The Times

August 2010

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The Times

Journal of the Australian Association of Time Table Collectors Inc. (A0043673H)
Print Publication No: 349069/00070, ISSN 0813-6327
August 2010 **Issue No. 317 Vol 27 No. 08**

—Contents—

On the front cover

Climbing to Shelley, the highest station on the VR…. But barely 15% of the altitude of the world's highest station

Albert Isaacs writes:

This is a coda to my article "Getting Home from Carols by Candlelight" (pp 8-9, The Times, June 2010). The article was written is such a way that, to make sense of it, the text has to be read in conjunction with the TT-related program extracts that accompany the article. As these appeared without captions, an explanation is necessary.

The extract on page 9 is from the 1939 program and that on page 8 from 1950. Although the latter is described in the text as being to the "right", it is actually on the left-hand side of the relevant piece of text. Obviously, the illustration on the front cover of The Times is the cover of the very first CbC program, 1938.

The photo of CbC on page nine was added by you as Editor. It could be argued that this is not particularly relevant to the article as it appears to show CbC at the Sydney Myer Music Bowl, which was not the venue until the event was transferred from the Alexandra Gardens in the mid-1950s.

Contributors Albert Isaacs, Brendam Whyte, Jim Wells (twice!), James Ng

The Times welcomes articles and letters. Send paper manuscripts or word-processor files on disk or via e-mail to the editor at the address below. Illustrations should be submitted as clean sharp photocopies on white paper or scanned GIF or TIF format images with at least 300 dpi resolution on disk or via e-mail.

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Disclaimer Opinions expressed in The Times are not necessarily those of the Association or its members. We welcome a broad range of views on timetabling matters.

The Times on-line AATTC's home page: http://www.aattc.org.au has colour PDF versions of The Times

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Asian Airport Timetables: a descriptive comparison and appreciation

BRENDAN WHYTE, *Canberra*.

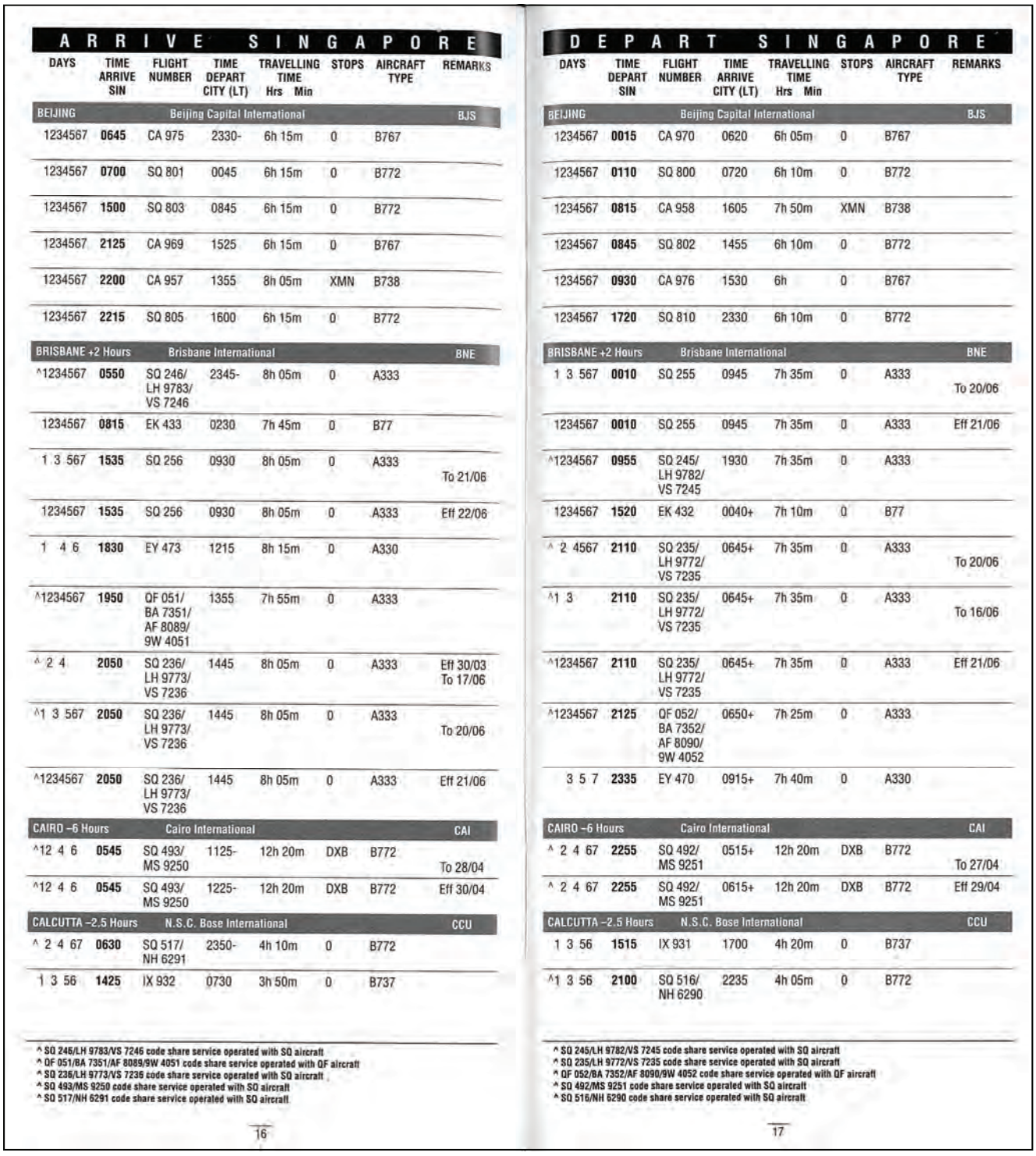
Despite the increasing use of the internet to plan and book air travel, most airlines still seem to publish paper timetables, although they may not be available in a timely fashion. Thai Airways' Sydney office did not receive its consignment of that airline's most recent six-monthly timetable until three months into its period of validity. The increasing ubiquity of the internet has removed the necessity for timely provision of hardcopy information. The publication of timetables for airports, however, has always been much less common. Over a decade ago, I first came across the "Thailand Airline Timetable" on sale at Bangkok airport's newsstands, and was fascinated by the exotic places to which one could fly directly from that hub. Subsequently I learned of similar paper timetables published for Hong Kong and Singapore. Enquiries to Kuala Lumpur, however, about 2005, resulted only in a curt reply that their airport timetable was available online, and that they had not produced a paper version for some time.

The increasing economic pressures under which airlines operate, and the rapid changes they often need to make to services, makes compiling a regular paper timetable for an airport a difficult exercise. A constantly-updated online timetable is much cheaper to produce, has greater potential accessibility, and is much more likely to provide accurate up-to-the-minute information. So it is no surprise that many, if not most, major airports offer online information about the flights of all airlines which serve them. Yet, as I am sure we have all experienced, the ways in which airline and airport timetable information is presented online is not necessarily the way in which the traveller wishes to access it, and the lack of uniformity in format and interface of airline and airport websites can be very frustrating. Paper timetables, in contrast, are generally uniform in format so that even those in a foreign language can be understood once one is familiar with the foreign scripts or spellings for the cities served.

The three airport timetables described here are all English-language pocket-sized, commercially produced publications, published by private companies rather than the airport corporations themselves. They provide a very useful compendium of information for the local businessman, as well as offering a fascinating study for the timetable enthusiast and armchair traveller of three major Asian airports, all of which operate both as destinations in themselves, as well as important hubs in the global air travel network. The recent demise of the Hong Kong timetable can only add to its collectability.

Singapore Airport Flight Schedule (page 4)is a quarterly publication from the Singapore-based Marshall Cavendish Business Information, which company was rebranded from Times Business Information in March 2006. The company produces numerous trade directories for Singapore, Malaysia, Thailand and Hong Kong. The timetable is a staple-bound, 21 × 10 cm publication of just over 100 pages, printed on good quality paper with a glossy cover. The current issue for 28 March -30 June 2010 will be described here.

The booklet begins with a table of contents



ARRIVE SINGAPORE

DAYS	TIME ARRIVE SIN	FLIGHT NUMBER	TIME DEPART CITY (LT)	TRAVELLING TIME Hrs Min	STOPS	AIRCRAFT TYPE	REMARKS
BEIJING		Beijing Capital International					BJS
1234567	**0645**	CA 975	2330-	6h 15m	0	B767	
1234567	**0700**	SQ 801	0045	6h 15m	0	B772	
1234567	**1500**	SQ 803	0845	6h 15m	0	B772	
1234567	**2125**	CA 969	1525	6h 15m	0	B767	
1234567	**2200**	CA 957	1355	8h 05m	XMN	B738	
1234567	**2215**	SQ 805	1600	6h 15m	0	B772	
BRISBANE +2 Hours		Brisbane International					BNE
^1234567	**0550**	SQ 246/ LH 9783/ VS 7246	2345-	8h 05m	0	A333	
1234567	**0815**	EK 433	0230	7h 45m	0	B77	
1 3 567	**1535**	SQ 256	0930	8h 05m	0	A333	To 21/06
1234567	**1535**	SQ 256	0930	8h 05m	0	A333	Eff 22/06
1 4 6	**1830**	EY 473	1215	8h 15m	0	A330	
^1234567	**1950**	QF 051/ BA 7351/ AF 8089/ 9W 4051	1355	7h 55m	0	A333	
^ 2 4	**2050**	SQ 236/ LH 9773/ VS 7236	1445	8h 05m	0	A333	Eff 30/03 To 17/06
^1 3 567	**2050**	SQ 236/ LH 9773/ VS 7236	1445	8h 05m	0	A333	To 20/06
^1234567	**2050**	SQ 236/ LH 9773/ VS 7236	1445	8h 05m	0	A333	Eff 21/06
CAIRO –6 Hours		Cairo International					CAI
^12 4 6	**0545**	SQ 493/ MS 9250	1125-	12h 20m	DXB	B772	To 28/04
^12 4 6	**0545**	SQ 493/ MS 9250	1225-	12h 20m	DXB	B772	Eff 30/04
CALCUTTA –2.5 Hours		N.S.C. Bose International					CCU
^ 2 4 67	**0630**	SQ 517/ NH 6291	2350-	4h 10m	0	B772	
1 3 56	**1425**	IX 932	0730	3h 50m	0	B737	

