



TABLE TALK

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BRISBANE TIMETABLE SURPRISES – SEE p. 4

About *Table Talk*

Table Talk is published monthly by the Australian Association of Timetable Collectors Inc. (Registration No. A0043673H) as a journal of record covering recent timetable news items. The AATTC also publishes the *Times* covering timetable history and analysis. Contributions are very welcome and should be sent to the appropriate Editor.

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TOP TABLE TALK

A LIFE IN THE TIMING

by Sherill Nixon, *Sydney Morning Herald*, 21 June 2008

Geoff Lambert is fascinated by number-crunching and how it works in one important area of our lives, writes Sherrill Nixon.

Do Sydney's late-running, sardine-packed trains give you a headache? Then Dr Geoff Lambert may well be your man. By day, he is an internationally recognised neuroscientist who has spent 30 years striving to discover the cause of migraines and how to prevent them.

In a soon-to-be-published paper, the senior research fellow at the University of NSW theorises that the brain is protected by a sensitive alarm system that detects threats. In migraine sufferers, the system's sensitivity is so high that it is triggered by even innocuous influences, setting off a false alarm that results in a migraine.

In his downtime, if you could call it that for a man with so many interests there seems little time for sleep, Lambert indulges his obsession with numbers by collecting and analysing train timetables from around Australia and the world.

He is president of the Australian Association of Time Table Collectors, a collective of about 150 people (mostly men) who swap notes on historical and contemporary timetables, predominantly from rail networks.

His collection of a few thousand timetables and associated books, magazines and other documents - "railway paper" as one of his association colleagues calls it - takes up an "inordinate amount of space" in the Fairlight home he shares with his wife Judy,

a Greens member on Manly Council. "She's tolerant. I was a timetable collector when we got married and she married me," Lambert says. "She's interested enough to say 'That's an interesting looking timetable, where did you get that?' But by and large, it isn't a woman's interest, it's a blokey kind of thing."

Lambert, 61, was always a bit of a trainspotter - or rail fan, as they prefer to be called since the movie gave trainspotters a bad name - and as a child he would count the carriages on trains that ran by his home in Bacchus Marsh, in rural Victoria.

But it wasn't until he was nearly 20 that he started down the less travelled path of timetable collecting. On a walk with his dog on a miserable winter's day, he picked up a decaying booklet next to an old train station near home. It was a "working timetable" - a timetable with much more detail, designed for staff - for the local Ballarat line, and it gave him the background to the trains he had watched for years.

"I thought, 'Well look, that's the train I see every day; it's going to Adelaide.' I could find some sort of documentation that explained what I was seeing ... I have always been a kind of number cruncher and it's a sort of number-cruncher instinct.

"One of the things I was interested in was how they organised the train service and how it changed over the years. In order to do that, you had to look at the timetables."

Through years of study at the University of Melbourne, time in the United States working as a researcher and following his return to Sydney, Lambert's hobby grew - he would seek out timetables from railway staff, discover books and journals written by other amateur trainspotters and took to photographing many of the trains he saw.

He came into contact with Melbourne man Jack McLean, who went on to found the Australian Association of Time Table Collectors in 1983. Soon after, Lambert helped set up a Sydney branch. He also edits one of the association's two magazines, a review of historical and current timetables called *The Times*, and would love to see a library established to preserve the nation's timetables.

Amateurs used to make up most of the association's members, but these days Lambert says about two-thirds of the collectors have a professional interest, working in occupations such as transport planning, train driving or archiving.

"Most of us aren't exactly collectors in the sense of stamp collectors; we are interested in the content," he says. "There's definitely a dichotomy between the professionals and the amateur rubber-neckers. By and large, people in the rail industry regard amateurs as ... meddlesome and aggravating.

"To some extent there's a kind of Aspergan interest in train timetables. [Like the movie character] Rain Man, that kind of obsessive interest in timetables is associated with Asperger syndrome. And I would say there is probably a touch of that in most of us who are interested in this."

But he struggles to explain why the world of rail is what attracts the vast majority of collectors. Only a few members are into bus or air timetables and even some timetables are beneath the most avid "horariologists", going by this comment in one

of the association's magazines: "Someone collecting school timetables must be eligible for analysis for a syndrome."

Lambert's most precious timetable is one he found in an antiquarian bookstore about 15 years ago. "It's a bound collection of working timetables for the NSW Railways for 1890 and obviously was once on the shelf of the chief traffic manager's office," he says. "By all rights it should be in the NSW State Archives, because I know they have a gap on the shelf for that timetable. How it escaped from them is a mystery. It is probably a unique item - no other on the planet. They'll get it back in my will."

But timetable paraphernalia fills only about one-third of his home office. He is also a computer programmer and an amateur psephologist, or election analyst, who spends every federal election night in the national tally room in Canberra.

His passion for politics arose from the two decades he spent at the forefront of the Wilderness Society, including during the battle to save the Franklin River in Tasmania. Next month, he and Judy will join Save the Franklin campaigners at a dinner to celebrate the 25th anniversary of the movement's success.

As well as such earthly pursuits, Lambert is also fascinated by astronautics, a passion inspired by a book about space that his father gave him as a child. "I thought the coolest thing you could ever possibly do was to meet an astronaut," he recalls.

Many years later, he did. Fifteen years ago, while scuba diving on a Pacific island holiday, he met a Canadian-born aeronautical engineer who was on his way to work in Sydney. That man, Greg Chamitoff, became a NASA astronaut and is living aboard the International Space Station.

Lambert was one of the spectators at Cape Canaveral last month as Chamitoff was launched aboard the space shuttle Discovery.

"I sent an email to Greg [in space] saying ... for you I know it was a perfect day. For me it pretty much was too."

RAIL & TRAM NEWS

AN ADDITIONAL SERVICE FOR "TRACK BASHERS"

by Victor Isaacs

The era of strange suburban train services in Australia is not over! Most cities (especially Sydney and Adelaide) once had occasional peak services over unusual lines. Now this tradition has been revived in Brisbane.

Not hitherto reported in *Table Talk* is an unusual service introduced as part of the QR Citytrain timetable of 31 March 2008. A suburban train runs from the City via Dutton Park arriving Corinda at 716. It then departs Corinda at 727 and proceeds via Tennyson, then the southern leg of the Yeerongpilly triangle to terminate at Moorooka at 735. It then continues as empty cars to Kuraby to form an inbound service to the City via Dutton Park. This is the first time a regularly scheduled weekday passenger service has operated via the southern leg of the Yeerongpilly triangle. It will certainly

provide an incentive for “track bashers” to travel on it to “colour in” an additional line on their personal rail network maps. This will be facilitated by Brisbane’s zonal fare system.

The Corinda – Yeerongpilly line already boasted Australia’s most unusual suburban train service. Including the new train mentioned in the preceding paragraph, there are a mere four trains eastbound, and a mere six trains westbound. One of the westbound trains continues beyond Corinda to Darra to form an inbound peak hour service via the Main line. Another service (which has been in the timetable for a few years) equals the new service as an oddity. A train runs from the City via Dutton Park to Yeerongpilly, then to Tennyson, then via the northern leg of the Corinda triangle to Sherwood, then all stations to the City via the Main line. This is the only regularly scheduled passenger train via the northern leg of the Corinda triangle and so is another great train for “track bashers”. What is most recommended, of course, is to do both of these trains on the same morning.

