23% compared with 2002.

Although \$123bn of construction work has started since the inaugural 2015 audit, Infrastructure Australia’s executive director of policy and research, Peter Colacino, said the imminent five-year \$200bn in spending by federal and state governments needed to be extended into the long term. “The idea that you’re ever finished building is just not right,” Mr Colacino said. “I wouldn’t say the picture is bleak — I would say we’re performing quite well. But the pressures are going to continue to grow.”

Just a third of the \$30bn worth of new spending announced in this year’s federal budget was due to be spent over the next four years, and spending will not peak until 2024. However, the government is reluctant to threaten its projected surplus. Over the forward estimates, the Morrison government is expected to spend \$42.8bn on a number of federal and joint federal-state projects, including the Melbourne Airport Rail Link, the Western Sydney North-South Rail and the Queensland M1 upgrade.

Mr McCormack, who oversees the infrastructure ministry, said the audit failed to take into account \$23bn worth of infrastructure spending announced in this year’s federal budget and noted the government was funding 19 items on the agency’s priority list.

For more information, visit www.infrastructureaustralia.gov.au

Aurizon: Future

On 12 August Aurizon announced that it will not split up its above and below rail businesses, but will separate them into different funding structures.

Aurizon owns and operates the Central Queensland Coal Network. It also operates a large fleet of bulk and heavy haul locomotives and wagons for mining and agricultural customers around the country. The CEO, Andrew Harding, ordered a fresh review of the vertical integration during FY19.

“The evidence from the review showed the benefits of integration continue to outweigh the benefits of separation at this time,” Aurizon said. Aurizon won’t keep its structure completely the same, however. The second review, into optimising the capital structure of the group, proposes a new legal structure facilitating standalone funding structures for both the above rail business and the below rail business. Aurizon said this option would allow it to establish independent gearing levels for each business, consistent with their different risk profiles. The structure would also allow for around \$1.2 billion in extra funding capacity, with debt likely to be added progressively over time, the company said.

Above rail coal volumes rose 1% last year to a record 214.3 million tonnes. Lower volumes in Queensland due to weather-related events, supply chain

constraints and industrial action were counteracted by the start of a new contract in New South Wales in January 2019.

ARTC: Inland Rail

The Federal government has committed \$44 million to a program to improve connectivity between country rail lines and the future Inland Rail route. \$24 million will be spent to assess the costs and benefits of proposed improvements to country lines that will interact with Inland Rail. Another \$20 million is for business cases looking at ways to further enhance supply chain productivity.

Queensland freight

Updated **Aurizon** network track diagrams dated June 2019 are available on their website at <https://www.aurizon.com.au/what-we-deliver/network/network-downloads>

New South Wales freight

Services currently operated by **Crawfords Freightlines** in NSW are:

- Sandgate (Newcastle) – Port Botany (Sydney), containerised logs and aluminium ingots,
- Goulburn – Port Botany, logs, scrap metal, and zinc, copper and lead concentrate from Woodlawn mine,
- Werris Creek – Port Botany, logs for export and potentially grain.

The Werris Creek service commenced commercial operation on 28 June. The timetable is:

	Tue	Thur	Sat
Port Botany	0937	0937	1117
Werris Creek	1950	1850	2105

	Mon and Wed	Sat
Werris Creek	1330	1345
Port Botany	0013	0013

Work is underway on a 1350 metre loading siding at Hermidale, 46 km west of Nyngan on the Cobar line, to be used by **Fletcher International/SSR, Pacific National** and **Qube** for mineral concentrate trains.

It is believed that **Qube** will run its first port shuttle train out of the new Moorebank IMEX terminal on or around 24 September.

\$60.4 million has been allocated by the NSW government to upgrade the **Junee to Griffith line**, (155 kms, infrastructure controlled by John Holland Rail), to allow heavier trains up to 25 tonne axle load, increase line speeds from 50km/h to 80km/h. improve passing loops and sidings, renew level crossings and strengthen bridges.

The State government is also spending \$40 million to upgrade the **South Coast line** between Gerringong and Berry, (12 kms, infrastructure controlled by Transport for NSW) to duplicate the section, allowing heavier trains of up to 25 tonne axle load and

increased speeds to 80 km/h. These projects, submitted by Manildra Flour Mills, were among the eleven successful in the \$137 million Fixing Country Rail program. Minister for Roads, Maritime and Freight Melinda Pavey said they would remove more than 10,000 trucks from roads each year, shifting 350,000 tonnes of freight to rail.

Victorian freight

On 14 June **Qube** commenced operation of a container service from Ultima on the currently broad gauge Manangatang line to the Port of Melbourne. It mainly conveys oaten hay and operates twice weekly, but it is hoped it will increase to five times a week.

Melbourne: White Nights 21, 22, 23 August

White Night events took place in Melbourne on the nights of 21, 22 and 23 August with museums open and cultural and other events all night. Following were the additional public transport services:

Metro Trains Melbourne: Additional trains on all lines at frequent intervals to around 0230-0300.

Yarra Trams: In addition to the regular services on Thursday and Friday night:

- Trams along Collins St and Bourke St every 15 minutes from 1830 to midnight.
- Trams along Latrobe St every 15 minutes from 8pm to midnight.
- Route 48 trams diverted via Victoria St to Collins St from 1830 until last tram. Route 48a trams operated a shuttle between Simpson St and Kew from 1830 until midnight
- Route 35 (City Circle) trams operated a 30-minute frequency from 1830 to last tram, running in a horseshoe between Flinders St/Elizabeth St, Docklands District and Stop 10 Nicholson St/Victoria Parade.

