



# TABLE TALK

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## RAIL & TRAM NEWS

### NEW SOUTH WALES



#### NSW: Industrial action

The 'combined rail unions' spearheaded a program of protected industrial action across the month of September, following an overwhelmingly successful ballot of members in August.

Unions continue discussions with Sydney Trains and NSW Trains representatives for a new Enterprise Bargaining Agreement. Part of the suite offered by business representatives is a 0.3 per cent pay rise for the first year (based on the maximum pay rise, claimed to be due to the state government's pandemic wages cap), then 2.5 per cent per year thereafter; and also some changes to processes/conditions.

The various pieces of industrial action included 'work to rule', a four-hour work stoppage, blanket 60 km/h speed restriction across the network, blowing the horn when departing every station, bans on overtime, transpositions & foreign depot working, and wearing union apparel whilst on duty.

Whilst many of these actions were conducted individually on exclusive days, with the notice to conduct a "day of chaos" consisting of five actions on **Saturday, 25 September** (including trains stopping at all stations, no transpositions, 60 km/h speed restrictions, drivers to blow their horn when departing every stop, and station staff conducting non-operational duties sitting down), Sydney Trains issued a Special Train Notice earlier that week to amend the planned train plan to as follows:

**T1 Western and North Shore lines** - Services stopping at all stations. Trains ran on the main line between Strathfield and Redfern to reduce additional impact (down trains stopped at Croydon, due to provision of a platform on the down main line).

**T2 Inner West Leppington lines** - Inner West/Homebush services cancelled with Leppington services now stopping all stations.

**T3 Bankstown line** - Normal timetable as services normally stop at all stations.

**T4 Eastern Suburbs Cronulla line** - Services stopping at all stations.

**T5 Cumberland line** - All services cancelled, passengers to change at Granville using existing T1 and T2 services in lieu.

**T7 Olympic Park line** - Normal timetable.

**T8 Airport East Hills line** - Services did all stations.

**T9 Northern line** - Services stopping at all stations. Trains running on the main line between Strathfield and Redfern to minimise the number of added stops. Due to Croydon's first platform being along the down main line, only down trains stop at Croydon.

#### NSW TrainLink Intercity:

- Central Coast Newcastle services only operated between Hornsby and Newcastle Interchange.
- South Coast services only operated between Waterfall and Kiama/Port Kembla.
- Southern Highlands services replaced by road coaches between Campbelltown and Goulburn.
- Blue Mountains services did not operate due to planned trackwork.
- Hunter line services to Scone/Dungog instead terminated at Maitland, with replacement coach provided the rest of the way.

#### NSW TrainLink Regional:

- North, South and West XPT/Xplorer services were cancelled for the day. Limited road coaches were provided for selected services, for example, the 08:20 Casino to Sydney had replacement coaches operating to Broadmeadow, with passengers to use Intercity services to complete the journey into Sydney.

There were some other impacts to train running on this day as a result of planned track maintenance and other particular events.

On **Tuesday, 28 September**, a four-hour work stoppage occurred from 09:00-13:00. A general telegram was issued by Sydney Trains on Friday 24th, with a gap in service at stations of generally six to ten hours, due to accommodation for train preparation and stabling activities either side of the stoppage. See the table below for the final and first key services on each line to/from the city.

Line	Type	Service
T1 North Shore	Last	07:13 Berowra to North Sydney (Up) 07:53 Central* to Lindfield (Down)
	First	14:42 Hornsby to Central* (Up) 15:00 North Sydney to Berowra (Down)
T1 West	Last	07:15 Penrith to Central (Up) 07:14 Central* to Blacktown (Down)
	First	14:36 Penrith to Central* (Up) 14:39 Central to Penrith (Down)
T2 Inner West	Last	07:21 Homebush to City Circle (Up) 07:53 Circular Quay to Homebush (Down)
	First	14:36 Homebush to City Circle (Up) 15:23 Circular Quay to Homebush (Down)
T2 Leppington	Last	06:23 Leppington to City Circle (Up) 06:48 Circular Quay to Leppington (Down)
	First	14:39 Leppington to City Circle (Up) 15:18 Circular Quay to Leppington (Down)
T3 Bankstown	Last	06:36 Liverpool to City Circle (Up) 07:21 Circular Quay to Lidcombe (Down)
	First	14:37 Lidcombe to City Circle (Up) 15:21 Circular Quay to Lidcombe (Down)
T4 East Subs Cronulla	Last	07:32 Cronulla to Central (Up) 08:08 Martin Place to Hurstville (Down)
	First	14:22 Mortdale to Bondi Junction (Up) 14:12 Central to Waterfall (Down)
T5 Cumberland	Last	07:23 Liverpool to Blacktown (Up/Down A) 06:47 Schofields to Liverpool (Down/Up B)
	First	15:04 Leppington to Schofields (Up/Down A) 14:57 Blacktown to Liverpool (Down/Up B)
T7 Olympic Park	Last	07:33 Lidcombe to Oly Park (Up) 07:45 Oly Park to Lidcombe (Down)
	First	15:33 Lidcombe to Oly Park (Up) 15:21 Oly Park to Lidcombe (Down)
T8 Airport East Hills	Last	06:43 Macarthur to City Circle (Up) 06:57 Circular Quay to Campbelltown (Down)
	First	15:03 Revesby to City Circle (Up) 15:12 Circular Quay to Macarthur (Down)
T9 Northern	Last	07:24 Hornsby to Central (Up) 07:48 Central to Rhodes (Down)
	First	14:24 Hornsby to Central* (Up) 14:48 Central to Hornsby (Down)
Central Coast Newcastle	Last	05:43 Newcastle Interchange to Central (Up) 06:48 Central to Gosford (Down)
	First	14:36 Gosford to Central (Up) 15:02 Central to Wyong (Down)
Blue Mountains	Last	05:48 Mount Victoria to Central (Up) 05:24 Central to Mount Victoria (Down)
	First	15:18 Mount Victoria to Central (Up) 15:24 Central to Mount Victoria (Down)
South Coast	Last	06:49 Coniston to Central (Up) 06:15 Bondi Jct to Wollongong (Down)
	First	14:41 Wollongong to Bondi Jct (Up) 14:29 Central to Kiama (Down)
Southern Highlands	Last	05:16 Moss Vale to Campbelltown (Up) 06:20 Campbelltown to Moss Vale (Down)
	First	15:25 Moss Vale to Campbelltown (Up) 15:50 Campbelltown to Moss Vale (Down)
Hunter	Last	06:59 Telarah to Newcastle Interchange (Up) 05:59 Newcastle Interchange to Telarah (Down)
	First	15:55 Telarah to Newcastle Interchange (Up) 14:24 Newcastle Interchange to Singleton (Down)

\* - not the actual start/end location of the service.

