



TABLE TALK

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These photos (*omitted from the website version*) are of one of the best situated bus termini in Melbourne, being adjacent to the Hawthorn Station access ramps and on a tram line. But it is served by only one bus each weekday – the route 609 service to the Royal Talbot Rehabilitation Centre, Fairfield.

Photos by Geoff Mann

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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Membership of the AATTC includes monthly copies of the *Times*, *Table Talk*, the Distribution List of timetables, and the twice-yearly Auction catalogue. The membership fee is \$50 pa. Membership enquiries should be directed to the Membership Officer, P O Box 1253, North Lakes Qld 4509, (07) 3260 5329.

TOP TABLE TALK

Melbourne's myki *Article and photos (omitted from the website version) by Len Regan*

Two of the features that enhance Melbourne's public transport system are the high frequency of services on trains, trams and buses (at least in the inner areas), and the integrated ticketing system that allows easy transfers from one mode to another. Once you know the system, you can travel from one mode to another knowing that you won't have to wait long for the next service.

These classic benefits of public transport in Melbourne seem to have been overlooked for political expediency on 29 December 2009 when the new **myki** (pronounced "my key") smartcard system was 'launched', but only on suburban trains, and only with some of the components functional. Despite this restriction, myki machines in many trams displayed 'Please touch your card below' on the on-board myki screens. As a result, travellers were faced with confusion about which system to use while reading strident criticism of the government and myki in the media. What could have been a very effective opportunity to encourage greater use of public transport turned into a public relations nightmare.

Myki will eventually replace the Metcard system, and will extend ticket and fare integration to cover the whole of Victoria. That is a commendable but challenging task. Smartcard ticketing is somehow meant to be synonymous with simplified fares and tickets. Although myki is promoted this way, it is harder to understand and not as simple as Metcard. While some fares are cheaper with myki, others are dearer as a result of altered eligibility, resulting in some of the initial confusion. Although Melbourne has a relatively simple zone and time-based fare system (compared to the extremely complex non-integrated system in Sydney), the official myki Fares and Ticketing Manual is a 120 page A4 document. The Introduction to the Manual puts it succinctly.

Myki will revolutionise travel for Victorians, allowing seamless journeys across different modes of transport. Customers won't need to worry about what travel zones are relevant or which ticket to buy – myki will automatically work this out and calculate the fare for each journey when a customer correctly touches on and off.

While the zones for trains and trams are defined by the familiar network maps, the zones for metropolitan bus routes are defined by 7 lists: Bus routes in Zone 1, Bus routes in Zone 2, Bus routes in the Zones 1 - 2 overlap, Bus routes in Zone 1 with overlap in Zone 2, Bus routes in Zone 2 with overlap in Zone 1, Bus routes partly in Zone 1 and partly in Zone 2, and Bus routes extending beyond the metropolitan area. The rest of the state is divided into a further 76 zones, with each V/Line station and coach stop allocated to one or two zones. These lists take up 18 pages in the Manual.

There are basically three fare options using myki.

- **Myki pass:** for regular travel for 7 days, or any number of days between 28 and 365. The cost is calculated on a daily rate for the number of days selected. The value is stored as the number of consecutive days travel. Generally the day rates are the same as in the current Metcard system.
- **Myki money:** for irregular travel. Money value stored on the card is deducted based on 'touch on' and 'touch off' with daily caps as in the current fare system. The fares deducted are generally much cheaper than the current Metcard fares, however metropolitan off-peak fares are no longer available.
- **Short Term ticket:** disposable smartcard for cash purchases from myki machines and on board trams and buses. The fares are the same as the current Metcard fares, but Daily Off-peak Zone 1-2 fare increases from \$9.90 to \$10.60.

Concession entitlement is embedded in the myki card. Seniors registered for the free Sunday Pass have been automatically sent a Seniors myki card which retains all current fare benefits. Non-Victorian Seniors cannot obtain a Seniors myki card – they are entitled only to a Concession myki card. This means that their fare for all day Zone 1 - 2 travel increases from \$3.40 to \$4.96. If they are only travelling in Zone 1, the fare decreases from \$3.40 to \$2.94.

The logistics of introducing a smartcard for a relatively simple fare system in Melbourne have been daunting. When announced in 2004 it was due to be introduced in 2007. It is now running over 3 years late. What hope therefore is there for Sydney with its 54 different fare systems, unless it agrees to a much more simplified fare system?