Saturday: Due to road closures in the CBD from 1700 to 0230:

- Route 1, 3a, 5, 6, 16, 64, 67 and 72 trams did not operate between Stop 14 (Arts Precinct/St Kilda Road) and Stop 11 (City Square/Swanston St)
 - Route 1, 3a, 16 and 64 trams diverted via Park St and Sturt St and terminate at Stop 17 (Sturt St/Southbank Boulevard)
 - Route 5, 6, 16 and 72 will terminate at Stop 14 (Arts Precinct/St Kilda Road)
- Route 70 did not operate between Stop 7B (Rod Laver Arena/Melbourne Park) and Stop 4 (Elizabeth St/Flinders St)
- Route 75 did not operate between Stop 13 (Simpson St/Wellington Parade) and Stop 4 (Elizabeth St/Flinders St)
- Route 48 diverted via Victoria St from 1830 until 0230. Route 48 operated a shuttle between Kew Depot and Simpson St from 6.30pm to 2.30am

Other changes: Route 11, 12 and 30 trams services until 0230

- City Circle (Route 35) trams did not operate from 1830
- Trams along Collins St and Bourke St every 10 to 20 minutes from 6.30pm to 2.30am
- Trams along La Trobe St every 15 to 20 minutes from 6.30pm to 2.30am
- Trams along Flinders St (from Docklands to Stop 4 Flinders St/Elizabeth St only) every 10 to 20 minutes from 1830 to 0300
- Trams along Swanston St every 15 to 20 minutes from 1700 to 0230.

Night Tram: On Friday and Saturday night, Night Trams every 30 minutes on routes 19, 67, 75, 86, 96 and 109

Metropolitan buses ran to their normal timetable on Thursday and Friday.

	Net Tonne Kilometres 2017-18	% variation on 2016-17	% of total NTK	Route
Intermodal general	246,889,952	+7	50.5	Brighton-Devonport-Burnie, Launceston-Bell Bay
Intermodal paper	126,246,955	-1	25.8	Boyer-Burnie
Coal	42,601,177	-5	8.7	Fingal-Boyer, Fingal-Railton
Cement	25,976,894	-8	5.3	Primrose-Burnie
Logs	23,989,688	+24	4.9	Brighton-Bell Bay
Mineral concentrates	22,810,917	0	4.7	Primrose-Burnie
TOTAL	488,515,583	+3		

Northern Territory freight

Genesee and Wyoming Australia has commenced haulage of magnetite concentrate from Adners siding, approximately 45 km north of Alice Springs to Tivan, near the port of Darwin. The concentrate is from TNG's Mount Peake mine, which is initially producing 3 million tonnes a year, and which is expected to increase to 6 million tonnes a year over a 19 year period.

Pacific National: Call for cut in rail freight charges

From the *Australian* 29 July, by Nick Evans

Rail haulage between Sydney and Melbourne is on its "deathbed" according to Australia's biggest rail freight company, which says rail's share of container movements between the country's two biggest cities is down to less than 1%. Pacific National boss Dean Dalla Valle told the *Australian* rail haulers were moving less than 200,000 tonnes of the estimated 20 million tonnes of container and palletised freight between Melbourne and Sydney, and called on the federal government to cut or abolish rail access charges on Australian Rail Track Corporation lines between the cities.

Mr Dalla Valle's comments come as rail haulers gear up for a fight with state and federal governments over red tape and access charges across the company, ahead of a meeting of national transport ministers. Rail haulage rated barely a mention in the communique

Night Buses ran to their normal timetable on Friday night.

V/Line regional trains ran to a normal timetable. No additional services operate.

Night Coach: On Friday and Saturday night.

- To Bendigo depart at 0105 and 0205
- To Ballarat depart at 0110 and 0210
- To Seymour and Traralgon depart at 0200
- To Geelong depart at 0215

Tasmanian freight

According to TasRail's Annual Report, tonnages in 2017-18 were:

following the last Council of Australian Governments' transport and infrastructure council meeting in November 2018, amid a meeting dominated by talk of reform of heavy haul road rules.

The Federal government is pumping \$10 billion into the inland rail network linking Melbourne with Brisbane, and Mr Dalla Valle — who also chairs industry lobbyist Freight on Rail Group (FORG) — said regulations covering the industry, and the charges levied on government-built lines, needed review if the network was to be economically viable. He pointed to the costs, and rail's falling market share, on the Melbourne to Sydney route as a prime example of the problems faced by the sector. "Australia's busiest freight corridor by volume has become a conveyor belt of 700,000 B-double-equivalent return truck trips each year along the Hume Highway," he said. A B-double — an articulated truck with two semi-trailers — can haul loads of up to 42.5 tonnes.

Mr Dalla Valle said Pacific National calculations showed government fees for rail operators were almost twice those of trucking companies. It cost rail operators about \$94 in access charges — including licence fees and charges on ARTC lines — to move a 20-foot shipping container between Melbourne and Sydney, he said. Truckers paid an average of about \$55 in licensing and diesel excise — which is rebated for rail haulers — to move the same container, according to PN. "In terms of accessing the freight

corridor between Melbourne and Sydney, that's a massive 70% cost penalty for rail — this rips the guts out of our industry," said Mr Dalla Valle. "Now the Hume Highway is fully duplicated, I suspect governments in the future will allow access for even bigger trucks on the freeway, including A-doubles and B-triples."