^ SQ 246/LH 9783/VS 7246 code share service operated with SQ aircraft
^ QF 051/BA 7351/AF 8089/9W 4051 code share service operated with QF aircraft
^ SQ 236/LH 9773/VS 7236 code share service operated with SQ aircraft
^ SQ 493/MS 9250 code share service operated with SQ aircraft
^ SQ 517/NH 6291 code share service operated with SQ aircraft

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DEPART SINGAPORE

DAYS	TIME DEPART SIN	FLIGHT NUMBER	TIME ARRIVE CITY (LT)	TRAVELLING TIME Hrs Min	STOPS	AIRCRAFT TYPE	REMARKS
BEIJING		Beijing Capital International					BJS
1234567	**0015**	CA 970	0620	6h 05m	0	B767	
1234567	**0110**	SQ 800	0720	6h 10m	0	B772	
1234567	**0815**	CA 958	1605	7h 50m	XMN	B738	
1234567	**0845**	SQ 802	1455	6h 10m	0	B772	
1234567	**0930**	CA 976	1530	6h	0	B767	
1234567	**1720**	SQ 810	2330	6h 10m	0	B772	
BRISBANE +2 Hours		Brisbane International					BNE
1 3 567	**0010**	SQ 255	0945	7h 35m	0	A333	To 20/06
1234567	**0010**	SQ 255	0945	7h 35m	0	A333	Eff 21/06
^1234567	**0955**	SQ 245/ LH 9782/ VS 7245	1930	7h 35m	0	A333	
1234567	**1520**	EK 432	0040+	7h 10m	0	B77	
^ 2 4567	**2110**	SQ 235/ LH 9772/ VS 7235	0645+	7h 35m	0	A333	To 20/06
^1 3	**2110**	SQ 235/ LH 9772/ VS 7235	0645+	7h 35m	0	A333	To 16/06
^1234567	**2110**	SQ 235/ LH 9772/ VS 7235	0645+	7h 35m	0	A333	Eff 21/06
^1234567	**2125**	QF 052/ BA 7352/ AF 8090/ 9W 4052	0650+	7h 25m	0	A333	
3 5 7	**2335**	EY 470	0915+	7h 40m	0	A330	
CAIRO –6 Hours		Cairo International					CAI
^ 2 4 67	**2255**	SQ 492/ MS 9251	0515+	12h 20m	DXB	B772	To 27/04
^ 2 4 67	**2255**	SQ 492/ MS 9251	0615+	12h 20m	DXB	B772	Eff 29/04
CALCUTTA –2.5 Hours		N.S.C. Bose International					CCU
1 3 56	**1515**	IX 931	1700	4h 20m	0	B737	
^1 3 56	**2100**	SQ 516/ NH 6290	2235	4h 05m	0	B772	

^ SQ 245/LH 9782/VS 7245 code share service operated with SQ aircraft
^ SQ 235/LH 9772/VS 7235 code share service operated with SQ aircraft
^ QF 052/BA 7352/AF 8090/9W 4052 code share service operated with QF aircraft
^ SQ 492/MS 9251 code share service operated with SQ aircraft
^ SQ 516/NH 6290 code share service operated with SQ aircraft

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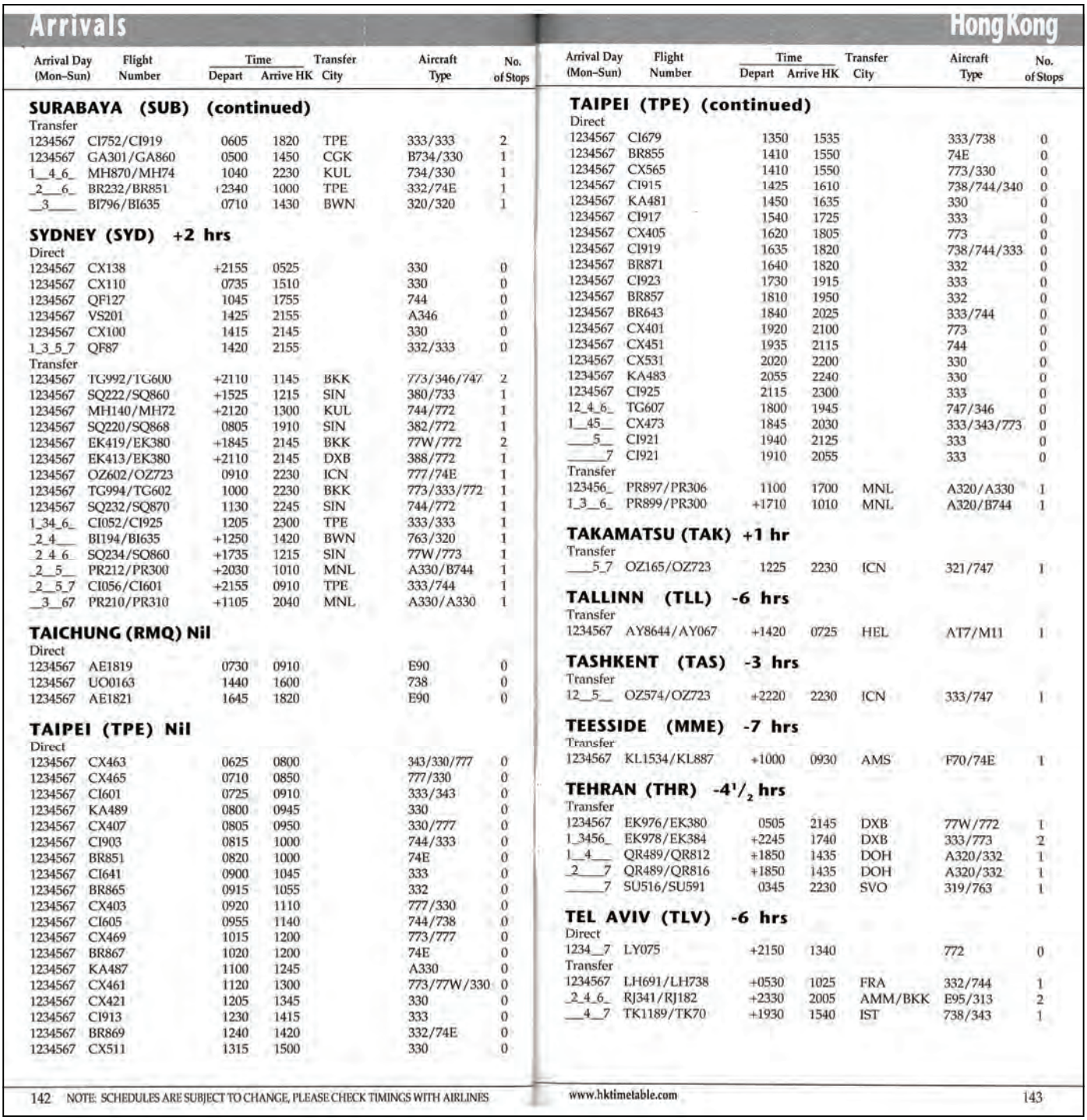
on page 1, followed by three pages of explanation of codes and symbols. These include the numeric codes for days of the week (1 = Monday to 7 = Sunday), aircraft types, airlines and airports. Page 5 then presents a 2010 calendar showing, but not naming, Singapore public holidays. Pages 6-8 give an international time chart, that is, a tabular representation of world time zones. Pages 9 to 74 present passenger flight schedules listed in alphabetical order by city, Abu Dhabi to Zurich. Arrivals to Singapore are given on the left hand pages, and the equivalent departures from Singapore on the right.

Each listing gives the city name, time difference from Singapore, along with the airport's full name and three-letter code in the title bar. Then for each flight, the days of the week on which it operates, the local departure and arrival times, the duration of the flight, number of stops (if any), and the aircraft type. Given the three-month validity of the publication, notes on dates of commencement or cancellation of the service are also provided.

Pages 75 to 94 provide a similar format for freighter services, but without the flight duration. The final pages give airline contact details, and space for personal notes. The inside covers advertise other Marshall Cavendish publications, and the back cover displays the only commercial advertisement, in this case for TNT freight services.