The myki information booth at Melbourne's Southern Cross Station. The AATTC President/Table Talk Rail Editor, Victor Isaacs, and Table Talk proof-reader, Agnes Boskovitz, having just arrived in Melbourne and obtained myki publicity, are studying it. This photograph (omitted from the website version) was taken quite coincidentally by the author/AATTC Distribution Officer, Len Regan, who was also in Melbourne, proving yet again – as if it needed to be proven – the existence of the Village of Australia.

RAIL & TRAM NEWS

ARTC: Queensland SG line transferred

The standard gauge railway from the Queensland border to Acacia Ridge was transferred from QR to ARTC under a 60 year lease from 16 January. The \$55.8 million concrete re-sleeper project on this line was completed by ARTC prior to the formal transfer.

QR Passenger: Keperra - Ferny Grove duplication

Duplication from Keperra and Ferny Grove, 3.2 km, will increase capacity and improve reliability. Ferny Grove station will be upgraded and commuter car parking increased to around 1,000 spaces. The bus interchange will be improved. The \$100 million estimated cost includes \$62.8 million for the rail duplication, with the balance for the station and car park upgrades including compliance with the Disability Discrimination Act. Completion is due in 2012. These figures indicate that providing a second track now costs about \$20 million a kilometre. Publicity material shows the station having three tracks and the new station being built across the end of the tracks (Cleveland style).

CityRail: WTT 25 April 2010

The next RailCorp CityRail Working Timetable will be dated 25 April 2010.

CityRail documentation

Recently issued by CityRail has been:

- Special Train Notice 0276 introducing minor amendments of Northern services from 25 February.
- STN 0277 introducing a number of minor amendments to the Cronulla line in connection with the current duplication project and other CityRail and Countrylink services from 28 February.

- Starts and Stables, 28 February.
- Intercity Train Rosters, 28 February.
- Endeavour & Diesel Rosters, 28 February.
- Emergency One Way Working for the City Circle, 28 February.
- Suburban train rosters, 28 February.

Sydney Light Rail extension?

NSW Transport Minister David Campbell announced on 15 January that the Government was considering an extension of existing light rail to the inner-west and through the CBD. He said tenders were being called for a light rail extension assessment study, which would examine two proposed routes through the CBD. The study would be expanded from the original plan for the inner-west to include an extension into the redeveloped Barangaroo precinct near Darling Harbour via George St. "Following consultation with local councils it was agreed to expand the scope of the study to include a proposed extension along George St, linking Circular Quay back to Central Station to form a CBD loop," Mr Campbell said. This casts doubt on the future of the proposed inner Sydney Metro.

Sydney Metro

The Sydney CBD Metro line will go ahead, but without a Rozelle station, and the Government will expedite the \$8 billion West Metro, Sydney newspapers reported on 21 January. Construction of the CBD line will start this year, concurrently with the West Metro. The CBD Metro will now extend from Central via Town Hall, Martin Place and Barangaroo-Wynyard to Pyrmont. The West Metro will be a 20-km line running beneath the heavily congested Parramatta Road corridor, servicing many areas that are only accessible by bus. It will be completed within six years. Geotechnical testing has been under way for a number of months to determine the best route, with 11 stations including Broadway, Leichhardt, Five Dock, Strathfield, Sydney Olympic Park, Silverwater, Camellia, Parramatta and Westmead.

NSW Country Network

The NSW Rail Infrastructure Corporation has called for Expressions of Interest to "provide management, maintenance and operations services" for the NSW Country Rail Network (ie, other than interstate mainlines and the Hunter Valley coal network). It would seem that the RIC is at least exploring alternatives to having this function carried out by ARTC, as it is now.

New NSW coal branches?

New coal mines are proposed along the Mudgee line at:

- Pipers Flat, 2 km from Wallerawang, and
- Cobbora, between Gulgong and Dunedoo. This would involve the construction of a 20 km branch.

And in the Hunter Valley at Bickham near Blandford, 15 km north of Murrurundi.

Countrylink: XPTs restored to 160 kph

XPTs have been restricted to 125 kph since a level crossing accident in 2004. Following assessment by the ARTC, they are again authorised to operate up to 160 kph. There has been no alteration to schedules, but this may be useful for making up time.

