



TABLE TALK

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Tasmanian Railway Working Timetable 24 Jan 2010

Km	Stations	31	35	145	347	447	647
		Mo-Sa	Su-Sa	Sun	Tue	Wed	Fri
177.7 W	BURNIE	08:11	20:28			16:00 <i>Westbank</i>	
129.5 W	DEVONPORT	<i>09:41</i> <i>09:55</i>	<i>21:58</i> <i>22:12</i>			17:37 17:44	
108.6 W	RAILTON	10:25 10:35	22:42 22:52		00:10	18:14 18:24	00:10
72.5 W	DELORAINE	<u>11:30</u> <u>12:00</u>	23:47		<u>01:10</u> <u>01:40</u>	<u>19:19</u> <u>19:49</u>	<u>01:10</u> <u>01:40</u>
50.8 W	HAGLEY	12:30	<u>00:17</u> <u>00:47</u>		02:10	20:19	02:10
0 W	EAST TAMAR			23:10			
199.2 S	WESTERN JCT	13:20 13:35	01:37 01:52	23:40 23:53	03:00 03:15	21:09 21:24	03:00 03:15
0 W	EAST TAMAR						03:45
161.1 S	CONARA JCT	<i>14:25</i> <i>14:43</i>	<i>02:42</i> <i>03:04</i>	00:43 05:00	04:05 05:00	22:14 05:00	
122.1 S	TUNBRIDGE	15:33	03:54	to FGL Mon	to FGL Tue	to FGL Thu	Fri
88.3 S	PARATTAH	16:23	04:44				
62.6 S	COLEBROOK	17:08	<u>05:29</u> <u>05:59</u>				
32.7 S	TEA TREE	<u>18:08</u> <u>18:53</u>	06:59				
24.5 S	ROGERVILLE	19:08	07:14				
21.5 S	BRIDGEWATER JCT	19:13 19:19	07:19 07:28				
0	HOBART	Mo-Sa	08:08 Su-Mo				
14	BOYER	19:39					

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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Tasmanian Railway Working Timetable 24 January 2010

Km	Stations	32	36	246, 546	346
		Sun-Fri	Sun-Sat	Mon, Thu	Tue
14 D	BOYER	17:35			
0 S	HOBART		03:00		
21.5 S	BRIDGEWATER JCT	17:55 18:01	03:40 03:49		
24.5 S	ROGERVILLE	18:06	03:54		
32.7 S	TEA TREE	18:21 18:51	04:09		
62.6 S	COLEBROOK	19:51	05:09 05:59		
88.3 S	PARATTAH	20:36	06:44		
122.1 S	TUNBRIDGE	21:26	07:34	ex FGL	ex FGL
161.1 S	CONARA JCT	22:16 22:38	08:24 08:39	14:45	12:18
0 W	EAST TAMAR				
199.2 S	WESTERN JCT	23:28 23:43	09:29 10:09	15:35 15:50	13:08 13:23
0 W	EAST TAMAR				
50.8 W	HAGLEY	00:33 01:03	10:59	16:40	14:13
72.5 W	DELORAINÉ	01:33	11:29 11:59	<u>17:10</u> <u>17:40</u>	14:43
108.6 W	RAILTON	02:28 02:38	12:54 13:04	18:40	<u>15:43</u> <u>16:55</u>
129.5 W	DEVONPORT	03:08 03:22	13:34 13:48		17:25 17:39
177.7 W	BURNIE	04:52 Mon	15:18 Sun-Sat		19:09

Preceding pages: The new Tasmanian Railway issued its first Working Timetable effective 24 January 2010. It is merely two pages – one headed “Eastbound/Southbound Mainline” and the other “Northbound/Westbound Mainline”. On most days there are only two trains each way on the north-south line, with another three a week to/from Fingal. Most of the first page adorns our front cover and most of the second page is on our page 2. The full Timetable is available from the March AATTC Distribution List.

TOP TABLE TALK

Sydney: No Metro, but a Western suburbs-City rail line, North West rail line and more trams (if you are patient)

On 21 February the NSW Premier, Kristina Keneally, announced a new transport plan for Sydney. It moves the focus to Western Sydney, and builds on the existing strengths of transport infrastructure. The plan encompasses the following:

- Express rail services from Western Sydney will be provided using a new dedicated 5 km City Relief Line from west of Redfern to Wynyard, with two new underground platforms at each of Redfern, Railway Square (near Central), City West (near Town Hall) and Wynyard. This will cost of \$4.53 billion. The aim is faster and more frequent services with a goal of up to 50% more services and 17% more passengers on an average weekday. Construction will commence in 2015. No completion date is stated.
- The oft-proposed and oft-postponed North West rail line from Epping to Rouse Hill will proceed. There will be six stations at Franklin Road, Castle Hill, Hills Centre, Norwest, Burns Road and Rouse Hill. However construction won't begin until 2017 and be finished until 2024. The cost will be \$6.7 billion;
- Quadruplication from Chatswood to St Leonards;
- The Light Rail line will be extended at both ends - through the inner west from Lilyfield to Haberfield, Leichhardt, Lewisham and Dulwich Hill, 5.6 km, plus from Haymarket through the Barangaroo development site to the Circular Quay transport hub, via Sussex St and Hickson Road and under the southern end of the Sydney Harbour Bridge, 4.1 km. The cost will be \$500 million. No time frame is mentioned. In a change of State government policy, the Premier said, “Light rail is suitable for Sydney because the inner-west is consistently medium density. This is just the kind of development that suits light rail.....Light rail provides a clean, quiet and reliable additional service [to buses]”;
- Re-affirmed commitment to the South West rail line from Glenfield to Leppington for completion by 2016, 11.4 km at a cost of \$2.1 billion;
- \$3.1 billion will be spent on new trains, 1,000 new buses, bus priority measures such as GPS and traffic light priority on 41 bus corridors;
- Six new ferries to replace Lady class and Supercats, plus wharf upgrades;
- More than \$150 million to be spent on cycleways and \$400 million on commuter car parks;
- The much criticised Central-Rozelle Metro (estimated to cost \$5.3 billion) will **not** be constructed;
- The new projects will be financed by the saving of \$5.3 billion from cancellation of the Sydney Metro, plus a new \$30 per annum levy on heavy cars, and additional funding;
- Creation of a Metropolitan Development Authority to oversee future transit orientated development and urban renewal;
- \$483 million from State and Federal Governments to deliver important freight works in Sydney, including a NSW Freight Plan, duplication of the Cooks River to Botany freight line, and investigation of the Northern Sydney Freight Line;
- There was no mention of oft-proposed Epping-Parramatta and Strathfield-Hurstville railways.

Sydney's MyZone by Len Regan

In last month's *Table Talk*, there was speculation about how Sydney would handle a smartcard ticket system with its complex fare structures, given that the Melbourne myki system was having trouble with its relatively simple fare structure.

Well, on 1 February 2010, the unbelievable happened. The NSW Government announced a new fare structure known as MyZone. The reason for this sudden announcement is not clear, but it may have something to do with a State election in 13 months time.