The Singapore publication is entirely in English. It is priced at S$4.50 per issue (~A$3.75, including postage within Singapore (but dropping to S$2.50 per copy for bulk purchases of 100 copies or more), and S$18 (~A$15) for a one-year subscription. Overseas postage is extra, and currently is



Arrivals — Hong Kong

Arrival Day (Mon–Sun)	Flight Number	Time Depart	Time Arrive HK	Transfer City	Aircraft Type	No. of Stops
SURABAYA (SUB) (continued)						
Transfer						
1234567	CI752/CI919	0605	1820	TPE	333/333	2
1234567	GA301/GA860	0500	1450	CGK	B734/330	1
1__4_6_	MH870/MH74	1040	2230	KUL	734/330	1
_2__6_	BR232/BR851	+2340	1000	TPE	332/74E	1
__3____	BI796/BI635	0710	1430	BWN	320/320	1
SYDNEY (SYD) +2 hrs						
Direct						
1234567	CX138	+2155	0525		330	0
1234567	CX110	0735	1510		330	0
1234567	QF127	1045	1755		744	0
1234567	VS201	1425	2155		A346	0
1234567	CX100	1415	2145		330	0
1_3_5_7	QF87	1420	2155		332/333	0
Transfer						
1234567	TG992/TG600	+2110	1145	BKK	773/346/747	2
1234567	SQ222/SQ860	+1525	1215	SIN	380/733	1
1234567	MH140/MH72	+2120	1300	KUL	744/772	1
1234567	SQ220/SQ868	0805	1910	SIN	382/772	1
1234567	EK419/EK380	+1845	2145	BKK	77W/772	2
1234567	EK413/EK380	+2110	2145	DXB	388/772	1
1234567	OZ602/OZ723	0910	2230	ICN	777/74E	1
1234567	TG994/TG602	1000	2230	BKK	773/333/772	1
1234567	SQ232/SQ870	1130	2245	SIN	744/772	1
1_34_6_	CI052/CI925	1205	2300	TPE	333/333	1
_2_4___	BI194/BI635	+1250	1420	BWN	763/320	1
_2_4_6	SQ234/SQ860	+1735	1215	SIN	77W/773	1
_2__5__	PR212/PR300	+2030	1010	MNL	A330/B744	1
_2__5_7	CI056/CI601	+2155	0910	TPE	333/744	1
__3__67	PR210/PR310	+1105	2040	MNL	A330/A330	1
TAICHUNG (RMQ) Nil						
Direct						
1234567	AE1819	0730	0910		E90	0
1234567	UO0163	1440	1600		738	0
1234567	AE1821	1645	1820		E90	0
TAIPEI (TPE) Nil						
Direct						
1234567	CX463	0625	0800		343/330/777	0
1234567	CX465	0710	0850		777/330	0
1234567	CI601	0725	0910		333/343	0
1234567	KA489	0800	0945		330	0
1234567	CX407	0805	0950		330/777	0
1234567	CI903	0815	1000		744/333	0
1234567	BR851	0820	1000		74E	0
1234567	CI641	0900	1045		333	0
1234567	BR865	0915	1055		332	0
1234567	CX403	0920	1110		777/330	0
1234567	CI605	0955	1140		744/738	0
1234567	CX469	1015	1200		773/777	0
1234567	BR867	1020	1200		74E	0
1234567	KA487	1100	1245		A330	0
1234567	CX461	1120	1300		773/77W/330	0
1234567	CX421	1205	1345		330	0
1234567	CI913	1230	1415		333	0
1234567	BR869	1240	1420		332/74E	0
1234567	CX511	1315	1500		330	0

142 NOTE: SCHEDULES ARE SUBJECT TO CHANGE, PLEASE CHECK TIMINGS WITH AIRLINES

Arrival Day (Mon–Sun)	Flight Number	Time Depart	Time Arrive HK	Transfer City	Aircraft Type	No. of Stops
TAIPEI (TPE) (continued)						
Direct						
1234567	CI679	1350	1535		333/738	0
1234567	BR855	1410	1550		74E	0
1234567	CX565	1410	1550		773/330	0
1234567	CI915	1425	1610		738/744/340	0
1234567	KA481	1450	1635		330	0
1234567	CI917	1540	1725		333	0
1234567	CX405	1620	1805		773	0
1234567	CI919	1635	1820		738/744/333	0
1234567	BR871	1640	1820		332	0
1234567	CI923	1730	1915		333	0
1234567	BR857	1810	1950		332	0
1234567	BR643	1840	2025		333/744	0
1234567	CX401	1920	2100		773	0
1234567	CX451	1935	2115		744	0
1234567	CX531	2020	2200		330	0
1234567	KA483	2055	2240		330	0
1234567	CI925	2115	2300		333	0
12_4_6_	TG607	1800	1945		747/346	0
1__45__	CX473	1845	2030		333/343/773	0
____5__	CI921	1940	2125		333	0
_____7	CI921	1910	2055		333	0
Transfer						
123456_	PR897/PR306	1100	1700	MNL	A320/A330	1
1_3__6_	PR899/PR300	+1710	1010	MNL	A320/B744	1
TAKAMATSU (TAK) +1 hr						
Transfer						
____5_7	OZ165/OZ723	1225	2230	ICN	321/747	1
TALLINN (TLL) -6 hrs						
Transfer						
1234567	AY8644/AY067	+1420	0725	HEL	AT7/M11	1
TASHKENT (TAS) -3 hrs						
Transfer						
12__5__	OZ574/OZ723	+2220	2230	ICN	333/747	1
TEESSIDE (MME) -7 hrs						
Transfer						
1234567	KL1534/KL887	+1000	0930	AMS	F70/74E	1
TEHRAN (THR) -4½ hrs						
Transfer						
1234567	EK976/EK380	0505	2145	DXB	77W/772	1
1_3456_	EK978/EK384	+2245	1740	DXB	333/773	2
1__4____	QR489/QR812	+1850	1435	DOH	A320/332	1
_2____7	QR489/QR816	+1850	1435	DOH	A320/332	1
_____7	SU516/SU591	0345	2230	SVO	319/763	1
TEL AVIV (TLV) -6 hrs						
Direct						
1234__7	LY075	+2150	1340		772	0
Transfer						
1234567	LH691/LH738	+0530	1025	FRA	332/744	1
_2_4_6_	RJ341/RJ182	+2330	2005	AMM/BKK	E95/313	2
___4__7	TK1189/TK70	+1930	1540	IST	738/343	1

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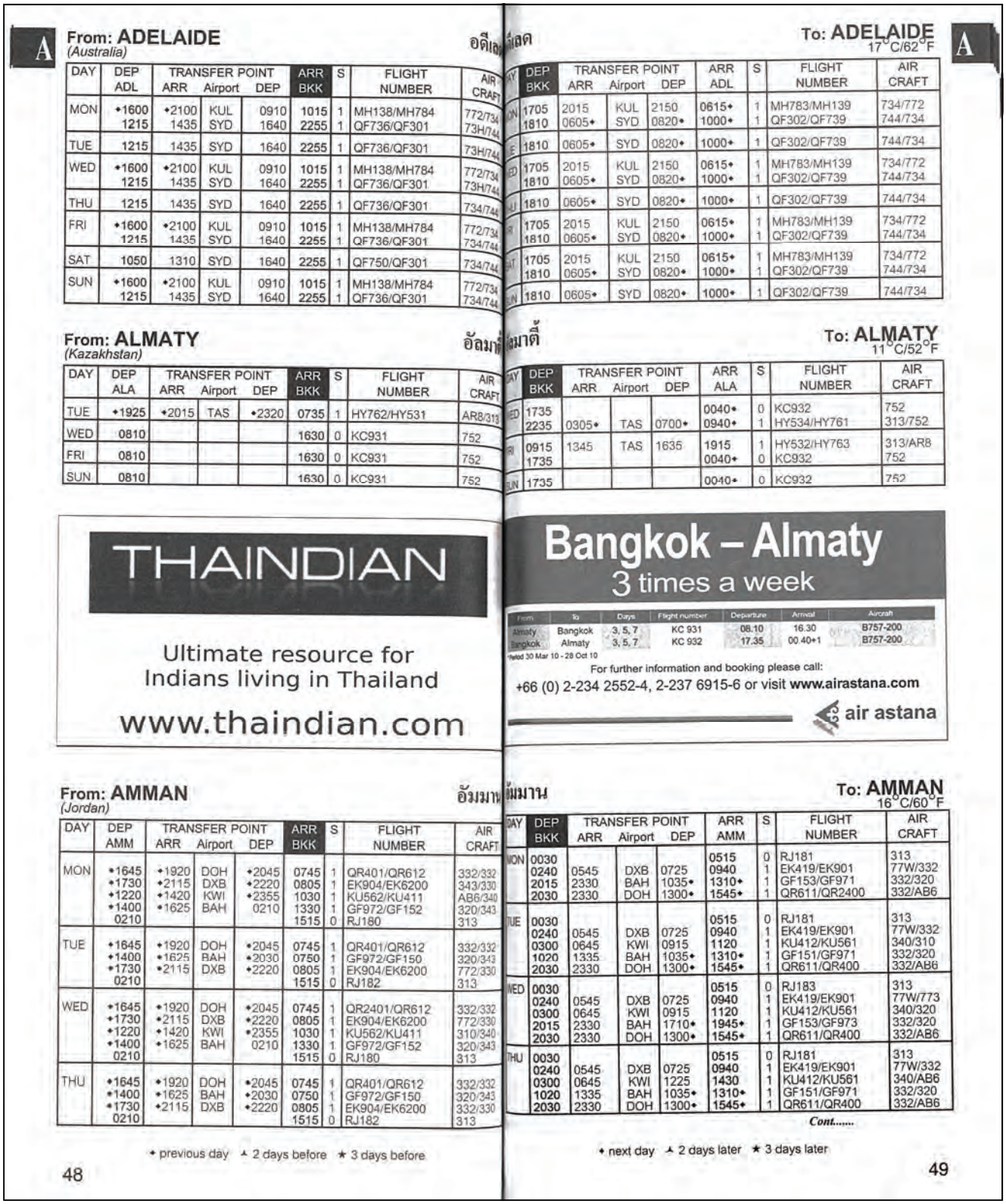
just over S$20 to Australia for a one-year subscription, so that Australian residents can subscribe for about S$40 (~A$33) per year.