NB: A number of short-workings not running in/out of the city centre have been omitted.

Some short-workings have been omitted, particularly in the morning. For example, on the Up T2 Leppington line, the actual last Up service departed Leppington at 07:23, but terminated at Granville at 08:10 then ran straight into Auburn Stabling Yard to day stable. On the Blue Mountains line, the last Up service departs Lithgow at 06:58 stopping all stations to Katoomba then runs empty back into Mount Victoria Yard.

A rail replacement bus service was organised for selected routes and stations on the network to cover the gap, although some areas had no service (map, page 15). In the release, Transport said that “a limited supply of buses will be replacing train services on key routes with the most demand”. No fares would be charged for the replacement buses. One notable gap is the stations between Auburn and Canley Vale (inclusive), where no replacement service was offered.

On Sunday, 26 September, Transport for NSW revealed that **L1 Light Rail** services (Central to Dulwich Hill) would also be directly impacted by a two-hour work stoppage on the same day - between 3 and 5pm, and that a replacement bus service would operate along the line, but would not stop at Capitol Square and Pyrmont Bay in both directions, while buses from Central would also skip Exhibition Centre. **SYDNEY TRAINS, TRANSPORT FOR NSW**

## NSW TrainLink Regional: Disruption

Regional services ran to a reduced timetable due to COVID-related impacts in September.

**Brisbane XPT** - Services operated only between Sydney and Kyogle, with replacement coaches between Casino and Tweed Heads. Advice from Transport for NSW was that passengers travelling to/from “Queensland locations will need to make their own travel arrangements” to/from Tweed Heads and across the border “in line with public health orders”. The 05:15 Grafton to Sydney and 11:41 Sydney to Grafton XPT services were cancelled. “Consider alternative travel options. Stay at home and avoid non-essential travel.”

**Melbourne XPT** - Services operate only between Sydney and Albury until further notice. “Passengers travelling to Victorian station locations will need to make their own arrangements, in line with public health orders.”

**Griffith Xplorer** - On Wednesday 8, 15 and 22 September, the weekly 12:02 Sydney to Griffith service was cancelled. On Thursday 9, 16 and 23 September, the weekly 07:26 Griffith to Sydney service was cancelled. “Consider alternative travel options. Stay at home and avoid non-essential travel.”

**Northern Tablelands Xplorer** - Since Friday, 3 September, until further notice, the daily 09:30 Moree/Armidale service departs “Sydney/Central 90 minutes later than normal scheduled time”. North West coaches also depart later than the usual timetable.

**Canberra Xplorer** – Selected services did not operate. “Consider alternative travel options. Stay at home and avoid non-essential travel.” **TRANSPORT FOR NSW**

## CRN contract changes hands

UGL Regional Linx, part of CIMIC's UGL, has won a tender to operate and maintain the state's 2,386 kilometre Country Regional Network (CRN) for the next ten years, beginning in January 2022. It beat incumbent, John Holland, for the \$1.5 billion contract.

The network also includes another 3,139 kilometres of non-operational rail line, 27,000 hectares of land, 1,312 level crossings and a combined 984 rail underbridges and road overbridges.

UGL confirmed that as part of the contract, it would close the Nyngan maintenance depot, as remove some jobs from Dubbo, while some new positions will pop up in Orange. *UGL, ABC NEWS, CENTRAL WEST DAILY*

## AUSTRALIAN CAPITAL TERRITORY



### Canberra Light Rail: Stage 2

Early works for the next stage of light rail have begun, as the territory government opens a competitive two-stage tender process for the raising of London Circuit to create a level intersection with Commonwealth Avenue.

The work to relocate utilities will mean a section of London Circuit will be closed for five days from 28 September, with traffic diversions in place, re-routing drivers into the city via Vernon Circle and along Edinburgh & Constitution Avenues.

The Minister for Transport and City Services, Chris Steel, said the quiet time on Canberra's roads was a good time to get on with the relocation of critical water and communications utilities assets in preparation for major construction works to raise London Circuit and deliver Stage 2 of light rail, firstly to Commonwealth Park, and then on to Woden.

*Supplied by – DAVID CRANNEY*

*Source - RIOTACT*

## VICTORIA



### The day Melbourne's CBD was cut off

On Saturday 21 August, there was a large 'anti-lockdown' protest with around 4,000 attending in the CBD which had turned violent, with reports of police being injured and horses attacked.

In the week leading up to Saturday 18 September, the state government and Victoria Police indicated that there would be strong measures taken to counter another planned 'anti-lockdown' protest in the CBD.

This included stopping all public transport running through or to the CBD and placing road blocks on entry points around the city (map, inside back cover).

This was all but confirmed by Wednesday 15 September, with no public transport services operating in the CBD between 08:00 and 14:00 on Saturday 18 September, and road blocks put in place. To provide for essential and authorised workers, a half-hourly shuttle bus service would operate between trains' terminating station and key points in the CBD. Police and Protection Service Officers would be checking identification and authorised permit forms of everyone boarding these services.

To compound matters, V/Line had been hit hard by a driver testing positive to COVID in the last week, which resulted in much of the network being run by coaches to a reduced timetable, with over 200 drivers and operational staff required to quarantine.

### Metropolitan trains

The following table summarises the changes to metropolitan train services.

LINE	TERMINATING LOCATION	Notes
<b>Alamein</b>	No change	Alamein operated as a Camberwell – Alamein shuttle on weekends and off-peak periods
<b>Belgrave</b>	Burnley	-
<b>Craigieburn</b>	Essendon	-
<b>Cranbourne</b>	Caulfield	-
<b>Frankston</b>	Caulfield	-
<b>Glen Waverley</b>	Darling	-
<b>Hurstbridge</b>	Clifton Hill	-
<b>Lilydale</b>	Burnley	Buses between Ringwood and Lilydale due to level crossing removal works.
<b>Mernda</b>	Clifton Hill	-
<b>Pakenham</b>	Caulfield	-
<b>Sandringham</b>	Elsternwick	-
<b>Stony Point</b>	No change	Buses between Frankston and Stony Point due to level crossing removal works.
<b>Sunbury</b>	Sunshine	-
<b>Upfield</b>	Coburg	-
<b>Werribee</b>	Newport	-
<b>Williamstown</b>	Newport	Buses replaced trains between Newport and Williamstown due to level crossing removal works.

### V/Line rail services

The following table summarises the changes to V/Line services, notwithstanding the replacement of many services by coaches due to driver shortages caused by the COVID-19 case at Southern Cross.