What is further surprising is that the new fares completely ignore the 4-year pricing path established by IPART at the end of 2009 aimed at better cost recovery from public transport fares. The new MyZone fares will result in a drop in total revenue, unless there is a large increase in patronage. The best opportunity for patronage growth is in off-peak casual travel, but this is the travel market that is most disadvantaged by the new system.

While the MyZone fare structure is simpler in some aspects, it does not remove the two main obstacles to effective smartcard tickets: there are still no fully integrated multi-mode fares, and the bus fares are still based on section distances. This in effect means that each bus route is a separate 'zone', and it is this complexity which brought about the downfall of the T-Card smartcard, which the government promised would be implemented in 2002.

The MyZone system was prepared in secrecy by a small group of bureaucrats. It is not surprising therefore those details had to be altered, and all brochures reprinted, on 11 February to correct operational anomalies.

Basically, there are two fare systems in MyZone: one for single mode travel, and one for multi-mode travel.

Single mode travel

- **Trains.** Single trip train fares are based on the distance travelled from station to station (the same as at present), but the number of distance bands is cut from 20 to 5, with the fares incrementing at 10, 20, 35 and 65 km. In general, the new fares are the same as or less than the current fare for the lower end of the distance bands. Return fares are retained, and off-peak return fares retain the 30% discount. For travel between Newcastle and Sydney (165km), the single fare drops from \$18.00 to \$7.80, and the off-peak return fare drops from \$25.00 to \$10.80.

Weekly and periodical RailPass tickets are retained, based on the new fare bands.

- **Buses.** Single trip bus fares are based on the sections travelled (as at present), but the number of distance bands is cut from 5 to 3, with the 1-2 and 3-5 section fares unchanged and a flat fare for all travel for 6 sections and beyond. This reduces the fare for 16 or more sections from \$6.30 to \$4.30.

TravelTen tickets are retained, based on the new fare bands and renamed MyBusTen.

Single and MyBusTen tickets are available on all private buses at the same fare scale.

Time-based fares on Newcastle Buses are retained unchanged. It is a pity that the opportunity was not taken to extend this fare system throughout the Hunter Region, given that IPART in its 2009 Fares Review Report indicated that time-based fares "were potentially more equitable than the alternatives".

- **Ferries.** The five separate fares for Sydney Ferries are replaced by two fares, for less than and more than 9km travel. Most fares increase by between 10 cents and \$1.10, but the Circular Quay – Parramatta fare falls from \$7.70 to \$6.60.

MyFerryTen tickets are retained based on the new fares.

A separate fare is charged each time there is change of vehicle or mode, even when this is necessary due to the network design. This is a particular problem, and an undesirable aspect, for casual daily travel. The train periodical tickets provide some protection against this for train-only travel, but the MyBusTen and MyFerryTen tickets will deduct a trip fare for each boarding.

Multi-mode travel

- There are three multi-mode tickets allowing unlimited travel on trains, buses and ferries, the only differences being the distance of the single train trip from Sydney Central. MyMulti 1 allows train travel as far as Chatswood, Croydon, Canterbury, Bardwell Park and Rockdale; MyMulti 2 allows train travel as far as Hornsby, Carlingford, Seven Hills, Liverpool, Holsworthy, Engadine and Caringbah, and MyMulti 3 allows train travel everywhere on the CityRail network.
- MyMulti 1 and MyMulti 2 are only available as weekly tickets, and replace entirely the current TravelPass tickets.
- MyMulti 3 is available as a weekly and a daily ticket, and replaces TravelPass, DayTripper and BusTripper tickets.

The extension of the multi-mode weekly ticket to the private buses is a welcome improvement and long overdue. This removes the anomalies of the exclusion of private bus travel from the current TravelPass system. It is not clear yet how these tickets will be issued on private buses that do not have compatible ticket issuing machines, but there are indications that there may be some form of hand-written tickets.

It would appear that a MyMulti 1 weekly ticket can be used anywhere for travel on buses and ferries even if there is no train travel involved. This overcomes the problems of separate fares for separate modes or routes, but only for weekly travel. For some commuters, it may be cheaper than buying a MyBusTen or FerryTen ticket.

There are some strange oddities in the fares. A weekly train fare for over 65km is \$56.00 But for one dollar extra you can get a MyMulti 3 ticket which gives you weekly travel on the local bus trip between home and a train station, the train trip, and the bus trip to work at the end of the train trip.

The ticket that is missing from the MyZone system is a day-only ticket for multi-mode travel over short distances. Although the MyMulti 3 ticket can be used anywhere in the metropolitan and outer metropolitan regions, even if no train travel is involved, at \$20 it is far too expensive. The current all day ticket on Newcastle Buses costs \$9.80. In Melbourne, an all-day all-modes ticket costs \$6.80 in Zone 1 or \$10.60 for everywhere (\$5.88 and \$9.92 with myki). The simplest solution might be to add MyMulti 1 and 2 day tickets, but without the train travel being restricted to CBD-based distances.

A commuter travelling by bus and then train between Rockdale and Chatswood can use a MyMulti 1 weekly ticket costing \$41. A commuter using a bus and then travelling the same distance (23km) by train in Western Sydney, Central Coast, Hunter or Illawarra regions can only use a MyMulti 3 ticket costing \$57. Restricting the rail component of MyMulti tickets to radial distances around the Sydney CBD favours those travelling in the most congested part of the network. It discourages the use of public transport by those in the outer regions where passenger capacity is more readily available.

With some additional tickets, or modified availability, the MyZone ticket system is a welcome step forward to achieving a more desirable level of fare integration and to simplify the path towards introducing smartcard ticketing. However, while the government chooses to ignore the economic guidance of its own adviser (IPART), commuters can have no certainty about how Sydney's fares and ticketing systems will progress.

Both the original and modified versions of the MyZone brochures for Sydney and Newcastle are included in the AATTC March 2010 Distribution List.

RAIL & TRAM NEWS

New Queensland coal railway

Resourcehouse company of Queensland has reached a "framework agreement" for Australia's largest ever coal export contract to supply coal to China. If the contract proceeds it may be worth \$69 billion over 20 years. The coal will be mined at the Galilee Basin near Alpha in Central Queensland. A private railway of 495 km will be built to a port at Abbot Point near Bowen. Various approvals are still required. However on 20 February the Queensland government announced that land acquisition for the railway is commencing.

Gold Coast Light Railway

For information about the Gold Coast Light Railway, construction of which will commence next year, go to www.goldcoastrapidtransit.com.au Detailed route maps are at www.goldcoastrapidtransit.com.au/property/property-plans.php

ARTC: East-West new loops

ARTC has completed two new crossing loops between Kalgoorlie and the WA/SA border. One is Chifley between Coonana and Karonie and the other is between Kitchener and Zanthus. On the SA side, a new loop is under construction, between Fisher and Cook, to be called Thomiar, and another at Direk, just to the south of Bolivar, which is north of Adelaide. Another loop is "pending" (ARTC's word) at Immarna between Bates and Ooldea.

ARTC: Melbourne-Sydney upgrade delays

According to *Railway Digest* (February 2010 issue, page 16), the delay in commissioning the double line from Seymour to Wodonga is due to disagreements between ARTC and Public Transport Safety Victoria over signalling and safety standards. There is concern about the application of "NSW" signalling conventions, especially placing signals on the "wrong" side of the track. Apparently operators have now accepted the change, except V Line, which is concerned with driver-only operation in these conditions. V Line therefore may not operate trains with one operator only. ARTC, however, maintains that it will implement national standards, and does not wish to apply local standards to one line only.

