

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 news items. The AATTC also publishes The Times covering historic and general items. Items for publication in Table Talk can be submitted to the Editors. Members' News is on page 20.

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TOP TABLE TALK

OFF THE RAILS – VICTORIAN RAIL FREIGHT

from the *Melbourne Age*, 21 March 2008, by Philip Hopkins

VICTORIA'S rail freight system, which has been carrying the state's goods and grain for more than 140 years, is in danger of collapse. Rail giant Pacific National has signalled it will stop running freight trains because it is losing too much money, and the rail network itself, which has lacked thorough maintenance for 15 years, is increasingly ramshackle.

"Let's face it. The rail system in Victoria has failed, despite privatisation," says Philip Lovel, executive director of the Victorian Transport Association. Two aggressive commercial rail operators - Rail America's Freight Australia and PN - have quit, saying, "We've had enough, we can't make money in Victoria", Lovel says.

The rail freight network review by former deputy prime minister Tim Fischer, released late last year, says that without immediate investment the track will continue to deteriorate. "The network is at a critical juncture; do nothing and the rail freight system will collapse," Fischer says.

More than 100,000 trucks are poised to take PN's place, but not just regional roads and regional communities will be affected. "When we have a large harvest ... we will have to get the grain to the ports of Portland, Geelong and Melbourne," says Russell Amery, deputy president of the Victorian Farmers Federation Grains Group. "Enjoy that in Melbourne. We don't want to see that happen."

The possibility threatens to make a mockery of the State Government's aim to have 30% of freight on rail by 2010. It is now at 16%. This scenario would compound the growing congestion in Melbourne that is being tackled by the metropolitan east-west transport study being prepared by prominent international businessman Sir Rod Eddington. Amery says it will cost about \$300 million to upgrade the rail system and standardise it to create more interstate links. "How much freeway does that buy you? Not a lot," he says.

The Eddington report is tipped to recommend a \$2 billion rail tunnel linking Footscray and Caulfield, and an east-west road tunnel that could cost up to \$10 billion. These developments come when rail has great advantages over road in the emissions trading system the Federal Government will introduce to cut back on greenhouse gases.

Almost a decade in power, and despite inheriting a privatised system, the issue challenges the Victorian Government. Five years after promising a freight and logistics strategy and announcing a draft policy, the final policy has yet to surface. Any rail freight initiative operates in a vacuum.

Fischer says industry has "a perception of lack of commitment" from the Victorian Government.

"There is no clear direction regarding an overall freight strategy for the state and rail's role in the state's transport task," he says in the report, which makes 29 recommendations. Withdrawal of rail services would also destroy the regional centres where general container freight is transferred between road and rail. The terminal at Morwell in the Latrobe Valley has not been in operation for about a decade, and the State Government faces allegations in the Supreme Court that it caused the bankruptcy of the terminal's operator, NLC Holdings. The State Government denies the allegations.

In a report tabled in court, a former director of public transport, John McMillan, accuses the State Government of incompetence and unethical, "misleading" and "deceptive" behaviour in events that led to the bankruptcy of the private rail operator NLC, owned by the Goss family trust.

In the decade since privatisation, the state's rail assets have been tossed around between different owners. V/Line Freight - which controlled the rolling stock and the rail network - was sold to Rail America for \$163 million in 1999, with the track, about half the cost, on a 45-year lease. The company was renamed Freight Victoria, then Freight Aus-



tralia.

In September 2004, Freight Australia was sold as a going concern to Pacific National, then a joint venture between Toll Holdings and Patrick Corp, for \$285 million. The State Government last year bought back the track for \$133.8 million. PN is now owned by Asciano, which was spun out of Toll. The immediate crisis was sparked by Asciano's announcement late last year that it would withdraw from its export grain rail operations in Victoria and NSW due to a lack of crop volumes and the volatility of the grain market.

PN spokeswoman Marie Festa says PN is still talking to its customers. "We're talking to grain companies about whether we can get 'take or pay' contracts that make our services viable - de-risking our business and getting them to underwrite if there is no grain," she says.

"If we can't come up with (a) commercially viable solution, we will exit export grain. We are losing \$3 million a month, all the risk sits with us, there has been no grain to move this year - we have been struggling for a couple of years now - and we can't continue to lose that sort of cash ongoing.

"If we can reach an agreement that is commercially viable for PN to continue running services, then that's something we will definitely consider. At this stage, we have not made our final decision ... We will continue to run domestic grain services because we are contracted to do that."

PN has already reallocated underutilised locomotives and wagons to carry coal interstate. The company has a voluntary and enforced redundancy program in place. Up to 100 employees in Victoria and NSW - eventually there will be more than 200 - have already left.

Niche rail operator El Zorro, based in Williamstown, has already won some contracts from PN, including an agreement to carry containerised freight between Warrnambool and Melbourne, and a contract to provide two trains for AWB.

"Negotiations have started to provide a greater service next harvest," says business manager Geoff Tighe, a 29-year rail industry veteran. "We think it will pay off handsomely for both of us." Tighe is a former chief executive of V/Line and National Express' passenger service. Preliminary talks also took place with GrainCorp in January. "We reckon we can do all the Victorian stuff," Tighe says.

However, the company has only five small to medium locomotives and some wagons, and has been hiring rolling stock to achieve its aims from a variety of companies - QR's Australian Railroad Group, Genesee & Wyoming in South Australia, and Chicago Freight Car Leasing Australia. El Zorro has not exactly been welcomed by Asciano. Tighe says Asciano chief Mark Rowsthorn told him unwanted rolling stock would be scrapped or exported to Saudi Arabia before it was made available domestically. One report alleges Asciano has sold 200 grain wagons for scrap in Newcastle on the proviso that they not be sold for use in rail. Asciano denies this. "Across Pacific National, there is an ongoing wagon scrapping program that only relates to wagons that are past their use-by date and unfit for rail activity," Festa says.

Tighe acknowledges that El Zorro potentially faces the same problems as PN - the volatile grains market. "This is particularly so when we have to go to the marketplace for funding," he says. "We must also guard against trying to grow too big, too fast - and crashing."

GrainCorp chairman Don Taylor told the annual meeting last month that GrainCorp might contract trains and be a major player in the rail freight market. However, big government investment in the rail system was vital. "We as a company are ready to invest in rail capacity at our sites, but will only do so where there is a commercial benefit and long-term certainty for rail lines," Taylor said.

Tighe says terminal and silo investment are as important as investment in the rail network. "Better silos and longer rail sidings will speed up the turnaround time and create greater efficiencies," he says.

Rail consultant John Hearsch, a former V/Line senior manager, does not blame the private operators for the decline of the rail network. He told a conference in Wagga Wagga last year that the return on "above rail" operations had been inadequate to support investment and proper maintenance of the freight-only network.

"The operator therefore focused on short-term profitability," he said, effectively stripping the railway of its assets. This was a criticism of the privatisation decision, not of the private operators whose behaviour "was consistent with commercial reality".

Hearsch said under the original lease, no specific maintenance obligations were imposed for the freight-only network. One industry figure, who did not wish to be identified, claims the Labor Government also refused to demand these conditions when approving the sale of Freight Australia to PN.

Tighe says the poor state of the track, again highlighted in the Public Transport Safety Victoria report, has huge implications. The report, written 18 months before the Kerang rail disaster, warned that Victoria's public transport system was old and run-down.

"Surely the government operator has a duty of care to rail operators - Connex, V/Line Passenger, PN and El Zorro. Why are they not told about the state of the track?" he says.

"We assume the track is in good order. If the track is unsafe, they have an obligation to tell us. Potential legal problems could arise."

The Fischer report recommended a prioritised upgrading of the Victorian network, from platinum to gold, silver and bronze quality. It estimated the total investment package would cost \$140 million, plus an ongoing \$25 million for annual maintenance beyond 2011.

Hearsch said the Government promised in 2001 that the rail network, divided between broad and standard-gauge tracks, would be standardised at a cost of \$96 million. This never happened due to problems with Freight Australia. Also, gauge conversion was no longer physically feasible without a major program to overcome the maintenance backlog.