Contact details are: Mr Yusoff Ali or Ms Jasmine Hoon, Marketing Dept., Marshall Cavendish Business Information Pvt. Ltd., 1 New Industrial Road, Times Centre, Singapore 536196. Ph +65 6213 9420, fax +65 62850161, email biz-info@sg.marshallcavendish.com, web www.timesdirectories.com

The Hong Kong and Macau Airline Timetable was very similar in format to the Singapore schedule, although a little wider, at 11 × 21 cm, and thicker, at about 160 pages. It was published monthly between 1978 and 2009 by Thomson Press HK Ltd. From July 2005 to February 2007 inclusive it also included timetables for Guangzhou and Shenzen airports in China. The description given here is based on the final issue, September 2009.

The issue begins with a table of contents, then five pages of advertisement-like 'executive of the month' and 'travel industry news' Special Features. This is followed by contact details for airlines, for helicopter, ferry and courier services between Hong Kong and Macau, listings of hotels and consulates, the Hong Kong-Macau Turbojet ferry service timetable, and Kowloon-Canton, Kowloon-Shanghai and Kowloon-Beijing through train timetables. Then comes a HK travel agency listing, cargo airline contact details, courier service listing, airline and airport codes, Chinese translations of city names, aircraft type codes, and IDD telephone codes.

The HK airport timetable proper begins on page 32 with a 'how to use the timetable' page, then gives departures in alphabetic order by city, Aberdeen to Zurich, on pages 33 to 93, and arrivals on pages 95 to 149. Each listing gives city name, airport abbreviation and time difference in the title bar, then days of operation, flight number,



A

From: ADELAIDE
(Australia)

อดีเล

DAY	DEP ADL	TRANSFER POINT ARR	Airport	DEP	ARR BKK	S	FLIGHT NUMBER	AIR CRAFT
MON	•1600 1215	•2100 1435	KUL SYD	0910 1640	1015 2255	1 1	MH138/MH784 QF736/QF301	772/734 73H/744
TUE	1215	1435	SYD	1640	2255	1	QF736/QF301	73H/744
WED	•1600 1215	•2100 1435	KUL SYD	0910 1640	1015 2255	1 1	MH138/MH784 QF736/QF301	772/734 73H/744
THU	1215	1435	SYD	1640	2255	1	QF736/QF301	734/744
FRI	•1600 1215	•2100 1435	KUL SYD	0910 1640	1015 2255	1 1	MH138/MH784 QF736/QF301	772/734 734/744
SAT	1050	1310	SYD	1640	2255	1	QF750/QF301	734/744
SUN	•1600 1215	•2100 1435	KUL SYD	0910 1640	1015 2255	1 1	MH138/MH784 QF736/QF301	772/734 734/744

From: ALMATY
(Kazakhstan)

อัลมาตี้

DAY	DEP ALA	TRANSFER POINT ARR	Airport	DEP	ARR BKK	S	FLIGHT NUMBER	AIR CRAFT
TUE	•1925	•2015	TAS	•2320	0735	1	HY762/HY531	AR8/313
WED	0810				1630	0	KC931	752
FRI	0810				1630	0	KC931	752
SUN	0810				1630	0	KC931	752

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From: AMMAN
(Jordan)

อัมมาน

DAY	DEP AMM	TRANSFER POINT ARR	Airport	DEP	ARR BKK	S	FLIGHT NUMBER	AIR CRAFT
MON	•1645 •1730 •1220 •1400 0210	•1920 •2115 •1420 •1625	DOH DXB KWI BAH	•2045 •2220 •2355 0210	0745 0805 1030 1330 1515	1 1 1 1 0	QR401/QR612 EK904/EK6200 KU562/KU411 GF972/GF152 RJ180	332/332 343/330 AB6/340 320/343 313
TUE	•1645 •1400 •1730 0210	•1920 •1625 •2115	DOH BAH DXB	•2045 •2030 •2220	0745 0750 0805 1515	1 1 1 0	QR401/QR612 GF972/GF150 EK904/EK6200 RJ182	332/332 320/343 772/330 313
WED	•1645 •1730 •1220 •1400 0210	•1920 •2115 •1420 •1625	DOH DXB KWI BAH	•2045 •2220 •2355 0210	0745 0805 1030 1330 1515	1 1 1 1 0	QR2401/QR612 EK904/EK6200 KU562/KU411 GF972/GF152 RJ180	332/332 772/330 310/340 320/343 313
THU	•1645 •1400 •1730 0210	•1920 •1625 •2115	DOH BAH DXB	•2045 •2030 •2220	0745 0750 0805 1515	1 1 1 0	QR401/QR612 GF972/GF150 EK904/EK6200 RJ182	332/332 320/343 332/330 313

• previous day ▲ 2 days before ★ 3 days before

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To: ADELAIDE
17°C/62°F

A

DAY	DEP BKK	TRANSFER POINT ARR	Airport	DEP	ARR ADL	S	FLIGHT NUMBER	AIR CRAFT
MON	1705 1810	2015 0605•	KUL SYD	2150 0820•	0615• 1000•	1 1	MH783/MH139 QF302/QF739	734/772 744/734
TUE	1810	0605•	SYD	0820•	1000•	1	QF302/QF739	744/734
WED	1705 1810	2015 0605•	KUL SYD	2150 0820•	0615• 1000•	1 1	MH783/MH139 QF302/QF739	734/772 744/734
THU	1810	0605•	SYD	0820•	1000•	1	QF302/QF739	744/734
FRI	1705 1810	2015 0605•	KUL SYD	2150 0820•	0615• 1000•	1 1	MH783/MH139 QF302/QF739	734/772 744/734
SAT	1705 1810	2015 0605•	KUL SYD	2150 0820•	0615• 1000•	1 1	MH783/MH139 QF302/QF739	734/772 744/734
SUN	1810	0605•	SYD	0820•	1000•	1	QF302/QF739	744/734

To: ALMATY
11°C/52°F

DAY	DEP BKK	TRANSFER POINT ARR	Airport	DEP	ARR ALA	S	FLIGHT NUMBER	AIR CRAFT
WED	1735 2235	0305•	TAS	0700•	0040• 0940•	0 1	KC932 HY534/HY761	752 313/752
FRI	0915 1735	1345	TAS	1635	1915 0040•	1 0	HY532/HY763 KC932	313/AR8 752
SUN	1735				0040•	0	KC932	752

Bangkok – Almaty
3 times a week

From	To	Days	Flight number	Departure	Arrival	Aircraft
Almaty	Bangkok	3, 5, 7	KC 931	08.10	16.30	B757-200
Bangkok	Almaty	3, 5, 7	KC 932	17.35	00.40+1	B757-200

*Valid 30 Mar 10 - 28 Oct 10

For further information and booking please call:
+66 (0) 2-234 2552-4, 2-237 6915-6 or visit www.airastana.com

air astana

To: AMMAN
16°C/60°F

DAY	DEP BKK	TRANSFER POINT ARR	Airport	DEP	ARR AMM	S	FLIGHT NUMBER	AIR CRAFT
MON	0030 0240 2015 2030	0545 2330	DXB BAH	0725 1035• DOH 1300•	0515 0940 1310• 1545•	0 1 1 1	RJ181 EK419/EK901 GF153/GF971 QR611/QR2400	313 77W/332 332/320 332/AB6
TUE	0030 0240 0300 1020 2030	0545 0645 1335 2330	DXB KWI BAH DOH	0725 0915 1035• 1300•	0515 0940 1120 1310• 1545•	0 1 1 1 1	RJ181 EK419/EK901 KU412/KU561 GF151/GF971 QR611/QR400	313 77W/332 340/310 332/320 332/AB6
WED	0030 0240 0300 2015 2030	0545 0645 2330 2330	DXB KWI BAH DOH	0725 0915 1710• 1300•	0515 0940 1120 1945• 1545•	0 1 1 1 1	RJ183 EK419/EK901 KU412/KU561 GF153/GF973 QR611/QR400	313 77W/773 340/320 332/320 332/AB6
THU	0030 0240 0300 1020 2030	0545 0645 1335 2330	DXB KWI BAH DOH	0725 1225 1035• 1300•	0515 0940 1430 1310• 1545•	0 1 1 1 1	RJ181 EK419/EK901 KU412/KU561 GF151/GF971 QR611/QR400	313 77W/332 340/AB6 332/320 332/AB6

Cont.....

• next day ▲ 2 days later ★ 3 days later

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departure and arrival times, transfer city airport abbreviation (if any), aircraft type and number of stops. Cargo arrivals and departures are listed on pages 150 to 155. Macau's passenger departures and arrivals occupy pages 156 to 161, and her cargo flights are on page 162. There are several advertisements throughout the publication, both part and full page. Some are for Thomson Press' publications, and others for hotels, restaurants, airlines and other commercial services.

The cover price for each issue was HK$40, 40 Macau patacas and 40 Chinese renminbi (~A$6). A one-year subscription was HK$280 (~A$40), a substantial discount. Besides the print edition, the timetable is also still(?) available online for the same annual price. Both the print and online edition could be had for HK$400 per year (~A$57). Postage to overseas addresses was additional.