(Footnote: Railway Digest is highly recommended as an excellent source of general railway news).

Work continues on the Southern Sydney Freight Line, but at a slow pace only. Following upgrade work by RailCorp which impacts upon this project (see January *Table Talk*, page 4), the pace of work will pick up. According to ARTC CEO, David Marchant, this line is now expected to open in March 2011.

The Passing Lanes at Tallarook and Kilmore East were expected to be commissioned in early March.

ARTC: Melbourne-Adelaide upgrade

Re-sleepering of the line from Melbourne to the SA border was completed at the end of January. 401,000 concrete sleepers were inserted between Maroona and Serviceton at a cost of \$105 million.

Airtrain 15 February 2010

Additional Airtrain services have operated since 15 February 2010. These bring the start of services earlier:

- From Brisbane Roma St at 0500 arriving Domestic Terminal at 0527;
- From Domestic Terminal at 0542 arriving Brisbane Roma St at 0610.

Cityrail timetables 27 Jan & 28 Feb 2010

STN (Special Train Notice) 0276-2010 contains minor adjustments on the North from **27 January** and STN 0277-2010 also minor North alterations from **28 February**.

A new SWTT (Standard Working Timetable) for Freight Services (Book 4) was re-issued effective **28 February**.

STN 0277-2010 contains numerous adjustments, including altered stabling (to allow work to progress at Cronulla, one set will stable at Eveleigh). Up Countrylink trains (usually five a day) no longer use the Relief line from Ingleburn to Glenfield; rather they remain on the normal up line. The relief line will now only be used by freight trains. This might be because the ordinary up and down lines are owned by RailCorp, but the Relief line is owned by ARTC.

STN 0277-201 contains an interesting entry on page 7 as follows:

“**Run 714R** (8 M) (Pass.) 1817 Macarthur to Circular Quay via Airport, will run as table to depart Glenfield 1836, **EH** pass Glenfield Jctn 1838, depart Holsworthy 1842, East Hills 1846, Panania 1849, Revesby 18:51:30, Padstow 1854, Riverwood 1856, **L**, Kingsgrove depart 1901, thence run as tabled. “

Note the timing from Revesby on a timing at half a minute. This is possibly the first ever use by RailCorp of a half minute timing. (The Victorian Railways used half minute timings for their crack express passenger trains from Melbourne to Albury and vice versa. VR used them from the introduction of the “Spirit of Progress” in 1938 and the “Intercapital Daylight” in 1956 until these trains were transferred to the standard gauge line in 1962).

The Western and Cumberland Lines public timetable booklet has been reissued dated **November 2009**, the Hunter line **November 2009**, and Olympic Park line updated **February 2010**.

Cityrail: Cronulla duplication & December 2010 timetable

The final stages of work required to complete the double line on the Sutherland-Cronulla branch will commence on Saturday 20 March and continue for four weeks until the opening on 17 April. Possessions on the Cronulla branch and at Sutherland will be:

- Weekdays for two weeks (from 22 March to 1 April) no trains Caringbah-Cronulla
- Weekdays for two weeks (from 5 to 16 April) no trains Sutherland-Cronulla
- Four weekends (from 20 March to 11 April including Easter) no trains Oatley-Waterfall / Sutherland-Cronulla

Friday 19 March will be the last day of operation for the Local Control Panel at Cronulla. From Saturday 17 April Sydenham Signal Complex will control Sutherland and all of the Branch Line. Waterfall will continue to be controlled from a local Control Panel for the time being.

In regard to the new layout at Cronulla, the Platform (one of the longest in NSW) will remain, but an important piece of track that gives access from one end to the other will be removed. At present, all up passenger services depart from the "Main" Platform, down passenger trains arrive at either the "Main" or "South End" Platform (especially at peak times). Trains arriving at the South End then shunt forward to the "Main" Platform for departure. That shunt manoeuvre will not be possible, due to that piece of track missing in the new layout. Under this new arrangement and given the proximity of the Sidings, the current SWTT will be modified for "Platform Working" and "Stabling". Four 8 car sets will stable outside peak times (one each siding and one at the South End).

Heritage Operators' "Loco" hauled Special Trains will need to operate under a "Push-Pull" arrangement as the "run round" feature has been eliminated. A contributor suggests the Double track on the Branch Line, will be nullified by much less flexibility at the end of the line.

The new timetable will result in changes to some Run Numbers and Train Rosters.

STN 0277-2010 mentions a re-print of SWTT (Books 1 & 2) from **25 April**. The date of Sunday **25 April** was requested by Train Crewing (rather than the formerly touted 17 April) as 25 April lines up with the commencement of a crewing fortnight (i.e. Drivers' and Guards' Pay Fortnight).

A revised Illawarra line timetable is due in **December 2010**. This will provide:

Suburban morning peak

Four additional express services from Cronulla to Bondi Junction, stopping all stations to Sutherland, then Hurstville, Redfern and all stations to Bondi Junction. These trains will depart Cronulla at:

- 0713 arriving Central at 0759
- 0729 arriving Central at 0816
- 0744 arriving Central at 0831
- 0800 arriving Central at 0846.

Between 0700 and 0800 services on the Cronulla branch will increase from four to eight. Services between Bondi Junction and the City will remain at present levels.

Suburban weekday off-peak

Services on the Cronulla branch will increase from two to four an hour. Between 0900 and 1000 additional services will operate between Bondi Junction and the City. Services between Waterfall and the City will remain at current levels, however stopping patterns will be adjusted.

Suburban afternoon peak

A new express afternoon peak service will depart Bondi Junction at 1702, Town Hall 1713, and stop at all stations to Redfern, then Hurstville, Sutherland and all stations to Cronulla, arriving at 1805.

Suburban weekday evenings

Down services on the Cronulla branch will increase from two to four services an hour until approximately 2100. Between Waterfall and the City service frequency will be unchanged, however stopping patterns will be adjusted.

Suburban weekends

Services between Cronulla and the City will increase from two to four an hour between approximately 0900 and 2030. The additional Cronulla trains will stop at all stations between Cronulla and Sutherland, then Mortdale, Hurstville, Kogarah, Rockdale, Wolli Creek, Sydenham, Redfern and all stations to Bondi Junction.

Stations between Redfern and Bondi Junction will receive a minimum ten minute service frequency between approximately 0900 and 2030. Most South Coast services will be extended to Bondi Junction.

South Coast morning peak

The current 0413 ex Kiama will be extended from Central to Town Hall and Martin Place (0629).

The 0628 ex Thirroul will make additional stops at Heathcote, Engadine, Loftus, Kogarah and Wolli Creek. Passengers can change at Helensburgh to a fast service.

There will be a similar level of service, frequency and stopping patterns as the current timetable, however some departure times may change.

South Coast weekday off-peak

Approximately ten services to the City which currently start from Wollongong/Dapto will be extended to start from Kiama. More electric trains will replace diesel trains between Kiama and Wollongong.