Yet another oddity of this line is that all services cease before the time that the afternoon peak commences everywhere else. A summary of this line’s timetable is:

WESTBOUND MON-FRI

Roma St	557	649	742	811	1512	1539
Yeerongpilly	614	709	757	827	1527	1556
Tennyson	616	711	759	829	1529	1558
Corinda	619	716	803		1532	1601
Sherwood				839		
Roma St				858		
Darra	624					

EASTBOUND MON-FRI

Corinda	727	807	827	1552
Tennyson	731	810	830	1555
Yeerongpilly		814	833	1600
Moorooka	735			
Roma St		833	852	1619

As well as this sparse train service, a bus service operates approximately hourly during the day. At the eastern end, most runs operate to/from the Princess Alexandra Hospital. The bus does not operate evenings or weekends.

For more details of CityTrain’s timetable of 31 March see April *Table Talk*, page 5 and May *Table Talk*, page 4. The report in May *Table Talk* was incorrect in stating that a pocket timetable had not been issued for the Yeerongpilly – Corinda line. It has, but it does not appear on the QR CityTrain website. It is included on Translink’s website, and it does not include the Yeerongpilly – Sherwood train. Go to www.translink.com.au/db/timetables.php Look for “Beenleigh line (RailBus pocket)”. (This website provides access not just to QR, but to all timetables of all modes in the Brisbane area.)

QUEENSLAND PEAK FIDDLING

QR CityTrain issued flyers slightly amending the timetables for some morning and afternoon peak services on the Ipswich and Shorncliffe lines from 26 May. PDFs are at www.citrtrain.com.au/plan_your_trip/timetable_fares/timetable_fares.asp

ARTC FAREWELLS 19TH CENTURY, WELCOMES THE 21ST CENTURY

The Australian Rail Track Corporation (ARTC) has signed a contract with Lockheed Martin to take the proposed Advanced Train Management System (ATMS) to Proof of Concept stage. The system will be tested between Adelaide and Port Augusta. Once proved, ATMS will be used across the network to replace traditional signaling. Trains will be managed through a sophisticated computer program and GPS. This will secure the distance between following trains at a safe braking distance.

ARTC has completed installation of Centralised Traffic Control between Casino, NSW and Acacia Ridge, Queensland, replacing the Electric Train Staff system developed in the 1890s. CTC will cut transit times between Sydney and Brisbane by 45 minutes. Signals are controlled remotely by the Network Controller in either Newcastle or Brisbane.

EAST – WEST RECORD

In May this year, 3.6 billion Gross Tonnes per Kilometre (GTK) were transported on the east-west ARTC corridor, breaking the previous record of 3.53 billion GTK reached in November 2007. In addition, ARTC research shows the volume of goods transported on the east-west corridor in the first five months of 2008 was 3.5 per cent higher than the first five months of 2007.

RAIL CORP FREIGHT WORKING TIMETABLE

A Rail Corp Freight Working Timetable has been issued dated 11 May 2008.

SYDNEY PUBLIC TIMETABLES

Not previously recorded is a revised CityRail Airport & East Hills Line timetable updated December 2007 s Monorail + Light Rail Your Sydney Guide dated January 2008.

Amendments to CityRail timetables will be introduced in August, mainly an additional express from the City to Penrith in the evening peak.

FAST TRAIN?

Wollongong property development company Miltonbrook is attempting to revive the proposal for a fast train linking Newcastle, Gosford, Sydney, Wollongong, Nowra and Canberra.

FINDING A WAY THROUGH THE RAILWAY LABYRINTH

by Rod Sexton, *Sunday Age*, Melbourne, 22 June 2008

Ask Chris White why Connex doesn't put more trains on the overcrowded rail network tomorrow and he pulls out a three by one-metre piece of paper. On it are hundreds of multi-coloured zigzags, criss-crossing each other along a time-space graph to form half of the system's master timetable. Connex refused to let it be photographed but it is of little value to the untrained eye, a tangle of blue, red and green lines that Pro Hart might have painted had he used rulers. Each one shows a train's journey from start to finish across the day along with the intersections, corridor space and entry points it faces.

But what it's really useful for, Mr White says, is showing the complexity of a network where each train depends on others to reach its destination on time. This means a delay at North Melbourne can stop trains in Richmond, and is what Mr White, who is Connex's general manager network development, must deal with as he oversees the network's biggest timetable restructuring in years.

More than 200 weekly services will be added in November to offset some of the chaos Connex chief executive Bruce Hughes last week predicted would grip the system by 2013. Mr White agrees with his boss but says the new services will also alleviate overcrowding in the short term. "The harsh reality is while you're growing at 10% you're never going to fix the problems," he says. "This is going to give us breathing space but ... it's a balancing act." Connex and the State Government have played catch-up since patronage growth began booming in 2005 and led to ever-worsening overcrowding.

Many of the new services will run on the Werribee, Sydenham and Epping/Hurstbridge lines, with others dispersed, according to last month's patronage survey — the results of which have not been released. Planning for the latest timetable began last October, when Connex started a multimillion-dollar program to upgrade the network's five maintenance depots.

Whereas 88% of the fleet would run during the peak, maintenance efficiencies will lift that to 94% by November, which should, says Mr White, bring an increase of 10 six-car trains.

While critics claim the upgrade should have started years ago, there is no disputing the additional trains will provide the backbone of a restructure, which also includes untangling city loop portals at North Melbourne and Clifton Hill.

Passengers on morning trains from Werribee and Epping/Hurstbridge will travel straight to Flinders Street, avoiding the loop but lengthening the journey for thousands of commuters. "If we put extra trains in and evenly gave access to the loop, it would just lock up," he says. "The Werribee comes out simply because its track is on the outside (at North Melbourne) and the loop tunnels are on the inside. "If the loop tunnels were on the outside the Werribee would still go through the loop and the Upfield wouldn't, but that's just the way it's laid out."

The infrastructure constraints of the radial network must surely frustrate everyone at Connex, but none more than its four master timetablers. It is their job to request V/Line timetable changes and tweak services around congested intersections. Mr White says he doesn't know whether it's healthy or not, but the constant drubbing of

Connex acts as motivation. "There's a lot of pressure," he says. "You can't help but take a lot of things personally." All Connex can do, he says, is search for breathing room until the network is rescued by major infrastructure upgrades. "There are a lot of things on the network that people would like to change and I'd like to think what we're offering in November does some of that."

WHEN PARADISE COMES TO MELBOURNE

On 15 June the Public Transport Users Association launched its "Every Ten Minutes To Everywhere" campaign at a forum on transport and climate change. This proposes that train, tram and bus passengers would never have to wait more than ten minutes between services. PTUA President, Daniel Bowen, said that if the Government was serious about reducing car use in Victoria, it had to make public transport a feasible option for many more people. When the waiting time for your train, tram or bus exceeds the total time it would take you if you just drove, the car is always going to win, he said.