Mr Dalla Valle said industry wanted ARTC access charges slashed or even abolished in order to increase rail volumes on the busy route, which he said would save lives on the Hume Highway as well. "To achieve a minimum 50:50 freight volume share between rail and road, government access charges must be abolished on the rail corridor between the two cities," he said.

Pacific National estimates increasing the rail freight share between Melbourne and Sydney to 50% would help save four lives and \$300 million in road accident costs on the Hume Highway each year. Annual vehicle emissions along the highway would be reduced by 430,000 tonnes of carbon-equivalent.

FORG is also gearing up for a push to harmonise rail regulation between states, arguing a truck driver needs only a single licence to operate in any state in the country, whereas its drivers need to be separately licensed in every jurisdiction — a process that can take up to 18 months for each driver.

Subsequently, Deputy Prime Minister and Minister for Infrastructure and Transport, Michael McCormack said the Federal government is willing to consider changes to access pricing to encourage more freight onto rail. He said getting more freight onto rail was "a huge priority" for the Government.

GLink Gold Coast tram stage 3A

The Queensland government has committed \$351 million for the next stage of the Gold Coast tram from Metropolitan trains

Line	Disruption	From	To
City Loop	No trains ran through the City Loop to Flagstaff, Melbourne Central and Parliament. Trains on the Cranbourne, Pakenham, Frankston and Upfield lines will stop running through the City Loop at 2030 Friday 30 August.	0100 Saturday 31 August	Sunday 1 Sept
Craigieburn	Buses replace trains between Flinders St and Essendon	0100 Saturday 31 August	Sunday 1 Sept
Cranbourne, Pakenham and Frankston	Buses replaced trains between Flinders St and Caulfield	2030 Friday 30 August	Sunday 1 Sept
Sandringham	Buses replaced trains between Flinders St and Elsternwick	2030 Friday 30 August	Sunday 1 Sept
Sunbury	Buses replaced trains between Flinders St and Sunshine	0100 Saturday 31 August	Sunday 1 Sept
Upfield	Buses replaced trains between Flinders St and Upfield	2030 Friday 30 August	Sunday 1 Sept
Werribee and Williamstown	Buses replaced trains between Flinders St and Newport/Williamstown	0100 Saturday 31 August	Sunday 1 Sept

Regional trains

Geelong and Warrnambool	Buses replaced trains between Southern Cross and Geelong/Waurn Ponds	2130 Friday 30 August	Sunday 1 Sept
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Broadbeach South to Burleigh Heads, 11 km. The Federal government has committed \$112 million. The total cost is estimated at \$709 million.

Transport for NSW/Sydney Trains: Control Centre

On 16/17 August, control of points and signals at Sydenham was transferred to the new Rail Operations Centre (see July *Table Talk*, page 6).

Metro Trains Melbourne: Control Centre

From 0230 on Thursday 22 August until 0230 on Friday 6 September, operation of the Metrol Signalling and Train Control functions was temporarily transferred to the Disaster Recovery Site. All normal operational functions were replicated at this site.

Metro Trains Melbourne and V/Line: More major disruptions

There were significant power upgrades and maintenance across the rail network from 2100 Friday 30 August to the early hours of Monday 2 September. This involves disruption to the network, timed to coincide with AFL bye weekend to minimise impacts. The power and maintenance works are part of the Victoria's biggest power upgrade, helping to deliver bigger and better trains, signals and communications. As a result, buses will replace trains on sections of the Craigieburn, Cranbourne, Frankston, Pakenham, Sandringham, Sunbury, Upfield, Werribee and Williamstown lines, and regional trains on the Geelong, Gippsland and Warrnambool lines. Additionally, no trains on any line will run through the City Loop, with trams and replacement buses in place to help passengers move around the city and between City Loop stations. Services will continue to operate direct to and from Flinders St on the Mernda, Hurstbridge, Belgrave, Lilydale, Glen Waverley and Alamein lines.

	Trains ran between Geelong and Warrnambool.		
Gippsland	Buses replaced trains between Southern Cross and Traralgon/Bairnsdale	2030 Friday 30 August	Sunday 1 Sept

Melbourne: Level crossing elimination

The Victorian government has announced two additional bridges to replace level crossings in Melbourne's East at Manchester Road, Mooroolbark and Maroondah Highway, Lilydale. New elevated stations will be built as part of the project, with up to 450 new and upgraded car parking spaces to be built at Mooroolbark through the Car Parks for Commuters Fund. At Lilydale, the station and bus interchange will be relocated to better integrate with the town centre. Walking and cycling connections will be improved between the town centre, new station and the Lilydale-Warburton Trail. The preferred designs are expected to be up to 18 months quicker to build than lowering the rail line into a trench — meaning less impact on residents, traders and transport users. Lowering the line would also mean extensive land acquisition, greater loss of trees, the relocation of major underground services and an increased risk of flooding. The project will be complete in 2022 and will lay the groundwork for further line upgrades, including the duplication of sections of the Lilydale line and a potential new station between Mooroolbark and Lilydale.

V/Line: Rockbank reopens

Rockbank, on the Ballarat line east of Melton, reopened on Monday, 26 August. The station was completely rebuilt with longer platforms and a pedestrian overpass, with lifts, as well as a 350-space car park. It is the first station to be completed as part of the \$500 million Ballarat Line Upgrade project. Wendouree, Ballan, and Bacchus Marsh are also being upgraded with new platforms and overpasses, and a new station is approaching completion at Cobblebank. The project also includes new passing loops.