South Coast afternoon peak

The current 1750 Martin Place to Port Kembla will commence from Bondi Junction at 1741.

There will be a similar level of service, frequency and stopping patterns as the current timetable, however some departure times may change.

South Coast weekends

Approximately 30 services from Kiama to the City will be extended to Bondi Junction. Journey times from Wollongong to the City will be reduced by up to ten minutes. Presumably these will now run express between Wollongong and Thirroul.

Shuttle services will operate between Port Kembla and Thirroul.

South Coast weekday and weekend evenings

From 1927 services will depart Central approximately every hour until 0034, reducing the present gap in services. The last three trains from Sydney will now start from Bondi Junction, departing Central at 2229, 2329 and 0034 - 24 minutes later than the current timetable.

Details are at www.cityrail.info/timetables/2010/ Cityrail is seeking public comment until 14 March.

Cityrail: Richmond branch

From 1 to 14 March preliminary work will be undertaken for duplication between Quakers Hill and Schofields. All weekday daytime trains will be replaced by buses between Quakers Hill and Richmond, and evening and weekend trains between Blacktown and Richmond.

Cityrail: Hunter matters

The **Fassifern – Toronto** replacement bus timetable has appeared in Cityrail timetables since the rail ceased, but it is missing from the December reprint of the Newcastle line train timetable and there is no reference to where people can find it.

All Hunter line services stopped at High St for the duration of the Maitland Show, Friday 19 to Sunday 21 February. Additional trains are to run between Newcastle and Telerah on 27 and 28 March for the Newcastle Show.

Countrylink: 28 February 2010

From Sunday 28 February there were minor changes to Countrylink services. Some Canberra trains are slightly slowed:

- The 0658 from Sydney on Mondays to Fridays now operates six minutes later from Campbelltown to Canberra arriving Canberra at 1123 instead of 1117. On Saturdays and Sundays this train is not altered.
- The 1152 from Canberra Mondays to Fridays now leaves at 1155 (as on Saturdays and Sundays) and now arrives at Sydney at 1621 (instead of at 1610). (On weekends it arrives at 1625).

The once-weekly Griffith train has been slowed on the branchline:

- The 0658 Saturday operates unchanged from Sydney to Junee, but then runs more slowly to arrive Griffith sixteen minutes later at 1557, instead of at 1541.
- The Sunday up train now leaves Griffith at 0725, 15 minutes earlier than its former time of 0740. From Junee to Sydney this runs unchanged.

Canberra-Eden buses have been very slightly altered:

- The 0700 Eden-Canberra now stops at Cooma at 1005, five minutes later than formerly. Other intermediate times are unaltered.
- The 1645 Canberra-Eden now stops at Nimmitabel at 1915, five minutes later than formerly. Other intermediate times are unaltered.

Newcastle coal terminal inaugurated

A 7000 tonne QR coal train from Wilpinjong mine arrived at the new \$1bn Newcastle Coal Infrastructure Group Terminal on 17 February, two months before its official inauguration. The train was to test equipment and operations. The terminal will commence loading ships in May and be processing 30m tonnes of export coal by the end of 2010.

Canberra freight ends

The last freight train from Canberra – of 18 empty Shell petrol tankers – graced the rails on 21 January. The wagons were subsequently returned to Canberra for storage.

V Line: Easter 2010 services

Thursday 1 April: Normal Thursday timetable with the following additional buses:

1805 Ballarat (Mount Helen)-Castlemaine

2000 Castlemaine-to Ballarat

0700 Wangaratta-Bendigo

1745 Bendigo (Latrobe Uni)-Wangaratta

2115 Geelong-Lorne

2210 Warrnambool-Heywood extended to Mt Gambier

2035 Warrnambool-Casterton

1450 Casterton-Warrnambool

2047 Ararat-Ouyen

1755 Ballarat-Donald

2035 Bendigo-Birchip-Sea Lake

1125 Wangaratta-Bright

1430 Bright-Wangaratta

1700 Bright-Mt Beauty taxi

1030 Mt Beauty-Bright taxi

2135 Wangaratta-Corowa

0530 Corowa-Wangaratta

1605 Corowa-Wangaratta

Friday 2 April Good Friday: Special holiday timetable similar to the Sunday timetable, but with additional and altered trains and buses.

Saturday 3 April: Normal Saturday timetable.

Sunday 4 April, Easter Day: Normal Sunday timetable.

Monday 5 April, Easter Monday: Special holiday timetable, similar to the Saturday timetable, but with additional and altered trains and buses.

Geelong station upgrade

Work has started on a \$24.5 million revamp of Geelong Railway Station. A new street from the station to Mercer Street will create a link to the waterfront and central Geelong. There will also be a new station forecourt and improvements to parking and pathways as well as landscaping and street furniture.

V Line: Don't get Sulky

Sulky Loop between Ballarat and Maryborough has been abolished.

Tasmanian Railway: Bell Bay line

Ian Cooper writes: Further to the report on page 6 of the February 2010 *Table Talk* regarding the suspension of freight services on the Bell Bay line: This line was totally dependent upon container traffic carried by the ANL vessel "Bass Trader" between Bell Bay and Melbourne two and three times a week. ANL withdrew "Bass Trader" from the service in late 2009 and created a joint venture with Toll Shipping to transfer freight to the latter company's Burnie to Melbourne daily service. Tasmanian Railway was then left with no freight to move on the Bell Bay line. It is believed that the withdrawal of the ANL service was a direct result of the existence of excess capacity on Bass Strait services from Northern Tasmania to Melbourne. After the withdrawal of "Bass Trader" there remain six roll-on/roll-off/container ships on the routes between Burnie and Devonport and Melbourne with direct rail connection only at Burnie.

TransAdelaide: Tram extension

TransAdelaide latest tramway extension from City West to the Exhibition Centre, 2.8 km, was expected to be opened in late February or early March.

TransPerth 6 December 2009

New public timetable brochures for all lines, Fremantle, Midland, Armadale, Joondalup and Mandurah, were re-issued from 6 December 2009.

New Zealand Timetables

- **KiwiRail** introduced a new Master Train Plan for the South Island from **10 January** 2010 and for the North Island from **17 January**. Copies are available from the AATTC Distribution Service.
- **Veolia Transport Auckland** introduced a new Master Train Plan which is undated, but believed to be effective **18 January** 2010. Copies are available from the AATTC Distribution Service.
- **MAXX** (the Auckland transport co-ordinating and marketing authority) published new Public timetable brochures for the Southern and Eastern lines, and for Newmarket-Britomart services from **18 January**. The Eastern line timetable is a sub-set of the Southern line timetable. These new timetables were for the opening of the grand new Newmarket station from that date. The Western line timetable – on which duplication work continues - remains that of 29 June 2009.

UK National Timetable

The long established Heritage Railways section of the British National Railway Timetable has been discontinued. The National Timetable was among the huge cornucopia of electronic material available on the CD Timetable disc on the AATTC February Distribution List. It is also available online at www.networkrail.co.uk/aspx/3828.aspx, or in printed versions from Middleton Press (including supplements and Eurostar) or from TSO. A review of the December 2009 National Timetable by Barry Doe is in *Rail* magazine, no. 633, December 2009, pages 66-73.