However, Bill Reed, business capabilities manager at private group SCT Logistics, says the estimated \$300 million to upgrade and standardise the network could end up becoming \$600 million. "There is so much rail work in Australia, it's hard to get people to do anything," he says. "They will also charge anything ... and then the figure is ridiculous."

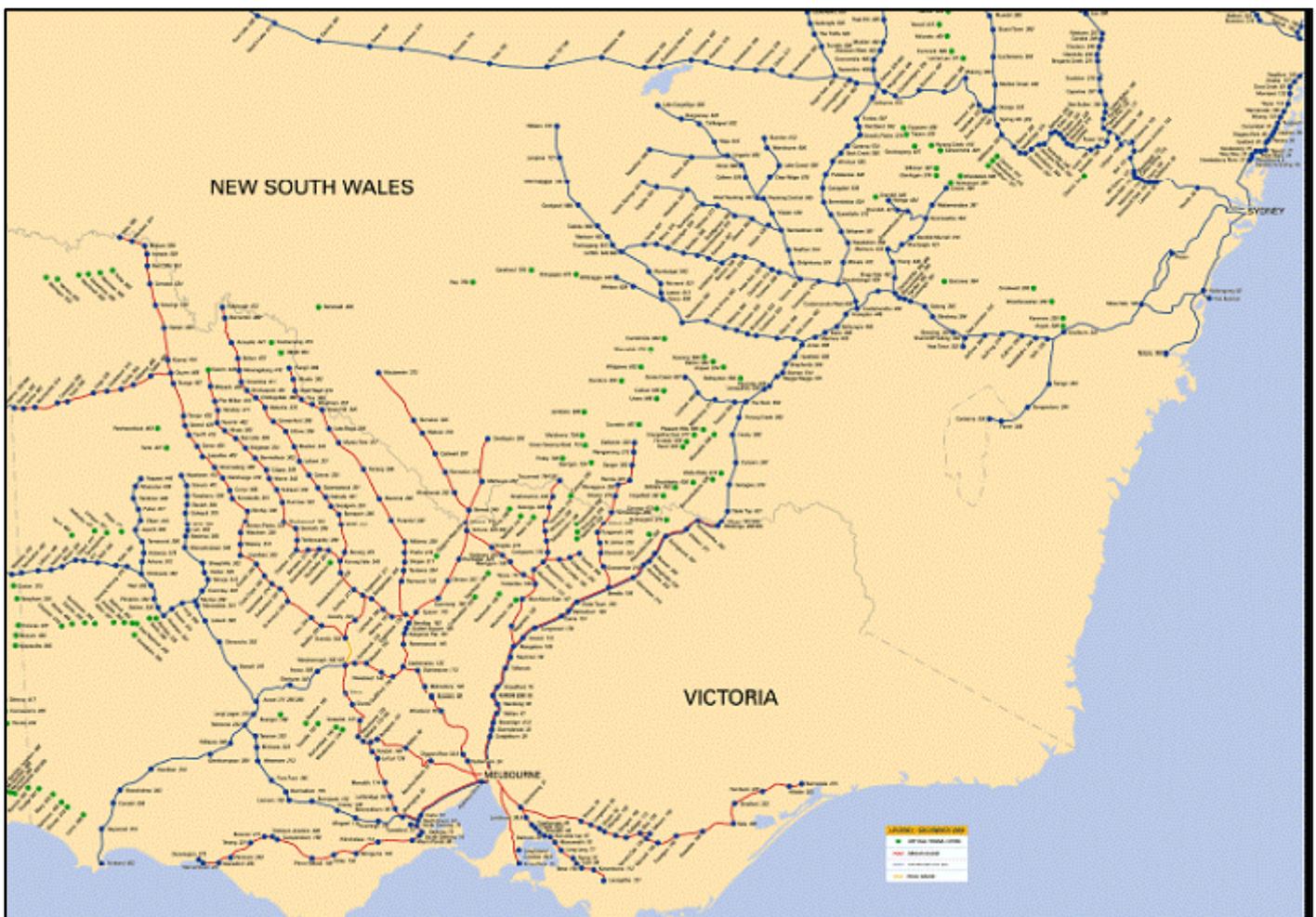
Access fees are an issue. The first two recommendations of the Fischer report deal with access: the fees should be competitive with those of the Australian Rail Track Corporation (ARTC) and southern NSW for at least five years; and the access regime should be simplified and the Essential Services Commission's role in setting prices clarified.

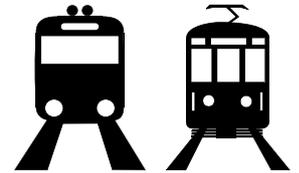
On buying back the track last year, the Brumby Government raised access fees for grains trains by 20%, making grain freight five times as expensive as other freight. The access rates were double those of the ARTC and triple those in NSW. After howls of rage, the Brumby Government in December announced a rebate of \$6 a tonne for domestic grain freight. Last month, the Government extended the rebate to include export grain and announced a \$20 million package to subsidise container freight from four regional centres. The federal and state governments are also funding the \$73 million upgrade of the Mildura line.

A spokesman for Public Transport Minister Lynne Kosky says the access rebates and \$20 million package are an initial response to the Fischer recommendations. "The Government is considering the principal recommendations," he says.

The Department of Infrastructure is also preparing a Victorian freight network strategy, which will bring together freight network policy directions and strategic initiatives. "The strategy includes road, rail, sea and air freight," he says. "This strategy will take account of changes in industry and recommendations coming from other pieces of work, such as the Fischer review."

VFF Grains Group president Geoff Nalder says the rail crisis goes beyond the State Government. "Both the federal and state governments have huge surpluses in their budgets," he says. "It's up to governments to initiate nation-building projects. Rail is one of these."





RAIL AND TRAM

QR TRAVELTRAIN - FLOODS

March saw further heavy rain in north Queensland. The following services were affected due to track damage:

- 815 Cairns-Brisbane Tilt Train 7 March cancelled
- 835 Cairns-Brisbane Sunlander altered to commence from Townsville. A Tilt Train operated at 835 from Cairns to Townsville.

Spirit of the Outback services replaced by buses between Emerald and Longreach and v.v. until 11 March.

DIRRANBANDI LINE

The Queensland Government has proposed closure of the Thallon – Dirranbandi line (60 km) in return for upgrading the parallel road.

QR CITYTRAIN NEW TIMETABLE – BUT WHEN?

A new Brisbane timetable is expected to be introduced in April, but there is still no word when. The new timetable will coincide with the completion of the refurbishment of platforms 3 & 4 at Brunswick Street station and the closure of platforms 1 & 2 for refurbishment. It will take advantage of the completion of the third track from Kuraby to Salisbury and duplication from Mitchelton to Keperra, and the arrival of new suburban and interurban trains. The main change will be increased peak frequency on the Gold Coast line to every 15 minutes in peak hours. Two trains in the AM peak now start from Salisbury. Weekend inbound trains on the Beenleigh

line run about ten minutes later than formerly. Further changes, perhaps more major, are expected in September.