Metro Trains Melbourne: Timetable review?

The Chief Executive of Metro Trains Melbourne, Andrew Lezala, told the *Melbourne Age* (16 January) that Melbourne's timetables are far too complicated and need to be drastically simplified as part of a major two-year regeneration of the rail network. A "run-to-failure philosophy" that had endured under previous train operators was no longer good enough. "It is time for the railways to step up now and play our part in keeping Melbourne moving, because with another 1 million people coming in the next 15 years, the roads simply won't cope," he said. Melbourne needed a public transport system as good as that of Hong Kong or Singapore, he said, and the existing system needed upgrading to run reliably in temperatures as hot as 45 degrees.

Mr Lezala said Metro had embarked upon several projects to improve Melbourne's rail system. These would ultimately take two years to work their way through the system. "But that is too long to wait for an improvement in reliability," he said, stressing that Metro was working on a range of immediate fixes to make the system noticeably better.

A simplified timetable was needed so customers could remember it, and so train controllers could recover the system when things went wrong, he said. "We have some fantastic train controllers and they keep in their heads a timetable that is more complex than many I have seen," he said.

Mr Lezala said he liked the tram network because the frequency is such that you do not need to understand the timetable. The train network needed that frequency, he said. The Public Transport Users Association campaigned in 2008 to get trains, trams and buses running every 10 minutes. He said this was the correct approach.

Footnote: Connex are said to have developed before they left, a simplified peak period timetable for the Caulfield group which will be brought in to use in mid 2010.

V Line: Eaglehawk-Inglewood line closed

The Eaglehawk to Inglewood line was booked out of service from 12 November 2009 because of track condition (or rather lack of it).

Victorian Public Transport Minister

Martin Pakula is the new Victorian Public Transport Minister, following the resignation of Lynne Kosky for family health reasons. Mr Pakula was formerly Industry Minister.

TasRail: The bell tolls for Bell Bay

Freight trains to Bell Bay have been suspended. TasRail will instead increase freight services from Hobart to Burnie from five to seven times per week. This is to accommodate paper maker Norske Skog's and zinc producer Nystar's switch from Bell Bay to Burnie. The line had carried 300,000 tonnes pa, 90% for these two companies. Consideration had been given to maintaining a reduced rail service on the Bell Bay route but it was considered commercially and operationally unviable.

TransAdelaide: Hallett Cove

Hallett Cove station was closed from 18 January until mid 2010 for upgrading. A shuttle bus will operate between Hallett Cove and Hallett Cove Beach Stations connecting with all trains.

TransAdelaide: New Year's Eve

Free travel was again provided on Adelaide's trams, trains and buses after midnight until the commencement of the normal public holiday services on New Year's Day. As Jetty Road, Glenelg was closed to traffic from 1800 until about 0400, the tram service was truncated at stop 15 Brighton Road and supplemented by buses. Trams operated every 12 minutes from 1800 until 0400 and then every 30 minutes to the commencement of normal service. Additional trains operated on the Gawler Central, Noarlunga Centre, Belair and Grange lines. Because of work being on the Port Adelaide viaduct, passengers for Cheltenham to Outer Harbor had to change to buses at Woodville.

KiwiRail: Auckland electrification contract

KiwiRail has awarded a \$NZ80 million contract for Auckland's rail electrification overhead wiring to a joint New Zealand and Australian consortium of Hawkins Infrastructure and Laing O'Rourke. The contract will cover 80km from Papakura on the southern line and from Swanson on the western line. The soon to be reopened Onehunga branch and the new Manukau branch are also included. The system will be connected to the national grid via two independent connections at Penrose and Southdown. Masts will begin appearing towards the end of 2010, beginning with Otahuhu and working towards Britomart, and will be completed by 2013. Another component of the electrification, a \$90 million upgrade to signalling systems on the network was awarded earlier this year to Westinghouse Rail. The tender process to buy 114 electric trains is continuing.

KiwiRail: Capital Connection future

Suburban services will be extended from Paraparaumu to Waikanae when electrification and double tracking is completed late this year. However, this may place in jeopardy TranzScenic's Capital Connection passenger train from Palmerston North to Wellington. The Capital Connection is currently a return service daily Monday to Friday. One possibility may be a train from Palmerston North to Waikanae, connecting there with suburban trains. Meetings are currently taking place between KiwiRail and local councils to discuss

arrangements. In the twelve months to June 2009, 185,472 passengers used the Capital Connection, of which about 40% were Paraparaumu and Waikanae passengers.