VICTORIAN INFRASTRUCTURE

In April:

- The Manangatang-Robinvale line was re-opened to freight traffic (25.4),
- Colac was re-opened as a crossing station (18.4).

TASMANIA: PACIFIC NATIONAL

In its latest move to divest itself of services it no longer wants, Pacific National proposes to discontinue its Tasmanian operations and sell its rolling stock. This follows the State Government refusing to renegotiate the agreement with PN (see January 2008 *Table Talk*, p. 11) to make the State Government pay for maintenance of its rolling stock. The Tasmanian Government has also confirmed that the loss of a contract to transport coal from Fingal to Boyer last year was the trigger for PN to stop paying for maintenance of rolling stock, and that it declined a chance to buy the operation in May.

The future of a contract to haul 200,000 tonnes of coal pa from Fingal to Cement Australia at Railton in NW Tasmania is now also in doubt. Cement Australia is currently PN's biggest customer in Tasmania by tonnage (although not by kilometrage) with 1.2 million tonnes of cement railed from Railton to Devonport in addition to the coal. The cement haulage equals 30,000 less trucks on the roads pa. Cement Australia regards the continuation of rail as critical to its operations, although it estimates rates are about 15% higher than on the mainland. Cement Australia is not interested in buying the railway.

Parties possibly interested in taking over the railway operations are Chas Kelly (road freight operator), El Zorro, Independent Rail (formerly Lachlan Valley Rail), Gennessee & Wyoming and Macquarie Bank. Queensland Rail and TasPorts are not interested.

Tasmanian Infrastructure Minister, Graeme Sturgess, has stated to a Legislative Council Budget Committee that intermodal services on the Tasmanian rail network is only marginally profitable, although coal freight is profitable. He said upgrades to

halve travel time between Hobart and Burnie and double freight train loads were “in the pipeline”.

(Incidentally the name of railway operator El Zorro comes from Spanish for fox. The founder of El Zorro is an admirer of Lindsay Fox).

TASMANIA: BUDGET

The Tasmanian Budget presented on 12 June included:

- An allocation for rail infrastructure maintenance, variously reported in the Budget papers as \$76.6 million or \$40 million (the difference probably represents the Commonwealth Government contribution),
- \$30 million to rehabilitate and re-open the Burnie-Wilshire line,
- \$23 million as State Government contribution to the proposed Brighton transport hub, and
- \$250,000 to investigate the potential of light rail for Hobart.

TAKE SOUTHERN SPIRIT, IF YOU CAN AFFORD IT

A new luxury train operation, the Southern Spirit, will commence operations with a trip from Darwin to Sydney on 26 November. Subsequent trips include Sydney-Perth, Sydney-Darwin, Perth-Brisbane and Brisbane-Darwin. It will run between November and March each year on a variety of different trips ranging from ten to fourteen days. Prices are around \$14,000. Their website is www.thesouthernspirit.com

MAYBE DEPARTMENT

The following are unverified rumours concerning improvements to passenger services. If they do not happen we will disclaim all responsibility. If they do happen, we will remind you that they appeared here first.

- The service from Sydney to Canberra and v.v. will be restored to thrice daily (from its present inadequate twice daily).
- Upon the completion of the Victorian North east line standardisation/duplication project in 2010, the first morning up V Line train will start from Wagga Wagga and the evening down V Line train will operate through to Wagga Wagga.

ADELAIDE TRAIN SERVICES REPLACED BY BUSES

Train services were replaced by buses over the Queen’s Birthday weekend (7-9 June) between Adelaide and Woodville. Trains operated between Woodville and Grange and Woodville and Osborne. However, trains operated direct to Outer Harbor from Adelaide at 713 and 12 midnight. Trains also operated direct to Adelaide from Outer Harbor at 700 (Sat), 800 (Sun) and 047 next morning all days. Buses also replaced trains between Adelaide and Brighton for work in connection with the new Oaklands Interchange station.

In both cases a quality A4 4 sided brochure was produced giving a full timetable of the replacement bus and train services including details of the location of the bus stops to be used by the replacement buses except for the Osborne–Outer Harbor

section. The brochure made clear that bikes would not be carried on the replacement bus services.

The Adelaide-Brighton line was also closed on Sunday 29 June because of track work with similar substitute bus services operated to replace the train service. A printed timetable was again printed showing full details of the bus stops location and times.

OAKLANDS STATION

The new station at Oaklands was officially opened on 9 June by the SA Minister for Transport, Patrick Conlon, with trains commencing to use the new platforms the next day. A commemorative plaque was apparently unveiled to celebrate the occasion. The new station consists of up and down platforms and is adjacent to the Morphett Rd level crossing. It has been named Oaklands Interchange. The previous island platform and building at Oaklands has been destroyed and on 10 June the only evidence of its existence was divergence of the tracks where it had previously existed. The pedestrian subway which gave access to the platform has been filled in. Work on the station building had not been completed by the opening date and thus the kiosk was not able to open. It is due to open in mid June. The previous station was attended on a part time basis. Oaklands station was one of the original stations when the line was opened to Brighton and had a freight yard. In the final years of its operation wood was the main traffic handled. Consequently, there was a large amount of land around the station. A park'n'ride facility for 230 cars has now been created. Bike lockers have also been provided. Pedestrian safety has been improved at the level crossing by the installation of automated pedestrian gates. Passenger safety has been improved by increased lighting, monitored video surveillance and duress alarms.

Additional trains now stop at Oaklands during the peak periods. These have been detailed on a special leaflet but to date no new timetable has been issued for the line.

GLENELG TRAM LINE

The re-railing project during the closure of the line over Easter resulted in only the section between Morphett Road and Sixth Avenue being completed. The Easter closure attracted a large amount of criticism. Work is now being carried out on an overnight basis with the Sixth Avenue – Brighton Road and Beckman Street – South Road – Forestville sections being completed. Work is currently being undertaken on both sides of the Goodwood flyover.

Since the extension of the Glenelg tramline to City West in October, there has been a 15% increase in patronage.

SA PARLIAMENTARY INQUIRY

The SA Legislative Council's Environment, Resources and Development Committee will inquire into current and future public transport needs including train services to the Barossa Valley, Mount Barker, reinstatement of the former Northfield line with park'n'ride stations at Port Wakefield Road and Main North Road, and relaying portions of the former Willunga line.

RECENT PUBLICATIONS OF INTEREST

From the Commonwealth Bureau of Infrastructure, Transport and Regional Economics:

Information Paper 62: Australian rail freight performance indicators 2006-07

Results for 2006-07 are reported against a set of 11 railway indicators. These are in three groups: three train indicators, four track indicators and four market indicators. The three train indicators provide information about intermodal train timetables and services. The four track indicators provide information about below rail infrastructure. The first of the four market indicators is an access price indicator. Other indicators measure the size of the intermodal freight market and the railway sector's share in that market. Published June 2008.

Also available on the web at www.bitre.gov.au/publications/62/Files/IP62_2.pdf

Information Paper 59: Australian rail freight performance indicators 2005-06

Similar data for 2005-06. Published June 2007.