V/Line: Toolamba-Echuca line

In early August, V/Line unexpectedly closed the Toolamba to Echuca line, citing the poor condition of the track. This line was used by Qube's thrice weekly rice train from Deniliquin to Melbourne Port in the up direction only, due to pathing problems on the Bendigo line.

Genesee and Wyoming Australia operational information

The following detailed operational information and instructions of GWA's Tarcoola-Darwin line are available on their website at https://www.gwrr.com/railroads/australia/genesee_wyoming_australia/access_seekers/gwan/reg

- Train Management Policy (ie, Network Train Controlling Rules and Procedures), and
- Train Path Allocation and Reallocation Policy.

TasRail: Service planning

TasRail has completed installation of the Boss rail planning software system. This is a cloud-based

locomotive master planning software—is “an algorithmic service planning system, using optimization for service and train design, locomotive selection, rolling stock utilization, crew scheduling and rostering, and train path planning. Boss includes a suite of optimization algorithms that quickly generate feasible and efficient plans for all TasRail's services.”

TransPerth: Ellenbrook line

The WA government has revealed the route of the proposed line to Ellenbrook in the NE suburbs of Perth. The 21 km line from Bayswater will also include intermediate stations at Morley, Noranda, Malaga and Whiteman Park, and a later station at Bennett Springs East. The Government is hoping the project will be completed by 2023. The business case for the Ellenbrook project still needs to go to Cabinet for approval and also to Infrastructure Australia.

New Pilbara heavy duty lines to Eliwana and Koodaideri

On 5 July Fortescue Metals Group commenced construction of its latest heavy duty iron ore railway in the Pilbara, to serve the Eliwana mine. The railway will be 143 km from Solomon Hub to Western Hub, an extension of Fortescue's existing 620 km network. The railway is expected to commence operation in December 2020. Eliwana mine is expected to produce 40 million tonnes of iron ore for more than 20 years.

Rio Tinto has commenced construction of a 166 km line from Nunbat, south of Lyre Siding to a large new iron ore mine east at Koodaideri. It will be completed in late 2021. There will be an annual capacity of 43 million tonnes.

KiwiRail: Hamilton-Auckland train

The Hamilton to Auckland commuter train is likely to commence operation in March 2020 for a five year trial. Two return services will operate each weekday and one return service on Saturdays. The service will have four carriages accommodating 150 passengers but can be expanded with a fifth coach to accommodate 200 passengers if demand warrants. The service will start at Frankton (Hamilton) with stops at The Base on the northern outskirts of Hamilton, and Huntly. It will terminate at Papakura in south Auckland with connections by electric suburban trains to central Auckland.

The government has also approved a review into the suitability of upgrading the line to accommodate 160km/h services, which would halve the current journey time. The report is due to be released next year.

Wellington: New rolling stock?

Greater Wellington Regional Council has endorsed a proposal for replacement of the Wairarapa and Capital Connection fleets with 15 four-car Bi-mode Multiple Units (BMUs).

Greater Wellington sustainable transport committee chair, Ms Barbara Donaldson, says the region is currently experiencing growing demand for capacity. "Our rail network reached a new annual patronage high of 14.3 million passengers in June, representing an increase of 5.7% year-on-year. The peak patronage rates were even higher, rising 7.3% year-to-date, with our busiest lines being Hutt Valley and Kapiti." The Council says rolling stock used on Wellington – Masterton and Wellington – Palmerston North services is in need of refurbishment or replacement, and demand has already exceeded capacity on both lines. "The increase in train users both within and beyond the metro network shows an urgent need to plan and fund a fleet solution that avoids capacity shortages across the whole network as early as the mid-2020s," Donaldson says.

The case approved by the council proposes replacing both fleets with BMUs, which will operate on overhead catenary until Waikanae and Upper Hutt, before switching to an alternative traction source. "The additional capacity will provide a boost to peak services on the Kapiti and Hutt lines which alone provide transport for 84% of our rail customers," Donaldson says. The council says the delivery of the new fleet and associated network improvements requires a capital investment of \$NZ 415m and has a conservative benefit cost ratio range of between 1.3 and 2.6. The earliest date for the introduction of the new trains is 2025. The funding proposal will now go to regional and rail stakeholders and the NZ Transport Agency for consideration and feedback.

Dutch precision

Dutch infrastructure manager Prorail has completed planning for the 2020 timetable which comes into force on 15 December 2019. This will be the first timetable to be based on 10-second increments rather than per minute. It will see higher passenger train frequencies on two lines. Six InterCity trains per hour will operate between Utrecht and Amersfoort compared with four per hour currently, while during the summer months the service between Haarlem and the coastal town of Zandvoort aan Zee will be stepped up from two to four trains per hour.

United Kingdom West Coast franchise

The Department for Transport has announced that a consortium of First Group and Trenitalia will operate the Intercity West Coast franchise from 8 December 2019. It is planned that from December 2022 there will be an additional 263 trains per week, including the introduction of direct services from London to Llandudno, Gobowen and Walsall. Two trains per hour will run between Liverpool and London, subject to approval from the Office of Rail and Road.

Thanks to Paul Brown, Scott Ferris, Hilaire Fraser, Victor Isaacs, Denis McLean, Ross Morrison, Chris Pandilovski, Len Regan, *Catchpoint*, www.railexpress.com.au, www.railpage.com.au, *Railway Digest*, *Tasmanian Rail News*, *Australian Daily Telegraph*, *Herald Sun*, *Sydney Morning Herald* for Rail news.