Newman's Indian Bradshaw

The first edition of the revamped Newman's Indian Bradshaw was published in January. It is compiled by eRail.in and published by W. Newman & Co (as formerly). The price is 70 rupees. The front cover has three sub-headings: "Oldest Publication Incorporating Time Table of All Sixteen Zone" (sic), "Railway Timetable Book 2009-2010" and "A Guide for Railway Travellers in India". More details are at

<http://erail.in/rail/BradShawIndianRailTimeTable.htm>

Thanks to Tony Bailey, Ian Cooper, Scott Ferris, Victor Isaacs, Roger Wheaton, www.vicsig.net.net, *Railway News*, *Age*, *Daily Telegraph*, *Hobart Mercury*, *Sydney Morning Herald* for Rail news.

BUS NEWS

New South Wales – Sydney

Blue Mountains Bus Network Review Implemented 18 January 2010 *By Hilaire Fraser.*

Even though brochures outlining the proposed changes for the Blue Mountains Network Review were only issued in mid October the review was implemented in Monday 18 January 2010. The Blue Mountains Bus Company issued the following timetables effective 18 January 2010:

Lower Mountains

688 Penrith-Emu Heights

689 Penrith-Leonay

1688 Penrith-Leonay & Emu Heights (previously 688/699 - the use of a four digit route number is a first for the Sydney Region)

690P Penrith-Faulconbridge (previously 690)

691 Blaxland-Mt Riverview

690B Blaxland-Penrith (previously 690)

Mid Mountains

685H Springwood-Hazelbrook & North Hazelbrook (previously 685)

690C Springwood-Chapman Parade (previously 690)

690P Penrith-Faulconbridge (previously 690)

690K Springwood-Katoomba (previously 690)

692W Springwood-Winmalee (previously 692)

692B Springwood-Springwood Hospital & Buckland (previously 692)

693 Springwood-Burns Road

694 Springwood-Bee Farm Road

692H Springwood-Hawkesbury Heights (previously 692)

692Y Springwood-Yellow Rock (new - not 843 as proposed)

Upper Mountains

685H Hazelbrook & North Hazelbrook (previously 685)

685 Katoomba-Wentworth Falls & North Wentworth Falls

686 Katoomba-Echo Point & Scenic World

686 Katoomba-Katoomba Golf Club

690K Springwood-Katoomba (previously 690)

695 Katoomba-South Leura

696 Katoomba-South Katoomba

697 Katoomba-North Katoomba

698 Katoomba-Blackheath & Mt Victoria

690H Katoomba-Katoomba Hospital (new)

A brochure entitled "Blue Mountains Bus Network" showing maps of new routes 690H and 692Y and details of new route numbers was also issued.

Queensland - Regional

Veolia Transport has commenced running express coach services between Byron Bay and Brisbane/Gold Coast and, according to their website, between Brisbane and Noosa. The

services to Byron Bay commenced at the end of 2009 according to information provided by their telephone booking agent. Two timetables have been sighted:
The first is "Byron Bay to Surfers Paradise via Gold Coast Airport" Byron Bay dep 1040 Gold Coast Airport arrive 1130 Surfers Paradise arrive 1200. Return journeys depart Surfers Paradise at 1300 arriving at Byron Bay at 1410 (no times shown for Gold Coast Airport on the return journey).

The second is "Brisbane to Byron Bay Express" Capalaba dep 0730 Roma Street Transit Centre dep 0825 Byron Bay arrive 1025. Return journeys depart Byron Bay at 1450, arrive at Roma Street at 1650 and Capalaba at 1750.

All timings are given in Eastern Standard Time. The timetables are obviously meant to be issued during summer months as they have hand cut stickers with the daylight savings times placed over the timings for Byron Bay. This gives the impression that it takes three hours to travel to Byron Bay from Brisbane but only one hour to return.