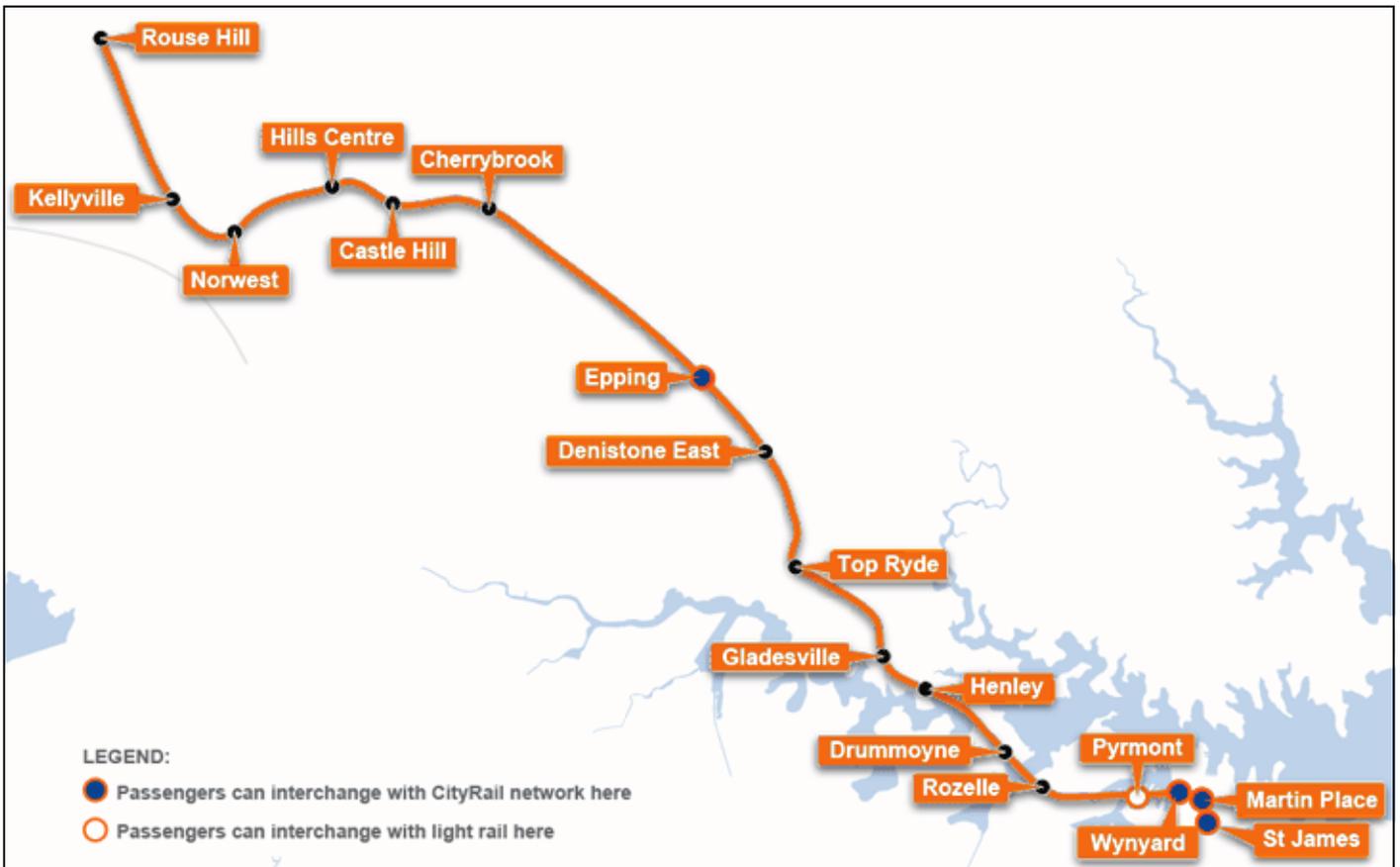
SYDNEY METRO – THE SOLUTION TO EVERYTHING

In a major announcement on 18 March, New South Welsh Premier, Morris Iemma, gave details of a proposed “European style” Metro line from Sydney CBD north west to the Hills District to be built at a cost of \$12.5 billion. The line will be 38 km long with the following stations:

St James, Martin Place, Wynyard, Pyrmont, Rozelle, Drummoyne, Henley, Gladesville, Top Ryde, Denistone East, Epping, Cherrybrook, Castle Hill, Hills Centre, Norwest, Kellyville, Rouse Hill.

The city section might be able to make use of some tunnels built as part of the Bradfield scheme in the 1920s/30s but never used. The line would proceed through densely populated inner suburbs and under busy Victoria Road. It would interchange with the Main Northern line at Epping. The proposed line then goes into the Hills area, which is booming, but with almost no public transport infrastructure. The line would be underground to Norwest, then the final 6 km section on the surface.

The Metro replaces the proposal for a railway line from Epping to Rouse Hill, which has been promised for many years. The first section to open would be Epping



to Castle Hill in 2011 and the remainder opening in 2013. The tunnel would be 5.5 metres wide. Trains would be driverless, single-deck, and high capacity, with many doors. Stations would be equipped with platform doors.

Part of the Premier's presentation focused on the advantages of having a high capacity rail system which would be independent of City Rail! Further advantage was claimed for being driver-free, thus not prone to disputes.

It is planned that trains would run every three minutes, eliminating the need for timetables. Journey time from Rouse Hill to St James would be 42 minutes – a saving of 45 minutes on present public transport. Capacity would be 60,000 passengers an hour – claimed as twice what is possible on a City Rail line.

Following the building of this line, the Premier indicated that it could later be extended to the densely populated south east suburbs as far as Malabar. Another future Metro line could be built from Parramatta to the City and then under Sydney Harbour to the Northern Beaches.

The Sydney media displayed significant scepticism about the project.

An elaborate internet site gives information at www.symlink.com.au.

SYDNEY CITY CIRCLE STATIONS

Starting Monday 10 March CityRail introduced a "dwell management system" to the major City Circle stations. This is a result of an analysis which identified variability of dwell times as a major source of timetable instability. There will be a hierarchy of managers on or about the station and the plasma screen displays have been modified to show a "count-down clock" showing the time in seconds to when the doors are going to close on the next departure. Staff will communicate by hand-held radios and the platform superintendent will be able to activate the public address system from his/hers. This is supposed to reduce last-second scrambles by passengers delaying the departures.

CHATSWOOD – EPPING LINE

The first test train ran on the Chatswood – Epping line on Saturday 8 March. It was powered by Rail Corp 48 class locomotives at each end.

BE A BRAIN – GO BY TRAIN

For the duration of Sydney's Royal Easter Show, 20 March – 3 April, CityRail ran trains direct from Central to the Olympic Park station at approximately 15-20 minute intervals.

NEW ARTC WTTs

New Working Timetables have been issued by the Australian Rail Track Corporation (ARTC) and are available on the internet. The new Interstate timetables are dated 17 March 2008 and are at www.artc.com.au/Content.aspx?p=97. The new NSW timetables are dated 6 January 2008 and are at www.artc.com.au/Content.aspx?p=161 ARTC have, however, also issued a number of recent amendments to their NSW WTTs without re-issuing WTTs.

HUNTER VALLEY IMPROVEMENTS

The ARTC expects to complete the installation of Centralised Train Control (CTC) on the Muswellbrook – Ulan line by May, replacing the archaic and time-consuming Electric Staff system. The project has cost \$13.5 million. ARTC has upgraded signals and track between Maitland and Telerah at a cost of \$2.5 million.

Duplication between Antienne and Grasstree is expected to be completed in August 2008 and between St Heliers and Muswellbrook in March 2009. Bi-directional signalling Grasstree – St Heliers will also be completed in March 2009, and Werris Creek to Gunnedah CTC by July 2008. A third track on the Minimbah Bank is targeted for March 2010.

NSW WESTERN LINE

As from 16 January all trains have used the down line between Tarana and Orange. The Up line (ie, Orange Fork Jnc-Spring Hill, Murrobo-Gresham and Kelso-Tarana) has had a 20 kph speed limit imposed because of its poor condition.

MALDON – DOMBARTON LINE

The Maldon-Dombarton could yet rise from the dead (rather the stillborn). The line, commenced by the NSW Wran government, was half complete when construction was discontinued by the Greiner government. Now a local action group, comprising southern and western councils, are arguing for the line to be completed for coal trains. The group points to congestion on the Illawarra line and the condition of the Stanwell Park viaduct.

CONNEX NEW TIMETABLE – BUT WHEN?

The introduction of a new timetable by Connex Melbourne has been deferred from 31 March until, possibly, the end of April. The main feature of the change will be an enhanced service on the Stony Point line and the replacement of locomotive hauled trains there with Sprinter railcars. For more details see February *Table Talk*, page 5.

MELBOURNE FREE TRAVEL

From 1 April, Monday to Friday travellers on all lines in the Melbourne suburban rail network will have free travel if they complete their journey by 700. The object of this is to relieve peak crowding on trains. The move follows an experiment last year with free travel before 700 on the Sydenham and Frankston lines.

