



TABLE TALK

AUSTRALASIAN TIMETABLE NEWS

No. 329, January 2020

Published by the Australian Timetable Association

RAIL & TRAM NEWS

NATIONAL

The Harvey collection of 'Northern Australian railways' maps – 1915 to 1929

As part of its ongoing program of digitising its “formed collections”, the National Library of Australia (NLA) has now digitised, and made freely available online, the Harvey collection of manuscript maps dating from time period 1915 to 1929. With particular focus on the Northern Territory and Western Australia, the maps show surveyed routes for then-proposed railway lines and gauge conversions to the standard 4' 8 1/2". Also included in this collection is a booklet of diagrams on the then-proposed North-South Railway with comparisons of alternate routes based on data prepared at this time by famed geographer Professor Thomas Griffith Taylor.

The NLA holds numerous map collections from cartographers, geographers, architects, planners, academics and other professionals which it specifically keeps as “formed collections”.

For the catalogue listing, see [Harvey collection of maps and plans relating to the railways of Northern Australia](https://nla.gov.au/nla.cat-vn2236732) (<https://nla.gov.au/nla.cat-vn2236732>), and, on how to use it, see <https://www.nla.gov.au/maps/using-the-maps-collection#copy>.

The NLA have expressed interest in hearing back on how people may use these maps.

Federal Government to fast forward infrastructure expenditure

Prime Minister Scott Morrison indicated in a Business Council speech on 20 November that the Federal Government would bring forward \$1.8 billion in expenditure into the next two years as part of its effort to support the economy.

Amongst projects to benefit from this earlier funding include the Inland Rail freight corridor project, Queensland's Gold Coast Light Rail extension to Burleigh Heads (stage 3A), the relocation of Brisbane's Loganlea railway station, and studies into the proposal for a freight connection between Acacia Ridge Intermodal Terminal and the Port of Brisbane.

NEW SOUTH WALES

CSELR Light Rail – Stage 1 Opening Day

In conflict with the public relations outcomes desired by the NSW government, the first day of the new L2 Circular Quay to Randwick light rail route on Saturday, 14 December saw the multi-billion dollar line face a partial line closure between Circular Quay and Central Chalmers Street stations just after lunchtime. The closure lasted for just over 90 minutes, with reports suggesting a mechanical issue was to blame for a tram coming to an extended stop. A medical emergency with a patron onboard at Haymarket, and even a tram reportedly running the wrong way for a short period of time due to a driver passing a signal at stop were other operational issues faced by the Transdev team on the day.

Despite the hiccup and widespread media reports during its construction about contractual and budgetary issues surrounding the project, Transport for NSW revealed that by 17:30 hours (7.5 hours into operation), over 60,000 people had used the line. This increased to 115,000 by the end of day two. The opening weekend was fare-free.

Bankstown Metro extension train supplier chosen

The builder of the 22 metro trains now operating on the North West Metro has been contracted to supply an additional 23 trains to cover the extension of the metro line from Chatswood through to Bankstown. In addition, Alstom will also provide the train control signalling system for the line. Alstom will also construct these trains at its Indian manufacturing facility. The metro extension is expected to open in 2024. The contract also contains an option to purchase some additional trains if required.

Opal fare increase recommendation

IPART (Independent Price and Regulatory Tribunal) has provided a draft recommendation to the NSW government for a five per cent annual increase to single fares over four years, in an effort to counteract the increasing share of costs borne by taxpayers.

IPART also recommended in its report that off-peak fares should be expanded to include buses and light rail, but not ferries. The NSW government will decide and announce any transport fare changes later in 2020.

Newcastle Light Rail

Transport for NSW has reported that on 5 December, the Newcastle Light Rail had carried its one millionth passenger. Member for the Legislative Council representing Hunter, Taylor Martin, said “patronage was steadily increasing on weekends and families are taking advantage ... during school holidays”. Keolis Downer's local General Manager, Mark Dunlop, said the light rail provides services for over 3,600 users a day with nearly half (46 per cent) connecting with other transport modes (bus, ferry or train) as part of an integrated journey.

Regional Rail Fleet maintenance facility to begin construction

The new maintenance facility for the new Regional Rail Fleet at Dubbo will soon start construction, Transport for NSW has announced. The project will also involve straightening of the existing Western Main Line next to the facility. Roughly 50 ongoing jobs are expected to be located at the maintenance centre following commissioning of the new trains. The Regional Rail Fleet will replace Endeavour, Xplorer and XPT trains which operate NSW TrainLink Regional services across New South Wales, and interstate through to Melbourne, Canberra and Brisbane. The first new trains are expected to be operational in 2023.

VICTORIA

Big Build

Billed by the Victorian government as the biggest upgrade to the Victorian transport network over Summer, 'Big Build' works to be undertaken in January and February include:

- At South Yarra, excavation of the Metro Tunnel section and track realignment to facilitate connection of the Metro Tunnel to the Cranbourne/Pakenham lines.
- West Gate Tunnel – additional lanes and ramp re-construction.
- Removal of a fair stack of level crossings (Reservoir, Toorak Road, Carrum, Cheltenham, Mentone, Lyndhurst and Pakenham).
- Intersection and bridge upgrades (Laverton, Kingsville and Altona).

Metro Tunnel construction issues

Tensions between the Cross Yarra Partnership consortium and the Victorian government led to stop work action in December. Tunnel boring machines were placed in “standby” mode while workers were switched across to “training” mode, as the Consortium reportedly looked to the government to come to the table with additional funding due to cost overruns and delays within the project.

This is very reminiscent of other recent major transportation projects within Australia such as the Sydney *CBD and South East Light Rail* line, which ended up in court before the NSW government and Acciona settled the case.

Suburban Rail Loop

The 90-kilometre Suburban Rail Loop has been announced to operate as a standalone line with its own fleet of four or five carriage trains to connect the various suburban rail lines together. Geo-technical drilling is currently underway to help finalise the alignment of the line and location of the (up to) 12 stations. Stage One (Box Hill to Cheltenham) construction is expected to begin in 2022 with the whole project not finished until 2051.

Level crossing removal project

Two further contracts have been awarded for the removal of six level crossings. Fulton Hogan has been awarded \$166 million to lower Clyde Road under the Pakenham Line at Berwick. A more comprehensive contract has been awarded to a consortium of Lend Lease, Acciona Coleman Rail and WSP worth \$744 million for:

- Lowering the rail line along parts of the Frankston Line – Edithvale Road at Edithvale, Station Street at Bonbeach, and Argyle Avenue, Chelsea Road and Swanpool Avenue (all three in Chelsea), and
- Construction of new stations at Edithvale, Bonbeach and Chelsea.

The Overland

The Victorian government has agreed with Overland operator, Journey Beyond Rail, to a three-month extension to the subsidy it provides to keep the Melbourne to Adelaide service running until March 2020. Avid readers of *Table Talk* will recall the long-running dispute between the Victorian and South Australian governments over service funding, which continues unabated.