FERRY NEWS

Changes in the **Manly Fast Ferry** timetable from 5 August are:

Manly - Darling Harbour: Three new services from Manly to Darling Harbour (DH) at 0655, 0725 and 0845. Two new services from DH to Manly at 0735 and 0804. 1639 from DH to Manly via Circular Quay discontinued.

Manly - Circular Quay: 92 services a week for old timetable (61 M-F, 31 Weekend), 69 services a week in the new timetable (46 M-F, 23 Weekend). One less service in the 0600-0700 period. One less service in the 0700-0800 period and two less services in the 0900-1000 period weekdays. Off-peak services decreased.

Circular Quay – Manly: 89 services a week for old timetable (58 M-F, 31 Weekend), 67 services a week in the new timetable (44 M-F, 23 Weekend). The 0655 and 0835 weekday services have been discontinued. Certain services have decreased in each hour block.

In response to customer concerns, more services were added to the weekday evening peak timetable from Monday 26 August, providing a service every ten minutes between 1700 and 1830. In addition, one of the Darling Harbour to Manly afternoon peak hour services was reinstated. The timetable will be reviewed for the busier summer period.

On 4 August a wharf extension opened at **Eden** to accommodate cruise ships. The project received funding of \$32m from the NSW government, \$10m from the Federal government and \$2m from Bega Valley Shire Council. The first cruise ship to use the wharf will be the *Pacific Explorer*, scheduled to arrive with more than 2,000 passengers on 15 September. It will be followed by a further 21 cruise ships during the season. There are plans for further work including a new passenger welcome centre, marina berths, and an overall port redevelopment.

Thanks to Paul Brown and *Daily Cargo News* for Ferry news.

AIR NEWS

International

Qantas will operate three tests of ultra-long-range flights to test how passengers and crew cope with the near 20-hour duration. Non-stop flights from New York and London to Sydney will be staged before the end of the year, using new 787-9 Dreamliners that have a range of about 14,800km. To extend that to the 17,800km distance between London and Sydney, Qantas will board just 40 people with minimal luggage. They will include scientists, researchers and Qantas employees who will undergo tests throughout the

flights to monitor health and wellbeing, as part of the airline's Project Sunrise. The aim of the project is to conduct non-stop flights from Australia's east coast to virtually any city in the world from 2023, using either Airbus A350ULR or Boeing 777X aircraft. Qantas CEO Alan Joyce said the results of the test flights would also help determine whether the business case stacked up, with a final decision to be made by the end of the year.

Thanks to the *Australian* for Air news.

ODD SPOT

A complete set of bus timetables for Sydney, NS (that is Nova Scotia, Canada) can be accessed at <https://www.cbrm.ns.ca/transit.html> Among the conditions for travel (page 4) is: "Passengers are

required to wear a top, bottoms and footwear". One wonders what the incident was that led to the promulgation of the rule specifying that bottoms have to be worn.

BUS NEWS

NEW SOUTH WALES

Sydney: North western changes

The following changes took effect from 28 July including numerous extensions, cutbacks and several new routes:

- 600 Parramatta-Hornsby, some Parramatta-Castle Hill trips to start/end at Pennants Hills,
- 601 Parramatta-Rouse Hill via Kellyville, adjusted to serve Hills Showground Station, Green Road, Hezlett Road and Withers Road,
- 602X North Sydney-Rouse Hill, shortened to North Sydney-Bella Vista station,
- 603 Parramatta-Rouse Hill, adjusted to serve Samantha Riley Drive, Kellyville station and Perfection Avenue,
- 604 Parramatta-Castle Hill via Winston Hills extended to Round Corner Dural via New Line Road, replacing 644 Castle Hill-Dural trips,
- 606 Parramatta-Winston Hills adjusted to serve Buckleys Road instead of Caroline Chisholm Drive,
- 607N City-Tallowong via Rouse Hill, new night service,
- 607X City-Rouse Hill, shortened to City-Bella Vista station,
- 610 City-Rouse Hill via Beaumont Hills discontinued. Castle Hill-Rouse Hill via Beaumont Hills now served by 633 extended from Castle Hill,
- 610N City-Norwest station via M2 & Castle Hill, new night service,
- 610X City-Castle Hill, trips operating north of Castle Hill now ends at James Mileham Dr & Samantha Riley Dr, Kellyville instead of Rouse Hill,
- 611 Macquarie Park-Blacktown, now has extra weekday trips,
- 612X Milsons Point-Kellyville via Castle Hill shortened to Milsons Point-Castle Hill,
- 614X City-Crestwood, shortened to City-Chapel Lane and Mackillop Drive, Baulkham Hills,
- 617 Kellyville-Adelphi St, Rouse Hill via Beaumont Hills now operates in peak periods replacing discontinued 617X City-Adelphi St, Rouse Hill,
- 618X City-Norwest discontinued,
- 619 Macquarie Centre-Rouse Hill via Memorial Av, shortened to Macquarie Centre-Castle Hill. Castle Hill-Rouse Hill via Memorial Avenue now served by 651 extended from Castle Hill,
- 620N City-Dural via New Line Road now City-Cherrybrook night service
- 620X City-Dural via Cherrybrook to become a peak service only,
- 621 City-Castle Hill via Cherrybrook discontinued,
- 625 Parramatta-Pennant Hills, Sunday frequency increased to 60 minutes from 120 minutes,
- 627 Chatswood-Castle Hill discontinued,
- 628 Chatswood-Norwest discontinued,
- 632 Pennant Hills-Castlewood extended from Castle Hill to Rouse Hill via Fairway Avenue and Perfection Avenue. Castlewood replaced by 660 (formerly T60),
- 633 Pennant Hills-Castle Hill via Cherrybrook station extended to Rouse Hill via Beaumont Hills. Monday to Friday frequency increased from 60 minutes to 30 minutes,
- 637 Castle Hill-Glenorie, 638 Pennant Hills to Berrilee, 639 Castle Hill-Pitt Town Road now travel via Old Northern Road instead of First Farm Drive and Old Castle Hill Road,
- 642 City-Round Corner Dural via Lane Cove and West Pennant Hills discontinued,
- 642X City-Round Corner Dural via West Pennant Hills to become a peak hour service only,