In mid-March the New South Welsh Minister for Transport said a similar scheme might now be introduced in Sydney. But the next day, the Premier said it wouldn't be, although cheaper fares for off-peak might be considered.

MELBOURNE NORTH-SOUTH TUNNEL

The Victorian Government is reported to be considering a tunnel for suburban trains running Caulfield-St Kilda Rd-City-Carlton-Footscray. This would:

- Ease congestion in the City Loop, which is now at capacity, and

Provide direct access to St Kilda Road and the Univer-

sity area of Carlton which are high volume areas, not currently served by the suburban rail network.

CRANBOURNE STABLING SIDINGS

Major works are underway at Cranbourne as part of the plan to improve services on the Dandenong line. New sidings will accommodate six trains and eliminate empty train movements from other stabling locations. This will ultimately allow an increase in services from Cranbourne. The sidings plus improvements to passenger facilities at Cranbourne station will cost \$37 and are expected to be completed by 2009.

MYKI – BUT WHEN?

Public Transport Minister Kosky has stated that the introduction of Victoria's smartcard ticketing system, Myki (also known as My Key), will be delayed at least three years till 2010 because of software problems.

V LINE TEMPORARY COMMUTER CUTBACKS

From Monday March 11 until Friday 6 June, 8137 (1712 down Bacchus Marsh) and 8237 (1736 down South Geelong) will be cancelled due to the Metwest signalling works project at Southern Cross. Passengers for 8137 will be directed to catch 8139 (1724 down Bacchus Marsh), which will be altered to run with 8137's consist of Push/Pull P classes with two SH sets. Passengers for 8237 will have the option of an express coach service or the next service, 8239 (1747 down Marshall), which will be a VN set instead of an FN set.

Several other services are affected too; with altered consists, and in some cases, altered arrival times into Southern Cross (by one to three minutes). Perhaps this might help loosen up the constraints at present with rollingstock rostering; lack of FN sets etc.

The signal upgrade project will see the replacement of old signalling equipment with newer computerised systems. With some platforms at Southern Cross Station inaccessible during the signalling works, there will be insufficient room for all regional train services to dock at the station in the evening peaks, when all platforms are normally in full use.

VICTORIAN REGIONAL FREIGHT

Pacific National ceased operations to Portland from Friday 7 March, leaving the Maroona-Portland line with no operator.

El Zorro will take over freight operations on the Warrnambool line, after PN pulled out in March. El Zorro has signed a deal with Warrnambool freight hub WestVic Containers. They will operate five freight services a week, departing Warrnambool in the evening returning from Melbourne (Tottenham?) or North Dynon in the early morning.

VALE PARCELS TRAFFIC

The last parcels on any Australian train (other than blood and other urgent medical shipments) were carried by V Line on 28 February.

V LINE REPLACEMENT BUSES

In 2006=07 V Line spent \$3.3 million on replacement bus services. In July-November 2007, it spent \$1 mil-

lion for bus replacements for cancelled services (presumably this means unscheduled events), and \$439,000 for scheduled replacements. [One shudders to think what Countrylink's bill for bus replacements would be!]

ECHUCA LINE PATRONAGE

Victorian Minister for Public Transport, Lynne Kosky, has described the return of daily train services to Echuca as a resounding success. In the 11 months February- December 2007, 36,000 passengers used the service. Unfortunately her press release did not say what the prior mainly bus patronage was. The figure given equates to an average of 42 passengers per train. Strangely, there were more passengers on trains to Echuca (19,000) than from Echuca (17,000).

BUNBURY FAST RAIL

A feasibility study into a potential new fast rail service from Perth to the Bunbury CBD was announced by WA Premier Alan Carpenter on 6 February. The study will look at a modern diesel train that would use the new electrified line from Perth to Cockburn Central, then along the median of the Kwinana Freeway and the new Perth-Bunbury Highway. The new and more direct route terminating in the Bunbury CBD could reduce travel time by at least a third, to about one and a half hours, based on train speeds of up to 160km/h. This compares with about two and a half hours for the current Australind train, which has a maximum speed of 110km/h and terminates about 3km out of the Bunbury CBD at Wollaston. The Premier said there was potential in the longer term to expand the service southward as population and demand grew. The study is expected to be completed in the first half of 2009.

PERTH TRAM MOOTED

A study commissioned by the WA Government proposes a Light Rail system for Perth. The Study by Maunsell Australia investigated the feasibility of a service linking East Perth and Subiaco. Planning and Infrastructure Minister Alannah MacTiernan said that a tram link between East Perth and Subiaco could be viable and might stimulate commercial and residential development along its route. The service could attract patronage of 46,500 trips each week day, based on current usage of Red CAT services and projections for growth along the identified routes. The Minister said the study estimated the cost of establishing and equipping such a service at about \$400 million, with another \$10 million each year to cover operating costs.

The study examined routes from the proposed Riverside development and Claisebrook in the east, to Wembley and the University of WA at Crawley in the west, with a common route along Murray Street in the City.

Further information is available at <http://www.dpi.wa.gov.au/lightrail>

TRANSPERTH PATRONAGE UP

Following the opening of the Perth-to-Mandurah railway, there has been increased public transport patronage across Perth. In January 2008 there were 500,000 more public transport boardings than in the same month a year ago, a 13% increase. Train boardings increased

41% to reach almost 2.4 million, higher than in any single month last year.

Patronage on the Mandurah line is strong with weekday boardings averaging more than 30,000. Weekend patronage is also good, averaging more than 15,000 daily.

TRANSPERTH EMAIL ALERT SERVICE by David Whiteford

By September 2005 Transperth had established 'TravelEasy', an email information service for patrons. Participants in the SmartRider ticket trials of 2005-6 were among the first beneficiaries of the service as trial news and progress was passed on. Today any Transperth user can register on-line to receive email information targetted to their distinct travel needs (or interests!). You create your own profile and can combine any rail, bus or ferry route with information on service changes or problems, special event services and other categories. My own profile covers all suburban rail lines and all information linked to rail travel.

TravelEasy's emails to me have covered concerts and sports events at Burswood Dome, Subiaco Oval, WACA, and other grounds. There have been rail shut-downs for track work; disruptions due to union meetings, accidents, and "incidents"; fare and zone boundary changes; free travel for Seniors during Seniors Week (I'm not a Senior yet); Perth Royal Show; Daylight Saving; and more.

Sometimes an 'update' email is sent. This may be the re-commencement of services after cancellations, or a correction to the first notice. For example, the initial email regarding Melbourne Cup 2007 services to Ascot Racecourse had Thornlie line trains stopping at Burswood with shuttle buses running from Belmont Park Racecourse to Ascot. The update corrected the train stop for transfer to buses to Belmont Park. An update to the email re Justin Timberlake concerts at Burswood Dome corrected the time of Dome doors opening from 7pm to 6.30pm. Also, this email added some Armadale line trains stopping at Burswood in addition to the usual Thornlie trains.

Many of the notices for special events contain exactly the same train / bus information. Football at Subiaco or cricket at WACA for example will usually only see a change of date and team names. Surprisingly, since the opening of the Mandurah line there are still special bus services running from Cockburn Central and Murdoch stations to some sport events (e.g. Perth Glory soccer match at 'Members Equity Stadium' (formerly East Perth Oval)).

The annual Australia Day Skyshow in Perth attracts over 300,000 people around Perth Water with train services carrying heavy loads. 26 January 2008, a month after the Mandurah railway opened, saw the first special arrangements for operating this line other than provision of extra trains. Train services were suspended between Esplanade and Perth (underground) from 2120 to 2220 with Mandurah trains terminating and starting at Esplanade and Clarkson trains at Perth (underground). Through trains then re-commenced.