The 828-kilometre Overland ran five times in both directions each week back in the 1990s, carrying about 100,000 passengers annually. That has since significantly dropped to two services in both directions each week with about 17,000 passengers annually.

V/Line document publication

V/Line has made its Public Timetable document and its Network Service Plan available online on its website:

- [Public Timetables](https://www.vline.com.au/Timetables/Train-coach-timetables)
(<https://www.vline.com.au/Timetables/Train-coach-timetables>)
- [Network Service Plans](https://corporate.vline.com.au/Network-Access/Network-service-plan)
(<https://corporate.vline.com.au/Network-Access/Network-service-plan>)

SOUTH AUSTRALIA

Installation of digital transport stops

The South Australian government has allocated \$280,000 to convert eight additional tram and bus stops to digital, including at Flinders Medical Centre, Mawson Lakes, Elizabeth, Art Gallery and City South. The “digital” stops include digitised plinths with a voice annunciator.

WESTERN AUSTRALIA

Metronet contract signed

The WA government announced on 17 December that a new \$1.25 billion contract for the project had been signed with “NEWest” (a joint venture between CPB Contractors and Downer). The contract includes construction of both the Yanchep line extension and the Thornlie to Cockburn rail link. Combined, these two projects cover 32 kilometres.

New Metronet and Australind trains

The West Australian government announced in mid-December that it had awarded a \$1.3 billion contract to multi-national vehicle manufacturer Alstom to build 81 new electric 6-carriage C-Series trains locally (within Western Australia), which fulfilled an election commitment made by the Liberals. An additional two 3-carriage Diesel Multiple Units will also be built to replace the Australind fleet. Local rail car manufacturing ceased in 1994.

The new railcars will be built in Bellevue, with the first trains to be in service in 2022. The contract specifies at least 50 per cent of the carriages to be built locally. Alstom has confirmed that the carriage shells will still come from overseas. The WA Transport Minister Rita Saffioti has quoted this contract as being 25 per cent cheaper per carriage compared to the last B-Series order.

Thornlie to Cockburn rail link delay

The West Australian government has confirmed the completion of the Thornlie to Cockburn rail link will be delayed by several years, which it has blamed on the need to relocate other infrastructure along the route.

Additionally, the total project cost has blown out by 50 per cent to \$716 million. The line is now not expected to be open to passengers until 2023. Amongst the infrastructure issues, the government has negotiated with BP to re-align a major oil pipeline.

INTERNATIONAL

Auckland Transport extends dog permit

From 8 December, Auckland Transport and rail network operator Transdev extended the allowance for dogs onboard their train services. This follows a trial conducted in mid-2019. Not only are dogs with a permit now allowed to use services, but any dog is now allowed, provided they have a muzzle and leash or are otherwise in an approved carrier. No additional fare is charged to owners. In exception to the above, restrictions continue to apply to peak hour services or any other trains that are already heavily crowded, where non-permit dogs remain barred.

UK Virgin Trains contract ends

The longest-running rail contract operator, Virgin Trains, finished on Saturday 7 December, after 22 years of service and 500 million passenger journeys on the West Coast main line. The Virgin and Stagecoach-owned joint venture has now been replaced by a new operator Avanti West Coast – a joint venture between FirstGroup and Italian firm Trenitalia.

London Central line service changes

As part of Transport for London's Central Line Improvement Programme (CLIP), the train timetable at the eastern end of the Central Line will be re-organised from 26 January. The peak timetable train requirement will be reduced to 75 eight-car trains and 2 four-car trains.

A shuttle train service between Hainault and Woodford will be introduced (formed of four-car 1992 stock) replacing through trains to/from Woodford via Hainault. This service will turn at Hainault using platform one, while most London-bound trains will depart from platforms two and three.

Mondays to Fridays

Peak services on the Epping branch will be re-cast with Loughton trains alternating with Epping trains. Debden terminating trains will be withdrawn. Stepping back of Train Operators will be introduced at Loughton.

Early morning train services will be improved with three extra trains in both directions before 07:00. An additional eastbound train will run in the morning peak, which enables a two-minute average service frequency between 08:30 and 09:00.

One additional westbound train will also run in the evening peak, providing a second weekday period with a train on average every two minutes, between 17:00 and 17:30. Late evening train services will be improved by extending the 24 trains per hour (tph) central area pattern until 23:00, with four additional trains in both directions between 22:00 and 23:00.

One additional train will stable between the weekday peak periods at Hainault Depot (rather than Ruislip Depot).

Saturdays

The 24 tph central area pattern will be extended until 23:00, with four additional trains in both directions between 22:00 and 23:00.

Sundays

Train services will be increased between 16:30 and 18:00 from 21 to 24 tph (central area).

Thanks to Ross Morrison, Geoff Lambert, Richard May, Paul Brown, National Library of Australia, ABC News, Transport for NSW, sbs.com.au, msn.com, *The Sydney Morning Herald*, Nine News, *The Age*, BigBuild.vic.gov.au, Prime Creative, Rail Express, V/Line, Victorian government, Adelaide Metro, Infrastructure Magazine, West Australian government, Metro Rail News, Railway Gazette, The West Australian, BBC News and New Zealand Herald for *Rail and Tram News*.

BUS & COACH NEWS

QUEENSLAND

Springfield improvements

Translink has released details of a change to Springfield bus services to commence early this year. Existing route 522 (Goodna to Springfield Central via Camira & Springfield Lakes) will be split into two separate routes:

- 527 Goodna to Springfield Central via Camira
- 528 Springfield Station to Springfield Central via Springfield Lakes

Additionally, route 526 (Redbank to Springfield Central) will have minor timetable adjustments, while a new loop route, 533, operating from Springfield Central to Spring Mountain will commence.

Regional route renumbering

Translink is conducting Smartcard trials in regional Queensland on board services operated by Stradbroke Island Buses (North Stradbroke Island), Bowen Transit, Trans North Innisfail and Wide Bay Transit (Maryborough and Hervey Bay).

Each route in the trial has a unique state-wide regional route number (see below).

From 2 December 2019, Bowen routes departing Bowen Library in the town centre have been renumbered:

- 841 (previously 1) Queens Beach,
- 842 (2) Harbour Loop,
- 843 (3) Rose Bay,
- 844 (4) Town Loop.

From 16 December 2019, routes departing Maryborough City Hall have been renumbered:

- 701 (1) Fairfield,
- 702 (2) Newtown,
- 703 (3) Ululah,
- 704 (4) Granville,
- 705 (5) Hervey Bay (Boat Harbour Loop clockwise),
- 706 (6) Tinana,
- 707 (7) Torbanlea.