For very comprehensive information and links about UK and Irish rail and bus timetables go to www.barrydoe.co.uk

Amtrak

Amtrak will obtain approximately \$US.5 billion of an \$8 billion federal investment in intercity passenger rail. Amtrak says it is eager to work with state partners to move projects forward. The grants will help fund new services or extensions, including: an extension of Amtrak's Downeaster service to Brunswick, Maine; the development of the Ohio "3-C" corridor, connecting Cleveland, Columbus and Cincinnati; and an extension of the *Hiawatha* service to Madison, Wisconsin. The Administration's is also providing \$US3.5 billion to

California and Florida for the development of new, dedicated high speed rail systems. Amtrak will increase train speeds to 105 mph over a section of track it owns between Porter, Ind., and Kalamazoo, Mich., which will benefit *Blue Water* and *Wolverines* service. Amtrak will undertake an in-depth evaluation of the poorest performing long-distance routes to identify and implement changes where possible to improve key measures such as customer service, ridership, and financial performance. The five routes being analyzed are the *Sunset Limited*, *Cardinal*, *Texas Eagle*, *Capitol Limited*, and *California Zephyr*. Amtrak will expand corridor services in collaboration with state partners. In Virginia, a fifth *Northeast Regional* train will operate between Richmond and Washington, D.C. In North Carolina, a second *Piedmont* round trip between Raleigh and Charlotte will be added. In Washington state, a second *Cascades* train is operating from Seattle to Vancouver, British Columbia during the 2010 Winter Olympics. Amtrak is finalizing a new operating contract with the Los Angeles-based Metrolink commuter rail service to provide train and engine crews.

East European cutbacks

In **Hungary** 24 lines were closed to passenger traffic from 13 December 2009.

In **Latvia** from 15 February 2010 Riga – Ventspils and Riga-Renge services were withdrawn, and Riga – Ljēpaia and Riga-Gulbene reduced to just twice weekly. A sad picture for MAV's and LDZ's passenger services.

Travel the Trans-Siberian railway

Armchair explorers can now travel the length of Russia's Trans-Siberian railway with the click of a mouse. At over 8960 km it is the world's longest railway, crossing seven time zones, 12 regions and passing through 87 towns and cities from Moskva to Vladivostok. Google's Virtual Train spans the entire 150 hour journey. If sitting through the entire trip is a bit much, users can navigate to a specific area. To catch Google's Virtual Train visit: <http://www.google.ru/intl/ru/landing/transsib/en.html>

Thanks to Tony Bailey, Ian Cooper, Scott Ferris, Joe Friedman, Alan Gray, Victor Isaacs, Denis McLean, Samuel Rachdi, Len Regan, Lourie Smit, Michael Smith, Brendan Whyte, *Australian, Canberra Times, Daily Telegraph, Railway Digest, Sydney Morning Herald* and www.vicsig.net for Rail news.

BUS NEWS

New South Wales – Sydney

Sydney Buses: A new bus network for Region 6 (Inner West and Southern Suburbs) will be introduced from Sunday 21 March 2010. Changes introduced include:

- new links between the regional centres Hurstville and Burwood;
- improved links on cross regional services;
- new Sunday services to Bankstown;
- improved evening services from the CBD to Birchgrove;
- better links to regional shopping centres;
- new services to Chiswick on Route 415;
- a new full time service from Mortlake to the CBD on Route 439; and
- a faster, more efficient Sydney CBD service from Mortlake, Canada Bay, Haberfield and Leichhardt on Route L39 through the introduction of PrePay only ticketing.

Route and timetable alterations:

370 - Leichhardt MarketPlace to Coogee via Glebe and Newtown New timetable. No change to route

401 - Sydney Olympic Park Wharf to Lidcombe via Olympic Park Station Route 401 services will no longer operate via Sydney Olympic Park Wharf. It will provide a direct link between Lidcombe and Olympic Park Station. A direct link to the Wharf will be serviced by the new Route 526 service.

406 - Route 406 is a new service that will run between **Hurlstone Park (Keir Avenue), and Five Dock via Summer Hill (Prospect Road), Ashfield (Orpington Street), Haberfield and Rodd Point**. This service will also provide a direct link for those residents from Dobroyd Point to shops at Five Dock and Ashfield.

407 - Burwood to Strathfield via Strathfield West New timetable. No change to route.

408 - Burwood to Rookwood Cemetery New timetable. No change to route.

409 - Burwood to Hurlstone Park Due to low patronage the Route 409 service will be discontinued with alternative travel available on Route 418 (between Hurlstone Park Station and Ashfield), Route 406 (between Keir Avenue and Hurlstone Park) and Route 491 (between Ashfield and Five Dock) and extended Route 415 (between Five Dock to Burwood).

411 - Ashfield to Roselands Due to low patronage the Route 411 has been discontinued. Alternative travel is available on Route 406 (between Hurlstone Park and Ashfield Station), Route 412 (between Earlwood and Dulwich Hill Station) and Route 493 (between Roselands and Bexley North).

412 - Campsie to City - King Street Wharf via Earlwood To simplify the route and make it more reliable, Route 412 service will no longer divert along Northcote Street, Clemton Park. Route 473 will now service Northcote St.

413 - Campsie to City - King Street Wharf via Ashbury New timetable. No change to route.

415 - Campsie to Burwood Station via Belmore, Belfield, Enfield and Strathfield Station The northern section of Route 415 has been extended from Burwood Station to Chiswick via Five Dock.

418 - Route 418 is a new service to run between **Burwood Westfield and Tempe via Sydenham Station**. It will replace sections of the discontinued Routes 409 and 425.

422 - Tempe to City - Circular Quay via Princes Highway Route 422 has been extended to run to Kogarah via West Botany Street and Bryant Street. This service now replaces sections of the Routes 425 and 475 servicing Rockdale Plaza.

423 & L23 - Kingsgrove to City - Circular Quay via Earlwood, Marrickville and Sydney University New timetable. No change to route.

425 - Dulwich Hill to Rockdale As the Route 425 is replicated by Route 418 (between Tempe and Dulwich Hill) and Route 422 (between Tempe and Rockdale), it has been discontinued.

426 - Dulwich Hill to City - Circular Quay via Marrickville and Newtown New timetable. No change to route.

428 - Canterbury to City- Circular Quay via Addison Road New timetable. No change to route.

L28 - Canterbury to City - Circular Quay - Limited Stops New timetable. No change to route.

431 - Glebe Point to City - Millers Point via Glebe Point Road Additional services will be added to the Route 431 to replace the discontinued Routes 432 and 434.

432 - Birchgrove to City - Millers Point via Glebe Point Road Route 432 has been discontinued. Alternative services are available on Routes 431 (Glebe Point to Millers Point), 433 (Balmain to Millers Point) and Route 441 (Birchgrove to QVB).

433 - Balmain to City - Millers Point via Glebe Point Road Route 433 will run additional trips to replace the discontinued Routes 432 and 434.

434 - Balmain to City - Millers Point via Glebe Point To ensure a fast and direct link to the City, the early morning Route 434 services will be replaced by additional services on Routes 431, 433 and 441.