The Mandurah line also features in arrangements to move patrons to and from Subiaco Oval during major

events (largely AFL footy) with the new West Leederville terminating platform (known as the Western platform) seeing special trains running express from West Leederville to Canning Bridge after the final siren. Arrangements for the West Coast Eagles v Essendon match on Friday 7 March 2008 make an interesting comparison with those for Emirates Western Force v Crusaders rugby two days later on Sunday 9th. The only special Mandurah train for the former was a 2132 from West Leederville (Western) while for the latter there were six trains from Cockburn Central to West Leederville and one from Mandurah all running express Canning Bridge to West Leederville, and for the return there were two specials from West Leederville through to Mandurah. There are also unmetabled shuttles between Perth and West Leederville in both directions to clear crowds before and after the games.

An "incident" occurred on the Armadale line on Tuesday 4 March 2008. At 1439 TravelEasy sent out an email advising that services between Gosnells and Armadale were disrupted "due to an incident on the line near Kelmscott station" and trains would operate between Perth and Gosnells with train replacement buses running thence to Armadale. An update email sent at 1631 advised that trains were now running through to Armadale.

TravelEasy's email alert service is very useful and interesting and provides much information on the daily operations of Perth's suburban rail system (and no doubt the bus and ferry services for those of that persuasion). I'm not aware of any official intentions to archive all of this information but I am printing out all the emails I receive and building up a substantial file. For computer, printer, and software reasons I have often had to copy and paste the text into a word document. This will often mean that illustrations or special formatting is not shown in my copy. However, when possible I get examples with the illustrations and even one in colour. Future timetable and Perth suburban rail researchers could find these of considerable interest.

On page 9an example of the service:

PORT BROUGHTON LINE, SA

Studies are underway of a possible line to Port Broughton, SA, for iron ore and other mineral exports. The proposed line would branch from the Port Augusta-Whyalla line about 12 km north of Whyalla and run for about 20 km.

EUROPEAN TIMETABLES

AUSTRIA

ÖBB has stopped distribution of its Europe timetable volume by mail. Until 2007 this was a very popular timetable booklet containing very detailed timetable information for neighbouring countries. The new December 2007 issue has lost a lot of its content and, according to ÖBB, it should be available at ticket offices of mayor stations. But customers in major cities have reported that it is never available, except for a few copies at Wien Westbahnhof and Wien Südbahnhof. Publication of this timetable will probably be discontinued later in 2008 and replaced with a pamphlet on European train services, presumably smaller.

DENMARK

DSB is no longer distributing the booklets "Tog till utlandet" ("Trains to other countries"). Until early 2007 two versions of these brochures, one for trains to Scandinavia, the other one to the European mainland were published.

DSB stopped printing these booklets in December 2007. The edition for Scandinavia has been completely abolished, and the edition for trains to Europe is still available, but only as a pdf file from the DSB homepage www.dsb.dk.

GERMANY



Service Disruptions

Dear David

Armadale and Thornlie Line - service disruptions
Effective: 14 - 17 March 2008

Transperth train services between Armadale and Perth and Thornlie and Perth will be cancelled from the evening of Friday 14 March until Monday 17 March due to infrastructure works.

The last Armadale Line trains on Friday evening will be:

- to Armadale departing Perth at 6.47pm
- to Perth departing Armadale at 7.26pm

The last Thornlie Line trains on Friday evening will be:

- to Thornlie departing Perth at 7.05pm
- to Perth departing Thornlie at 7.34pm

Train replacement bus service 907 will shuttle passengers between the Armadale and Perth Stations while services are cancelled. A shuttle will operate between Cannington and Thornlie Stations while services are cancelled. Pick up is at the train replacement stops near stations. Passengers should also allow extra travelling time and be aware that train replacement buses may not connect with other normal bus and train services.

Normal train services will resume from the start of services Monday 17 March 2008.

Surfboards and bicycles are not permitted on Transperth buses.

Transperth apologises for any inconvenience.

For further information call the Transperth InfoLine on 13 62 13 (TTY: 9428 1999, TIS: 13 14 50) or use the Transperth JourneyPlanner to plan your journey.

Regards,

TravelEasy Administration

Related Links:

- [Journey Planner](#)
- [Transperth Homepage](#)
- [Service Disruptions](#)
- [Service Changes](#)
- [Special Events](#)

German Railways, DB AG, are no longer publishing their combined timetable book. Instead there are seven small, regional volumes. When DB AG planned to abolish its timetable book, they faced a problem. German transport legislation obliges rail operators to publish a printed timetable. In order to convince the Länder (provinces) that they are publishing the timetables, DB AG sell a few of the regional volumes as a complete collection in one box. Publication is completely paid by the Länder and the regional tariff unions (Verkehrsverbände).

SWEDEN

From June 2008 the printed Swedish timetable book will be severely reduced. The very fine map book will be abolished. The timetable book, which was recently reduced from two to one volume, containing rail, road and ships services, will further be reduced to a rail only volume from June 2008. Until now these volumes have been available by subscription from the publisher, but this too will change from June 2008 and the rail timetable will only be available at important railway stations of Statens Järnvägar, SJ.

There are also rumours that Swiss Railways SBB, German Railways DB AG, Italian Railways Trenitalia and Belgian Railways SNCB/NMBS want to abolish their printed timetables.

MANY HAPPY RETURNS TO

THOMAS COOK EUROPEAN TIMETABLE

The AATTC's good friends at the Thomas Cook Timetable office celebrated the 135th anniversary of the *Thomas Cook European Timetable* with the issue of March

2008. The front cover features reproductions of past front covers in various styles. This issue also features an interesting brief history of this extremely useful publication.

Copies are available in Australia from another of AATTC's good friends at Mercury World Travel at mercurytravel@optus.net.au at a cost of \$74 including postage. (End of free plugs).

GOOGLE YOUR JOURNEY

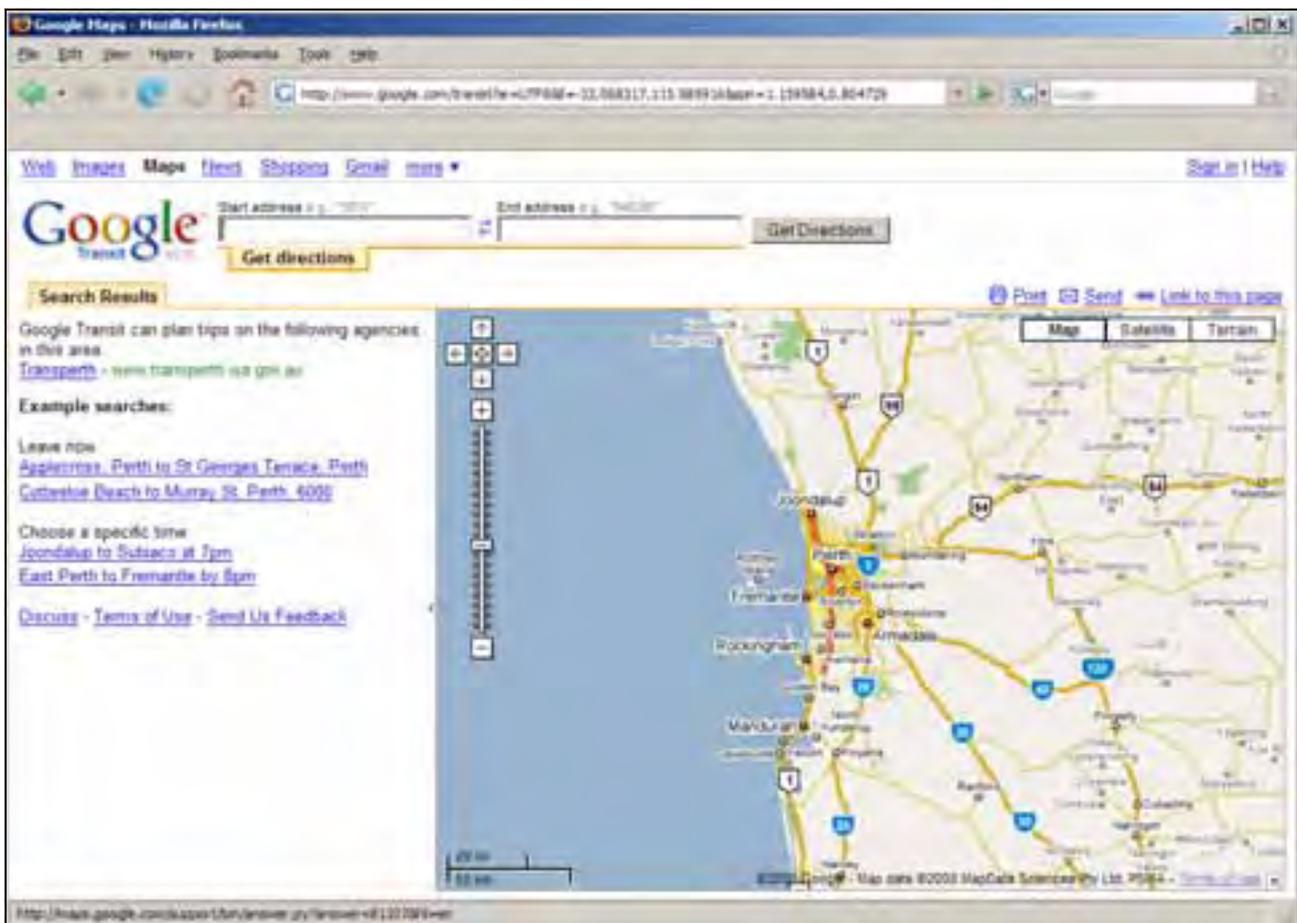
Google will launch an online public transport service in Perth named Google Transit (below). It will instantly display all connections needed for a journey, plus eating and shopping opportunities at the destination. The service will feed off information provided by TransPerth. By entering start and end points, Google Transit will display a route map with departure points and trip times for each leg of a journey. It can be used weeks in advance.