Also from 16 December, routes departing Stockland Shopping Centre in Hervey Bay have been renumbered:

- 710 (1A) Dundowran,
- 711 (1B) Burrum Heads,
- 713 (13) Kawungan,
- 716 (16) Boat Harbour Loop (anti-clockwise),
- 717 (17) Urangan Loop (anti-clockwise),
- 718 (18) Urangan Loop (clockwise),
- 720 (20) Eli Waters.

The Stockland to Pt Vernon Kan-go route remains unnumbered.

North Stradbroke Island has a single bus route operating Dunwick-Amity Point-Point Lookout which is also unnumbered.

Innisfail maintains its pre-existing unique route numbers and routes departing Central Arcade:

- 801 Warrina,
- 802 Hospital/Cullinane,
- 803 Innisfail East/Webb,
- 804 Belvedere,
- 805 Flying Fish Point.

With the introduction of these new route numbers, the regional state-wide route numbering system is as follows:

- 100 series Cairns,
- 200 series Townsville and Magnetic Island,
- 300 series Mackay,
- 400 series Rockhampton,
- 500 series Gladstone,
- 700 series Maryborough and Hervey Bay,
- 801-5 Innisfail,
- 841-4 Bowen,
- 890-1 Sunshine Coast Hinterland,
- 895 Caboolture-Kilcoy, and
- 900 series Toowoomba.

Yet to be included in the state-wide route numbering scheme are Airlie Beach and Proserpine, Bundaberg, Capricorn Coast, Gympie and Warwick bus services. These areas are yet to be transferred from qconnect to Translink. However, as above, Rockhampton, Gladstone, Sunshine Coast Hinterland, Kilcoy Maryborough and Hervey Bay have now been integrated into the scheme.

NEW SOUTH WALES

Route 535 (Carlingford replacement) begins

Starting Sunday 5 January, Hillsbus began operating the new bus route 535, which is a temporary replacement for the old T6 Carlingford rail line which will now be rebuilt as part of the upcoming Parramatta Light Rail. The buses operate from Valentine Avenue (not the Transport Interchange) at Parramatta, stopping at Rosehill/Camellia (combined stop), Rydalmere, Dundas, Telopea and Carlingford. The route starts at Parramatta, rather than Clyde, in alignment with the new Light Rail route which is expected to operate from 2023 between Parramatta and Carlingford.

The new route operates at a peak hour interval of every 15 minutes, which doubles the train line frequency prior to its closure. This improves again for the peak-running direction, when buses operate every seven to ten minutes (06:40 to 09:13 from Carlingford and 17:40 to 19:20 from Parramatta). Daytime off-peak will have a 20 minute service frequency, and every 30 minutes from approximately 19:30 on weekdays. Weekends and public holidays have a 20 minute frequency except for early morning and late nights, where a 30 minute frequency is provided. This still improves on the 45-minute frequency provided by rail service operator Sydney Trains prior to the line's closure. (See *timetable excerpts below, source TfNSW.*)

535 Carlingford to Parramatta

How to use this timetable

This timetable provides a snapshot of service information in 24-hour time (e.g. 5am = 05:00, 5pm = 17:00). Information contained in this timetable is subject to change without notice. Please note that timetables do not include minor stops, additional trips for special events, short term changes, holiday timetable changes, real-time information or any disruption alerts.

For the most up-to-date times, use the Trip Planner or Departures on transportsw.info

Real-time planning


You can plan your trip with real-time information using the Trip Planner or Departures on transportsw.info or by downloading travel apps on your smartphone or tablet.

The Trip Planner, Departures and travel apps offer various features:

- favourite your regular trips
- see where your service is on the route
- get estimated pick up and arrival times
- receive service updates
- find nearby stations, stops, wharves and routes
- check accessibility information

Find the latest apps at transportsw.info/apps

Accessible services

All new buses are wheelchair-accessible with low-level floors and space for wheelchairs, prams or strollers. Look for the  symbol in this timetable. Some older buses may not have all the features you need. There will be more accessible services as older buses are replaced.

Who is providing my bus services?

The bus services shown in this timetable are run by Hillsbus.

Fares

In Sydney and surrounding regions, fares are based on:

- the distance you travel from tap on to tap off
- the mode of transport you choose
- whether you're eligible for a concession fare or free travel
- any Opal benefits such as discounts and capped fares that apply

You can use an Opal card or a contactless payment to pay for your travel.

Opal cards

An Opal card is a smartcard you keep and reuse. Add value before you travel and tap on and tap off to pay your fares throughout Sydney, the Blue Mountains, Central Coast, the Hunter and the Illawarra.

Which Opal card is right for you?


Adult - Customers 16 years and over who are not entitled to any concessions and normally pay full fare.

Child/Youth - For customers aged 4-15 (inclusive), or customers 16 years or older who hold a NSWACT Senior Secondary Student Concession Card.

Gold Senior/Pensioner - For eligible NSW and interstate seniors, pensioners, war widows/wives and asylum seekers.

Concession - For eligible tertiary students, job seekers, apprentices and trainees.

How to get an Opal card

You can get an Adult or Child/Youth Opal card over the counter at Opal retailers that display the Opal sign . To find your nearest retailer visit transportsw.info/opal.

If you are eligible to travel with concession fares you can apply for a Gold Senior/Pensioner or Concession Opal card online. Visit transportsw.info/opal for more information.

Contactless payments


If you have an American Express, Mastercard, Visa card or linked device, you can use it to pay for all public transport on the Opal network. Just make sure to tap on and tap off at Opal readers at the beginning and end of your trip.

Always separate your cards when you tap on and tap off so your preferred card is charged.

You will receive the same travel benefits of an Adult Opal card when you tap on and tap off consistently with the same credit card, debit card or linked device. This includes daily, weekly and Sunday travel caps, and a \$2 transfer discount when you change between metro/train, ferry, bus or light rail services within 60 minutes. Adult Opal fare pricing applies.