Also available on the web at www.bitre.gov.au/publications/44/Files/IP59.pdf

Information Paper 57: Filling a gap in rail data: An investigation of the Gheringhap Loop Train sightings

This paper analyses train sightings data collected at Gheringhap, Victoria, on the Melbourne to Adelaide mainline. These sightings provide an independent source of information on train movements, train lengths, and reliability, and, given knowledge of freight volumes, can be used to estimate average wagon loads. In cases where trains are not scheduled, sightings such as these are presently the only publicly available source of data for freight volumes on specific routes. Following the growth in private train operations since the mid-1990s and the privatisation of National Rail in 2002, rail freight activity data became increasingly scarce. The Bureau utilizes information from railway enthusiasts and this paper presents an analysis of one such source. The paper provides a short review of the reliability of the data, makes observations about trends in freight activity from the data set, and draws some conclusions about the value of the data collection method. Published March 2007.

Also available on the web at www.bitre.gov.au/publications/53/Files/IP57.pdf

AUCKLAND DEVELOPMENTS

A new suburban network wide timetable was introduced in Auckland from Sunday 13 July. This timetable incorporates two major developments on the Western suburbs line:

- Completion of duplication between Henderson and Swanson. This means that most of the Western line is now duplicated. The only single track sections remaining are Newmarket to Boston Road where duplication is currently underway, and Avondale to Fruitvale Road where duplication is also underway but in conjunction with a major grade separation and station rebuilding project. There are no plans to duplicate beyond Swanson.
- Reintroduction of passenger trains to Helensville. It is 30 km from the former suburban terminus of Waitakere to Helensville. One train will run in the morning peak, departing Helensville at 632, stopping all stations to New Lynn, then express to Newmarket West and arriving at Britomart (Auckland) at 807. In the evening the train departs Britomart in central Auckland at 1730, runs

express from Newmarket West to New Lynn, and arrives at Helensville at 1903. The return working is an advertised passenger train. This departs Helensville at 1915, stopping all stations and arrives at Britomart at 2053. The former passenger service to Helensville was discontinued in 1980. The new service is on a twelve month trial. The Helensville service is also notable as it is the first express running on the Western line.

The frequency of many services will increase, particularly on the Western Line. On Monday to Friday, there will be 48 Western Line services from Swanson to Britomart (compared to 28 in the former timetable), with an additional two services on Fridays. Outbound, there will be 44 services to Swanson on Monday to Friday (compared to 27 in the former timetable), with three additional services on Friday.

On the Southern Line, Pukekohe and passengers to Middlemore Hospital will have a significant increase in morning and evening peak services.

Key improvements include:

- Four trains per hour during the morning and afternoon peaks between Britomart and Swanson on the Western Line
- The introduction of regular interval timetable on the Western Line
- The introduction of a twelve-month trial service from Helensville
- All inbound Western Line services during the week now start at either Helensville, Waitakere or Swanson
- Saturday train services between Waitakere and Henderson on the Western Line will resume
- New platforms and station facilities at Helensville, Waimauku, Huapai, Swanson, Ranui and Sturges Rd
- An increase in morning peak services from Pukekohe from four to six and evening peak services from four to eight
- Changes to the timings and stopping patterns of express and limited stop services.
- Changes to weekday and weekend times of all services
- The introduction of an additional SA (locomotive hauled) train, with two more SA train sets and four additional carriages (to increase the last four remaining three-car SA trains sets currently in use to four-car train sets) due to arrive in spring.

The new train timetables are available on the MAXX website,

www.maxx.co.nz/travel-updates/more-trains-more-often-effective-13-july-2008.pdf

Rail patronage in Auckland has increased 18% over the past year.

FOR “TRACK BASHERS” IN NEW ZEALAND

Mainline Steam, the major operator of steam train excursions in NZ, has plans well advanced for a summer service of trains from the port of Tauranga to Kawerau, commencing in late 2009. These will run in connection with visits by cruise ships. At Kawerau, buses will take passengers on to Rotorua. The trains will be available to non-cruise ship passengers. There has not hitherto been any passenger service on the Kaerau line which opened in 1953 for timber traffic. The train will use eight carriages imported by Mainline steam from Britain.

CANADIAN MOVING TO A NEW SCHEDULE

On 2 December 2008 VIA's flagship western transcontinental Canadian will depart at a new time. A new evening departure time from both Vancouver and Toronto will enable passengers to make connections in Toronto to/from eastern Canada, and provide passengers with more daylight viewing through the Rockies. The cross-country journey will move from a three-day, three night trip to a three-day, four-night schedule and will also include additional time at select enroute stations where the opportunity for touring is possible. The departure days from Vancouver and Toronto remain unchanged with thrice weekly departures from Toronto on Tuesday, Thursday and Saturday at 2200, and from Vancouver on Tuesday, Friday and Sunday at 2030. One additional night will be added to the schedule in each direction thus changing the arrival days in Toronto and Vancouver. The westbound train will arrive in Vancouver +4 at 9:42; and the eastbound train will arrive in Toronto +4 at 9:30.

NETHERLANDS DEVELOPMENTS

The first stage of the much-delayed (by both high-tech signalling and rolling stock acquisition problems) High Speed Line South in the Netherlands will open in October with an interim hourly Amsterdam-Rotterdam service with locomotive-hauled trains. International Thalys EMU trains to Brussels and Paris are expected to commence when the advanced signalling system is completed in May 2009.

The Dutch Transport Minister is considering plans to upgrade internal mainlines from 140 to 160 km/h, including signalling upgrades. Capacity on the Schiphol Airport-Amsterdam-Lelystad line may be doubled with quadrupling.

The Betuwe freight line from the port of Rotterdam towards the German border, opened in June 2007, is still carrying only one train in a direction at a time, pending inauguration of its sophisticated signalling system

PAKISTANI TIME

From the *Daily Times*, Lahore, Pakistan, 2 June 2008:

While most government institutions put ahead their clocks by an hour on Saturday [31 May], it seemed that the city's airport and railway station had either forgotten to do so or did not bother to tell their passengers about the new schedules. People travelling by rail arrived at the Lahore Railway Station an hour early, as their schedules had changed. Once told about the new timings, they noticed that the clocks at the station were running on their old time and had not been put an hour ahead. This caused a lot of confusion for everybody at the station because trains were now running according to the new time.

Pakistan Railways Divisional Superintendent Abdul Jabbar Ali told *Daily Times* that he had instructed the station and train staff to put ahead all clocks by an hour. "I will punish the staff if they ignored my orders," he added. It seemed that the staff had ignored Mr Jabbar's orders, as the clocks on trains displayed the old time. Only on Sunday afternoon did the railway staff put ahead the analogue clocks at the Lahore Railway Station by an hour. A passenger at the station told *Daily Times* that he normally got to the station an hour before his train's departure. "I like to be early because in case of a delay while driving to the railway station, I won't miss the train. However, the trains were running on a new schedules and I had to wait for two hours, as I was very early for my train."