LINE / SERVICE	TERMINATING LOCATION
Albury / Seymour / Shepparton	Craigieburn. Note that there is no standard gauge platform at Craigieburn.
Ararat / Ballarat / Maryborough	Sunshine
Geelong / Warrnambool	Sunshine
Bendigo / Swan Hill	Sunbury
Traralgon / Bairnsdale	Pakenham

### V/Line coach services

The following changes occurred to V/Line coach services heading to Melbourne:

- 05:40 up Barmah terminated at Coburg at 11:05.
- 06:25 up Yarram terminated at Koo Wee Rup with a Koo Wee Rup to Dandenong connection.
- 07:00 up Barham terminated at Melbourne Airport at 10:55.
- 07:10 up Deniliquin terminated at Campbellfield at 10:55.
- 07:30 up Mansfield terminated at RMIT Bundoora campus at 09:50.
- 10:15 up Yarram terminated at Koo Wee Rup as per the 06:25 up Yarram.

The following changes occurred to Melbourne departures:

- 08:30 down Mansfield commenced at Box Hill at 09:15.
- 08:50 down Yarram commenced at Koo Wee Rup at 09:56.
- 11:05 down Leongatha commenced at Koo Wee Rup at 12:11.
- 12:35 down Barham commenced at Melbourne Airport at 13:00.
- 12:40 down Moama commenced at Campbellfield at 13:05.

### Yarra Trams services

The table below summarises changes to tram routes:

ROUTE	CHANGE / TERMINATING POINT
1	Northbound – Brunswick Road & Lygon Street. No services southbound to South Melbourne Beach from that point.
3, 3A, 5, 16, 67	All services terminated at St Kilda Junction.
6	Northbound – as per route 1. Southbound services terminated at St Kilda Road & High Street.
11	Northbound – St Georges Avenue & Westbourne Grove. No services southbound to Docklands from that point.

12	All services cancelled.
19	Northbound – Brunswick Road & Royal Parade.
30, 35	All services cancelled.
48	Eastbound – Punt Road & Bridge Road – operated by bus due to trackwork.
57, 58, 59	Royal Children's Hospital.
70, 75	Yarra Blvd and Swan Street.
72	Alfred Hospital.
86	Clifton Hill interchange.
96	City Road & Clarendon Street (Port Junction). with no services northbound from that point.
109	As per 96 with Box Hill services commencing at Victoria Parade and Wellington Street.

### Bus services

The following changes to bus services occurred:

Route/s	Services to the CBD – termination point	Services from the CBD – commencement point
200, 207	Lygon & Elgin Streets	Rathdowne & Elgin Streets
216	Footscray station	Footscray Plaza
220	Nicholson & Irving Streets	Footscray station
232	Cancelled	Cancelled
234	Cecil Street & City Road	Ferrars Street & City Road
235	Port Melbourne cricket ground	Port Melbourne cricket ground
236	South Melbourne market	South Melbourne market
250, 251	Rathdowne & Pitt Streets	Elgin & Rathdowne Streets
302, 304, 905-907	Victoria Parade & Cromwell St	Victoria Parade & Cromwell St
402	Courtney & Wreckyn Streets	Courtney & Wreckyn Streets
505	Royal Parade near Melbourne University	Royal Parade near Melbourne University
605	Power Street, Southbank	Power Street, Southbank
684	Victoria Parade & Wellington St	Victoria Parade & Wellington St

Supplied by - STEVEN HABY

### V/Line: Disruption

A string of four positive COVID-19 test results among V/Line employees caused mass cancellation of V/Line services in mid-September.

On **Friday, 10 September**, Melbourne radio station 3AW reported that coaches replaced all services on the Albury line, and for part of the journey on the Warrnambool, Swan Hill and Bairnsdale lines. Some services on other lines were also impacted. V/Line said that it had organised limited bus replacement, including a number of shuttle services between regional areas and the boundary of the metropolitan network, in an effort to maintain essential movements across the state. Nine News Melbourne reported the then-one positive case had attended a Southern Cross

station meal room, requiring dozens of drivers to isolate, while Public Transport Victoria (PTV) said that V/Line was cooperating with Department of Transport and Vic Health requirements.

On **Saturday 11th**, up to two-dozen services per day were affected with impacted staff undergoing precautionary testing and isolation until cleared.

By **Sunday 12th**, four staff had tested positive for COVID-19, with over 180 crew and operational staff in isolation. This caused total cancellation of services across the V/Line network, with buses running to an arbitrary hourly frequency on most lines in lieu. A Department of Transport spokesperson said this manoeuvre would “give passengers certainty for Monday and help contain the outbreak”. V/Line however specified that “some empty car movements will still occur across the network to maintain track and signal systems” in an effort to stop complacency of motorists around level crossings.

However, on the **Monday**, major disruptions predictably occurred across most lines with a tally of six positive cases and over 300 staff in isolation. The Department of Transport said that the Seymour line services were unaffected (with exception of 05:03 ex Seymour), while two peak train services were to be provided on the Ballarat (05:56 and 06:37 ex Wendouree to Southern Cross [SX]) and Bendigo (05:17 ex Bendigo and 06:01 ex Epsom to SX) lines. Coaches were to operate:

- Geelong: half-hourly (Waurn Ponds-SX) or hourly (Geelong-SX).
- Ballarat: half-hourly (peak) and hourly other times.
- Gippsland and Bendigo: hourly.
- Warrnambool, Ararat, Maryborough, Swan Hill, Echuca, Shepparton, Albury and Bairnsdale long-distance coach replacements: to the normal timetable.

On **Tuesday 14th**, the coach plan effectively continued, while the two train services from Monday again operated on the Ballarat and Bendigo lines, with some peak trains also operating on the Geelong (05:24 and 06:58 ex Waurn Ponds to SX) and Gippsland (05:43 and 08:10 ex Traralgon to SX) lines.

PTV appeared to provide new PDF files of the timetable for each line online daily, until **Thursday 16th**, where a temporary weekday timetable had been prepared for V/Line services to operate “until further notice”. Lines were to operate as follows:

- Ballarat: 05:56, 06:37 and 07:18 trains ex Wendouree and 15:59, 16:39 and 17:38 trains ex SX, with coaches every 30 minutes in AM peak, and hourly for the rest of the day.
- Bendigo: 05:17 and 07:49 trains ex Bendigo, 06:10 train ex Epsom, and 16:06 and 17:49 trains ex SX to Bendigo, with coaches every hourly, with long-distance coach replacements operating to normal timetable.

- Geelong: 04:33, 05:24, 06:58 trains ex Waurn Ponds, and 16:09, 16:46 and 17:46 trains ex SX (to altered stopping patterns), with coaches running half-hourly.
- Gippsland: 05:43 and 08:10 trains ex Traralgon, with coaches running hourly. Long-distance coach replacements operating to the normal timetable.
- Seymour: Trains operating as scheduled.
- Shepparton and Albury: Coaches replacing all services, with Albury services continuing to start/finish at Wodonga in line with COVID border restrictions.