- 643 Kellyville-Samantha Riley Drive discontinued replacement by 603,
- 644 Castle Hill-Dural replaced by 604,
- 650 (via Lane Cove), 650X City-West Pennant Hills Valley discontinued, replaced by 652X City-West Pennant Hills Valley, no longer serving Knightsbridge,
- 651 City-Castle Hill via West Pennant Hills Valley now Epping-Rouse Hill via West Pennant Hills Valley, Castle Hill and Memorial Avenue,
- 653 Milsons Point-West Pennant Hills Valley discontinued,
- T60 Parramatta-Castle Hill via Tway, Winston Hills and Crestwood renumbered 660 and extended to Castlewood,
- T61 Parramatta-Blacktown via Tway, T62 Parramatta via Tway and Bella Vista, T63 Parramatta-Rouse Hill via Tway and Kellyville Ridge and T65 Parramatta-Rouse Hill via Tway renumbered 661, 662, 663 and 665 respectively,
- T64 Parramatta-Rouse Hill via Tway and Beaumont Hills renumbered 664 and adjusted to serve Greenwood Rd, Windsor Road and Sanctuary Drive,
- T66 Parramatta-Adelphi St, Rouse Hill discontinued,
- 711 Parramatta-Westmead Children's Hospital trips renumbered 712,
- 715 Parramatta-Norwest extended to Rouse Hill via Green Road, Foxall Road and Withers Road.

Bus route cuts

The following bus routes will cease or be cut back from 7 September:

- 829 Parramatta – North Parramatta all services cut from 0000 to 0300.
- M91 Parramatta – Chester Hill all services axed from 2300 onwards on Friday and Saturday evenings.
- 94N Wollongong – Thirroul all services cancelled in the evening.

AUSTRALIAN CAPITAL TERRITORY

Canberra: Weekend timetable issues

Canberra's bus network has a unique EBA agreement that is not replicated anywhere else in Australia whereby weekend rosters are staffed on a voluntary basis by staff – not as part of the regular roster during the week. In other words staff can choose not to work on weekends or public holidays. The timetabling and rostering implications are obvious as TfC has suffered several weeks of significant weekend cancellations causing further frustrations to the travelling public.

Despite a concerted effort to recruit new drivers specifically for weekend work the situation has not dramatically improved and reports suggest a new weekend network will be introduced from 28 September 2019 which will see some savage cuts to certain local routes (in some cases a bus every two

hours) to maintain other key routes across the city. A detailed report in the *Canberra Times* on 16 August makes for interesting reading.

Interestingly the weekend route structure will remain the same as that on weekdays – unusual for Canberra which for many years had at times separate weeknight and weekend route networks.

WESTERN AUSTRALIA

Perth: TransPerth changes

- From 21 July the following changes took place:
- 24 East Perth-Claremont now upgraded to operate every 30 minutes weekday evenings, Saturdays and Sundays,
- 25 Perth-Claremont now terminates at Elizabeth Quay Bus Station instead of East Perth,
- 27 East Perth-Claremont underwent time changes,
- 28 Perth-Claremont now has a 20 minute peak evening frequency instead of 15 minutes,
- 96 Leederville-UWA new route,
- 100 Canning Bridge-Cannington has additional trips,
- 102 Perth-Cottesloe Beach has some trips redirected to 107 Cottesloe via Stirling Highway. Weekday 107 Claremont trips extended to Cottesloe via Stirling Highway,
- 103 East Perth-Cottesloe trips now cut back to Perth Children's Hospital with Stirling Hwy now served by 107 Cottesloe and Fremantle trips,
- 111 Perth-Fremantle has some off peak trips withdrawn,
- 304 Midland-South Guildford has a route change to serve Rosehill Waters Estate,
- 308 Midland-Middle Swan withdrawn and extended as 310 Midland-Upper Swan,
- 370 Perth-Mirrabooka now operates a consistent ten minute frequency during the peak,
- 480 Clarkson-Butler has an additional school days trip,
- 518 Murdoch-Cockburn Central now services the southern end of Wright Road,
- 956 Bassendean-Ellenbrook North trips renumbered 955 to supplement 955 Morley-Ellenbrook North trips.,998/999 CircleRoute has additional Saturday trips to provide a 15 minute Saturday service between Fremantle station and Shenton Park station,
- 442, 501, 510, 517, 541, 553 and 970 have time changes.

QUEENSLAND

Toowoomba: Greyhound and Murrays compete

For many years Greyhound's timetables were issued as plain A4 PDFs which required two pages for one route, e.g. Melbourne – Canberra. In a welcome development the company has issued effective from 1 July a glossy timetable that folds to a DL size for their Toowoomba – Brisbane trunk route. This folds out. This is probably in response to Murrays' Chinchilla –

Toowoomba – Brisbane timetable dated April 2019 which also folds down to a DL sized document.