Contact details were: Ms Becky Chau, Thomson Press (HK) Ltd., Rm 1205-6, 12/F Hollywood Centre, 233 Hollywood Road, Sheung Wan, Hong Kong. Ph +852 2815 9111, fax +852 2851 1933, email enquiry@thomsonpress.com.hk, web www.hktimetable.com

Thailand Airline Timetable was first published in 1976, and is currently in its 34th volume. This is also a monthly publication, 21 × 10 cm, but perfect bound, due

to its 360 page length. It is a black and white newsprint publication, with a thin glossy colour cover and several unnumbered glossy colour advertising pages. It covers not only Bangkok's airport, but also all flights to regional centres. The latest received issue, for April 2010, is described here.

It begins with the usual table of contents, then listings of contact details for international and domestic airlines based at Suvarnabhumi (pronounced 'Suwannaphum') airport, interrupted by a page of phone numbers for domestic airports around the country and information on public transport from Suvarnabhumi. Pages 14 to 20 offer international city and airport information, giving for each city its country, airport name, airport code, IDD phone code, the distance from the airport to downtown, and the time difference and travelling time from Bangkok. Then comes a page of contact details for 'offline' airlines, that is, offices in Thailand for airlines not represented at Suvarnabhumi, such as Air Zimbabwe and Yemenia. Pages 22 to 36 list flights in order of their flight number, by airline, from Aeroflot through to Vietnam Airlines. Three pages of international fares, and one of domestic, follow. These quote one-way prices in baht in F, J and Y classes (first, business and economy) to each city served from Bangkok. Sydney is listed at 63 810, 51 455 and 43 915 baht respectively. The domestic fares are also broken down by airline. A page each of aircraft and airline codes is followed by a bilingual (English/Thai) page on how to use the timetables.

International services from Bangkok occupy pages 44 to 283, from Abidjan to Zurich. As with the Singapore directory, arrivals and departures are printed on facing pages, a much more user-friendly layout than the Hong Kong directory. For each city, its name is given (in English and Thai), its country, and its average temperature in Celsius and Fahrenheit. Rather than listing by flight numbers, as the Singapore and HK directories do, the Thai directory lists days of the week (Monday to Sunday, not coded 1 to 7, but written out in English), and for each day, the flights operating to or from that given city. This in part explains the greater size of the Thai publication, as a flight operating each day is listed seven times, rather than once. For each flight, local departure and arrival times are given, as well as the name, and departure and arrival times, for any stopovers en route. The total number of stops, the flight number and aircraft type complete the listing.

Many more of the listed fights seem to be connections rather than direct, compared to the other two directories discussed. For example, nine flights per week are listed in each direction for Cape Town, none direct, all connecting via either Dubai or Kuala Lumpur. Seven flights per week are also listed for Canberra, one per day on Qantas connecting through Sydney, although there are obviously many more possibilities than this. Some of the connections given seem to have horrendously long layover times too, a listing for Cairo, via Doha, giving a 9.25 hour layover! As this is the only one of the three directories discussed to indicate layover time, it is at least possible to choose one's flights based on maximum knowledge.

The Bangkok international listings are followed by three pages of international flights to other Thai cities: Chiang Mai, Hat Yai, Phuket, Koh Samui and Krabi. The format of these listings follows that of the Singapore and HK directories, listing fights by number, so that an operation, whether daily or weekly, gets only one entry. Pages 286 to 297 list domestic flights out of Bangkok, noting which operate from the old Don Mueang (DMK) airport, and which from the new Suvarnabhumi (BKK) airport. Twenty different domestic destinations are listed. Pages 298 and 299 list domestic flights between regional cities, of which there are only 13 routes, connecting 13 cities, and mainly involving Phuket and Chiang Mai.

The directory is rounded out with an extensive 60-page listing of contact details for banks in Bangkok, hotels both in Bangkok and upcountry, overseas hotel representatives, golf courses nationwide, overseas tourist organisations, serviced apartments, foreign embassies and consulates in Thailand, Thai embassies and consulates overseas, car rental agencies, courier and cargo services, travel agencies, and finally a travel planning template.

The Thailand directory has a cover price of 95 baht (~A$3) while domestic subscriptions cost 800, 1400 and 1800 baht (~A$27, $47 & $60) for 1, 2 and 3 years respectively. Overseas subscriptions require additional postage. This comes to about 2000 baht per year airmail to Australia, for a total of 2800 baht or about A$100.

Contact details: Thailand Airline Timetable, Advertising & Media Consultants Co. Ltd., 12/F Silom condominium, 52/38 Soi Saladaeng 2, Silom Road, Bangkok 10500, Thailand. Ph +66-2-266 9040 fax +66-2-2366764, email editor@adv-mediaconsults.com, web www.thailandairlinetimetable.com

The author would be glad to hear from any reader willing to part with pre-2005 issues of any of these airport schedules.

Figures:

1. Covers of the latest issues of the Singapore, Hong Kong and Thailand airport timetables (our page 3).

2. The Brisbane-Singapore schedules in the Singapore timetable (page 4)

3. The arrivals from Sydney in the final issue of the Hong Kong timetable (page 5)

4. The Adelaide-Bangkok schedules in the Thailand timetable (page 6)

Changi Airport, Singapore.

How high are we?

JIM *WELLS* *has been leading a life of ups and downs on our roller-coaster railways*

For many years railway timetables often featured the altitude of stations as well as the distance from some terminal point. On the near right is an early example from New South Wales and on the far right is a very late one for Victoria (VLine 27th October 1985):

What is amazing about this is that Victoria's prior practice had been to show heights in the station index table shown below

This is from the Victorian Railway's Summer Edition 1977 Country and Interstate Timetable. Note that the index includes freight only stations.

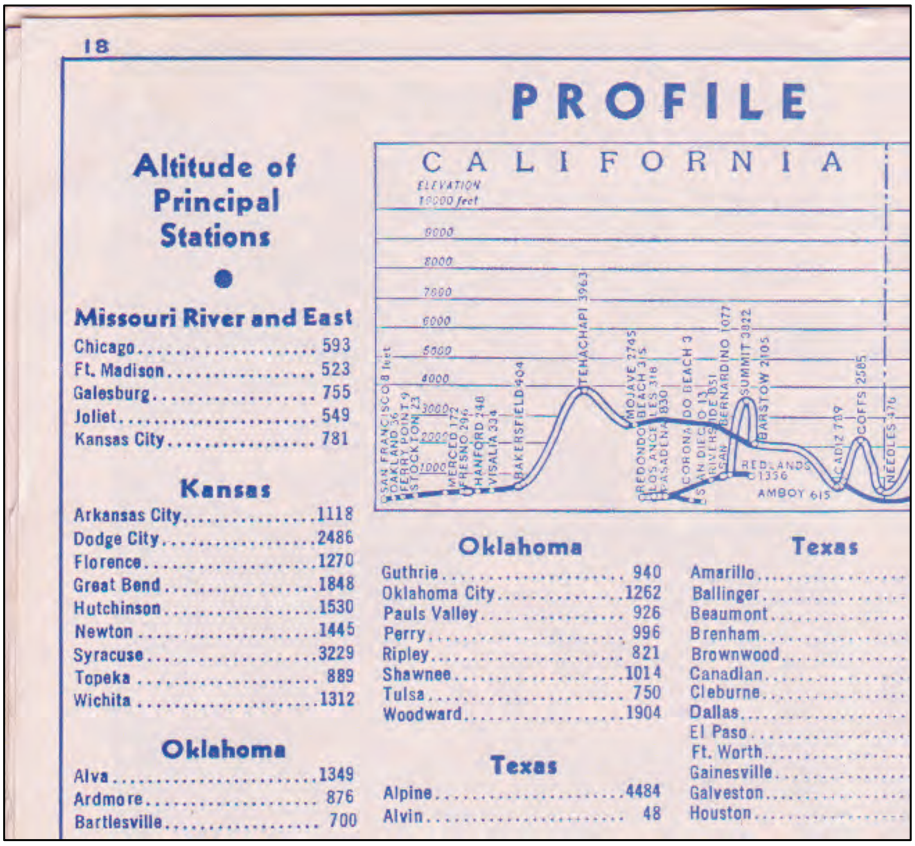
It's surprising that VLine decided to continue showing altitudes at all.

Height. Feet	Distance. m.	c.	
67	—	—	SYDNEY (Cent.) dep.
55	7	23	Strathfield ... R.....
35	13	23	Granville ... R.....
50	14	33	Parramatta R.....
184	21	50	Blacktown .....
89	34	19	PENRITH R { arr. / dep.
89	35	57	Emu Plains .....
535	41	55	Glenbrook .....
768	44	33	Blaxland .....
897	46	13	Warrimoo .....
1056	48	8	Valley Heights .....
1218	49	42	Springwood .....
1465	51	44	Faulconbridge .....
1726	53	75	Linden .....
1992	56	10	Woodford .....
2210	58	5	Hazelbrook.....