**ROSS MORRISON, RADIO 3AW, NINE NEWS MELBOURNE, PUBLIC TRANSPORT VICTORIA (PTV), V/LINE, BAY 93.9FM, SEVEN NEWS MELBOURNE**

## Further disruption

The state government announced on Monday, 20 September that all construction work would be shut down for a fortnight due to concerns with the spread of COVID-19 through worksites, impacting metropolitan Melbourne, Cities of Ballarat & Greater Geelong, and the Surf Coast & Mitchell Shires. The shutdown has forced works on level crossing removal projects to stop.

Meanwhile, Yarra Trams organised for replacement buses to operate on routes 48 and 109 from 02:30 Saturday, 18 September. However, due to the shutdown, the status changed to “until further notice”, as the track renewal works along High Street in Kew were essential. PTV later advertised that route 109 trams would resume from Monday, 27 September, and route 48 trams from Saturday, 2 October.

On the morning of Wednesday, 22 September, a 6.0 earthquake rocked much of the state – with reports of shaking from as far as Sydney and Tasmania.

In the days following, the state government assured users of the transport network that engineers were conducting inspections across the state. It also said that services on the Yarra Trams network might have some minor delays due to potential damage reported at the tram control centre – however, operators have moved to a contingency location, with any delays expected to be minimal. Route 78 trams however have been directly impacted due to damage in Chapel Street, South Yarra, with trams skipping the line between stops 50 and 36.

V/Line services on the Gippsland and Seymour lines were mostly replaced by road coaches due to track inspections, while temporary speed restrictions are impacting services on the Ballarat, Bendigo and Geelong lines. As reported above, V/Line services continue to be heavily impacted by crew availability due to a COVID-19 outbreak and related precautions.

**Sources supplied by - ROSS MORRISON**

**Sources - VICTORIAN GOVERNMENT, PTV**

## V/Line: VLocity standard gauge testing

Signal compatibility testing between Seymour and Benalla experienced several setbacks in September. Using standard gauge VLocity train 3VS93, V/Line initially planned to conduct the testing between 17-24 September. The plan involved the set on Friday 17th departing South Dynon Loco at 08:15 to later enter the “absolute occupation” at 10:42, with a Pilot for the driver hopping on board at Seymour station, just prior to this. The train was to exit the possession at 17:31 then stable in Seymour Loco. The following week, train 3VS93 was to continue testing daily from Monday 20th to Friday 24th, entering the occupation at Seymour Loop at 10:30, and exiting again at 17:31. However, this working was cancelled by way of circular issued 16 September.

A new circular was subsequently issued with the train to depart South Dynon on Tuesday 21st, before another circular was issued with a date change to Wednesday 22nd for the set to depart South Dynon at 10:40, run to, then stable at Seymour Loco at 15:00. Additional circulars were issued by V/Line for the train to undergo the testing each weekday between Wednesday 22nd and Friday 1 October. Arrival times of the set at Seymour Loop for the signal testing ranged from 07:20 to 10:30.

Anecdotal advice suggests that the set was sighted at Albion on Thursday 23rd, so the date just might have been pushed back further. The circulars each noted that V/Line's plan was subject to “crew availability”.  
**LEN REGAN, V/LINE**

## A-G slams transport spending

The state's Auditor-General slammed the state government in August for failing to come up with an overall vision for the state's transport network amid unprecedented spending on road and rail projects.

*The Age* newspaper's Timna Jacks reports that the state's transport department is required by law to create a comprehensive plan for the network that covers all areas of travel – roads, rail, freight, walking and cycling paths – to ensure they work together.

But the Department of Transport and its predecessors going back a decade have failed to comply with the Transport Integration Act 2010, described in Parliament when it was introduced as a “watershed in the evolution of transport policy”.

The probe by the Auditor-General, tabled to parliament on 4 August, reveals multibillion-dollar projects are being built on the back of fragmented planning. The watchdog describes a string of separate and secretive documents that have been created over nine years without any reference to each other, the Act, or any overarching goal for the network, despite seven years of advice from external consultants who have “clearly and repeatedly” warned the department about the absence of a plan and the act's requirements.

Department of Transport secretary Paul Younis has rejected some of the watchdog's recommendations, arguing the department did in fact have a transport

plan and its 40 separate strategies met the requirements of the Act.

But according to the acting Auditor-General, Dave Barry, this claim “does not withstand scrutiny”, saying “The documents [the Department of Transport] identifies as comprising the transport plan do not fully meet legislative requirements. This collection of documents does not provide a coherent and comprehensive transport plan. The absence... during a decade of unprecedented investment in transport infrastructure, creates risks of missed opportunities to sequence and optimise the benefits of these investments to best meet Victoria's transport needs.”

Mr Barry found that while the state's transport plan is supposed to be publicly accessible, only 14 of the department's 29 plans have been published.

Under the Act, the plan should be formed after consultation with stakeholders, including transport system users and members of the community, government agencies and the private sector, but this has not been done.

Planners have repeatedly called for an integrated transport plan in the wake of an \$87 billion “Big Build” agenda that has almost doubled in size since Premier Daniel Andrews took power in 2014 - growing to nearly 90 major projects.

RMIT Centre for Urban Research director Jago Dodson said the report was a “stunning indictment of the ‘build first, ask questions later’ approach to transport planning that has prevailed for nearly a decade. The failure is most apparent in the announcements of multibillion-dollar projects, like the Suburban Rail Loop, North East Link or Airport Rail, without a[n overall] plan. He said, “We have no clear way of understanding how these vastly expensive schemes address Melbourne's overarching transport goals, what the alternatives are, or what cheaper non-infrastructure options could have been adopted.”

The opposition transport infrastructure spokesperson, David Davis, said the lack of a plan has left Labor's major projects “having all the appearance of a dog's breakfast. Daniel Andrews and Jacinta Allan are officially on a frolic with tens of billions of dollars of Victorian taxpayers' money, wasting eye-watering amounts of our hard-earned cash on unplanned and unintegrated transport infrastructure projects”.

Victorian Greens transport spokesperson Sam Hibbins said transport planning in the state was a “secretive mess”. In late 2019, the Greens moved an amendment that would have compelled the government to table its transport plan, which was blocked by Labor and crossbenchers. He said, “Our tram network remains largely inaccessible to people with disability, and the government's mega toll roads are environmental and financial disasters, with transport now the fastest-growing source of carbon emissions. The reality is people are still waiting 20 minutes for a train and an hour for their local bus, and face unsafe bike routes and pedestrian crossings in their communities.”