Clearly competition is fierce between these two companies for what appears to be the lucrative Toowoomba to Brisbane corridor.

Departures ex Toowoomba for Greyhound services are 0530, 0700, 0845, 1000, 1100, 1300, 1600 and 1800 daily. Departures ex Toowoomba for Murrays' services are 0500 then every two hours until 1500 then 1600 and 1800 daily. Both operators offer a mix of express and all stops services.

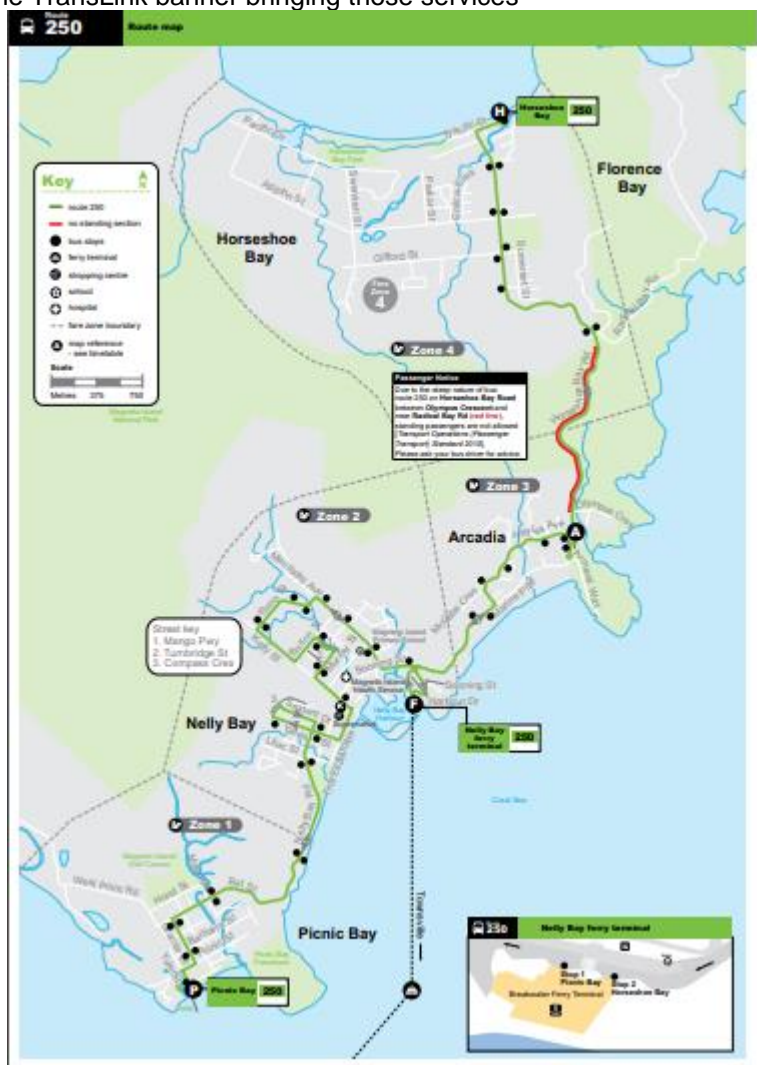
This does not bode well for the 'Cinderella' service offered by QR which offers a bucolic service on their twice weekly 'Westlander' train. Sadly QR does not appear to be interested in considering a frequent, high speed rail alternative between Queensland's largest inland city and Australia's third largest capital city.

Townsville goes TransLink

From Monday 13 May, bus services in Townsville and on Magnetic Island were re-organised and rebranded under the TransLink banner bringing those services

into line with similar networks in Cairns, Sunshine Coast and Toowoomba. All routes were renumbered as follows and new timetables printed (refer to examples at the end of the Bus News section).

- Route 200 - Ferry terminal to Kelso
- Route 201 - Ferry terminal to University
- Route 202 - University to CBD
- Route 203 - Kirwan to CBD
- Route 204 - Stocklands to CBD
- Route 205 - Stocklands (via Garbutt) to CBD
- Route 206 - Pallarenda to CBD
- Route 207 - Stuart to CBD
- Route 208 - Willows to CBD
- Route 209 - Stocklands (via Wulguru) to CBD
- Route 210 - Willows to University
- Route 215 - Stocklands (via Garbutt) to CBD
- Route 233 - Stocklands to Bushland Beach (via North Shore)
- Route 250 - Picnic Bay to Horseshoe Bay