Altitude in metres	Kilometres from Melb.	Compulsory Reservation Food and Drinks Air-Conditioning Service Number
		MELBOURNE
9.5	–	(Spencer Street) Q
		(Platform No.)
5.5	1.5	North Melbourne Q
16	5.5	Footscray Q
38	12.5	Sunshine Q
54	16	Ginifer Q
68	18	St. Albans Q
105	24	Sydenham Q
198	32.5	Diggers Rest Q
213	38	**SUNBURY** Q
212	39.5	Rupertswood
325	50.5	Clarkefield
367	57	Riddells Creek
465	64	Gisborne
504	70	Macedon
561	78	**WOODEND**

Index to Stations, etc. (continued)

Station	Page No.	Approx. Altitude	Rail dist. from Melb.	Single First	Single Economy	Return (d) First	Return (d) Economy	D F
		Metres	Kilometres	$	$	$	$	
B—*continued*								
Beetoomba NC (e)	..	393	397	..	..	..	..	
Bena (a)	76	214	106	..	3.20	..	6.40	
Benalla	61–66	170	195	7.15	5.70	14.30	11.40	10
Bendigo	36–43	231	162	5.95	4.75	11.90	9.50	8
Berriwillock ..	42	72	363	11.20	10.00	22.40	20.00	
Berrybank NC (k) ..	..	165	152	..	..	..	..	
Berwick (b) OP ..	71–74	50	44.5	1.05	0.85	2.10	1.70	
Bet Bet NC (f) ..	44–45	177	195	..	..	..	..	
Beulah	51	88	384	12.50	10.45	25.00	20.90	
Beveridge NC (b) OP	61–66	301	41.5	1.05	0.85	2.10	1.70	
Birchip	44–45	102	346	11.95	9.55	23.90	19.10	
Birregurra ..	53	119	134	4.95	3.95	9.90	7.90	7
Bittern (a) OP ..	77–78	24	69	..	1.45	..	2.90	
Boigbeat NC ..	..	62	374	..	..	..	..	
Bolangum NC (e) ..	..	175	332	..	Open December to May only			
Bolton NC ..	43	55	427	13.65	10.90	27.30	21.80	
Bonegilla NC (k) ..	..	182	312	..	..	..	..	



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PROFILE

Altitude of Principal Stations

Missouri River and East

Chicago	593
Ft. Madison	523
Galesburg	755
Joliet	549
Kansas City	781

Kansas

Arkansas City	1118
Dodge City	2486
Florence	1270
Great Bend	1848
Hutchinson	1530
Newton	1445
Syracuse	3229
Topeka	889
Wichita	1312

Oklahoma

Alva	1349
Ardmore	876
Bartlesville	700

CALIFORNIA

ELEVATION

Oklahoma

Guthrie	940
Oklahoma City	1262
Pauls Valley	926
Perry	996
Ripley	821
Shawnee	1014
Tulsa	750
Woodward	1904

Texas

Alpine	4484
Alvin	48

Texas

Amarillo
Ballinger
Beaumont
Brenham
Brownwood
Canadian
Cleburne
Dallas
El Paso
Ft. Worth
Gainesville
Galveston
Houston

To my knowledge North American timetables did not provide altitude information but note what the Santa Fe did in 1962 (above)

Of interest is this placard currently on Gordon station – Sydney's North Shore line:

In Australia the practice of showing altitudes in timetables has now well and truly ceased, but it's worthwhile asking why it ever developed in the first place.

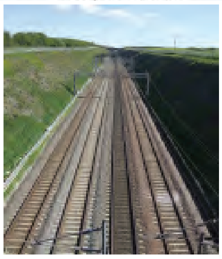
Two suggestions – firstly that it was of interest to tourists and therefore was of marketing advantage to the railways. For example - in prior times there was a lot of interest in spending summer holidays away from humid hot coastal areas. What better than a trip to the mountains! The NSW railway timetable will tell us whether Leura is higher than Bowral and therefore which might be the cooler.

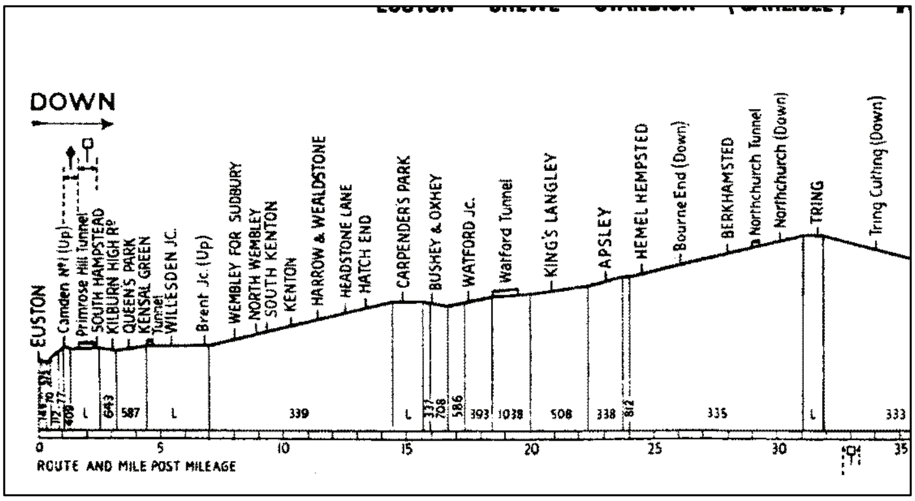
The second reason goes right back to the beginning of railways. The early constructors needed to avoid steep gradients so the vertical profile of any railway was a matter of great interest. Below is the profile of the first part of the London and Birmingham railway opened in 1838:

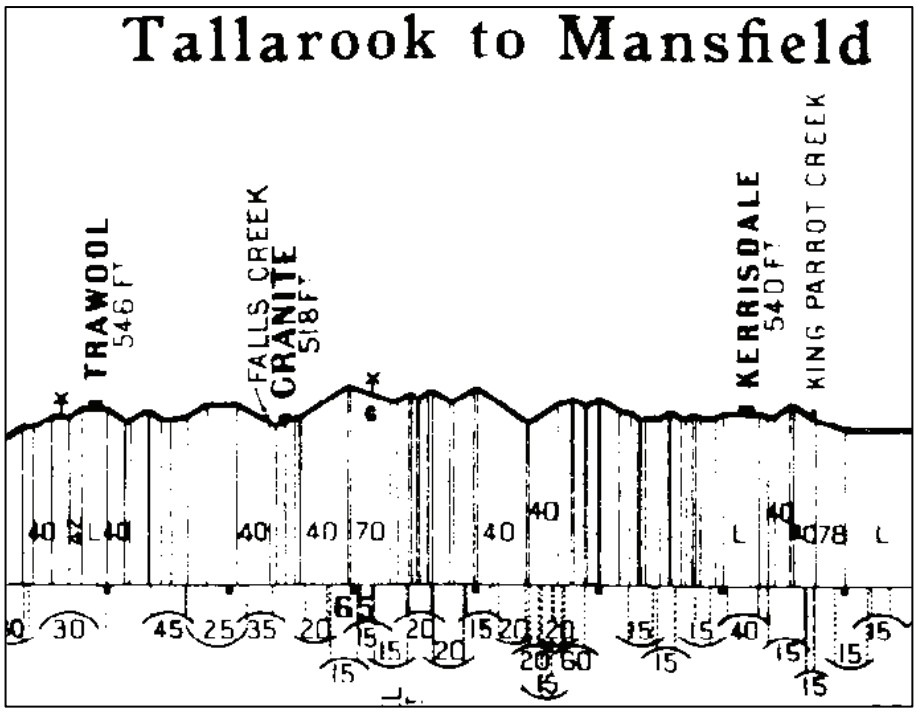
The numbers are a little hard to read but let me assure you that the steepest grade between Camden and Tring is 1 in 335 – for today's trains – almost level. Why Camden? In the beginning cable haulage was used between Euston and Camden.

Notice the reference to Tring cutting (right). At the summit there was a 4km long cutting, average about 12 metres deep. This is a reflection on just how serious the constructors were to avoid gradients.

The point is that steam locomotives then had very poor performance; they simply didn't have enough puff. Adhesion wasn't







the issue. Stephenson's 'Rocket' at the Rainhill trials in 1829 achieved a maximum speed of about 47 km/h (29 mph) running light but could only haul three times its own weight at a speed of 19 km/h (12 mph).

Locomotive development was rapid, though (see box, page 11) and by the 1850's 1 in 50 was accepted as the ruling grade for the magnificent double tracked railways built to the Victorian goldfields of Ballarat and Bendigo. Both railways have been partially singled; the Bendigo line only in recent years from Kyneton (see Box). Indeed 1 in 50 seems to have been a Victorian standard much as 1 in 40 became in NSW.

In the profile on page 9 all the vertical curves are shown by a vertical line. Sometimes these are simply a minor change in grade but often they represent summits and troughs. Between Camden and Tring there are only two very minor troughs.

At the top of this page there's an example of a very different sort of alignment; one that I believe Jack McLean once commented on – the (Yea) Mansfield line in Victoria.

Not only is there a lot of vertical curvature but a lot of horizontal as well. Trains on this line were always short; long ones would have tested the driver's skill to a high degree. By the way there's an interesting mountain railway at Kerrisdale – see http://www.kerrisdalemtnrailway.com.au/

Talking about summits, Heathcote Junction on the Victorian North East main line is a classic. Upwey on the Belgrave line is also interesting.

So having dealt with tourists and constructors who else would be interested in altitudes? The answer, dear friends, is ourselves, i.e. rail fans or at least the more technically minded of us.

If one knows the distance and altitude change between two points, and assuming no significant peaks or troughs on the way, we know the average grade, expressed as the distance travelled to gain / lose one unit of altitude. The Americans use %, i.e. 1 in 50 is 2%.

Below is a table relating showing the power (in kw) required to move one tonne of train up a grade at the speeds shown.

The key variable in working this out is rolling resistance, including wind resistance. I've used the table published in Carlisle and Abbott "Hudson Power" (ARHS 1985) p89. One needs to be very aware that rolling resistance varies enormously depending on type of train, weather conditions, track standards etc. So in the table above the figures are rather rubbery for the less steep grades and/or higher speeds.