Minister for Transport Infrastructure Jacinta Allan countered this, pointing to “165 integrated road and rail

projects that are currently underway across Victoria that will improve road transport, public transport and freight. Any Victorian travelling on our roads or rail network can see our state's integrated transport plan coming to life – Victoria's Big Build. Our plan also supports over 50,000 jobs – the only alternative announced by the Victorian Liberals is to cut infrastructure funding, putting these jobs at risk and grinding the city to a halt". **THE AGE**

## NEW ZEALAND



### Auckland: Disruption

On Wednesday, 21 July, Auckland's rail network operations were disrupted by bad weather. *Stuff Online* reported that Western line services between Britomart and Kingsland, as well as all services between Penrose and Onehunga were cancelled due to flooding and other severe weather conditions affecting infrastructure. Consequentially, Western line services operated to a reduced frequency between Kingsland and Swanson (every 20 minutes), with operational impacts causing cancellations or delays to the remainder of the rail network. **STUFF.CO.NZ**

### Auckland: Track repairs as AT goes compo

Auckland Transport (AT) has revealed it is seeking \$250,000 in compensation from maintenance provider KiwiRail, after it found that 19 of its commuter trains had suffered damage by clipping sections of old rail in late June that had been left stacked up near the running line at Morningside while awaiting collection.

Western line services experienced mass cancellation on Wednesday, 30 June, as the trains were taken out of service for inspection and repairs. KiwiRail said that investigations had revealed that some bits of old rail had fallen from a stack as a result of vibration caused by passing trains.

This adds to Auckland Transport frustration with KiwiRail after urgent repairs over 16 worn turnouts required numerous track speed restrictions then a reduction in train service frequencies on the Southern line over a week in mid-June. This follows an ongoing period of disruptions due to urgent maintenance, with KiwiRail's "unprecedented" \$200 million urgent renewal program, following a stark report released last year on the state of the city's rail infrastructure.

In July, Auckland Transport called for board renewal at the top of KiwiRail, suggesting new skills were needed to beef up experience in rail and infrastructure. AT chief executive, Shane Ellison, said "This [ongoing disruption] is deeply disappointing, and is having a significant detrimental impact on the trust and confidence in (both) the rail and public transport network". The chairs of both AT and Greater

Wellington Regional Council subsequently wrote to the Department of Treasury arguing for additional skills and experience, while also noting the KiwiRail board also had three positions currently vacant. **STUFF.CO.NZ (2) (3) (4)**

## INTERNATIONAL

### UK: Isle of Wright line to reopen

The Isle of Wright rail line is expected to reopen on 1 November, following a 10-month closure to enable a £26 million upgrade. The initial three-month closure was exacerbated by software issues, flash flooding, and the COVID-19 pandemic.

As well as a new passing loop line at Brading, the railway will also bring online five refurbished trains from the London Underground.

The restart date will be dependent on satisfactory completion of safety testing and commissioning.

*Source supplied by – PAUL BROWN*

*Source – BBC NEWS*

### Ireland: Dublin timetable adjustment

Dublin's rail network welcomed a new station to its network on Sunday, 26 September, with the opening of Pelletstown station. It is the network's 145th station, comprising two platforms and accessible ramps, but it will not be attended by staff. Irish Rail said the station would help reduce local dependence on private vehicles.

As a result, rail timetables were adjusted, effective from this date, on the Dublin-Maynooth/Longford/M3 Parkway suburban line as well as the Dublin Connolly-Sligo intercity line. Service journey times have been extended by up to five minutes on some trips, while some other services have had stopping patterns adjusted. **PAUL BROWN, IRISH RAIL**

### SNCF adds more "train + air" routes

SNCF and Air France's 25-year-old Train + Air service has added an extra seven routes enabling travellers to book train and air tickets at the same time.

The move follows the French government's ban on selected short-haul air routes where the TGV already operates.

As part of the service, when a delay causes a broken connection, the operators guarantee a seat on the next train or plane departure without a surcharge.

The expansion now adds the following journeys to the scheme:

- Paris Charles de Gaulle Airport to Aix en Provence, Bordeaux, Marseille, and Montpellier; and

- Paris Orly Airport (including bus/taxi transfer to Massy station) to Valence, Avignon, and Marseille stations.

**INTERNATIONAL RAILWAY JOURNAL**

**Renfre in Texas**

Spanish rail operator Renfre has signed a deal to be an “early operator” for a high-speed rail line between Houston and Dallas (known as the Texas Central project). Renfre will also provide advice to the project on adequately developing the line, drawing on “their decades of expertise”. *RT&S MAGAZINE*

ENDS

**BUS & COACH NEWS**

**QUEENSLAND**



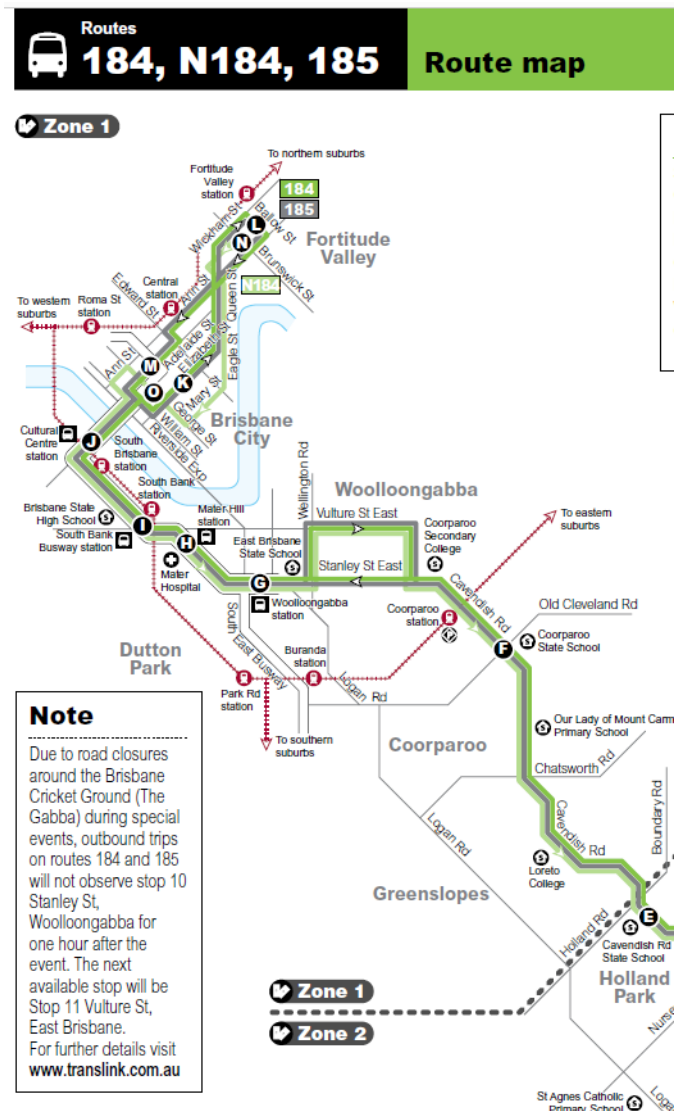
**Brisbane CBD stop/route changes**

From Monday 20 September, North Quay bus stop 109/110 is permanently closed, Adelaide St bus stop 48 is temporarily closed, while some services have been relocated from Creek Stop 149A. These changes are due to Brisbane Metro construction works:

- Route **61** (Ashgrove to Coorparoo): late night Friday and Saturday services to Coorparoo altered to operate via Roma St, Turbot St, Edward St, Adelaide St, and North Quay in lieu of Roma St, Ann St, and North Quay.
- Routes **184/5** (Valley to Garden City) & routes **210/2** (Valley to Cannon Hill/Carindale): altered to operate via Ann St, Edward St, Adelaide St, and North Quay in lieu of Ann St and North Quay. Routes 184/5 are successors to the route 25 Cavendish trolleybus, while 210/2 are successors to the route 8C Carina and 8A Seven Hills trolleybus respectively.
- Routes **360/1** (City to Mitchelton) and **364** (City to Herston): altered to operate via Ann St, Edward St, and Queen St with a terminus in Queen St (in lieu of Ann St), North Quay and Elizabeth St with a terminus in North Quay. These routes are successors to route 24 Prospect Terrace trolleybus.
- Route **470** (Toowong to Tenerife Ferry to Teneriffe): altered to operate via Roma St,

Turbot Rd, Edward St, and Queen St in lieu of Roma St, Hershel St, North Quay and Elizabeth St. This route is the successor to tram route 75 to Toowong and tram route 76 to Bulimba Ferry.

- Routes **475/6** (City to Rainworth): altered to operate to the city terminus at Wickham Terrace via Roma St, Herschel St, North Quay, Adelaide St, Wharf St, in lieu of Roma St, Herschel St, North Quay, Elizabeth St, and Wharf St. These routes are successors to tram route 73 to Rainworth.
- Route **555** (Brisbane City-Loganholme): has a Creek Street stop replacing the Adelaide St stop 48.
- Redland Bay peak services on routes **243, 251, 261, 265, 267, 273, 275, 276, 279, 281** and **299** use Ann Street, stop 7, at Central station in lieu of Creek Street, stop 149A. However, **P141, P142** and **P546** to Brown Plains & Park Ridge continue to use Creek St stop 149A.



*Brisbane route 184/N184/185 timetable partial map with note about Brisbane Cricket Ground event stop closure (source: Translink).*

**HILAIRE FRASER**



## Route 250 changes

Effective from Monday 20 September, the route 250 peak-period extension from Carindale to Brisbane City has been discontinued. However, the peak service frequency has increased from half-hourly to every 15 mins between Carindale and Redland Bay.

*Supplied by – HILAIRE FRASER*

*Source – TRANSLINK*

## University of Queensland service changes

From Monday 20 September 20, due to lower demand from COVID-19 impacts:

- Route **28** now operates permanently between UQ Lakes and Langlands Park. Six trips withdrawn from routes 28 and 29 (UQ Lakes to Woolloongabba).
- Route **66** (UQ Lakes to Royal Brisbane & Women's Hospitals) has permanent extra early morning and late-night route services. Service frequency has been reduced from every 5 minutes to every 10 mins in the afternoon/evening shoulder-peak (between 14:00 to 15:00 and 18:00 to 18:30).
- Route **169** (Eight Mile Plains to UQ Lakes) has changed first and last service times.
- Route **402** (UQ to Toowong) has service frequency reduced from every 10 mins to every 20 mins.

Extra Saturday services will run as required. *HILAIRE FRASER*

## NEW SOUTH WALES



## Snowy Mountains trial services

A new trial bus service in the Snowy Mountains commenced on 6 August, operating on Fridays, Saturdays, and Sundays. Fares are \$20 return and \$10 one-way. Child/Concession fares are \$10 and \$5 respectively. Return fares are only available through online booking. One-way tickets are available to be purchased when boarding the bus, subject to any remaining capacity, with preference given to online bookings. An article on the TransportInfo website pictures a Cooma Coaches vehicle.

The Jindabyne to Perisher service picks up and sets down at four stops in Jindabyne and proceeds to Perisher. Trips leave Jindabyne at 06:20, then every twenty minutes to 10:00, then hourly to 14:00, then at 14:30, 15:40, 16:40 and 17:30. Timetabled journey time is 60 minutes. Trips leave Perisher at 08:50, 09:10, 09:30, 09:50, 10:30, 11:30, 12:00, 13:00, 14:00

then every twenty minutes to 18:00, then 18:30. Timetabled journey time is 65 minutes.

The Jindabyne to Thredbo service also picks up and sets down at four stops in Jindabyne and proceeds to Thredbo. Trips leave Jindabyne at 06:10, then every twenty minutes to 09:50, then hourly to 13:50, then at 14:30, 15:30, 16:30 and 17:20. Timetabled journey time is 60 minutes. Trips leave Thredbo at 08:20, 08:40, 09:00, 09:20, 09:40, 10:20, 11:20, 11:50, 12:50, 13:50, then every twenty minutes to 17:50, then 18:20. Timetabled journey time is 65 minutes.

This level of service will require at least twelve buses to provide the peak service and six buses to provide the off-peak service.

*Editor's note: On 10 September, Transport for NSW (TfNSW) indefinitely suspended this service, numbered in series CLK901-987, "due to COVID restrictions in NSW. The alpine snow resorts are also closed as a result of these restrictions". Online, Transport for NSW said it would "continue to monitor the evolving situation and attempt to reinstate the bus service if possible in the current alpine season, and investigate future opportunities to trial this service again", however in other messaging, it said "the Snowy Mountains bus services have been cancelled and the trial will begin again during the next snow season". HILAIRE FRASER, TRANSPORT FOR NSW*

## Transit Systems: industrial action

On the afternoon of Thursday, 9 September, the majority of bus services throughout Transit Systems' region three bus area were cancelled due to industrial action by staff at its Smithfield depot.

Routes affected included T80, 800, 802, 804, 806, 808, 809, 810X, 811X, 812, 813, 814, 817, 820, 821, 822, 824, and 835.

The cancellations continued into the next morning, although most services had resumed by the Friday evening.

Staff were calling for the implementation of rapid COVID testing in light of the worsening COVID-19 situation in the city.

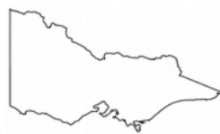
Transport for NSW initially announced it would deploy Rapid Antigen Testing across Transport sites in the state in line with a NSW Health Public Health Order. However the Order was changed some time later, with Transport for NSW announcing subsequently that they would instead conduct a trial of Rapid Antigen Testing at 14 sites across the state, including Transit Systems' Burwood and Kingsgrove bus depots and State Transit's Ryde depot.