435 - Leichhardt Town Hall to City - Circular Quay The 435 route was duplicated with sections of Route 440. For simplicity, the Route 435 will be discontinued and extra services will be added to Route 440.

436 - Chiswick to City - Circular Quay via Rodd Point, Haberfield and Leichhardt Town Hall Due to low patronage at Chiswick, some city-bound Route 436 services will start at Rodd Point and some services from the City will finish at Rodd Point.

437 - Five Dock to City - Circular Quay via Rodd Point and Leichhardt To simplify the bus network structure, Route 437 will be discontinued. The new Route 439 will provide a more direct link from Five Dock into the City. Rodd Point will be serviced by Routes 406, 436 and 490.

L37 – Haberfield to City - Wynyard via Leichhardt and Rozelle - peak hour Limited Stops The current Route L39 service from Haberfield will be renumbered Route L37 to avoid confusion with a new Route L39 service which runs from Mortlake.

438 & L38 - Abbotsford to City - Circular Quay via Five Dock New timetable. No change to route.

L39 - Haberfield to City - Wynyard via Leichhardt - Limited Stops The current Route L39 service from Haberfield will be renumbered Route L37 to avoid confusion with a new Route L39 service which runs from Mortlake.

439 & new L39 - Route 439 is a new full-time service between **Mortlake and the City via Five Dock and Haberfield**. This service will provide a direct link to the City along Parramatta Road, supplementing services on that busy corridor. New L39 will replace L03.

440 & L40 - Rozelle to City - Circular Quay via Leichhardt Due to increased demand for Route 440 all-stops services in peak periods and a lack of demand for the peak-hour limited-stops L40, all L40 services will be converted to Route 440 services. In the off-peak, Route 440 services will be reduced due to low patronage.

441 - Birchgrove to City - QVB and Art Gallery via White Bay Due to passenger demand, additional services will be added to the Route 441.

442 - Balmain East Wharf to City - QVB via White Bay New timetable. No change to route.

443 - Pyrmont to City - Circular Quay via Star City New timetable. No change to route.

444 - Route 444 will run between **Balmain East Wharf and Campsie via Leichhardt, Petersham and Hurlstone Park**. It will operate during the AM and PM peak times, evenings, and on the weekend outside shopping hours.

445 - Balmain East Wharf to Canterbury via Lilyfield Light Rail Station and Petersham The southern end of Route 445 has been extended from Canterbury Station to Campsie.

448 - City - QVB to Pyrmont - Express New timetable. No change to route.

460 - Five Dock to Concord Hospital via Concord To enable the operation of wheel-chair accessible buses, Route 460 services will not operate via Flavelle St, instead, running directly via Majors Bay Road.

461 - Burwood to City - Domain via Parramatta Road and Sydney University New timetable. No change to route.

462 - Ashfield to Mortlake via Burwood New timetable. No change to route.

463 - Bayview Park to Burwood Station via Burwood Road New timetable. No change to route.

464 - Mortlake to Ashfield via Concord, Burwood Station and Croydon Park New timetable. No change to route.

470 - Lilyfield to City - Circular Quay via Annandale, Forest Lodge, Pyrmont Bridge Road and Railway Square New timetable. No change to route.

471 - Ashfield to Rockdale via Canterbury, Bardwell Park and Arncliffe Station To simplify the bus network, Route 471 has been absorbed into two new routes. The Route 473 will run between Earlwood to Rockdale via Princes Street, Bexley. Route 491 will run between Ashfield and Earlwood.

472 - Five Dock to Rockdale via Dobroyd Point, Ashfield and Bexley North Station To simplify the bus network, Route 472 has been absorbed into four routes, the Route 400 (Burwood to Bondi Junction), 406 (Ashfield to Five Dock), 493 (Bexley North to Rockdale), and new Route 491 (Hurstville and Five Dock).

473 Route 473 is a new service which will provide a link between **Rockdale Station and Campsie Station via Turrella, Bardwell Park, Earlwood and Clemton Park.**

474 - Ramsgate to Miranda via Taren Point and Caringah Route 474 will be renumbered to a route 674 and run as a dedicated school service during the AM and PM peak times.

475 - Brighton-Le-Sands to Rockdale Plaza via Kyeemagh To simplify the network, route 475 has been absorbed into two existing routes - Route 422 (extended service from Rockdale to Kogarah) and route 479 (extended to run from Kyeemagh to Rockdale Plaza during shopping hours, Monday to Saturday.)

476 - Dolls Point to Rockdale Station via Sans Souci, Ramsgate, Kogarah Station and Rockdale Plaza New timetable. No change to route.

477 - Miranda to Rockdale Station via Taren Point, Sans Souci and Rockdale Plaza To provide a consistent service, route 477 will operate via Box and Erskine Roads in both directions at Taren Point.

478 - Ramsgate to Rockdale Station via Monterey and Brighton-Le-Sands. Monday to Friday daytime service to Miranda To provide a fast and direct link to Miranda, route 478 will now operate via a smaller loop through Taren Point. Taren Point Public School and Woolooware Shores Retirement Village will continue to be serviced by this route.

479 - Kyeemagh to Rockdale Station via Brighton-Le-Sands (loop service) route 479 service has been extended to run to Rockdale Plaza during shopping hours, Monday to Saturday..

480 - Strathfield Station to City - Domain via Homebush Road, South Strathfield, Enfield, Ashfield Shops, Annandale and Railway Square New timetable. No change to route.

483 - Strathfield Station to City - Domain via Wallis Avenue, South Strathfield, Enfield, Ashfield Shops, Annandale and Railway Square New timetable. No change to route.

487 - Bankstown to Canterbury via Bankstown Hospital Roselands, Canterbury Road and Campsie No change to route. Additional Sunday services will be provided between Canterbury and Bankstown via Roselands.

490 - Route 490 is a new service providing a direct link between **Hurstville and Kingsgrove** and on to **Drummoyne**. This service will operate via Queens Road and Croydon Road.

491 - The new route 491 will provide a new link between **Hurstville and Five Dock** and makes the bus network easier to understand by replacing sections of discontinued routes 409, 472 and 499.

492 - Drummoyne to Rockdale via Five Dock Additional trips will be added to the route 492 in the AM and PM peak time to replace the discontinued route 494.

493 - Route 493 is a new service providing a link between **Roselands Shopping Centre and Rockdale Station**. This makes the bus network simpler to understand by replacing sections of the discontinued routes 411 and 472.

494 - Campsie to Rockdale via Kingsgrove and Bexley To simplify the route and avoid duplication, route 494 will be discontinued. Additional peak hour trips will be available on route 492 between Rockdale and Kingsgrove. During off-peak, a full-time route 491 and route 493 will service Staples St.

499 - Drummoyne to Hurstville via Rodd Point, Five Dock, Burwood, Campsie, Bardwell Park and Bexley North Route 499 will be absorbed into four new routes - routes 491 (between Hurstville to Earlwood), 490 (Campsie and Drummoyne), 473 (Earlwood and Campsie), and routes 412 and 473.

502 - Bayview Park to Circular Quay via Drummoyne New timetable. No change to route.

504 - Chiswick to City - Circular Quay via Abbotsford, Russell Lea, Drummoyne, Rozelle and White Bay New timetable. No change to route.