Another passenger said, "I asked the system control manger of a Lahore-bound train from Rawalpindi to change the time on the train. He said that he had not received

instructions from senior officials to do something like that.” He said that the government should first inform its departments about the change in the time and then enforce it on the public. He said that putting ahead clocks at public places would not change anything. He said, “The public needs to know. There are various mediums to inform the public in this regard. Why didn’t the government do anything about it?” The same goes for air travellers. One of them, who was also at the airport an hour early, told Daily Times that he had to wait for two hours before his flight took off. “Is the government playing a joke on us?” he asked. Passengers were informed: A senior official of a private airline said all airlines had told their agents to inform passengers about the new schedules. “Its not our fault that the travel agents did not follow our instructions,” he added. Passengers claimed that their travel agents had told them nothing of the sort. “I shouted at my travel agent after this debacle. He told me that the airlines had not told him about the new schedules,” Muhammad Asghar, a passenger, told Daily Times on Sunday. He said that the airlines and the Civil Aviation Authority should have informed the passengers through the media about the new schedules.

(**Thanks** to Tony Bailey, Ian Cooper, Neville Fenn, Michael Marshall, Roger Wheaton and Victor Isaacs for Rail & Tram News.

As well as those acknowledged in the last issue, Geoff Mann also made significant contributions to the Rail and Tram News in June.)

BUS

ACT

ACTION Network 08

Further to the report in June Table Talk (pages 20-21) about the introduction of Network 08 by ACTION in Canberra, and in particular the report that insufficient drivers has necessitated the deferral of the introduction of the new network on weekends, this may have one beneficial effect as far as timetables are concerned. With the introduction of the new network there has been a gratifying increase in patronage on ACTION. This is probably partially because of the new weekday services, partially because of the associated general publicity associated with the introduction of the new network and partially because of increased petrol prices.

As mentioned in the report, timetables of all weekend services were brought together in one booklet, the Canberra Weekend Bus Book’08. Patronage has also increased on weekends. This is partially attributed to the convenient bringing together of all weekend services in one booklet. Consequently, ACTION is now considering the re-introduction of Bus Books for weekday services too, rather than individual leaflets. This is more likely to be a series of books, for example, one each for Inner North, Inner South, Belconnen, Woden and Tuggeranong.

ACTION patronage increase

For the first time, ACTION has carried more than 25,000 adult passengers in a day. The result was achieved on June 5, only four days after the introduction of the new weekday timetable. ACTION general manager Tom Elliott said with the patronage growth had come some pressures, requiring augmented services on some runs. This had been necessary to prevent people being left behind.

Acting Minister for Territory and Municipal Services Andrew Barr. said the Government was pleased with the positive response to ACTION's new network and acknowledged high petrol prices had likely contributed to greater use of public transport.

In the two weeks since the network had begun, daily adult boardings were up by 8.4 per cent, compared with the same two weeks last year and by 6 per cent compared with average daily use for the previous financial year. Patronage for the first two weeks of the new network was 1.3 per cent more than for the two previous weeks. More than 25,000 adult passenger boardings have been recorded twice, with 25,026 on June 5 and 25,189 on June 17.

The Government had provided almost \$35million extra to ACTION, of which \$12.95million was for the new network and \$22 million to help ACTION upgrade and modernise its fleet and better tailor its services. ACTION had reassigned different bus types to cope with increased demand on certain routes. After customer feedback, ACTION had introduced additional services to meet passenger requirements. No indication has been given on when ACTION will have enough drivers to introduce its planned improved weekend timetable.

Canberra Private Services

TransBorder The Williams family company Transborder Express Pty Ltd. has been acquired by Deanes Buslines of Queanbeyan effective 1 July. Deane's are retaining the existing operations and have set up another company trading as Transborder Express which will lease the existing depots at Mitchell and Yass. Coaches of Canberra

Regional services The following bus services have ceased operation in the Canberra region:

Bowman's Coaches Goulburn-Canberra which only commenced in March 2008 (see March Table Talk, p. 7). It attracted minimal patronage.

TransBorder's Canberra-Narooma-Canberra summer only day return service.

TransBorder's Ulladulla-Canberra-Ulladulla service remains.

Rix's Coast to Capital Moruya-Canberra-Moruya service.

New South Wales – Sydney

Sydney Buses

Route 353 (Bondi Junction to Eastgardens, via Coogee and Maroubra). To improve reliability, journey times have been extended due to increased traffic. The new timetable is effective from Monday 23 June

New timetable issues:

201, 263, May 2008, v13

411 May 2008, v9

425 dated 19 May 2008, v8.

443 (Pyrmont - Circular Quay) v9. From Monday 16 June, services will resume a 15 minute frequency between 12.30pm and 2.30pm and remain at existing frequencies of service at other times. These service changes meet current passenger demand and follow a 6 month trial of additional services at lunch time for the Pyrmont area.

448 PrePay only (QVB - Pyrmont - QVB) v9. From Monday 16 June, between 7.50am and 9.50am weekdays, Route 448 QVB - Pyrmont services run every 7 minutes; and between 5.00pm and 7.00pm weekdays, Route 448 Pyrmont - QVB services run every 10 minutes.

518, X18, version 9, effective June 08

Sydney Private Buses

Shorelink – All timetables still show an effective date of 5th September 2005. But some timetables as shown in the table below now show a different version number and date on the back in small print.

560	West Pymble and Macquarie	Shorelink	5/9/05 v2 19/6/07
565	West Lindfield and Macquarie	Shorelink	5/9/05 v3 7/5/08
574	Hornsby Hospital	Shorelink	5/9/05 v2 10/7/06
577	North Turramurra	Shorelink	5/9/05 v2 19/6/07
579	East Turramurra	Shorelink	5/9/05 v2 10/7/06
589	SanLink - Thornleigh	Shorelink	5/9/05 v2 10/7/06
590	Chatswood-Turramurra	Shorelink	5/9/05 v2 10/7/06
592	Mooney Mooney	Shorelink	5/9/05 v2 10/7/06
593/595	Mt Colah	Shorelink	5/9/05 v2 4/2/08
597	Berowra	Shorelink	5/9/05 v2 19/6/07

New South Wales – Regional

University of Wollongong: The timetable is issued by the University of Wollongong - latest one seen dated 1/2007 but University website shows later version dated January 2008. The timetable for route 9 does not contain a route number although buses do display this number.

Newcastle Timetables.

Port Stephens Coaches.

Port Stephens - Sydney		23 Dec 2006	Port Stephens Coach
Fingal Bay - Soldiers Point - Anna Bay - Newcastle	30,31,31B,31D,130	21 Oct 2006	Port Stephens Coach

The first of the above timetables is now dated 1st November 2007. The second is now dated February 2008. There is now no route 31D but there is a 136 which is Fingal Bay to Raymond Terrace.

In addition there is now a Port Stephens Explorer which is covered by a separate brochure/timetable. The brochure is undated and covers a service which operates daily starting from Eddy Avenue at 8.15 am and returning there at 7.30pm.

Kirklands.