In August, the local union, Rail Tram and Bus Union, commenced court proceedings against Transit Systems regarding a pay rise for staff under a 'transitional agreement'. *TRANSPORT FOR NSW, NSW HEALTH, RAIL TRAM & BUS UNION*



Liverpool to Parramatta and return - real-time schedule from the night of Thursday, 9 September (source: Transport for NSW).

## VICTORIA



### The day Melbourne's CBD was cut off

On Saturday, 18 September, public transport services, including regular route buses did not operate into and out of the CBD between 08:00 and 14:00 due to planned anti-lockdown/vaccination protests. See the

Bus Editor's article on pages 3-4 for a look at the impact on local bus services.

## WESTERN AUSTRALIA



### Proposed route changes

Transperth sought feedback from the community in September regarding a proposed routing change for route 107, and the merging of routes 340 and 353. Readers would recall that route 107 was cut back to start at Claremont in July. These proposals were as follows:

#### Route 107

- More direct, hence faster, route via McCabe, Beagle, Manning, Wellington and Palmerston Streets.
- Gibbons, Victoria and Owston Streets will no longer be served by this route.
- Seven-day timetable with services to increase to every 15/20 minutes during peak periods and hourly weekday daytime and on weekends.
- Route deviation on key trips to be provided to maintain service for students of Iona Presentation College Junior Campus.

#### Routes 340 and 353

- Both routes merged to become new 353.
- New 353 to take on the existing 340 route between Dayton and Bassendean via Caversham.
- New 353 to maintain route deviation on key trips for students of Kiara College. Students who use Altona Road will have access to School Special 749, and new route deviations on routes 341 and 342.
- Users on Altona Road and Ivanhoe Street will continue to have access to the bus network with route 955.
- New route 353 to operate seven days a week, with buses every 12 minutes during weekday peak periods, and hourly weekday daytime and on weekends. Additionally, Dayton, Brabham and Caversham passengers would benefit from extended service operating hours on weekday evenings and weekends.

TRANSPERTH, HILAIRE FRASER

## Eastern Suburbs network adjustments

Some adjustments have been made to Perth's bus network, effective from Sunday, 15 August:

- Route **60** Perth-Morley had changes to timings, including improvements to weekend daytime frequency (on Saturdays, from every 20 minutes to every 15 mins, and on Sundays from every 30 mins to every 15 mins).
- Route **114** Perth-Munster now service (towards Perth) stops 10712 (Marmion St after Kirkland Pl) and 10718 (Marmion St before Aldous Pl), and (towards Munster) stops 10733 (Marmion St before Potts St) and 10726 (Marmion St before Norma Rd).
- Route **340** Bassendean-Caversham underwent time changes, and a reduction to the number of route deviations to Perth Vineyards Park.
- Route **341** Morley-Beechboro has two additional weekday trips, replacing withdrawn Route **342** Morley-Beechboro trips. Additionally, two Saturday trips have been withdrawn due to poor patronage.
- Route **343** Morley-Beechboro underwent time changes, and has two additional trips on school days:
  - Departing Morley Bus Station at 07:20 to arrive at Sacramento Av at 07:42, and
  - Departing Sacramento Av at 07:55 to arrive at Morley Bus Station at 08:22
- Route **345** Morley-Bennett Springs underwent time changes, including improvements to Saturday daytime frequency, from every 20 mins to every 15 mins.
- Route **508** Bull Creek-Cannington underwent time changes, while the Saturday 22:57 trip from Cannington has been withdrawn.
- Route **516** Murdoch-Willetton underwent time changes, while the deviations to Jandakot Airport on Saturdays have been withdrawn.
- **CircleRoutes 998** and **999** underwent time changes, with "a small number of trips" no longer operating.
- Routes **100, 101, 177, 178, 179, 204, 205, 206, 207, 208, 210, 211, 212, 219, 220, 223, 228, 229, 231, 232, 233, 243, 244, 245, 250, 251, 252, 253, 254, 341, 342, 344, 346, 347, 371, 506, 507, 509, 515, 517, 518, 519, 523, 527, 537** and **930** also underwent time changes to trips.

In other news, effective from 23 August, new route **520** began operating with one trip on school day afternoons from South Lake Primary School to Cockburn Central railway station via Lakeland Senior High School. In a statement, Transperth said "the retention of this service will require consistent and well-supported patronage". **HILAIRE FRASER, TRANSPERTH**

## CAT goes purple

The state government announced on 2 September that it would be expanding the Perth CAT bus service, to include a new purple CAT service, attributable to a \$12 million budget allocation.

Commencing from 27 February 2022 (the start of the new university year), the zero-fare bus service will operate from Elizabeth Quay bus station to Perth Children's Hospital, Sir Charles Gairdner Hospital and University of Western Australia via Kings Park Road and Thomas Street.

Simultaneously, the government announced that from 5 December, the existing **red CAT** service will have its route extended to Matagarup Bridge and also have its operating hours extended, while the **blue CAT** service would change from a loop service to a traditional point A to point B bi-directional route, operating between Perth Busport and Elizabeth Quay bus station.

Both the **red and blue CAT** services would have their routes extended with up to 20 additional bus stops created.

The government also said that ongoing funding for the additions would come from changes to the Perth Parking Management Regulations. **WA GOVERNMENT**

## NEW ZEALAND



### Auckland: Re-opening concerns

*Stuff Online* reported on concerns held by bus operators on impacts to bus driver availability when the country's borders are re-opened – a result of an expected exodus of migrant drivers keen to return home overseas to their families. However, Auckland Transport's (AT's) Mark Hannan said its operators were already drawing up plans on allocating equitable and staggered leave plans, which it said would therefore not expect enough of a shortage to directly affect service levels.

The local union, First Union Auckland, said the government's Public Transport Operating Model encouraged a race to the bottom on wages, with drivers able to earn up to 50 per cent more per hour driving trucks with just a fraction of the responsibility - "They can literally leave, go down the road, drive a truck and get \$27, \$30, \$32 an hour driving trucks around with no level of responsibility.", said union organiser Gem Pritchard.

According to *Stuff Online*, both Transdev and KiwiRail have no such concerns for their rail operations, while AT's Mr Hannan also said "there is usually a steady stream of people relocating to New Zealand who are looking for employment as drivers". **STUFF.CO.NZ**

## Wellington: Bus driver action concludes

Wellington bus drivers have agreed to a new collective bargaining deal with NZ Bus, ending a protracted fight (as reported previously in *Table Talk*). **DOMINION POST**

## Wellington: Update shows early success

The bus timetable update on July 25, see last month's edition of *Table Talk*, has shown early signs of success in reducing the number of bus cancellations. While July was the third month straight to reach 3000+ total service cancellations, the final week of July netted Tranzurban, the operator with the greatest share of cancellations, with a 67 per cent reduction in the number of cancellations compared to the first week of July. Total network cancellations were down 55 per cent compared to the same period.