Find out more at transportsw.info/contactless

Explanation of definitions and symbols

 Wheelchair Accessible

535 Parramatta to Carlingford

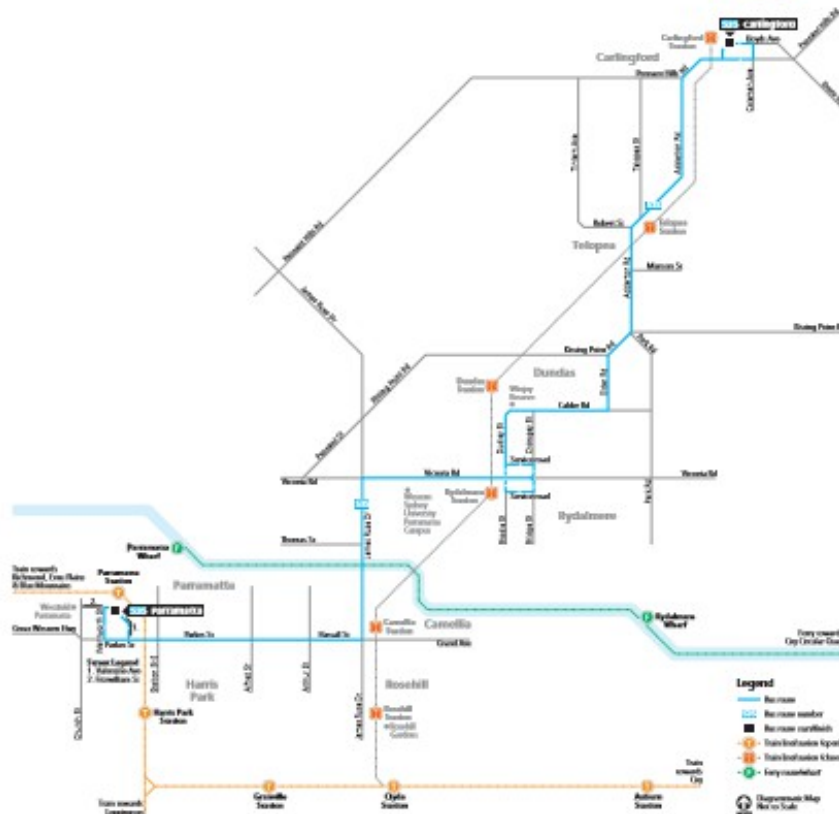
Valid from: 05 Jan 2020

Creation date: 07 Jan 2020

NOTE: Information is correct on date of download.

| Monday to Friday | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | | |
|---|-------|-------|-------|-------|-------|-------|-------|-------|-------|---|---|---|---|---|---|---|---|---|---|---|---|
| Valentine Ave before Wentworth St, Parramatta | 04:10 | 04:40 | 05:10 | 05:40 | 06:10 | 06:40 | 06:55 | 07:10 | 07:25 | | | | | | | | | | | | |
| Hassall St at Arthur St, Rosehill | 04:13 | 04:43 | 05:13 | 05:43 | 06:13 | 06:44 | 06:59 | 07:14 | 07:29 | | | | | | | | | | | | |
| Victoria Rd at Rydalmere Station, Rydalmere | 04:20 | 04:50 | 05:20 | 05:50 | 06:20 | 06:52 | 07:07 | 07:22 | 07:37 | | | | | | | | | | | | |
| Winjoy Reserve, Calder Rd, Rydalmere | 04:23 | 04:53 | 05:23 | 05:53 | 06:23 | 06:55 | 07:10 | 07:25 | 07:40 | | | | | | | | | | | | |
| Adderton Rd at Robert St, Telopea | 04:30 | 05:00 | 05:31 | 06:01 | 06:31 | 07:04 | 07:19 | 07:34 | 07:49 | | | | | | | | | | | | |
| Carlingford Station | 04:35 | 05:05 | 05:36 | 06:06 | 06:36 | 07:10 | 07:25 | 07:40 | 07:55 | | | | | | | | | | | | |
| Monday to Friday | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ |
| Valentine Ave before Wentworth St, Parramatta | 07:40 | 07:55 | 08:10 | 08:25 | 08:40 | 08:55 | 09:10 | 09:25 | 09:40 | | | | | | | | | | | | |
| Hassall St at Arthur St, Rosehill | 07:44 | 07:59 | 08:14 | 08:29 | 08:44 | 08:59 | 09:14 | 09:29 | 09:44 | | | | | | | | | | | | |
| Victoria Rd at Rydalmere Station, Rydalmere | 07:52 | 08:07 | 08:22 | 08:37 | 08:52 | 09:07 | 09:22 | 09:37 | 09:51 | | | | | | | | | | | | |
| Winjoy Reserve, Calder Rd, Rydalmere | 07:55 | 08:10 | 08:25 | 08:40 | 08:55 | 09:10 | 09:25 | 09:40 | 09:53 | | | | | | | | | | | | |
| Adderton Rd at Robert St, Telopea | 08:04 | 08:19 | 08:34 | 08:49 | 09:04 | 09:19 | 09:34 | 09:49 | 10:01 | | | | | | | | | | | | |
| Carlingford Station | 08:10 | 08:25 | 08:40 | 08:55 | 09:10 | 09:25 | 09:40 | 09:55 | 10:06 | | | | | | | | | | | | |
| Monday to Friday | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ |
| Valentine Ave before Wentworth St, Parramatta | 09:55 | 10:05 | 10:20 | 10:40 | 11:00 | 11:20 | 11:40 | 12:00 | 12:20 | | | | | | | | | | | | |
| Hassall St at Arthur St, Rosehill | 09:58 | 10:09 | 10:23 | 10:43 | 11:03 | 11:23 | 11:43 | 12:03 | 12:23 | | | | | | | | | | | | |
| Victoria Rd at Rydalmere Station, Rydalmere | 10:05 | 10:16 | 10:30 | 10:50 | 11:10 | 11:30 | 11:50 | 12:10 | 12:30 | | | | | | | | | | | | |
| Winjoy Reserve, Calder Rd, Rydalmere | 10:08 | 10:19 | 10:33 | 10:53 | 11:13 | 11:33 | 11:53 | 12:13 | 12:33 | | | | | | | | | | | | |
| Adderton Rd at Robert St, Telopea | 10:16 | 10:27 | 10:41 | 11:01 | 11:21 | 11:41 | 12:01 | 12:21 | 12:41 | | | | | | | | | | | | |
| Carlingford Station | 10:21 | 10:31 | 10:46 | 11:06 | 11:26 | 11:46 | 12:06 | 12:26 | 12:46 | | | | | | | | | | | | |
| Monday to Friday | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ |
| Valentine Ave before Wentworth St, Parramatta | 12:40 | 13:00 | 13:20 | 13:40 | 14:00 | 14:20 | 14:40 | 15:00 | 15:20 | | | | | | | | | | | | |
| Hassall St at Arthur St, Rosehill | 12:43 | 13:03 | 13:23 | 13:43 | 14:03 | 14:23 | 14:43 | 15:03 | 15:23 | | | | | | | | | | | | |
| Victoria Rd at Rydalmere Station, Rydalmere | 12:50 | 13:10 | 13:30 | 13:50 | 14:10 | 14:30 | 14:50 | 15:10 | 15:30 | | | | | | | | | | | | |
| Winjoy Reserve, Calder Rd, Rydalmere | 12:53 | 13:13 | 13:33 | 13:53 | 14:13 | 14:33 | 14:53 | 15:13 | 15:33 | | | | | | | | | | | | |
| Adderton Rd at Robert St, Telopea | 13:01 | 13:21 | 13:41 | 14:01 | 14:21 | 14:41 | 15:01 | 15:21 | 15:41 | | | | | | | | | | | | |
| Carlingford Station | 13:06 | 13:26 | 13:46 | 14:06 | 14:26 | 14:46 | 15:06 | 15:26 | 15:46 | | | | | | | | | | | | |
| Monday to Friday | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ |
| Valentine Ave before Wentworth St, Parramatta | 15:40 | 15:50 | 16:08 | 16:23 | 16:40 | 16:55 | 17:10 | 17:25 | 17:40 | | | | | | | | | | | | |
| Hassall St at Arthur St, Rosehill | 15:43 | 15:54 | 16:11 | 16:27 | 16:44 | 16:59 | 17:14 | 17:29 | 17:44 | | | | | | | | | | | | |
| Victoria Rd at Rydalmere Station, Rydalmere | 15:50 | 16:02 | 16:19 | 16:35 | 16:52 | 17:07 | 17:23 | 17:37 | 17:52 | | | | | | | | | | | | |
| Winjoy Reserve, Calder Rd, Rydalmere | 15:53 | 16:05 | 16:22 | 16:38 | 16:55 | 17:10 | 17:25 | 17:40 | 17:55 | | | | | | | | | | | | |
| Adderton Rd at Robert St, Telopea | 16:01 | 16:14 | 16:32 | 16:47 | 17:04 | 17:19 | 17:34 | 17:49 | 18:04 | | | | | | | | | | | | |
| Carlingford Station | 16:06 | 16:21 | 16:39 | 16:53 | 17:10 | 17:25 | 17:40 | 17:55 | 18:10 | | | | | | | | | | | | |
| Monday to Friday | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ |
| Valentine Ave before Wentworth St, Parramatta | 17:50 | 18:00 | 18:10 | 18:20 | 18:30 | 18:40 | 18:50 | 19:00 | 19:10 | | | | | | | | | | | | |
| Hassall St at Arthur St, Rosehill | 17:54 | 18:04 | 18:14 | 18:23 | 18:33 | 18:43 | 18:53 | 19:03 | 19:13 | | | | | | | | | | | | |
| Victoria Rd at Rydalmere Station, Rydalmere | 18:02 | 18:12 | 18:22 | 18:30 | 18:40 | 18:50 | 19:00 | 19:10 | 19:20 | | | | | | | | | | | | |
| Winjoy Reserve, Calder Rd, Rydalmere | 18:05 | 18:15 | 18:25 | 18:33 | 18:43 | 18:53 | 19:03 | 19:13 | 19:23 | | | | | | | | | | | | |
| Adderton Rd at Robert St, Telopea | 18:14 | 18:24 | 18:32 | 18:41 | 18:51 | 19:01 | 19:11 | 19:21 | 19:31 | | | | | | | | | | | | |
| Carlingford Station | 18:20 | 18:30 | 18:36 | 18:46 | 18:56 | 19:06 | 19:16 | 19:26 | 19:36 | | | | | | | | | | | | |
| Monday to Friday | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ | Δ |
| Valentine Ave before Wentworth St, Parramatta | 19:20 | 19:35 | 19:50 | 20:20 | 20:50 | 21:20 | 21:50 | 22:20 | 22:50 | | | | | | | | | | | | |
| Hassall St at Arthur St, Rosehill | 19:23 | 19:38 | 19:53 | 20:23 | 20:53 | 21:23 | 21:53 | 22:23 | 22:53 | | | | | | | | | | | | |
| Victoria Rd at Rydalmere Station, Rydalmere | 19:30 | 19:45 | 20:00 | 20:30 | 21:00 | 21:30 | 22:00 | 22:30 | 23:00 | | | | | | | | | | | | |
| Winjoy Reserve, Calder Rd, Rydalmere | 19:33 | 19:48 | 20:03 | 20:33 | 21:03 | 21:33 | 22:03 | 22:33 | 23:03 | | | | | | | | | | | | |
| Adderton Rd at Robert St, Telopea | 19:41 | 19:56 | 20:11 | 20:41 | 21:11 | 21:41 | 22:11 | 22:41 | 23:11 | | | | | | | | | | | | |
| Carlingford Station | 19:46 | 20:01 | 20:16 | 20:46 | 21:16 | 21:46 | 22:16 | 22:46 | 23:16 | | | | | | | | | | | | |