The timetables are undated but current and apparently very recent. Limited information but not timings is available from

<http://www.veoliatransportbrisbane.com.au/index.php?id=569>

Greyhound Detour to Emu Park: The coastal town of Emu Park is set for an influx of tourists after Greyhound Australia began operating a detour to the coastal haven on its popular Brisbane to Cairns travel route. Passengers will be able to visit the gateway to Great Keppel Island by purchasing their ticket online on www.greyhound.com.au. Passengers travelling on a Greyhound Pass between Brisbane and Cairns can now visit Emu Park at no extra cost. CEO Robert Thomas said "A recent Tourism Australia survey found the majority of people on long-distance coaches were international tourists so this free optional trip will help our overseas visitors to see even more of the Sunshine State."

The following **new bus timetables** in regional Queensland have been noted and not previously reported:

- McDonald Charter Boats - 1 January 2010 - A new tt has been issued that introduces a Maintenance break for the ferry service on Saturday afternoons and Sunday around lunchtime. This has resulted in similar changes to their connecting shuttle bus on Horn Island. (See also ferry news).
- Marlin Coast Sunbus - Aug 2009 (all routes) - Only minor changes to Route 4.
- Marlin Coast Sunbus - November 2009 (all routes) - No change to times.
- Youngs Bus Service - January 2009 (all routes) - Route 23 & 29 have been deleted from tt. No other changes.
- Youngs Bus Service - December 2009 (all routes) - Route 23 & 29 have been returned to tt. No other changes to times.
- Mackay Transit Coaches - March 31, 2009 - no change to times
- Capricorn Coast Sunbus - December 2009 - minor time changes to some routes.
- Toowoomba - November 2009 - No changes to times.
- Townsville Sunbus - October 2009 (all routes)- no change to times
- Townsville Sunbus - November 2009 (all routes) - no change to times
- Whitsunday Transit - June 2009 - no change to times
- Whitsunday Transit - November 2009 - A public holiday tt added. This is the first time in many years that a different service standard has operated on particular days. Normal service operates 7 days a week. The public holiday tt sees services operating at approximately hourly intervals instead of the normal 20 min service. Only three buses operate to and four from Proserpine (instead of the normal six).

Surfside Buslines timetables effective 14 Dec 09:

702 Southport to Gold Coast Airport and 768 Tweed Heads to John Flynn Hospital. 702 has been extended from Burleigh Heads to the Gold Coast Airport replacing the weekend 704 Southport to Burleigh Heads via Pacific Fair Interchange.

706 The Pines to Paradise Point

757 Burleigh Waters to Tweed Heads. The first Monday Friday 757 northbound trip now leaves The Pines at 0628 instead of 0631.

753 Burleigh Heads to Pacific Fair via Bond University and 754 Burleigh Heads to Pacific Fair via Bermuda St. 753 now serves Varsity Lakes Stn.

756 Robina to Burleigh Heads. 756 now serves Varsity Lakes Stn and the section from Robina Town Centre to Robina Stn has been discontinued.

759 Reedy Creek to Robina

799 Airport Link (Golden Four Drive to Terminals).

Victoria – Melbourne

Melbourne Bus Link has issued a new combined timetable booklet for Routes 215/223/460 dated 1 November 2009 v.1 (Oct 09), which replaces the separate timetables currently listed for routes 215/223 & 215/460.

A new timetable for Ventura Route 903 also dated 1 November 2009 v.1 (Oct 09) has been reported.

Victoria – Regional

Summer Coastal services: The Colac to Lorne service (refer December 2009 Table Talk) operated five return trips daily (including Sundays and Holidays) until 31 January. From 1 February until 28 March, the frequency is three return trips daily (0730, 1015 and 1615 ex Colac, 0845, 1115 and 1715 ex Lorne). From 29 March until 11 April the five trip daily frequency resumes.

An interesting service has also been introduced between Moriac and Torquay. It operates on Tuesdays, Thursdays, Saturdays and Sundays from 19 December 2009 until 11 April 2010. The bus commences in Moriac at 0925, runs via Waurn Ponds Shopping Centre thence to Torquay arriving at 1040. A return journey to Waurn Ponds is then made before the trip back from Torquay at 1630 to Moriac arriving at 1740.

These services are operated by Hutchinson Buslines of Birregurra, as is the Friday service from Colac to Apollo Bay.