With the sale of the Lismore – Brisbane section of routes 610/611 to Premier Motor Service as from April 2008, new timetables were introduced for the Lismore – Mullumbimby parts of these routes which were retained by Kirklands, as from 9 May

2008. The headings of the timetable in both direction still show both routes 610 and 611 but all individual trips are headed route 610.

From the same date a new timetable was introduced for routes 661/662 Lismore – Lennox Head. We had this timetable listed as also containing route 611 trips – the new timetable still shows 611 in the heading for trips to Lennox Head but no individual trips.

Lismore local: The timetable received was dated 6 June 2005 and not 2006. and is titled Lismore City Timetable and contains routes 661 and 681-685 (no 663).

Lismore – Casino – Tenterfield (670): This is now dated 14 September 2006 and also contains a route 670T which operates to Tenterfield while 670 only operates to Casino. 690 Lismore – Evans Head and 690/695 Lismore – Grafton dated 14 February 2005.

Queensland – Brisbane

Green light for next stage of Eastern Busway

Premier Anna Bligh has given the green light to the next congestion busting stage of the Eastern Busway from Buranda to Main Avenue, Coorparoo. “Under this plan the entire 18km Eastern Busway route from Buranda to Capalaba is now confirmed,” said Ms Bligh. “This means the busway can be built and opened in stages along this corridor over the next 20 years.”

Construction of the first section of the Eastern Busway – between the Princess Alexandra Hospital and South East Busway at Buranda – is well under way and is due for completion by late 2009.

A state of the art bus station will be constructed at a revitalised Stones Corner and a high quality covered bus terminal will be constructed at Langlands Park. Construction on this new section will begin in mid 2009 and is expected to be completed by early 2012. The new section will connect the existing South East Busway at Buranda with Coorparoo via Stones Corner with 560m of tunnel and 490m of surface busway.

Transport Minister John Mickel said that by 2016, the new section of the Eastern busway is expected to carry up to 7000 passengers in the morning peak.

Maps of the final Eastern Busway alignment are available online at www.translink.com.au/easternbusway.

Brisbane Transport

Timetable alterations effective 23 June, 2008.

Route 346 (Aspley to Brisbane City) Route 346 timetable has been improved to maintain coordination with route 353 and peak hour reliability. Operating hours route 346 :Monday to Friday: 6am - 5.55pm, 30 minute frequency.

Routes 353 (McDowall to Brisbane City) and 356 (McDowall to Brisbane City) now service Rode, Beckett and Hamilton Roads, providing direct access to Chermiside Shopping Centre and Stafford City. New timetables effective 23 June 2008. Route 353: Monday to Friday: 5.40am - 7.20pm, 30 minute frequency; Saturday: 7.40am - 3.40pm, hourly; Sunday 8.35am - 3.20pm every two hours.

Route 356: Monday to Friday: two services weekdays at 6.53am and 5.15pm.

An updated Brisbane Transport timetable list including the many new timetables dated 19 May 2008 is available on the AATTC website.

Queensland – Regional

Whitsunday Transport Updates

In early 2008 (exact dated unknown) **Bowen Transit** commenced a daily service between Bowen & Whitsunday Coast Airport. Buses originally departed Bowen at 12.15pm and the airport at 3.30pm with travel time being approximately 1hr. Buses meet both Virgin Blue and Jetstar flights. With the alterations in flights time effective from 6 April the departure from Bowen has been altered to 10.45. A timetable has been produced for the initial service however no timetable has yet been sighted for the current service.

The government contract for Collinsville-Bowen has been renewed with **Bowen Transit**. The service has been altered to operate daily (formerly Mon, Wed, Fri), however the service now only operates Collinsville (08.15) -Bowen (09.25-16.45) - Collinsville (17.55) instead of 2 services a day. The new service is effective from 31st March 2008.

Con-x-ion has ceased operation in Mackay from some time in March 2008. They ceased their twice daily service between Whitsunday and Mackay Airport around July last year and have now ceased operating the Mackay Airport - Mackay on-demand service. This means, currently, there is no airport bus service in Mackay.

New long Distance Contracts:

The Queensland Government has announced new long distance contracts (including the Collinsville service above). A summary of the new contracts is as follows:

Karumba – Cairns: Existing operator **Trans North Bus and Coach** will continue on this route. Buses will run at the same frequency, but will be upgraded to a 30 seat Scania bus, which is larger, more modern, and wheelchair accessible.

Biloela – Maryborough: **Callide Coaches** will continue the services between Biloela and Maryborough. They will now operate a wheelchair accessible bus, and introduce an internet booking facility.

Toowoomba – Rockhampton: **Kynoch Coaches** has been awarded the contract, replacing Greyhound. They will use a new, wheelchair accessible 45-seat BCI bus and will introduce an internet booking facility. Services with Kynoch Coaches will be cheaper for passengers with concessional discounts.

Mount Isa - Brisbane, Charleville - Brisbane, Mount Isa – Townsville: **Greyhound Australia** has been awarded contracts to continue with these three routes and will use 56 seat Scania long distance coaches which are wheelchair accessible.

Charters Towers – Townsville: **Douglas Coaches** will continue to provide services on this route. Passengers will now enjoy a new 29 seat BCI6850 bus that is wheelchair accessible, and will also be able to make bookings on the internet.

Cairns - Cooktown (Inland), Cairns - Cooktown (Coastal): **Country Road Coachlines** will continue its services between Cairns and Cooktown, on both the inland and coastal routes. New, larger buses will be used for the routes and online booking facilities introduced.

Bowen – Collinsville: **Bowen Transit** will continue to operate this route. Return services from Collinsville to Bowen will be doubled from the current three to six days a week. This is a great improvement for people who live in Collinsville and work in Bowen.

Toowoomba - Cunnamulla, Toowoomba - Lightning Ridge: **Kynoch Coaches** has been awarded a further five year contract for both routes. Kynoch will introduce new 45 seat BCI buses that are wheelchair accessible, and internet booking.

Emerald - Rockhampton, Emerald - Mackay, Emerald – Longreach: **Paradise Coaches** has been awarded the contract, replacing Emerald Coaches from April 1, 2008. Emerald Coaches did not re-tender for the routes. Paradise Coaches will introduce new 25 seat BCI buses that are wheelchair accessible, and internet booking.

Gold Coast

Surfside Buslines

Route 567 (Beenleigh to Ormeau via Yatala). New timetable effective 9 June 2008 improving public transport to the residents of The Lodge, Stapylton.

Routes 753 (Burleigh Heads to Pacific Fair via Bond University), 754 (Burleigh Heads to Pacific Fair via Bermuda Street) and 756 (Robina to Burleigh Heads) New timetables effective 23 June 2008. Route 756 will no longer service Tree Tops shopping centre.