Route 535



Route 535 to Parramatta

This service stops only at Carlingford Station (Lloyds Avenue), Telopea Station (Adderley Road), Dundas Station (Caldor Road opposite Winjoy Reserve), Rydalmere Station (Victoria Road service road, after Brodie Street), Camellia Station (Hassall Street before Arthur Street) and Parramatta Station (Valentine Avenue before Wentworth Street).

Route 535 to Carlingford

This service stops only at Parramatta Station (Valentine Avenue before Wentworth Street), Camellia Station (Hassall Street after Arthur Street), Rydalmere Station (Victoria Road service road, before Dudley Street), Dundas Station (Winjoy Reserve, Caldor Road), Telopea Station (Adderley Road before Robert Street) and Carlingford Station (Lloyds Avenue).



transportnsw.info

Hurstville to Parramatta

| Monday to Friday | | | | | | | | | | | | |
|-------------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Route Number | m91 | m91 | m91 | m91 | m91 | m91 | m91 | m91 | m91 | m91 | m91 | m91 |
| A Hurstville Westfield Cross Street | - | - | - | - | - | - | - | - | - | - | - | - |
| B Hurstville Station | - | - | - | - | - | - | - | - | - | - | - | - |
| C George Street & Cambridge Street | - | - | - | - | - | - | - | - | - | - | - | - |
| D Peakhurst Shops Forest Road | - | - | - | - | - | - | - | - | - | - | - | - |
| E Eventide Village Dilke Road | - | - | - | - | - | - | - | - | - | - | - | - |
| F Alma Road & Chamberlain Road | - | - | 05:25 | - | - | 05:47 | - | - | - | 06:08 | - | - |
| G Padstow Station Howard Road | - | - | 05:34 | - | - | 05:58 | - | - | - | 06:20 | - | - |
| H Gow Street & Fairford Road | - | - | 05:40 | - | - | 06:04 | - | - | - | 06:25 | - | - |
| I Bankstown Station | - | - | 05:47 | - | - | 06:11 | - | - | - | 06:32 | - | 06:40 |
| J Bankstown Central | - | - | 05:50 | - | - | 06:14 | - | - | - | 06:35 | - | 06:43 |
| K Yagoona Station Hume Highway | - | - | 05:56 | - | - | 06:20 | - | - | - | 06:41 | - | 06:49 |
| L Buist Street & Hector Street | - | - | 06:04 | - | - | 06:28 | - | - | - | 06:47 | - | 06:55 |
| M Chester Hill Station Waldron Road | - | - | 06:10 | - | 06:22 | 06:34 | - | 06:44 | 06:54 | - | 07:02 | - |
| N Blaxcell Street & Rawson Road | 05:32 | 05:47 | 06:01 | 06:16 | A | 06:28 | 06:40 | A | 06:50 | 07:00 | A | 07:08 |
| O Delwood Shops Blaxcell Street | 05:35 | 05:50 | 06:04 | 06:19 | 06:28 | 06:31 | 06:43 | 06:48 | 06:53 | 07:04 | 07:08 | 07:13 |
| P Granville Station | 05:42 | 05:57 | 06:12 | 06:27 | 06:39 | 06:39 | 06:51 | 06:59 | 07:01 | 07:12 | 07:19 | 07:22 |
| Q Parramatta Station | 05:50 | 06:05 | 06:20 | 06:35 | - | 06:47 | 06:59 | - | 07:09 | 07:22 | - | 07:34 |