X04 - City - Harrington Street to Chiswick - Express New timetable. No change to route.

525 - Burwood to Parramatta via Strathfield, Olympic Park, Newington and Victoria Road New timetable. No change to route.

526 - The new route 526 is a full-time daily service to operate from **Burwood to Sydney Olympic Park Wharf via Strathfield, Olympic Park Station and Newington**. This service will replace route 401 between Sydney Olympic Park Station and Sydney Olympic Park Wharf.

Sydney Private buses:

The **Region 3 (Busabout, Hopkinson's, Metro-link & Westbus)** review will be implemented on 22 March 2010 – timetables will be available from 8 March. There is a new website map.

Busways will be reintroducing route 755 Mt Druitt - Shalvey - Plumpton Marketplace after public demand on 1 March 2010 with a frequent 7 days a week service. It is assumed that there will at least initially be a standalone timetable for this route which will be available from drivers after 24 February 2010.

New South Wales - Regional

Minor changes have been reported on the **Newcastle Buses** website to routes 350 and 224 as from Wednesday 27 January 2010. New timetables have been sighted as pdf's v 2.0 on the website only at this stage for routes 222/224/225 and 349/35/352.

New England Region: Recommencement of Tamworth-Kempsey Bus Service. The service operates on Mon, Wed and Fri departing Tamworth at 0700 via Armidale, Coffs Harbour (1130 – 1200) and Nambucca Heads arriving Kempsey at 1330. The return journey commences at 1500 with a break in Armidale (1925 – 2015) and arriving Tamworth at 2130. It is operated by the Arandale family of Glen Innes, who have had a long connection with the bus/coach industry in the New England area. Full details at: www.bybus.com.au

Queensland - Brisbane

Translink: Changes from Monday 22 February 2010:

Route 66 (Woolloongabba to QUT Kelvin Grove): extended to service RCH Herston and RBWH busway stations with five additional weekday trips.

Route 109 (City to University of Queensland via Eleanor Schonell Bridge): Route and timetable changes with extended hours and higher frequency services. These changes will provide 36 new services per week and improved connection to trains at Park Road station.

Route 139 (Sunnybank Hills to University of Queensland via Eleanor Schonell Bridge): timetable changes.

Route 160 (Garden City to City): four additional services will provide a 10 minute frequency for outbound services between 1440 and 1610 weekdays.

Route 169 (Eight Mile Plains to University of Queensland via Eleanor Schonell Bridge): a new morning service from Eight Mile Plains busway station to PA Hospital and higher frequency services. These changes will provide 22 new services per week.

Route P206 (Carindale to City): three new morning peak inbound services.

Route 333 (Chermside to City): seven new services (four morning inbound and three pm outbound)

Route P343 (Aspley to City): Additional new service departs City at 1644

Route 345 (Aspley (Maudrell Terrace) to City): new service departs Cultural Centre at 1530

Route 412 (St Lucia and University of Queensland to City via Toowong): new services (operating university semesters only)

Route 225 (Wynnum to Carindale): Three additional services and a minor timing change for one afternoon service will improve public transport options for school students effective from Wednesday 27 January 2010.

Route 337 (Chermside anti-clockwise loop): A minor timetable change effective from 27 January 2010.

Queensland – Gold Coast

Route 747 (Robina to Southport): trial service - effective 22 February 2010 The route via Robina train station, Robina Town Centre, Gold Coast City Council chambers, Gold Coast Arts Centre and Australia Fair will provide a single seat journey between two of the Gold Coast's major business centres and will run half-hourly each way, with the first service leaving Southport at 0700 and the last service arriving at Southport at 1900. This four-month trial service is funded by Gold Coast City Council and being delivered in partnership with TransLink and Surfside Bus Lines.

South Australia - Adelaide

From 1 March 2010 a new **Route 752** will operate from **McLaren Flat to Colonnades Shopping Centre**, with extra 750 and 751 services to Willunga and Aldinga. These changes will provide access to essential services such as shopping and medical facilities at McLaren Vale, Seaford and Noarlunga and will significantly increase services operating through McLaren Vale. Some 740 services will display route number 752 between Seaford and Colonnades Shopping Centre.

Tasmania

Continued improvement in the supply of inter-urban bus services

Illustrating the revised approach to providing inter-urban bus services in Tasmania since the completion of the Core Passenger Service Review, Tassielink Transit has commenced a 15 week trial of Saturday

services on the Huon Valley to Hobart route, Cressy and Longford to Launceston and the Campania and Richmond to Hobart route.

There are two return trips from Geeveston and Huonville to Hobart, three return trips from Cressy and Longford to Launceston and three return trips from Campania and Richmond to Hobart. The extra trips commenced on 19 December and the trial will run to 31 March.

Also, Tassielink commenced a new service from Cygnet to Hobart via Huonville and Ranelagh on 1 February, operating twice a day. This service re-instates a route which ceased several decades ago. Metro continues to operate a Cygnet to Hobart via the Channel District.

Bridgewater Bridge closure

As a result of maintenance work on the Bridgewater Bridge lift span, the bridge was closed to all traffic after 1900 on Monday to Saturday nights from 2 February until 11 March. As a result Metro was obliged to operate a shuttle bus from the Glenorchy Bus Station to Granton (south of the River Derwent at Bridgewater) and a separate bus service from Glenorchy to Gagebrook and Bridgewater (north of the river) via the Bowen Bridge and the East Derwent Highway.

A total of 44 extra trips per week were operated to Gagebrook and Bridgewater and a further 44 extra trips were operated to Granton each week as a result of the bridge closure.

Western Australia - Perth

Transperth timetable alterations from 21 February 2010:

Eastern 86 (service no's 323, 324, 325, 326, 327); Eastern 87 (36, 40, 296, 299); Eastern 90 (38, 39, 342); Eastern 109 (295, 296, 298, 299)

South Eastern 12 (30, 31); South Eastern 15 (72, 75); South Eastern 19 (34, 72)

Western 32 (103); Western 33 (27, 28); Western 41 (97).

Western Australia – Regional

TransGoldfields (Kalgoorlie) commenced a three month trial bus service to the Mining Hall of Fame on Monday 18 January 2010. Most Hannans No.1 services have been deviated to the Hall of Fame which is a few kilometres out of the main urban area along the highway north to Leonora. Only the first two and last two services Mon-Fri, and the first service on Saturday remain unchanged.

Thanks to Tony Bailey, Barry Blair, Ian Cooper, Alan Gray, Michael Marshall, Lourie Smit, David Whiteford, *Armidale Independent* and *Kalgoorlie Miner* for Bus news.

AIR NEWS

International

The Australian Competition and Consumer Commission (ACCC) has given initial support to a five year extension of the joint services agreement (JSA) between Qantas and British Airways. The JSA, in operation for the past 14 years, allows both airlines to coordinate commercial arrangements. The ACCC considers the JSA is likely to continue to deliver public benefits in the form of lower fares and broader availability of schedule options for air passengers. The strong competition on most routes operated under the deal means that cost savings are likely to be passed on to consumers. The ACCC's draft determination is on www.accc.gov.au/AuthorisationsRegister.