South Australia – Adelaide

Adelaide Hills Service Changes effective 6th July 2008

Adelaide Metro has issued the following nine new format timetables effective 6th July 2008:-

820, 821

823, 840F, 860F, 863, 864, T840, T863

830F, 834, 835

837, 841F, 842F, T842

838, 839

850, 852, 853, 854

861

865, 866, 868

892, 893, 894

New routes are:-

842F Nairne-Mount Barker-City

T842 Nairne-Mount Barker-City (limited stop)

854 Strathalbyn-Macclesfield-Echunga-Mount Barker (Thursday only)
860F Mount Barker-Hahndorf-Bridgewater-City
865 Aldgate-Pomona Rd-City
868 Stirling-Heathfield-Aldgate
892 Urrbrae High School-Belair-Upper Sturt Rd-Aldgate

All Adelaide regular timetables are in the new format with the exception of bus routes 100, 361, the Glenelg Tram & trains on the Grange, Noarlunga Centre, Outer Harbor & Belair lines.

Tasmania

New Tassielink Richmond/Cambridge services

Tassielink introduced a significant increase in the level of service from Hobart to the historic village of Richmond on 14 April 2008. The improvement of services to the Coal Valley coincided with the introduction of a bus service to the new office, bulky goods shopping and industry centre at Cambridge Park.

Two extra trips in each direction have been added to the Richmond route while six trips each weekday operate from Hobart to Cambridge Park and seven trips depart Cambridge Park to Hobart. The Cambridge Park bus stop is located outside the new engineering headquarters of Hydro Tasmania.

One bus only was previously required to operate the entire service to Richmond, Campania and Colebrook. Now three buses are needed to provide the full service.

Victoria - Melbourne

New Timetable issues

694, 698 (Belgrave – Olinda and Upper Ferntree Gully – Olinda) **US Buslines** 16 June 2008

695 (Belgrave – Gembrook) **US Buslines** 16 June 2008. Off peak frequency now 30 minutes.

432 (Newport – Paisley) **Sita** On the MetLink Website, a new map for a new route 432 is online. It will now run from Yarraville to Newport, via Spotswood, Altona Gate Shopping Centre and Altona East. No timetable as yet, however, it will be running from 30/06/08.... 7 days a week.

Also, new map for 414 (Aircraft to Footscray) **Westrans** now running via Roberts St and Sunshine Rd, and 472 (Williamstown to Moonee Ponds via Geelong Road).

Route 400 (Sunshine – Laverton) **Sita**. As of the 23 June 2008, the bus turns left from Tilburn Road then travels along Mt Derrimut Road, Windsor Boulevard. There are a number of stops within Windsor Boulevard to service this area. The current arrival and departure times remain the same.

Sunbury Bus Services Timetables for Routes no. 481, 483, 485, 486, 497 & 488 new bus timetables with booklet format (32 pages) dated 2 June, 2008.

There is extra bus for route 483 Monday to Fridays departs from Sunbury to Moonee Ponds at 12.35pm and return from Moonee Ponds to Sunbury departs at 1.20pm. Also 1 or 2 extra bus services for Routes 481, 485, 486, 487 & 488.

477 (Moonee Ponds – Broadmeadows) **Tullamarine** As from 29th of June now runs straight down Dimboola Road to and from Broadmeadows station in lieu of around Sorrento St. into Rosebud Cres. then into Ripplebrook drive. This change will save about 5 minutes running time.

As of June 7 2008, **Melbourne Bus Link** now commences the first Route 215 trips on both Saturdays & Sundays at Caroline Springs Town Centre, rather than at The Grove. No new timetable has been reported at this stage.

Kastoria - Route 476 - 16 June 2008 Reprinted timetable. Version 1.3 - 05.2008. Minor afternoon changes with travel time from Moonee Pond to Hillsides extended by 10 minutes from 3.20pm to 4.40pm (75 minutes instead 65 minutes) due to traffic along Keilor Rd Niddrie travelling towards Hillside. An extra bus departs from Hillside to Niddrie at 4.00pm. Also minor departure times in Moonee Ponds direction during afternoon peaks.

Ventura/National: Worsening congestion on Flinders Street has reduced average travel speeds to less than 4 km/h during the afternoon peak and prompted Victoria's biggest bus company to declare it a no-go zone.

Ventura managing director Andrew Cornwall said traffic conditions were a key reason for the move. "By coming out of Flinders Street, we have sped up the services immensely," Mr Cornwall said.

The bus company, which runs roughly a third of Melbourne's network, has reconfigured its 66 routes to run on three key city streets: Lonsdale, Queen and Russell. Average travel speeds are higher — although not much — at about 10 km/h during the afternoon peak.

The city's new bus hub is set to be established at the Southern Cross railway station end of Lonsdale Street. "We're hoping the new terminus is completed by the end of the year," Mr Cornwall said. "It will enable buses to do U-turns in that precinct." Until recently, all of Ventura's buses that terminated in the city had to drive, without passengers, around a city block to leave the city. (The Age)

Victoria – Regional

Ballarat

Extensive changes to the Ballarat bus timetables (**Davis**) from 23 June 2008.

Departure and arrival times have altered on most runs. Most services will travel via the Railway Station. Trip times will generally be longer. Additional early morning and later evening services. Additional Saturday trips on most routes. Additional Sunday trips on some routes.

Through routing has been varied. e.g. currently route 7 is through routed to 15 and now will be through routed to 11.

Existing route 15 is now serviced by a modified route 15 and an additional route 18-Alfredton. Route 8-Eureka St and Route 9-Canadian have been joined via Fussell Street. Will operate as a loop service in both directions.

Albury/Wodonga

Mylon Motorways has revised timetables dating from 18 June for services in the Albury and Wodonga districts. The Company, established in 1906, has been sold to Dyson's as from 2nd July.

Thanks to Australian Transport Discussion Board, Canberra Times, Jason Blackman, Ian Cooper, Adrian Dessanti, Graham Duffin, Hilaire Fraser, Norbert Genci, Matthew Gibbins, Craig Halsall, Victor Isaacs, Bradley Matthews, Michael Marshall, Ministry of Public Transport, Paul Nicholson, Peter Parker, Len Regan, Lourie Smit.

AIR NEWS

DOMESTIC

From 1 July **Skywest** will begin bussing some passengers to their aircraft at Perth Airport as a result of changes to aircraft parking arrangements. Check-in will now close 30 minutes prior to departure.

Qantas is preparing to axe domestic and international routes in its next wave of cuts as the airline struggles to minimise the impact of rising fuel costs. It has cut capacity, routes and jobs, as well as ordering a wage freeze and deferral of pay increases to offset a soaring fuel bill. Qantas will cut capacity by five per cent and exit the Gold Coast-Sydney, Ayers Rock-Melbourne and Wollongong-Melbourne routes.

QantasLink will close its Mildura maintenance base on 15 August and suspend flights from Melbourne and Sydney to Newcastle, and its Melbourne-Wollongong flights.

Jetstar will drop Sydney-Whitsundays Coast, Adelaide-Sunshine Coast and Brisbane-Hobart. In addition, Qantas will retire a B737 aircraft, ground two others and cancel the delivery of as Jetstar A321 aircraft.

Virgin Blue will also cut services as well as increase fares. It will withdraw four planes. Services withdrawn will be once weekly Sydney-Proserpine and the direct thrice weekly Darwin-Melbourne, from July and August respectively. The axing of routes has left affected destinations angry and concerned as they predicted a slump in arrivals and the collapse of local businesses. Tourism Whitsundays and Tourism Tasmania, both victims of the cuts, were both critical of the cuts.