| Monday to Friday (continued...) | | | | | | | | | | | | |
|-------------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Route Number | m91 | m91 | m91 | m91 | m91 | m91 | m91 | m91 | m91 | m91 | m91 | m91 |
| A Hurstville Westfield Cross Street | 06:10 | - | - | - | 06:25 | - | 06:35 | - | - | 06:45 | - | - |
| B Hurstville Station | 06:12 | - | - | - | 06:27 | - | 06:37 | - | - | 06:47 | - | - |
| C George Street & Cambridge Street | 06:18 | - | - | - | 06:33 | - | 06:43 | - | - | 06:53 | - | - |
| D Peakhurst Shops Forest Road | 06:23 | - | - | - | 06:38 | - | 06:48 | - | - | 06:58 | - | - |
| E Eventide Village Dilke Road | 06:28 | - | - | - | 06:44 | - | 06:54 | - | - | 07:04 | - | - |
| F Alma Road & Chamberlain Road | 06:31 | - | 06:38 | - | 06:47 | - | 06:57 | - | - | 07:07 | - | - |
| G Padstow Station Howard Road | 06:37 | - | 06:44 | - | 06:53 | - | 07:03 | - | - | 07:13 | - | - |
| H Gow Street & Fairford Road | 06:42 | - | 06:49 | - | 06:59 | - | 07:09 | - | - | 07:19 | - | - |
| I Bankstown Station | 06:49 | - | 06:56 | - | 07:06 | - | 07:16 | - | - | 07:26 | - | - |
| J Bankstown Central | 06:52 | - | 06:59 | - | 07:09 | - | 07:19 | - | - | 07:29 | - | - |
| K Yagoona Station Hume Highway | 06:58 | - | 07:05 | - | 07:15 | - | 07:25 | - | - | 07:35 | - | - |
| L Buist Street & Hector Street | 07:04 | - | 07:11 | - | 07:21 | - | 07:31 | - | - | 07:41 | - | - |
| M Chester Hill Station Waldron Road | 07:11 | - | 07:18 | - | 07:28 | - | 07:38 | - | - | 07:48 | - | - |
| N Blaxcell Street & Rawson Road | 07:18 | A | 07:25 | 07:32 | 07:37 | 07:42 | 07:45 | A | 07:52 | 07:58 | 08:06 | A |
| O Delwood Shops Blaxcell Street | 07:23 | 07:28 | 07:30 | 07:37 | 07:40 | 07:47 | 07:50 | 07:51 | 07:57 | 08:02 | 08:11 | 08:14 |
| P Granville Station | 07:32 | 07:39 | 07:39 | 07:47 | 07:50 | 07:57 | 08:00 | 08:02 | 08:07 | 08:12 | 08:21 | 08:25 |
| Q Parramatta Station | 07:44 | - | 07:51 | - | 08:02 | - | 08:12 | - | - | 08:24 | 08:36 | - |

Revised M91 (Hurstville to Parramatta) service

A new timetable came into effect from 9 December 2019 with M91 services towards Hurstville now truncated to terminate at Hurstville railway station rather than at the Westfield shopping centre. M91 services starting from Hurstville continue to begin from Hurstville Westfield.

Telford's sold

Hot on the heels of recent Queensland acquisitions, Skybus owner Kinetic has finally confirmed industry rumours in late November of the purchase of charter bus operator Telford's from Custom Bus Group. Kinetic has confirmed it will keep the Telford's brand, which is in line with its other transport operations such as Skybus.

New TrainLink coach trials begin

From Monday 9 December 2019, the following services commenced on a trial basis operated by NSW TrainLink.

The services are:

- Anglers Reach, Cooma and Canberra,
- Bigga and Goulburn,
- Delegate and Nimmitabel and Canberra,
- Goodooga and Lightning Ridge and Dubbo,
- Moree and Walgett,
- Tenterfield and Armidale via Ben Lomond,
- Walgett and Moree

It is noted that the Anglers Reach to Canberra and Delegate to Canberra services would have been impacted by the recent bushfires.

VICTORIA

Bushfires

The bushfires that affected most of south-eastern Australia during December 2019 and January 2020 greatly impacted on regional and rural bus services.

At time of publication, V/Line services to Canberra from Bairnsdale were severely impacted with services to Batemans Bay, Narooma, Canberra cancelled until further notice. According to media reports, the Princes Highway between Orbost and the border could be closed for up to a month as debris is cleared.

Coach services to Lakes Entrance, Orbost, Marlo from Bairnsdale were cancelled around New Year but have since resumed.

Other local services, as follows, have been cancelled until further notice:

- Bairnsdale to Gelantipy,
- Mallacoota to Genoa via Gipsy Point,
- Omeo to Bright via Hotham Heights,
- Omeo to Bairnsdale,
- Wangaratta to Cheshunt via Edi,
- Wodonga to Corryong.

TASMANIA

Electric bus trial

In mid-December, local and state governments embarked on a one week trial of a driverless electric bus at Lower Sandy Bay. The vehicle had a capacity of 15 passengers with a top speed of 25 kilometres per hour.

NEW ZEALAND

Wellington bus priority

A plan to make buses faster and more reliable was released by the Wellington City Council and Greater Wellington Regional Council in early December 2019. The Bus Priority Action Plan, commissioned by both councils, could reduce bus journey times on some main routes by up to a third during the morning peak.

More bus lanes, changes to bus stops and intersections on key routes to the city are included within the plan.

The proposed corridors are:

- Johnsonville to Ngauranga Gorge,
- Karori to city,
- Kelburn to city,
- Brooklyn to city,
- Newtown/Mount Cook to city,
- Miramar/Kilbirnie/Mount Victoria to city,
- Miramar/Kilbirnie to Newtown,
- Newtown/Mount Cook to city.

The city's bus network and its operators have been criticised by the media and various transport groups for poor service in recent months with the regional councils having faced a parliamentary select committee.

Thanks to Paul Brown, Hilaire Fraser, Steven Haby, Australian Bus & Coach online, Transport for NSW, Stuff NZ and The Advocate newspaper for *Bus & Coach News*.

LETTER TO THE BUS EDITOR

More than one way to skin a cat

Dear Editor,

I write in support of the comments by the President of People for Public Transport, quoted in December *Table Talk*.

It is unsurprising that ridership on Adelaide's buses continues to decline. In recent years, successive administrations have introduced policies that discourage bus use, policies that hit most of all the old and frail, who make up a good proportion of those once considered to be transit captives.