British Airways will drop its daily flight on the Sydney to London via Singapore route during March and May. It says this is in response to "market conditions". The BA website shows the flights operating in April. The remaining daily flight via Bangkok will continue as normal. Within the travel industry press there has even been speculation that British Airways may pull out of the Australia-Europe market completely, given its very difficult financial situation.

Qantas CEO Alan Joyce has announced that Qantas plans to remove First Class seats from its entire 747 fleet and some A380 aircraft, reducing First Class availability from the current 30 aircraft to 12. The routes on which First Class will remain include the Pacific. The First Class Seats are not being replaced by Business Class seats but by Economy Class. Qantas is also reducing Business Class seats from 72 to 60 on the A380s flying the Kangaroo Route to London. Qantas will increase capacity to Japan from July with the deployment of a two-class Boeing 747-400 on selected flights between Sydney and Tokyo instead of an Airbus A330-300.

Air Pacific has added 18 extra return flights between Nadi and Sydney from 26 June until 17 October. They will operate on Saturdays, Sundays and Mondays departing Nadi at 1830 and Sydney at 0650.

Jetstar's selected Asian hub of Singapore's Changi airport is expected to be the springboard for flights into Europe within two years. Jetstar says it is committed to boosting flight frequencies to Singapore, with the view to eventually commencing longhaul trips to southern Europe. It has previously said Greece and Italy would be most likely destinations in Europe once it receives its additional five A330s.

Etihad has secured 14 additional weekly flight frequencies from Abu Dhabi to Australia from 2011.

From 24 October the service operated on behalf of Australian Indian Ocean Territories Airlines (AIOTA) by **Malaysian Airlines** between Kuala Lumpur and Christmas Island was discontinued and replaced from 31 Oct by a service operated by **Silk Air** from Singapore.

Air Vanuatu will resume flights between Australia and Espiritu Santo from 29 March. Sydney-Espiritu Santo via Port Vila will operate on Mondays and a direct flight from Brisbane on Tuesdays. A flight from Santo to Brisbane will operate on Mondays.

V Australia has requested that its hard-won air rights to Fiji be given to sister airline **Pacific Blue** after scrapping together enough seats to fly its daily Boeing 777-ERs. After a tug-of-war between Virgin and Qantas over Australia-Fiji air rights, the Australian government decided to make the two airlines split the rights, leaving neither able to fly the full component of flights it requested. However, after transferral of Pacific Blue's rights to V Australia and combined with the 907 seats per week granted by the government, the long-haul arm of Virgin Group was able to scrape together enough rights to operate daily services. With the remainder of the rights, Pacific Blue will also be able to operate a Melbourne to Nadi service.

Domestic

National Jet Systems relinquished their service Perth-Learmonth-Christmas Island – Cocos Island but owing to the failure of Skyair continued the service, but under their renamed entity as **Cobham Air** (code NC).

Skywest re-commenced Kalgoorlie - Melbourne flights from 5 February following an incentive package from the City of Kalgoorlie-Boulder. Flights originally commenced in November 2007 but ended a year later.

QantasLink has expanded schedules from Sydney to Mt Hotham for the ski season. From 25 June to 12 September, there will be on average three flights a week, operating on Thursday, Friday, Sunday or Monday. QantasLink introduced an Adelaide – Port Lincoln service on 15 February. There will be four return services on Mondays, Thursdays and Fridays; three return services on Tuesdays and Wednesdays; and two return services on Saturdays and Sundays.

From 6 April **QantasLink** will run additional services between Bundaberg and Brisbane, two additional return flights between Emerald and Brisbane, and an additional five Gladstone-Brisbane flights.

Thanks to Tony Bailey, Mike Kavanagh, Tris Tottenham and David Whiteford for Air news.

FERRY NEWS

Following the announcement by Daydream Island that Cruise Whitsundays will become the exclusive operator of transfers to the island, **Fantasea** have announced Fantasea Express, "The fastest and most direct ferry service to/from Hamilton Island..." to take effect from 1 Feb. Services will run from Abel Point Marina to Hamilton Island (Marina and Airport). This is seen as a prelude to their eventual transfer to the new Port of Airlie Marina currently under construction and puts them in direct competition with Cruise Whitsundays services, which also operate out of Abel Point Marina. It also sees a major reduction in the use of the existing Shute Harbour Transit Facility, especially in the middle of the day when all Fantasea ferries will operate directly to/from Abel Point. The future of Whitsunday Transit's current 20 minute frequency bus service to Shute Harbour may also be at risk following this rearrangement of Fantasea services.

Sydney Ferries timetables of 21 December 2009 were reprinted 27 January 2010 and also placed on the web. A Cockatoo Island pocket timetable is dated July 2009. Darling Harbour timetable of 21 December 2009 was reprinted 9 February 2010. Although it continues the summer timetable, it is not in summer timetable format, but rather in standard ferry timetable format. A similar format timetable was dated 21 December 2009 and reprinted 27 January 2010. The Balmain/Woolwich timetable of 29 June 2009 was reprinted 9 February 2010.

Water war at Manly: ferry rivals to run on same route

by Jessica Mahar, Sydney Morning Herald, 28 January 2010

The company that operates the Manly ferry service has vowed to stay on the water despite losing the government tender for the route to another operator. The successful tenderer, Sydney Fast Ferries, said it had concerns about the safety and viability of another service on the same route but industry representatives welcomed the news as a win for commuters.

Passengers on the Manly Fast Ferry, which has been run by Bass & Flinders for the past year, were told yesterday the company would continue its services, despite losing the tender for the route in December. From April 1, Sydney Fast Ferries will run the service between the Sydney Ferries wharf at Manly and wharf two at Circular Quay, while the chief executive of Bass & Flinders, Richard Ford, said his company had contracted with Manly pier wharf and booked timeslots with Maritime NSW for the use of the eastern pontoon at Circular Quay. Mr Ford said the decision was made in the spirit of free enterprise. "The [pier] wharf is just 10 or 15 metres alongside [the Sydney Ferries wharf]," he said. "I don't know if there will be a lot of people finding the Circular Quay wharf out of the way - time will tell whether it's too inconvenient or not. "We believe we've provided a very good service. It will be hard for anyone to match."

In a sign that a tussle for patronage was already under way, the Sydney Fast Ferries spokesman, Kym Lennox, hit back. "We have concerns about their ability to actually do what they are saying," he said. "If you turn up and you're a commuter, you probably want to do it quickly, and ours delivers you straight to Circular Quay and not 300 metres up. "I don't see why you would choose them over us."

The executive director of Infrastructure Partnerships Australia, Brendan Lyon, said: "We will see some fairly strong price competition and service quality competition as both will be eager to get patronage. "People will ultimately go where they are getting the best value for money service." Mr Lyon said handing to route to a private operator had resulted in more efficient services and the move should be implemented across the public transport network.

The contract that had been awarded to Sydney Fast Ferries did not include exclusive rights, the Transport Minister, David Campbell, said. "Any operator can provide a high-speed service between Manly and Circular Quay without a contract, provided that they can secure wharf access rights from the relevant wharf owners, and can complete the journey within 20 minutes," he said.

Thanks to Simon Aalbers, Tony Bailey, Lourie Smit and the *Sydney Morning Herald* for Ferry news.