Linking the Bellarine Peninsula and the Surf Coast, another summer holiday service ran from 19 December 2009 until 31 January 2010 between Queenscliff and Jan Juc via Point Lonsdale, Ocean Grove, Barwon Heads and Torquay (operator McHarry's). Three return trips daily were provided, departing Queenscliff at 0950, 1352 and 1800. Departures from Jan Juc were at 1130, 1526 and 1930.

Western Australia – Perth

New, Re-numbered, Altered and Discontinued Perth Bus Routes *By Hilaire Fraser*
During 2009 and early 2010 there have been a number of new, re-numbered, altered and discontinued Perth bus routes. Many of these changes have not been previously recorded in *Table Talk*. Many of these changes are described below with reference to the timetable in which the route is contained and the date of effect of the new timetable.

12 Joondalup CAT via Joondalup Dr, discontinued (Joondalup CAT 28/6/09)

13 Joondalup CAT via Wilton Rd, discontinued (Joondalup CAT 28/6/09)

30 Perth-Salter Point (Aquinas College) extended to Curtin University, weekend services terminating at Elderfield Road near Henning Cr. (South Eastern 12, 21/2/09)

36 Perth-Midland, no longer serving the Domestic Airport (Eastern 87 & 100, 6/9/09)

40 Perth-Domestic Airport altered to terminate at Redcliffe, no longer serving the Domestic Airport (Eastern 87 & 100, 6/9/09)

105 Perth-Applecross via Canning Highway, new (Western 36, 31/1/09)

205 Cannington-Booragoon via Riverton Forum & Bull Creek, new (South Eastern 22, 26/4/09)

295 Kalamunda-Gooseberry Hill direct, discontinued along with Eastern 110 timetable, remaining 291 Kalamunda-Gooseberry Hill service contained in Eastern 94, 6/9/09 with routes 281/2/3.

300 Midland Stn-Midland Gate Shopping Centre, new (Eastern 92 5/7/09)

506 Bull Creek-Murdoch via Benningfield Road, discontinued (South Eastern 2, 15/2/09)

709 Perth-Como via Canning Highway, renumbered 104 (Western 36, 31/1/10)

730 East Perth-Salter Point (Aquinas College), discontinued (South Eastern 12, 21/2/09)

731 East Perth-Salter Point (Redmond St), discontinued (South Eastern 12, 21/2/09)

777 Perth-Edith Cowan University, Mt Lawley Campus, renumbered 885 (Northern 76, 1/11/09)

787 Perth-Forrestfield via Belmont Av, re-numbered 287, no longer limited stop (Eastern 108, 18/10/09)

788 Perth-Maida Vale via Belmont Av, re-numbered 286, no longer limited stop (Eastern 108, 18/10/09)

799 Perth-Walliston via Kalamunda Road, renumbered 295, now limited stop along Great Eastern Highway rather than express (Eastern 109, 21/2/10)

888 Perth-Dianella via Alexander Drive, new, operates every 20 mins during the day Monday to Friday to provide with 60 min 886, 887, 889 services a 10 minute service along Alexander Dr to Light St Dianella (Northern 76, 1/11/09), subsequently to be extended to Mirrabooka 14/2/09.

These changes only leave two 700 series peak-hour supplementary services namely 707 Bull Creek-Parkwood and 720 Midland-Sawyers Valley

A new Eastern 100 timetable (routes 36/37/40) will commence on 21 February 2010.

For those unfamiliar with the Transperth timetables, a number of routes (Transperth use the term service number) can be grouped within a timetable. A particular route may appear in more than one timetable. For example, Route 72 is included in South Eastern 15 and South Eastern 19.

Thanks to Simon Aalbers, Tony Bailey, Geoffrey Clifton, Hilaire Fraser and Michael Marshall for Bus news.

AIR NEWS

International

Air New Zealand will increase flights between Australia and Queenstown by 20% in the 2010 ski season, taking the total number of direct services to 12 per week. For the peak July and August periods, return services from Sydney will increase from five to six per week, and an additional weekly service will be added to the current two services from Melbourne, with Brisbane services continuing at three per week.

Royal Brunei Airlines will modify operations between Bandar Seri Begawan (BWN) and Australia/NZ. Effective 28 Mar, it will reduce the BWN-BNE route to six times weekly (previously daily), and offer a direct BWN-AKL service five times per week (was daily, operating via BNE).

AirAsia X expects to commence flights from Kuala Lumpur to Sydney from 1 July.