First they altered the bus stops in Grenfell Street, the main inner city route for east-west bus service, eliminating some previously busy stops and creating much longer walking distances between those remaining. Next they decided to withdraw timetables from bus stops, assuming that everyone used a mobile device, which is as stupid as assuming everyone has access to a car.

Continues next page >

The latest craze is to eliminate some bus stops on main roads, ignoring their own rule of maximum walk trip to a bus stop of 400 metres, in effect remaking the rule 500 metres.

All these policies are supply driven after years of trying to get transit management and planners to give priority to the needs of users. The justification for reducing the number of stops on main roads is to ‘speed up services and improve reliability’ – a far more effective policy would be to reduce the amount of on-street parking permitted on these roads.

Yours, etc.

Derek Scafton, Adelaide



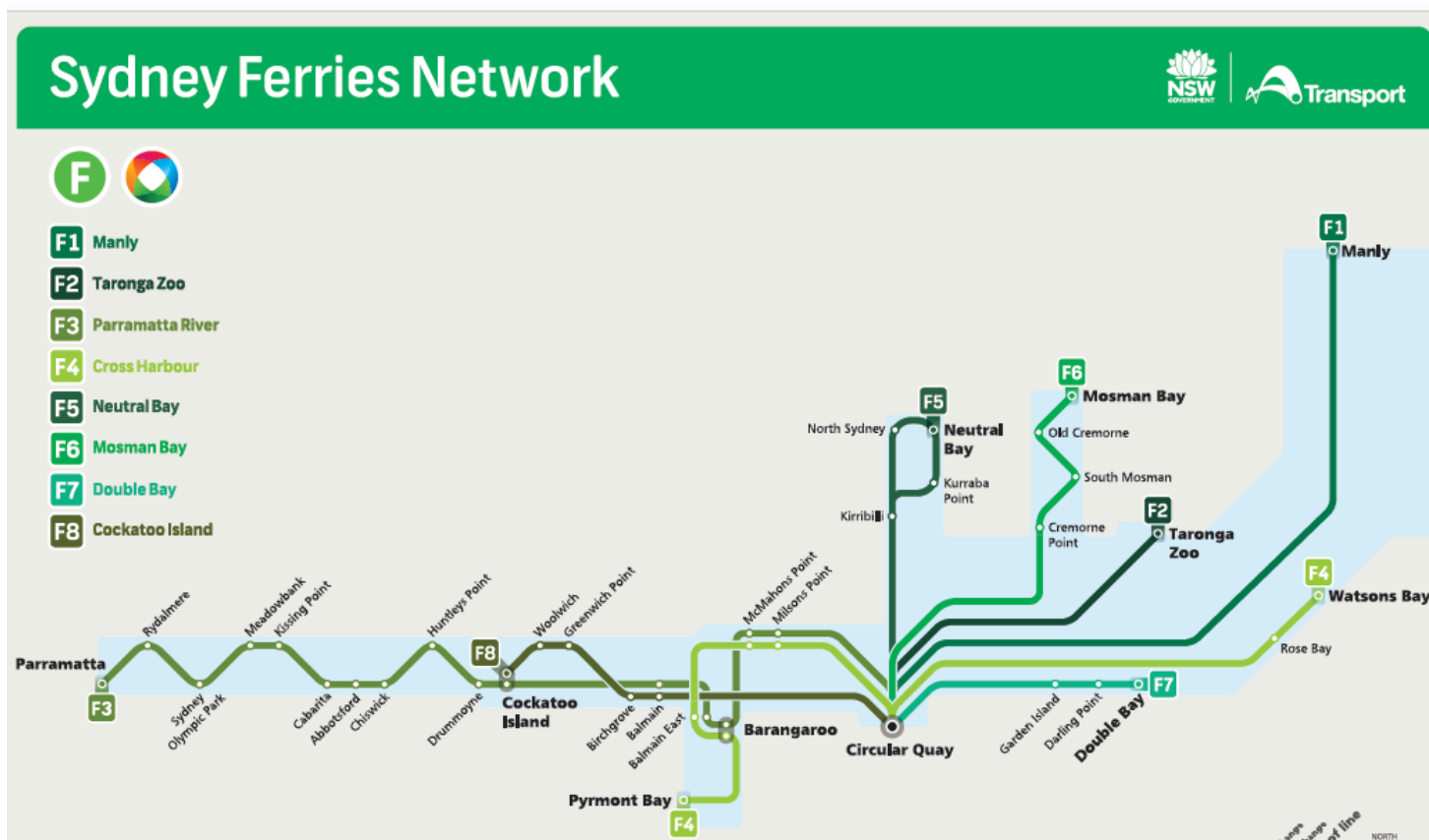
Image courtesy Transport for NSW.

FERRY & SHIP NEWS

NEW SOUTH WALES

Sydney Ferries network changes

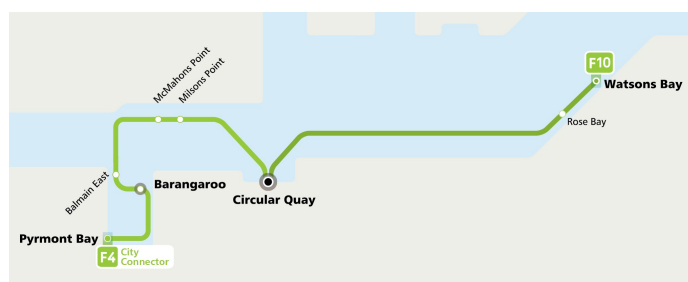
Sydney ferry operator *Transdev Sydney Ferries* has confirmed upcoming changes to several routes across the Sydney Harbour network in the middle of the year (the implementation date is still to be advised).



The current Transdev Sydney Ferries route network. (all maps in this story sourced from Transport for NSW)

The mid-year changes are as follows:

- Route F4 Cross Harbour (Pymont Bay to Watsons Bay via Circular Quay) will be split into two routes – F4 Cross Connector (Circular Quay to Pymont Bay) and F10 Watsons Bay (Circular Quay to Watsons Bay). The new F4 will see an increase in service frequency of 50 per cent (from every 30 minutes to every 20) while F10's frequency will remain the same from this portion of the current F4 service.