Google are now in discussion with other public transport operators, with the aim of providing an Australia-wide service.

INTERNET GUIDE

www.backontrack.org provides an interesting view of moves to improve rail passenger services in Australia.

(Thanks to Graeme Duffin, Geoff Lambert, Dennis McLean, Geoff Mann, Samuel Rachdi, David Whiteford and Victor Isaacs for Rail & Tram news).



BUS



New South Wales – Sydney

Sydney Buses – updated timetables.

Routes 233 236 238, v4, effective January 2008

326 327, v7, effective March 2008

374-X74, v10, effective March 08

407, v6, effective March 2008

423-L23, v13, effective February 08

Also sighted - flyers advertising the changes to Millers

Point services 339/343 effective from Tuesday 25/3, but no new timetables available as yet.

New South Wales – Regional

Buslines Group has new January 2008 website timetables for their operations in Dubbo, Griffith, Orange, Tamworth and Picton.

Queensland – Brisbane

Updated printed TransLink timetables below (route details changes in *italics*):

Route	Detail	Operator	Date
109 139 169 209	City to Uni of Queensland via Eleanor Schonell Bridge Sunnybank Hills to Uni of Queensland via Eleanor Schonell Bridge Eight Mile Plains to Uni of Queensland via Eleanor Schonell Bridge Carindale to Uni of Queensland via Eleanor Schonell Bridge	Brisbane Transport	18 February 2008
111 N111 133 160 162	Eight Mile Plains to City busway service Fortitude Valley to Eight Mile Plains NightLink Sunnybank to City busway service Garden City to City busway service Eight Mile Plains to City rocket	Brisbane Transport	18 February 2008
116 121	Moorooka to City citybus Salisbury to City express	Brisbane Transport	18 February 2008
117 121 124 125	Acacia Ridge to City all stops Salisbury to City cityxpress Sunnybank to City all stops Garden City via Salisbury to City all stops	Brisbane Transport	18 February 2008
119 120	Garden City to City rocket Garden City to City cityxpress	Brisbane Transport	18 February 2008
129 130 131 132 133 136 137 139	Algester to City rocket <i>Algester to City buz / NightLink</i> Algester to City rocket Algester to Garden City local Sunnybank shuttle Algester city precincts <i>Sunnybank Hills to City pre-paid fare rocket</i> Sunnybank Hills to Uni of Queensland via Eleanor Schonell Bridge	Brisbane Transport	18 February 2008
135 155 134 145	Algester to City cityxpress Calamvale to City cityxpress City to Griffith University rocket Browns Plains to Griffith University local	Brisbane Transport	18 February 2008
140 141 142	Browns Plains to City cityxpress Browns Plains to City rocket Browns Plains to City bullet	Brisbane Transport	18 February 2008
150 151 152 153 156	Browns Plains to City buz Calamvale to City rocket Stretton to Garden City local Drewvale to City rocket Stretton to City rocket	Brisbane Transport	18 February 2008
179 180 181 186 189	Garden City to City rocket Garden City to City cityxpress North Wishart to City rocket Wishart to City rocket Holland Park to City express	Brisbane Transport	18 February 2008
192	Highgate Hill to City all stops	Brisbane Transport	18 February 2008
204	Carindale via Old Cleveland Rd to City all stops	Brisbane Transport	18 February 2008
240 241 243	Capalaba to Wynnum all stops Capalaba to Wynnum via Chandler all stops Thorneside station to Brisbane City limited stops	Veolia	14 May 2007
250 N250	Redland Bay to Brisbane via Victoria Point, Cleveland, Capalaba and Carindale all stops Fortitude Valley to Cleveland NightLink	Veolia	18 May 2007

Route 308 is to be extended to service Chermshire Shopping Centre via Centro Toombul to DFO and Aviation Precinct during peak hours on a trial basis. Departures from Chermshire are between 05:00 and 07:30, from the City between 15:41 and 17:26.

Queensland – Regional

Below and page 13 shows the new QConnect services.

qconnect comes to Townsville

by Hilaire Fraser

qconnect is a Queensland Government initiative providing improved public transport services and greater connectivity and accessibility of services throughout regional, rural and remote Queensland.

On Monday 10th March, 2008 new urban bus services and timetables commenced in Townsville under the **qconnect** banner. This follows the commencement of **qconnect** services in Cairns on 21st January, 2008. From 10th March, a zonal fare system was introduced in Townsville.

The network guide and timetables can be found at www.qconnect.qld.gov.au, click on urban bus services. Four timetables have been issued as detailed below, timetable numbers are only for reference. The Bushland Beach timetable accompanies this article. All services are operated by Sunbus, except for route 33 which is operated by Hermit Park Bus Service. Monday to Friday, Saturday and Sunday frequencies are detailed. Stockland and Castletown shopping centres transport nodes as well as the Hospital and University precinct.

Route	Route Description	Mon-Fri	Sat	Sun
Timetable 1 - Ross River Rd Services - Routes 1,1A, 11, 99				
1	City-Kelso	30 60 nights	60 60 nights	120 1 trip nights
1A	City-Hospital/University Via Ross River Rd	30 60 nights	60 60 nights	60 60 nights
11	City-Kelso Limited Stops (formerly 1X)	60		
99	City-Hospital/University Via Riverside Gardens Limited Stops (formerly 9)	60	90	
	1B City-Kelso via Beck Rd discontinued, Beck Rd now served by route 10 1C City-Hospital/University loop discontinued as all 1A services operate as a loop through the Hospital & University precinct instead of operating to & from the Hospital via the University both ways			
Timetable 2 - Southern Services - Routes 2A, 2C, 7, 8, 11				
2A	City-Gulliver-University-Hospital Wulguru-City (formerly 2)	60	90	
2C	City-Wulguru-Hospital-University- Gulliver-City (formerly 2)	60	90	