Viva Macau Airlines will suspend flights between Macau and Sydney for nine months from 28 March. However, it will boost its service to Melbourne, adding an extra weekly service, a 50% increase. Flights will depart Melbourne at 0915 and arrive in Macau at 1700. Return flights will depart Macau at 2015, arriving Melbourne at 0800 next day. Sydney flights will be available again from December 2010.

Qantas commenced Melbourne-Singapore-London A380 services on 18 January. When its sixth A380 enters service from 29 March, Qantas' A380 schedule will be:

- Sydney-Los Angeles – daily services (currently four per week);
- Sydney-Singapore-London – five a week;
- Melbourne-Los Angeles – three a week (currently two per week); and
- Melbourne-Singapore-London – two a week.

Air New Zealand trial flights from the Cook Islands from July (January *Table Talk*, p. 14) are between Rarotonga and Sydney.

PacificFlier was unable to commence services on 7 January (January *Table Talk*, p.14) due to what it claims were competitor airlines making last minute objections to the airline operating.

On 19 January **Japan Airlines** entered bankruptcy. It will continue operating, but will reduce services.

Domestic

AirNorth introduced Darwin-Mount Isa-Gold Coast flights from 8 October 2009 weekly on Thursdays: Depart Darwin 0600, Mt Isa 0815- 0855 arrive Gold Coast 1110, depart Gold Coast 1155, Mt Isa 1430-1510, arrive Darwin 1630.

Virgin Blue will commence a thrice weekly service from Perth to Christmas Island from 1 April and once weekly from Perth to Cocos Island from 3 April. Flights between the two islands will also begin on 3 April.

QantasLink will expand flights from March with additional services to Wagga, additional five weekly flights Sydney-Coffs Harbour and five weekly additional Tamworth-Sydney return flights.

Thanks to Simon Aalbers, Tony Bailey and Mike Kavanagh for Air news.

FERRY NEWS

Fantasea issued new timetables dated 4 Oct, 25 Oct and 12 Dec 2009 and **Cruise Whitsundays** issued timetables dated 10 August, 4 Oct and 25 Oct 2009 both operators altered times to suit plane arrivals and departures at Great Barrier Reef Airport. Daydream Island Resort and Spa has agreed that commencing 1 Feb 2010 Cruise Whitsunday will be the exclusive ferry operator to Daydream Island, meaning that Fantasea will only operate the Shute Harbour - Hamilton Island - Airport route. This will also see Cruise Whitsundays become the dominant ferry operator in the Whitsundays, having taken over the Long Island and Daydream Island services from Fantasea in recent years.

McDonald Charter Boats (Thursday Island) timetable was issued 1 January 2010 introducing a maintenance break on Saturday afternoons and around lunchtime Sundays.

Thanks to Simon Aalbers for Ferry news.



Members' News **- *February*** ***2010***

Australian Association of Timetable Collectors

DIVISION MEETINGS

Adelaide: The South Australian Division meets twice a year normally in May and November. Interested persons should contact convenor Roger Wheaton at thornwheaton@telsta.com.au or 08-8331 9043.

Brisbane: Regular meetings are held. Contact the Brisbane Convenor, Brian Webber, 8 Coachwood St, Keperra 4054 bwebber@tpg.com.au, or 07-3354 2140.

Canberra: The Canberra Division meets at 1830 on the second Thursday of every month at the Ainslie Club, Wakefield Avenue, Ainslie. Good conversation and a meal are features. Enquiries to Ian Cooper, GPO Box 1533, Canberra ACT 2601, iancooper@goldweb.com.au or 02-6254 1431.

Melbourne: Meetings are held on the first Wednesday of odd months from March to November 2009. All meetings commence at 2000 and are at the home of David Hennell, 3/29 Croydon Road, Surrey Hills, which is a short walk from Chatham Railway Station on the Lilydale/Belgrave line.

Sydney: Sydney meetings are held at 1400 on the first Saturday of February, May, August and November at the church hall, rear of the Roseville Uniting Church, 2 Lord St, Roseville. This is a very short walk from Roseville Railway Station on the North Shore line. All members and non-members are welcome. Large grab tables for the exchange of timetables, and cake, are always features. Inquiries to the Sydney convenor, Geoffrey Clifton, GPO Box 1963, Sydney NSW 2001, G.Clifton@itls.usyd.edu.au