Route 250		Picnic Bay to Horseshoe Bay																				
		servicing supermarket, Nelly Bay ferry terminal and Arcadia																				
Friday only																						
Monday to Friday	Route number	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	
	am	am	am	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	
1	Picnic Bay Jetty	5.45	6.35	7.20	8.00	8.55	9.40	10.40	11.40	1.05	1.50	2.25	3.55	4.35	5.30	6.15	7.35	8.20	9.30	10.05	10.35	11.40
2	Nelly Bay (Supermarket/Kelly St)	5.55	6.45	7.30	8.10	9.05	9.50	10.50	11.50	1.15	2.00	2.35	4.05	4.45	5.40	6.25	7.45	8.30	9.40	10.15	10.45	11.50
3	Nelly Bay Terminal bus arrives	6.00	6.50	7.35	8.15	9.10	9.55	10.55	11.55	1.20	2.05	2.40	4.10	4.50	5.45	6.30	7.50	8.35	9.45	10.20	10.50	11.55
4	Ferry departs	6.10	7.00	7.50	8.30	9.15	10.05	11.05	12.05	1.35	---	3.00	4.25	5.10	6.00	6.40	8.00	---	10.00	---	11.00	12.00
5	Ferry arrives	5.55	6.55	7.30	8.10	9.10	9.55	10.55	11.55	1.20	---	2.40	4.10	4.55	5.50	6.25	7.45	---	9.40	---	10.55	11.55
6	Nelly Bay Terminal bus departs	6.05	7.00	7.40	8.20	9.15	10.05	11.05	12.05	1.30	2.05	2.50	4.20	5.00	5.55	6.35	8.00	8.35	9.50	10.20	11.00	12.00
7	Arcadia/Alma Bay	6.10	7.05	7.45	8.25	9.20	10.10	11.10	12.10	1.35	2.10	2.55	4.25	5.05	6.00	6.40	8.05	8.40	9.55	10.25	11.05	12.05
8	Horseshoe Beachfront	6.20	7.15	7.55	8.35	9.30	10.20	11.20	12.20	1.45	2.20	3.05	4.35	5.15	6.10	6.50	8.15	8.50	10.05	10.35	11.15	12.15
Saturday																						
Saturday	Route number	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250
	am	am	am	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
1	Picnic Bay Jetty	5.45	6.35	7.20	8.00	8.55	9.40	10.40	11.40	1.05	1.50	2.25	3.55	4.35	5.30	6.15	7.35	8.20	9.30	10.05	10.35	11.40
2	Nelly Bay (Supermarket/Kelly St)	5.55	6.45	7.30	8.10	9.05	9.50	10.50	11.50	1.15	2.00	2.35	4.05	4.45	5.40	6.25	7.45	8.30	9.40	10.15	10.45	11.50
3	Nelly Bay Terminal bus arrives	6.00	6.50	7.35	8.15	9.10	9.55	10.55	11.55	1.20	2.05	2.40	4.10	4.50	5.45	6.30	7.50	8.35	9.45	10.20	10.50	11.55
4	Ferry departs	6.10	7.00	7.50	8.25	9.25	10.15	11.10	12.15	1.35	---	3.00	4.25	5.10	---	6.40	8.00	---	10.00	---	11.00	12.00
5	Ferry arrives	6.05	7.30	8.10	9.10	9.55	10.55	11.55	1.20	---	2.40	4.10	4.55	---	6.25	7.55	---	9.40	---	10.55	11.55	
6	Nelly Bay Terminal bus departs	6.05	7.00	7.40	8.20	9.15	10.05	11.05	12.05	1.30	2.05	2.50	4.20	5.00	5.55	6.35	8.00	8.35	9.50	10.20	11.00	12.00
7	Arcadia/Alma Bay	6.10	7.05	7.45	8.25	9.20	10.10	11.10	12.10	1.35	2.10	2.55	4.25	5.05	6.00	6.40	8.05	8.40	9.55	10.25	11.05	12.05
8	Horseshoe Beachfront	6.20	7.15	7.55	8.35	9.30	10.20	11.20	12.20	1.45	2.20	3.05	4.35	5.15	6.10	6.50	8.15	8.50	10.05	10.35	11.15	12.15
Sunday																						
Sunday	Route number	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250	250
	am	am	am	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
1	Picnic Bay Jetty	6.35	7.20	8.00	8.55	9.40	10.40	11.40	1.05	1.50	2.25	3.55	4.35	5.30	6.15	7.35	8.20	9.30	10.05	10.35	11.40	
2	Nelly Bay (Supermarket/Kelly St)	6.45	7.30	8.10	9.05	9.50	10.50	11.50	1.15	2.00	2.35	4.05	4.45	5.40	6.25	7.45	8.30	9.40	10.15	10.45	11.50	
3	Nelly Bay Terminal bus arrives	6.50	7.35	8.15	9.10	9.55	10.55	11.55	1.20	2.05	2.40	4.10	4.50	5.45	6.30	7.50	8.35	9.45	10.20	10.50	11.55	
4	Ferry departs	7.10	7.50	8.25	9.25	10.15	11.10	12.15	1.35	---	3.00	4.25	5.10	---	6.40	8.00	---	10.00	---	11.00	12.00	
5	Ferry arrives	6.55	7.30	8.10	9.10	9.55	10.55	11.55	1.20	---	2.40	4.10	4.55	---	6.25	7.55	---	9.40	---	10.55	11.55	
6	Nelly Bay Terminal bus departs	7.05	7.40	8.20	9.15	10.05	11.05	12.05	1.30	2.05	2.50	4.20	5.00	5.55	6.35	8.00	8.35	9.50	10.20	11.00	12.00	
7	Arcadia/Alma Bay	7.10	7.45	8.25	9.20	10.10	11.10	12.10	1.35	2.10	2.55	4.25	5.05	6.00	6.40	8.05	8.40	9.55	10.25	11.05	12.05	
8	Horseshoe Beachfront	7.15	7.55	8.35	9.30	10.20	11.20	12.20	1.45	2.20	3.05	4.35	5.15	6.10	6.50	8.15	8.50	10.05	10.35	11.15	12.15	

The Sunday timetable operates on all public holidays, with limited services on Christmas Day. Visit translink.com.au/townsville or call 13 12 30 for more information.

Examples of new Translink timetables for Townsville.

Thanks to Paul Brown, Hilaire Fraser, Steven Haby, Victor Isaacs for Bus news.

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