Route 33 - from Bushland Beach to Stocklandcity

Bushland Beach to Townsville

Monday to Friday major stops	am	pm
Cooroy Drive	6:40 7:20 8:00 11:00 12:00 2:00 4:10 6:00	
Bushland Beach (loop)	6:45 7:30 8:10 11:05 12:05 2:05 4:15 6:05	
Marina Drive	6:47 7:32 8:12 11:07 12:07 2:07 4:17 6:07	
Norths Rugby League	6:49 7:34 8:14 11:09 12:09 2:09 4:19 6:09	
Mt Low Parkway/Prince Hwy	6:52 7:38 8:18 11:13 12:13 2:13 4:23 6:13	
Woodlands Caravan Park	6:54 DNS 8:19 11:14 12:14 2:14 4:24 6:14	
Veolia Road	6:56 7:32 8:21 11:16 12:16 2:16 4:26 6:16	
Macquarie Street	6:57 7:33 8:22 11:17 12:17 2:17 4:27 6:17	
Jensen Road	6:58 7:45 8:24 11:19 12:19 2:19 4:30 6:19	
Geaney's Lane	7:02 7:47 8:27 11:22 12:22 2:22 4:32 6:22	
Woodland Shopping Centre	7:05 8:05 8:30 11:25 12:25 2:25 4:35 6:25	
Bulbin St	7:08 7:46 8:33 11:28 12:28 DNS 4:38 6:28	
Innes Estate	7:10 7:47 8:35 11:30 12:30 2:30 4:40 6:30	
Inglis Road	7:14 7:51 8:38 11:34 12:34 2:34 4:44 6:34	
Coconut Glen Villa Village	7:15 7:52 8:40 11:35 12:35 2:35 4:45 6:35	
Coral Coast Tourist Park	7:19 8:15 8:44 11:39 12:39 2:39 4:49 6:39	
Stockland Shopping Centre	7:27 DNS 8:46 11:41 12:41 2:41 4:51	
Rising Sun	7:32 DNS 8:55 11:46 12:46 2:46 4:56	
Finders St (adj Rail Stn)	7:37 DNS 8:56 11:51 12:51 2:51 4:56	
Stanley St (adj Police Stn)	7:41 DNS 8:58 11:55 12:55 2:55 4:58	
Walker St (adj Defence Rec)	7:43 DNS 8:59 11:57 12:57 2:57 4:59	
Stock St, Bus Stop E	7:45 DNS 9:01 12:00 12:00 3:00 5:00	

Bushland Beach to Townsville

Saturday major stops	am	pm
Cooroy Drive	6:40 8:00 2:00 6:00	
Bushland Beach (loop)	6:45 8:10 2:05 6:05	
Marina Drive	6:47 8:12 2:07 6:07	
Norths Rugby League	6:49 8:14 2:09 6:09	
Mt Low Parkway/Prince Hwy	6:52 8:18 2:13 6:13	
Woodlands Caravan Park	6:54 8:18 2:14 6:14	
Veolia Road	6:56 8:21 2:16 6:16	
Macquarie Street	6:57 8:22 2:17 6:17	
Jensen Road	6:59 8:24 2:19 6:19	
Geaney's Lane	7:02 8:27 2:22 6:22	
Woodland Shopping Centre	7:05 8:30 2:25 6:25	
Bulbin St	7:08 8:33 2:28 6:28	
Innes Estate	7:10 8:35 2:30 6:30	
Inglis Road	7:14 8:38 2:34 6:34	
Coconut Glen Villa Village	7:15 8:41 2:35 6:35	
Coral Coast Tourist Park	7:19 8:44 2:39 6:39	
Stockland Shopping Centre	7:27 2:45	
Rising Sun	7:32 2:50	
Finders St (adj Rail Stn)	7:37 2:55	
Stanley St (adj Police Stn)	7:41 2:59	
Walker St (adj Defence Rec)	7:43 3:01	
Stock St, Bus Stop E	7:45 3:03	

● set down only

 DNS = do not service

Queensland Transport, government Transport Route 33, 2008

Brisbane Transport

New Noosa Hinterland Bus Service

Sunbus TransLink Route 632 commenced on 10th March and links Cooroy, Pomona and Cooran with Tewantin, Noosa Junction and Noosa Heads. There are four daily round trips and the service is on a six month trial.

Updated TransLink timetables

Translink are issuing new **Surfside** TTs effective 31/3/08 for:-

745 Nerang-Surfers Paradise (6 pages-extra services to meet extended QR train services in the evening)

750 Mudgeeraba-Sea World (8 pages-Mon-Fri off-peak frequency between Sea World & Pacific Fair increased to 10 mins instead of 15 mins)

Victoria - Melbourne

Updated timetables

The new Route 901 Yellow Orbital SmartBus (**Grenda/Invicta**) linking Ringwood to Frankston via Dandenong commenced on March 24 replacing routes 830/831 and 665. Free travel is offered for the first two weeks.

Other **Grenda Group** timetables have been re-issued in conjunction with the new Smartbus route.

780 Frankston-Carrum

781/4/5 Frankston-Mt Martha/Osborne/Mornington East

832 Frankston-Carrum Downs via Kananook & Mc Cormicks Rd (see below)

833 Frankston-Carrum Downs via The Pines & Lyrebird Dr (see below)

857 Dandenong-Chelsea

Route 832 is extended from Skye to Carrum Downs & new Route 833 has been introduced between Frankston & Carrum Downs effective 24 March 2008 to replace Routes 830/831 in the Frankston area when Smartbus 901 started on the same date.

Route 832 is extended from its existing Skye terminus via Wedge Rd & the Dandenong - Frankston Rd to terminate at the Carrum Downs Retirement Village.

New Route 833 operates via the existing 831 routeing to Hall Rd, then via Cadles Rd, Wedge Rd & the Dandenong - Frankston Rd to the Carrum Downs Retirement Village.

Both routes operate to minimum service standard levels with a 30" frequency on Mon - Fri & 60" evenings/Sat/Sun & PH.

Route 900 Caulfield - Rowville Smartbus (**Grenda/Eastrans**) has altered times to reflect the use of priority measures bus lanes and 'B' traffic light signals. Trip times are reported as reduced from 50-65 minutes to 37-52 minutes.

Grenda's have also issued new 802/804/862 & 813/815 timetables, both dated 4 February 2008. Train times

Route	Detail	Operator	Date
529	Toogoolawah to Ipswich railbus	Westside	06 October 2007
539	Helidon to Rosewood railbus	Laidley Bus Service	19 November 2007
601	Maroochydore to Caloundra express	Sunbus	08 October 2007
605	Kawana to Landsborough via Caloundra link	Sunbus	11 February 2008
615	Maroochydore to Landsborough link		
619	Maroochydore to Kawana loop	Sunbus	27 November 2006
630	Noosa to Nambour via Eumundi link	Sunbus	18 June 2007
631	Noosa to Nambour via Eumundi & Cooroy link		
636	Nambour to University (formerly 606)	Sunbus	04 June 2007
607	Caloundra to Chancellor Park via University		
651	Caboolture Northwest to Caboolture station all stops	Caboolture Bus Lines	05 November 2007
652	Caboolture to Beachmere all stops		
655	Caboolture Central to Caboolture Hospital/TAFE all stops		
653	Bellmere/Caboolture South to Morayfield all stops	Caboolture Bus Lines	05 November 2007
654	Morayfield to Caboolture South/Bellmere all stops		
656	Upper Caboolture to Morayfield station all stops		
660	Caboolture to Redcliffe	Kangaroo Bus Lines	18 February 2008
663	Narangba local service		
665	Deception Bay local service		
668	Deception Bay to Narangba		
660	Caboolture to Redcliffe	Kangaroo Bus Lines	18 February 2008
664	Burpengary local service		
667	Morayfield local service		
681	Mango Hill to Strathpine via Petrie Station (former route 10) link	Hornibrook Bus Lines	30 May 2006
762	Tallebudgera Drive/Palm Beach to The Pines	Surfside Buslines	12 November 2007
763	Lakewoods/Doubleview Drive to The Pines		
764	Currumbin Park to The Pines		
766	Currumbin Waters to The Pines		
767	Tugun Heights/Tugun/Currumbin Beach to The Pines		
768	Tweed heads to John Flynn Hospital (timetable for route 757 no longer exists)	Surfside Buslines	12 November 2007
799	Airport Link Gold Coast Airport		

have been updated to reflect the 30 September 2007 timetable. Route maps remain in the older Metlink style.