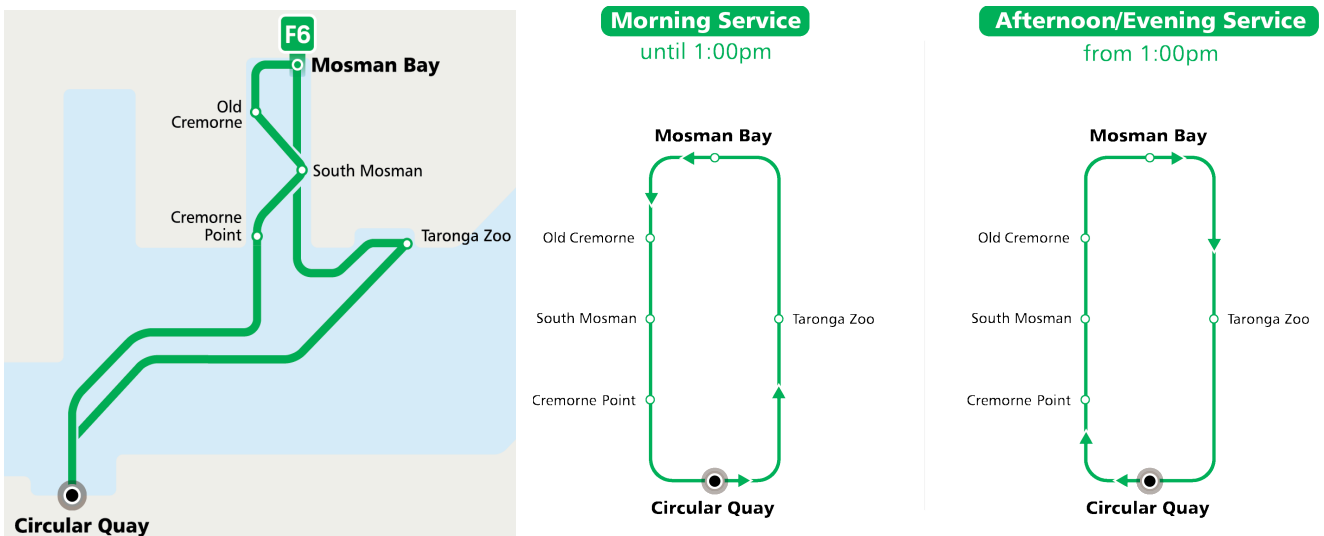


- *F1 Manly* – 50 per cent service increase on weekdays (from every 30 mins to every 20), 200 per cent increase on weekends (from every 30 mins to every 10). The service increase will be met by the use of the three new Emerald class ferries, supplemented only on weekends by the existing larger Freshwater class fleet.

Proposed further network changes at Sydney Ferries

Transport for NSW and *Transdev Sydney Ferries* have detailed proposed changes to its ferry network for 2021. Consultation is currently underway, with Transport for NSW expected to make a final decision mid-year.

- *Routes F2 Taronga Zoo and F6 Mosman Bay* to merge to form a new loop service (morning anti-clockwise routed: Circular Quay-Taronga Zoo-Mosman Bay-Old Cremorne-South Mosman-Cremorne Point-Circular Quay; and afternoon clockwise routed: Circular Quay-Cremorne Point-South Mosman-Old Cremorne-Mosman Bay-Taronga Zoo-Circular Quay – also see maps provided below). This proposal would see a 50 per cent service frequency increase (from every 30 mins to every 20). Transdev states that this new circuitous routing would favourably cater for the majority of the routes' customers.



- *F3 Parramatta River* to be diverted to start from Barangaroo instead of Circular Quay, with three distinct stopping patterns in peak weekdays only:
 - Limited stops every 10-20 mins between Barangaroo and Olympic Park (first stop Balmain East, Abbotsford then all stops),
 - All stops every 10-20 mins between Barangaroo and Abbotsford.
 - An hourly shuttle service between Olympic Park and Parramatta only.

On weekdays off-peak, a 50 per cent service frequency increase between Barangaroo and Olympic Park (from every 30 mins to every 20) with only one an hour extending to Parramatta (effectively halving the frequency between Olympic Park and Parramatta).

Weeknight service frequency to be variously increased to every 20 and 30 mins until 21:15.

On weekends, extra services from Parramatta in the mornings (becoming every 30 mins), and the same for Barangaroo in the afternoons.

- *F8 Cockatoo Island* to be diverted to start from Barangaroo with a 50 per cent peak service frequency increase (from every 30 mins to every 20) and no stopping at Balmain.
- *F7 Double Bay* off-peak services also increased by 50 per cent (from every 60 mins to every 40).



Consultation on these proposed changes remains open and can be done online through yoursay.transdev.com.au.

Thanks to Hilaire Fraser, Paul Brown and Transdev for *Ferry News*.

AIR NEWS

DOMESTIC

Jetstar worker strike action

Jetstar baggage handlers and ground crew walked off the job on 13 December in a union effort seeking a guaranteed 30 hour minimum work week, no less than 12-hour breaks between work shifts and a pay increase. Staff at Sydney, Melbourne (Avalon and Tullamarine), Brisbane, Adelaide and Cairns airports took part in the strike. Pilots meanwhile undertook "low-level" work bans over the following seven days.

Jetstar management spoke of budgetary pressures to maintain the airline's low fares with investment in aircraft and technology to be re-considered if the business were to agree to the unions terms.

Jetstar temporary route cuts

Following on from various industrial actions by Jetstar employees for some time, the company announced its intention to reduce its domestic flights across the month of January by ten per cent.

Rex and Dubbo Reg. Council

Updating the story from December's *Table Talk*, Regional Express (Rex) talked with *Narromine News* in mid-December promoting their "positive" meeting with Narromine Shire Council.

Rex are considering their options in moving their Central West flights away from Dubbo which Rex says would materially reduce the almost \$1.5 million they would be paying annually to Dubbo Regional Council to continue using their airport. Using the airport at Narromine, roughly 40 kilometres away, is one such option.

Around 55,000 passengers a year would be directly impacted by any move which the airline claims would enable them to reduce the fares they charge to these passengers.

Rex have said they are looking to make a final decision on this issue in their February board meeting.

INTERNATIONAL

Singapore Airport flight schedules

The quarterly publication, Singapore Airport Flight Schedules, produced by *Michael Cavendish Business Information Private Ltd. (Singapore)* will end with the final January 2020 issue, which will cover period Jan-March 2020. It contains both passenger and freight schedules into and out of Singapore Airport.

Subscribers are reportedly being provided refunds for unused subscription credits.

Thanks to Brendan Whyte, Narromine News, PerthNow and Nine News for *Air News*.

NOTE FROM THE EDITOR

The team hopes you had a safe holiday period and looks forward to your company across the year ahead. Please do not forget the various meetings held across the country by the association – for further information on a meeting near you, visit ATA online or check out our *Members News* provided with the member mailout.

About *Table Talk*

Print ISSN 1038-3697, Online ISSN 2209-718X.

Table Talk is a monthly publication produced by the Australian Timetable Association Inc. (Registration No. A0043673H) as a journal of record covering recent timetable news items. The ATA also publishes *The Times* covering timetable history and analysis. Contributions are invited and very welcome. Please send these to the appropriate Editor. All times listed in *Table Talk* are in 24-hour time, unless specifically stated otherwise. ABN 74248483468.

We welcome contributions to *Table Talk* at all times.

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Table Talk Newswire is an advance monthly email of Rail News. To obtain this, contact the Rail Editor.