Taking the example of VLine between Bacchus Marsh (51.1 km, 106m) and Ballan (79.7 km, 508m) with a down direction running time of 17 min start to stop, the pass to pass equivalent time of 15 min equates to a speed of 114 km/h. The average grade is 1 in 71. We need to extrapolate a little with the table but the required power looks like being about 7 kw per tonne or about 500 kw per vehicle (Vlocity diesel multiple unit).

However, it's unlikely that it's full power all the way as there's a shallow grade through Rowsley (1 in 300) followed by a trough and curve at Horseshoe Creek. Other curves may also be restrictive; these also add to resistance. So maximum power required is probably more like 550 kw per vehicle.

Wiki tells us that Vlocities have traction power of 559 kw so we are pretty close.

As budding timetablers we should be able to work out running times when requested. Suppose we are asked to work out how long a heritage train of six cars, say 240 t, should take pass to pass between Springwood and Katoomba in NSW's Blue Mountains. Let's assume that the loco will be a 49 class Co-Co diesel electric.

Facts – distance 30.2km, altitude change 652m, average grade 1 in 46 – no troughs but significant curvature – flat out all the way. Loco weighs about 80 t; power output 710kw. This output is for traction but allowing for transmission losses we probably have 650kw at the rail. So power per tonne is 650/(240+80) = 2.0 kw.

Referring to our table it looks like the average speed will be not much more than 25 km/h. Fine tuning shows it to be 30 km/h or a running time of one hour. I would set

Speed	Grade (1 in)					kw per t	
(km/h)	30	40	50	60	75	100	200
15	1.4	1.1	0.9	0.8	0.6	0.5	0.3
25	2.4	1.8	1.5	1.3	1.0	0.8	0.5
50	4.9	3.8	3.1	2.7	2.2	1.8	1.1
75	7.7	6.0	4.9	4.3	3.6	2.9	1.9
100	10.6	8.3	7.0	6.1	5.1	4.2	2.9
150	17.4	14.0	12.0	10.6	9.3	7.9	5.9

it at 65 minutes to allow for curvature and a contingency. Sanity check – the Indian Pacific is allowed 49 min but with a much higher power to weight ratio.

In doing this we have assumed that power is the same over a wide speed range. That's ok for diesel electric traction; it's most definitely not for diesels with other forms of transmission and for steam and electrics. But that's another story.

High-altitude stations in Australia:- Tumoulin Qld (964m); Guildford Jct Tas (620m); Ben Lomond NSW (1363m); Bullarto, Vic. (747m).

Tanggula railway station in Tibet (right), located at 5,068m, is the highest station in the world .

Steam Locomotive Performance

Taking the long view a useful guide to steam locomotive power is boiler pressure. The 'Rocket' was limited to 345 kpa (50 psi) by competition rules and was probably up to the limit of the technology of the time.

Pressures rose pretty quickly – late nineteenth century locos were around 1,000 kpa (150 psi) and 1,300 kpa (200 psi) was achieved in the early twentieth century with larger locomotives.

The maximum used in Australia was for the C38 4-6-2 locos of the NSWGR – 1,700 kpa (245 psi). Increased pressure though has its drawbacks – extra first cost, weight and higher maintenance costs. The designers of the C38 would have given a lot of thought to using three cylinders (as with the VR's S class) to keep the pressure down.

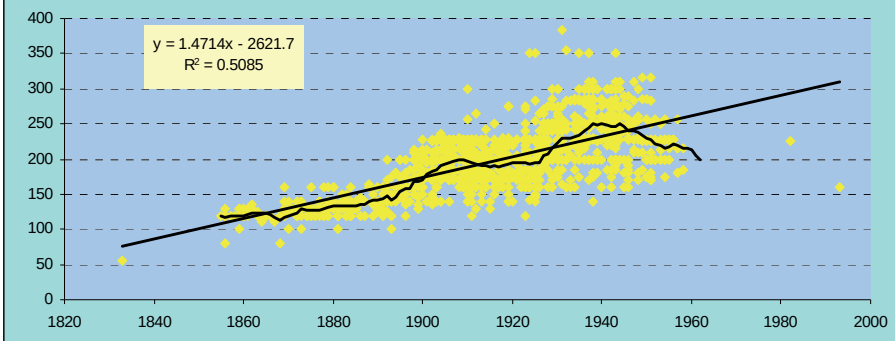
French and American locomotives were built to over 2,000 kpa (300 psi), in the former case sometimes with compounding which together with good draughting enabled the locos to achieve very high outputs.

Around 1930 a lot of effort in both Europe and North America went into achieving much higher pressures (chart below– Ed.] mainly by using water tube rather than fire tube boilers. I gather these had the problem that they weren't suitable for varying loads, i.e. cycling up and down as speeds varied. See…..

http://www.dself.dsl.pipex.com/MUSEUM/LOCOLOCO/hptech.htm..

The major change yielding improved performance in addition to higher pressures was superheating.

Boiler pressure time trends



The Victorian Bendigo Line

This 160km line is a classic – three major viaducts, two tunnels and many interesting minor structures including stations; very little vertical curvature and long sweeping curves.

It's best appreciated by travelling, not on the train, but on the parallel Calder Highway.

Kyneton station is a classic, specially the blue stone buildings. Here's Wiki's photo of it:

My favourite is Taradale viaduct; best appreciated from the road that goes under it. The extra piers were added around 1920.

Comfort for Dummies

JAMES NG, sent The Times a link to the following article, commenting, "*this is a great idea for crowd control, Spanish invention, HK's MTR is considering installing it*"

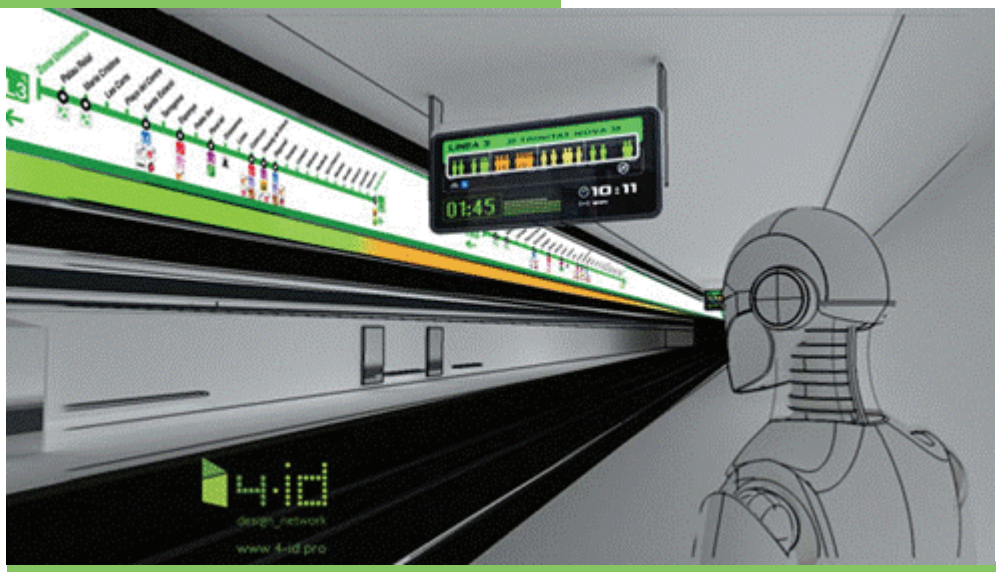
As part of its on going growth and exploration to give solutions to even the most simple problems, 4-id has come up with a new new concept for a display to communicate to users of Metro, Subway, and other commuting trains, when and how full is the next train to arrive at their station. With this new information, people can better choose what carriage to board depending on their needs. A simple but attractive graphic shows users the amount of people that are on each carriage and which of them are accessible for Trolleys, Bicycles and Wheelchairs users. To complement this information a light strip is located along the platform that will also give the occupational density of the carriages in "real" scale.

Having worked before on Dynamic content (content that gets updated from a database or other dynamic sources) for the Food & Wine industry, there is a great amount of flexibility in the kind of information to be communicated on a standard LED Television Display. With that background, this low energy consumption screen will be able to show different configuration depending on the time left for the train to arrive at the station and the software can be adapted to all kinds of railway systems.

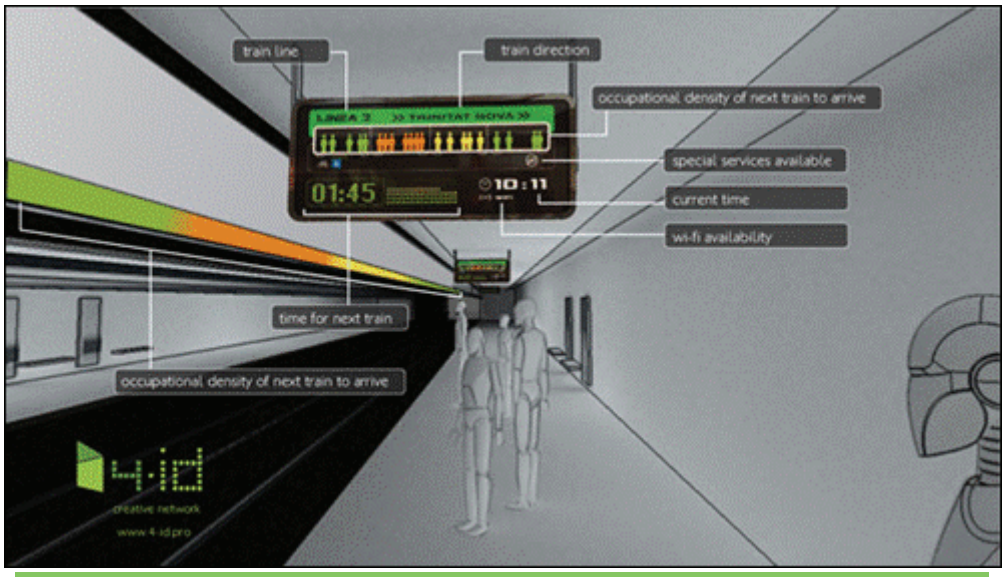
4-id's parting point for this proposal is a full screen gauge of the trains occupation density, with current time, Wi-Fi availability, train line and line direction. The second configuration has live or pre-recorded TV signal, with "widget" like features for the previous information. This permits to simplify and unify the hardware (screens) on the station, giving the Transportation Service Provider the possibility to incorporate advertisements on all the stations display to finance the system. The system can get inputs from new sensor placed inside the carriages or from artificial vision software applied to existing security cameras.