Route 788 Frankston – Portsea (**Grenda/Portsea**) has been upgraded with nine new services on Sunday and 16 additional weekday services. Buses now run until 9pm on weekdays, Saturdays and Sundays, with a Saturday timetable operating on public holidays and a Sunday timetable operating on Christmas Day and Good Friday.

The new timetable (dated 25 February 2008) for **Sita** route 471 is available from the Met Shop.

Some minor variations in times for **Ventura - National** Route 365 services ex Ringwood have been noted. The operator website & Metlink have differing times. Latest known paper TT is 20/9/04 (ref AATTC & Metlink file).

The Minister of Public Transport in a press release dated 20 March listed 45 Melbourne bus routes to be upgraded to seven days per week operation. Some have already been implemented.

Victoria – Regional

Bass Coast Transit

A new initiative from the DOI in conjunction with the Bass Coast Shire Council will see a new network of bus routes from Corinella down through Phillip Island and to Wonthaggi and Inverloch. New Viclink/Metlink bus stops and signs have been installed in Wonthaggi, Cape Paterson and Inverloch (see attached pictures taken by me whilst on holiday two weeks ago). According to the Bass Coast Shire council's website the new routes were to start end of February but so far there has been no announcement forthwith or on the Viclink site.

Apparently a new route from Corinella to Wonthaggi (known as the 'waterline' service) has commenced on 1 February 2008 and already seen a dramatic increase in passenger numbers (but the local tourist information service didn't have any information on this service apart from the Bass Coast Viclink timetable dated 6 October 2006. This is operated by GBS. There is information available on the Bass Coast Shire website – see <http://www.basscoast.vic.gov.au/content/content.asp?cid=474&ctid=1&cnid=2164>

The Waterline route operates Fridays only ex Coronet Bay at 0910 calling in at Corinella, Bass, Anderson, Kil-

cunda and arriving at Wonthaggi at 1000. The return service departs Wonthaggi at 1400.

All other timetables shown on the Bass Coast Shire Council website (below) are dated 6 October 2006 the same as the Viclink timetable.

Western Australia – Perth

Transperth updated timetables

Eastern 103 27/1/2008

Northern 70 27/1/2008,
72 27/1/2008, 74 27/1/2008

Southern 132 3/2/2008, 134 27/1/2008,
123 2/3/2008

Western 43 27/1/2008, 45 27/1/2008

Thanks to Australian Transport Discussion Board, Adrian Dessanti, Davemail 66, Hilaire Fraser, Norbert Genci, Alan Gray, Steven Haby, Craig Halsall, David Hutton, Victor Isaacs, Bradley Matthews, Michael Marshall, Victorian Ministry of Public Transport, Peter Parker, and Lourie Smit.



Wonthaggi Town Services

Timetables

North Wonthaggi (see reverse for a map of the route)

	Monday to Friday					
Leave from Billson Street	8.00 am	10.00 am	12.00 pm	2.00 pm	4.00 pm	5.30 pm
Return to Billson Street	8.15 am	10.15 am	12.15 pm	2.15 pm	4.15 pm	5.45 pm

Dudley (see reverse for a map of the route)

	Monday to Friday					
Leave from Billson Street	8.15 am	10.15 am	12.15 pm	2.15 pm	4.15 pm	5.45 pm
Return to Billson Street	8.35 am	10.35 am	12.35 pm	2.35 pm	4.35 pm	6.05 pm

South Wonthaggi (see reverse for a map of the route)

	Monday to Friday					
Leave from Billson Street	8.35 am	10.35 am	12.35 pm	2.35 pm	4.35 pm	6.05 pm
Return to Billson Street	8.55 am	10.55 am	12.55 pm	2.55 pm	4.55 pm	6.25 pm

In the initial period, passengers can hail the bus anywhere on the route by signalling to the driver. Passengers should ensure that they stand at a safe stopping location.

The service does NOT operate on Weekends or Public Holidays.

The low floor bus is easily accessible for wheelchairs, prams, pushers and shopping trolleys.

No booking is required.

For further information contact:

Gippsland Bus Services on 5672 1462

Effective 9 October 2006

Updates are available on www.basscoast.vic.gov.au

Fares

	Adult	Concession
Single	\$1.70	\$0.90





DOMESTIC

QantasLink suspended all its Newcastle-Sydney, Newcastle-Melbourne and Newcastle-Brisbane services from 10 March 2008. The suspension is expected to remain until at least July 2008. This is due to a higher than normal pilot attrition rate and the training of pilots on the new Dash 8 Q400 aircraft. QantasLink has stated they have a number of measures in place to restore pilot numbers over the next few months, including a comprehensive training program, where the first graduates are expected to start flying by the end of June.

Qantas will add four additional Sydney- Darwin services from June 2008 - three extra Sydney-Alice Springs flights, and one extra Brisbane-Alice Springs service. Two additional Perth-Darwin services will also start in June.

Qantas has also announced 12 Cityflyer services in Adelaide from April. There will be five extra services per week from Sydney to Adelaide, and seven extra flights per week from Adelaide to Melbourne.

Tiger is reported to be looking at operating Sydney flights out of Bankstown, an airport not hitherto used for scheduled services. Necessary improvements to the runway and terminal would take up to 18 months. Tiger is also reported to be examining the possibility of trans-Tasman flights.

INTERNATIONAL

More flights and lower fares between Australia and **Malaysia** may be possible following the signing of a new air services agreement which expands the number of seats on the routes between our two countries. Malaysian and Australian carriers will be able to operate an additional 5,000 seats per week to our major gateway airports of Sydney, Melbourne, Brisbane and Perth from March 2008, with an additional 3,500 from March 2009. It will allow Malaysian airlines such as **AirAsia X** to proceed with their planned expansion into Australia, with Australian travellers expected to reap the benefits of lower fares. AirAsia X currently operates four services per week into the Gold Coast and is looking to expand

its operations to other airports including Avalon.

Qantas will add a further two services per week between Brisbane and Los Angeles from 27 March, plus an additional service per week Sydney-LA from 20 March and Sydney-Honolulu from 5 April. For the first time Qantas will offer a daily, non-stop service between Queensland and California. Virgin Blue offshoot **V Australia** is set to unveil its trans-Pacific routes and pricing structure soon.

Qantas will launch its first non-stop services to South America on 24 November with three flights per week from Sydney to Buenos Aires. It will operate a B747-400 aircraft on the route on Mondays, Wednesdays and Saturdays. Qantas previously offered a one-stop service to the Argentine capital, via Auckland, between 1998 and 2002.

OzJet has been forced to delay the start of Sydney-Palmerston North services until 26 May due to slow sales. The services were due to begin on 31 March. OzJet will push ahead with two return services a week between Brisbane and Palmerston North from 31 March, increasing to four return flights on 26 May. OzJet has been hampered by delays, including having to change the make-up of its board to ensure it had majority Australian representation.

Air New Zealand will increase capacity on the Melbourne route from 16 December with a third daily service from Auckland on Tuesday, Thursday and Sunday (Sunday flight overnights and returns Monday morning). Services Auckland-Sydney will increase from 15 December with an additional return service operating on Monday, Wednesday and Friday.

Singapore Airlines is to convert its Airbus A340-500 ultra long range aircraft on services to US to an all business class configuration.

Airline TTs on the web. The web-site <http://www.airlinetimetables.net/> has links to thousands of recent and ancient airline tables, some recent ones are illustrated below.

(Thanks to Tony Bailey and Victor Isaacs for Air News).



AEROPELICAN
Sydney/Toronto
Timetable and Website Fares
Effective: 23rd October 2007

SYDNEY TO INVERELL						INVERELL TO SYDNEY					
DAY	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00
MON	*	*					*	*			
TUE											
WED	*	*					*	*			
THU											
FRI	*	*					*	*			
SAT											
SUN											

WEB FARES - ONLY AVAILABLE ONLINE

FARE	INVERELL	SYDNEY	RTN
SYDNEY	140.00	145.00	285.00
MELBOURNE	240.00	255.00	495.00
BRENTON	280.00	295.00	575.00
WELLINGTON	340.00	355.00	695.00