The pilot shortage has forced **Regional Express (Rex)** to scrap Sydney to Cooma services indefinitely and scale back flights on low demand weekend routes, including Adelaide and Melbourne to Mount Gambier, Melbourne to Mildura and Albury and Sydney to Griffith. With the exception of Mt Gambier, the cuts were mainly to weekend services. Cooma was due to resume on June 6.

OzJet, which operates services to Norfolk Island, from Perth to Derby and Perth to Bali, has been sold to **HeavyLift Cargo Airlines**.

Tiger Airways is believed to be looking at the Gold Coast as its second Australian hub, with a decision expected soon.

Norfolk Air (owned by the Norfolk Island Government) will fly from the Gold Coast to Norfolk Island from 2 October 2008. The flights will leave Coolangatta at 1030 on Thursday and arrive on the island at 1405 local time. Return flights will leave at 1505 the same day, arriving the Gold Coast at 1550.

Norfolk Air operates three services a week to Brisbane and Sydney and one each to Melbourne and Newcastle. A second Melbourne service is to begin on 1 September.

Jetstar will introduce 18 new weekly services to Newcastle from Brisbane, Gold Coast and Melbourne. Currently there are three daily Newcastle–Brisbane flights. This will lift to four dailies; the existing double daily Newcastle–Melbourne flights will lift to treble dailies; and the existing three times a week Newcastle–Gold Coast will turn into a daily service. This is a 50% increase in capacity, and will be made possible by the positioning of a second Airbus A320 at Newcastle Airport from 1 June.

Tiger Airways has increased flights between Adelaide and Melbourne by 50 percent, and added a morning flight between Canberra from Melbourne. Tiger will suspend its once daily Melbourne–Newcastle–Melbourne service from 11 August. Jetstar recently increased its services into Newcastle by 50%, including increasing their Melbourne flights to three times daily.

INTERNATIONAL

Qantas will withdraw its thrice-weekly service between Melbourne and Tokyo from September 2008, while Sydney–Tokyo services will drop from nine to seven per week. **Jetstar** will also withdraw from the Cairns–Osaka–Nagoya route from December, while Jetstar will also replace Qantas’s 14 weekly B767 Cairns–Tokyo services with a daily A330 two-class service from December. Qantas is to reduce its Sydney–LA services from 17 to 15 per week.

Qantas has sought to extend its codeshare agreement with **Japan Airlines** on the Cairns–Tokyo and Melbourne–Tokyo routes as it continued to suffer “significant losses”. It could be some time before it turns in a profit on the routes, with forward bookings down on 2007. Qantas has asked the International Air Services Commission to extend the codeshare for a further two years despite falling passenger numbers.

Jetstar will be using Perth as its new base, and launch services to Indonesia from there. The new service Perth–Denpasar will fly four times a week and Perth–Jakarta thrice a week. These will begin in late October. The flagging Japan route has prompted Jetstar to change its Sydney–Osaka–Brisbane services in favour of a daily Osaka–Gold Coast service from 1 October - its first long haul international operation from the Gold Coast. Jetstar regards the Japan market as “very challenging”, but said

a study had revealed three-quarters of Japanese customers on the route ended up in the Gold Coast

Low cost carrier **Viva Macau** will add a Saturday service from Sydney to Macau from July, taking its number of weekly services to four. The additional frequency comes ahead of the acquisition of a fourth aircraft, after which there will be further route expansion. Viva Macau has previously flagged an extension of its Australian operation with flights from Melbourne and Brisbane on the cards.

Garuda Indonesia has announced a third weekly service between Darwin and Denpasar from 25 June.

Malaysian low cost carrier **AirAsia X** will commence flights between Kuala Lumpur and Perth from 2 November. It will start with six flights a week, before moving to daily services in March 2009. Perth is AirAsia X's second Australian port after the Gold Coast (since November 2007).

China Eastern Airlines will expand its presence in Australasia by codesharing on Qantas's Beijing services. The Chinese carrier currently only flies to Shanghai from Australia. Qantas currently operates three services a week between Sydney and Beijing, using A330 aircraft.

Air Niugini launched a twice-weekly direct service between Sydney and Port Moresby in May. A twice-weekly Brisbane – Port Moresby service will be introduced.

Garuda Indonesia has responded to increased demand for Bali by adding extra capacity from Darwin, Melbourne and Sydney, with further additions from Perth anticipated:

- On 25 June, a third Darwin flight will commence, departing on Wednesday.
- On 22 July a fourth Melbourne service will operate from Bali to Melbourne on Tuesday and returning to Bali on Wednesday.
- On 2nd September two more services will be added to the Australian network. These will include a sixth flight on the Denpasar-Sydney route and a fifth flight between Melbourne and Bali.

As carriers all around the world start to drop capacity as they struggle with fuel costs, it appears **Air New Zealand** will fall in line as well, recently announcing a drop in capacity along with a fare increase. Fares are expected to lift by an average of 4%. Capacity drops to Japan, Hong Kong and Australia will also take place. Trans-Tasman services will be affected; Sydney–Hamilton and Sydney–Dunedin will drop from three to two services during September to November. They will return to normal from November. Services between Wellington and Sydney during August will reduce from a total of 44 to 36.

OzJet has applied to the International Air Services Commission to operate a weekly service to Nauru and two services per week to New Caledonia.

Australia and the **European Union** have signed an Agreement on air services - also known as the Horizontal Agreement. It opens the possibility of greater competition and more flights on routes between the two continents. The Agreement is a step towards the complete liberalisation of air service arrangements between Australia and the EU. It recognises the existence of a single European market for air transport links to and from Australia, and provides for the designation of airlines based on their EU status rather than their Member State's nationality.

Australia currently has bilateral air services agreements with 16 EU Member States, including the UK, Germany and France. The Agreement will lock in the benefits of those agreements and form the basis of future discussions on a single Europe-wide agreement that removes many limitations on air services between Australia and Europe. Currently bilateral agreements provide limitations, for example, Australian carriers can only provide a maximum of three flights per week to Paris.

The EU is Australia's largest aviation market, accounting for 20 per cent of Australia's inbound and outbound passengers and a fifth of Australia's total airfreight exports. Over the past five years, annual passenger numbers have grown by an average of 5 percent to reach 4.5 million people in 2007. Visitors to and from Australia's four largest European markets - France, Germany, Ireland and the United Kingdom - are forecast to increase from 1 million to 1.39 million by 2016, with the economic benefits to Australia expected to increase from \$5.3 billion to \$7.1 billion.

THERE IS NOTHING NEW

Until the 1920s/30s, many railways and tramways in Britain and Australia were obliged to cease services for a couple of hours on Sunday mornings so as not to interfere with Church services. Ceredigion Airport in Wales is currently seeking permission to expand. Some local Councillors say permission should be contingent on the Airport ceasing operation between 1030 and 1130 on Sunday mornings so that services at a nearby Methodist Chapel are not disturbed.

(**Thanks** to Tony Bailey, David Whiteford and Victor Isaacs for Air News).