http://4-id.org/blog4id/?p=163

Photo-montage Train Platform Overview

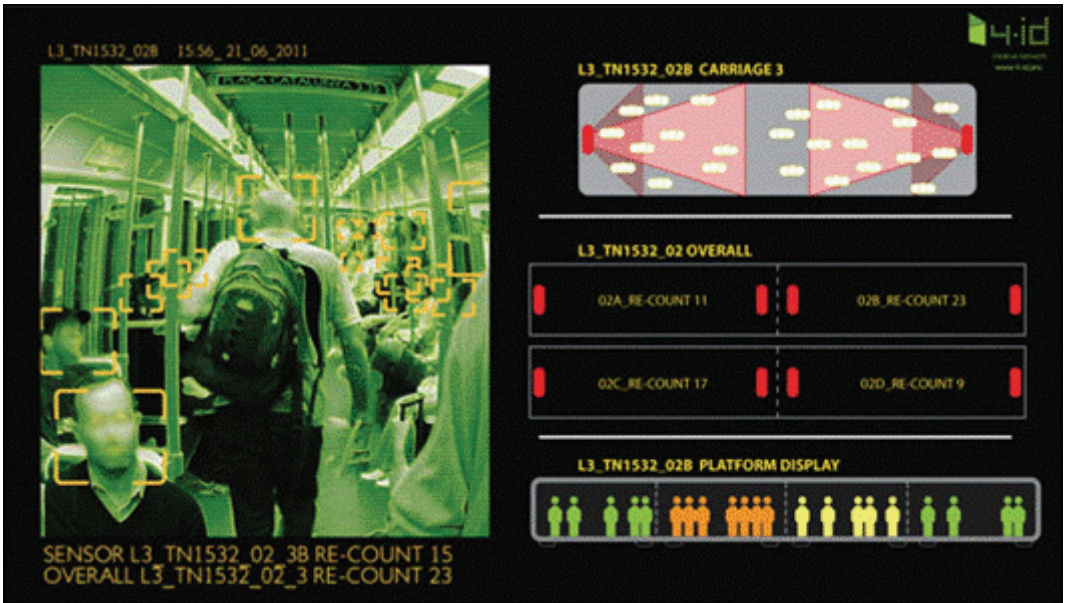


***Dummy** on Platform looking at Display and Light Strip*



Frontal Perspective of Display on Platform

Dis-



Control Center Screen showing head count for each carriage

CityRail "on-demand" stops

JIM WELLS *likes to flag trains down in the wilderness*

It was your friendly scribe's recent experience to alight from a NSW CityRail train at a 'on demand' stop, one marked with an 'a' in the timetable.

The symbol 'a' now means 'Stops on demand only (i.e. only when asked)'. On the day he hadn't read this note in the timetable and presumed he would have to ask the guard at the previous stop. But as he was a member of a large group he didn't, presuming the leader had.

The stop he alighted at was Wondabyne, which is near Woy Woy on the Central Coast line (see box). Yes, he did travel in the rear car of a 4 car OSCAR set and the guard opened only the last door.

Previous advice on this had always referred to the guard. NSW CityRail trains still have guards but they can sometimes be hard to find. They ride in driving cabs, isolated from the passengers. On two car diesel sets they often ride with the driver; otherwise at the rear. On eight car suburban trains look in the middle of the train for them, but if one is travelling in an Oscar (Outer suburban train) that goes to / starts from Sydney Terminal the guard will be at the rear, as on the older V - sets. The new Waratah suburban trains will be indivisible eight car formations with cabs at outer ends only.

The 'only when asked' begs the question of whom to ask? Almost certainly station staff will tell you to ask the guard but maybe things are different in this day of instant radio communications. In any case the guard has to pass on the request to the driver. How does he/she do this? By bell system, train inter comm., or radio?

What does the poor fellow do when the driver forgets to stop? Pull the tap (invoke the braking system)? – unlikely. He will have a few minutes to compose a response to the angry comments of frustrated passengers at the next stop.

In 1978 the instruction was quite clear (top right):

Pity about the English – it should have been 'the' guard.

But by 1997 it was anything but clear (bottom right)

'Set down' passengers referencing the 'a' symbol had to read the 'b' one to find out that they had to do.

It's interesting that CityRail still has request stops as they are pretty rare elsewhere on Australian railways. CountryLink has a few, e.g. Bundanoon, Mittagong and Bowral on Canberra services,

EXPLANATION OF SYMBOLS

a Trains stop to pick up and set down passengers when required; passengers wishing to alight should give notice to Guard at the previous stopping station.

b Stops to set down passengers when required; passengers wishing to alight should give notice to Guard at the previous stopping station.

EXPLANATION OF SYMBOLS

a Stops to pick-up and set-down passengers when required

b Passengers wishing to alight must give notice to the Guard at the previous stopping station

Gunning and stations between Albury and Wagga on Melbourne services. In the author's experience the trains always seem to stop at these places anyway.

V/Line (Victoria) uses the 's' symbol for coach services to indicate stopping only for pre booked passengers.

Only CityRail's InterCity electric services now have 'a' stops. One would hardly expect them on suburban services even if the chance of the 4.17 am ex Richmond on a cold winter Sunday morning doing business at Clarendon is almost nil.

Currently the following stations have 'a' stops: Central Coast – Wondabyne; Blue Mountains – Bell and Zig Zag (no longer Linden); and South Coast – Lysaghts and Kembla Grange Racecourse (Sat, Sun, and Pub Hols – race days only?). Years ago Zig Zag was equipped with a flag for intending passengers to hail the driver, at least on the Up platform – it might still have this. Almost certainly all these stations have the full set of security lighting, closed circuit television cameras, and help points.

It's the diesel services that could benefit from 'a' stops but don't have them. They serve some stations or platforms that have very low patronage and furthermore there are early morning / late night positioning trips with almost no passengers. How many passengers would travel from Scone in the Upper Hunter on the 8.33 pm train all stops to Newcastle?

Perhaps the reason for this is the quite high speed some of these services operate at. For example the 5.54 am Goulburn to Central service takes 58 min start to start Moss Vale with six intermediate stops. That's an average speed of over 80 km/h. Request stops would only work if drivers are instructed to slow down on approach to be able to stop if required. This arrangement depends on passengers being able to be seen standing on the platform. It's often misty in the Southern Highlands.

Request stops have always been a feature of street transport. Waiting bus passengers suffer a lot from having to keep a good look out for the vehicle; not pleasant when the road is busy specially with other large vehicles. This is why passenger info displays are so valuable for street services. Passengers on board can suffer from not being quite sure where their stop is and when to press the button.

The Adelaide light rail service has good audio announcements requesting intending passengers to press the button if they want the next stop.

Alfred Hitchcock's classic movie "North by Northwest" has a wonderful scene set in the cornfields of the mid west (actually shot near Bakersfield, California) where a bus picks up a lone passenger at an intersection and growls away in the distance leaving Cary Grant to await his fate. Did the passenger have a booking?

Your scribe knows of no regularly schedules air services that have request stops but in his youth he was fascinated by TAA's Channel and Gulf country DC3 weekly / fortnightly services in Queensland and seems to remember that at least one 'station' (cattle, not railway) had on request stops.

On the Channel service Birdsville was a key (overnight?) stop. There doesn't appear to be an air service there at all now.

Wondabyne

Wondabyne is a place of more than passing interest. It's located on the western shore of Mullet Creek, which the railway follows after crossing the Hawkesbury river.

Some would say there is nothing there but your scribe is wiser. Gosford Quarries still operates there and indeed was on the day of his visit. See http://www.gosfordquarries.com.au/wondabyne but it's not clear how supplies are brought in or product shipped out as there is no level crossing over the railway to connect the quarry with the boat ramp.

The only passengers for the railway would be train buffs, bush walkers (Great North Walk), quarry workers, fishers and people using boat services as there is a wharf right beside the station.

There is no road access to this place. The following Google earth image shows the fire trail to the north but it is on top of the ridge – over 100m up, only a walking track with many steps runs down to the station. The quarry is clearly shown.

The only other stations in Australia without road access appear to be on heritage railways, e.g. Dubbill Barrill on Mt Lyell in Tasmania, Nobelius on Puffing Billy in Victoria (although it's quite close to a road), and Top Points on the Zig Zag railway in NSW.

This is a highly debatable concept. Is Top Points a station? Yes, it has platforms and passengers are allowed to alight there but I don't think Zig Zag sells tickets to or from there. It appears not to have road access but a fire trail comes close.

Some 'stations' are railway operating sites, e.g. crossing loops and can be reached by road vehicle even if there is no public road to or past them. One thinks of facilities on the Trans Australia line.

There is no argument about Wondabyne. There is so no way road vehicles can access the place.