Metlink general manager, Scott Gallacher, said "we're starting to see early signs that the timetable changes are having the intended effect".

Across the month of July, NZ Bus and Tranzurban generated a combined 99.7 per cent of total bus trip cancellations across the four Metlink operators. **STUFF.CO.NZ**

ENDS

## FERRY & SHIP NEWS

### NEW SOUTH WALES



### Watsons Bay replacement bus

Watsons Bay wharf was closed between Monday 6 and Friday 17 September for maintenance works. As a result, all **F9** services were truncated to operate between Circular Quay and Rose Bay, with Transdev operating a basic replacement bus, designated **1F9**, between Watsons Bay and Rose Bay.

On weekdays, buses were timetabled to operate on-the-hour, every hour 10:00-16:00 (inclusive) from Watsons Bay, and hourly 10:03-16:03 (inclusive) from Rose Bay. This was in place of the half-hourly timetabled ferry service.

During the sole weekend involved, buses were timetabled to operate hourly 08:00-20:00 from Watsons Bay and 08:03-20:03 from Rose Bay.

Departing Rose Bay Pontoon, the bus ran along New South Head Road, turned right onto Towns Road, left onto Old South Head Road, right Robertson Place,

then left onto Military Road with a 17-minute journey time (20 mins in the opposite direction).

Outside the hourly replacement service, and post-20:00 hours on the weekend, passengers could use State Transit bus routes 324 and 325. **TRANSPORT FOR NSW**

## Harbour City Ferries – COVID impacts

In addition to the temporary reduced ferry timetables described in last month's edition of *Table Talk*, "due to Public Health Orders", the F8 Cockatoo Island route ferries are not berthing at Cockatoo Island – hence they have been truncated to operate between Circular Quay and Woolwich until further notice. **TRANSPORT FOR NSW**

## TASMANIA



### Spirit impacted by COVID

The Spirit of Tasmania found itself forced to cancel services after ten crew members had to go into isolation on Friday, 24 September in Devonport over being close contacts with a positive case (reported to be a TT-Line contractor).

The sailing that night from Devonport was postponed, with the rest of the crew onboard considered "very low-risk" with COVID tests conducted the next morning, while the passengers on board were given the option of either remaining in their rooms or disembarking, with no testing "at this stage" (Saturday morning) due to the existing safety measures. However, freight and private vehicles had been stopped from being unloaded from the ferry, due to safety reasons.

The next morning, Tasmanian Premier Peter Gutwein addressed the situation, saying that 17 people in total had been found to be close contacts of the case, with 11 in Tasmania, and all of those 11 had returned a negative result, although they would each be quarantined for 14 days and conduct further tests during that period. He said, "If Delta gets loose here, people will die and so I'm so very pleased we're in the position we are today of being able to provide a positive outcome in terms of what occurred. This is a demonstration that systems are working".

Meanwhile, that same night, a sailing had departed Melbourne, however returned to port soon after, with Vic Health managing that situation.

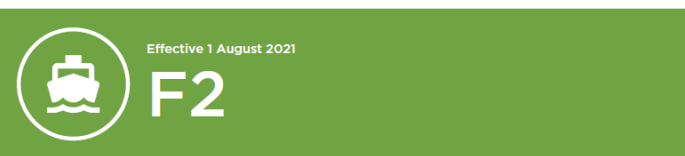
Spirit of Tasmania was expected to resume operating on the night of Sunday, 26 September.

Source supplied by - **ROSS MORRISON**

Source - **LAUNCESTON EXAMINER**

## Hobart ferry trial

As reported on in last month's edition of *Table Talk*, the timetable for the River Derwent ferry trial is provided below:



### F2 from Hobart towards Bellerive

Monday to Friday (excluding public holidays)								
map ref	Route number	F2	F2	F2	F2	F2	F2	F2
		am	am	am	pm	pm	pm	pm
A	Brooke St Pier	7:20	8:00	8:40	3:50	4:30	5:10	5:50
B	Bellerive Pier	7:35	8:15	8:55	4:05	4:45	5:25	6:05

### F2 from Bellerive towards Hobart

Monday to Friday (excluding public holidays)								
map ref	Route number	F2	F2	F2	F2	F2	F2	F2
		am	am	am	am	am	pm	pm
B	Bellerive Pier	6:20	7:00	7:40	8:20	9:00	4:10	4:50
A	Brooke St Pier	6:35	7:15	7:55	8:35	9:15	4:25	5:05

(source: Tasmanian transport department).

## NEW ZEALAND



### Auckland: Reliability concerns

The Fullers360 ferry service experienced an increase in service cancellations in July as a result of a mix of bad weather, fleet maintenance issues, and staff shortages. The operator had four vessels out of planned service awaiting parts.

In an update to local councillors, reported by *Stuff Online*, Auckland Transport responded to concerns by saying "Fullers have low skipper availability due to turnover and recruitment constraints, which have been market-driven", while it believed Fullers360 was focused on addressing the problems, and had created a new role to improve maritime staff recruitment, as well as looking at expanding duty times for maintenance staff. **STUFF.CO.NZ**

ENDS

## AIR NEWS

### DOMESTIC



### Virgin boosts capacity

Virgin Australia confirmed in August it will lease nine Boeing 737s, to come online by March next year, as it anticipates pent-up demand for domestic air travel caused by many months of COVID travel restrictions.

The non-essential travel restrictions are anticipated to be gradually eased across the remainder of the year as part of the National Plan agreed to by federal and state/territory governments - as the numbers of fully vaccinated people pass 70 and 80 per cent of the population eligible for vaccination.

Following the restructure of Virgin, which included the dissolution of Tigerair and Virgin's international division, Virgin's market share fell from 37 to 25 per cent. Meanwhile, according to Macquarie research, market leader Qantas boosted their market share from 60 to 70 per cent.

New Virgin chief executive Jayne Hrdlicka said this would ensure the airline could re-capture some of that lost market share, towards their target of 33 per cent - "These extra aircraft are an important part of our planning and ensure we're ready to ramp up flying and meet the pent-up demand for domestic travel as soon as the opportunity presents itself".

In its full-year results announcement to shareholders in August, Qantas chief executive Alan Joyce anticipated that domestic borders would reopen by December, with expectation that Qantas would reach 38 per cent of pre-COVID flight capacity in the September quarter, and 52 per cent in the December quarter. **SYDNEY MORNING HERALD**

### QantasLink launches new routes

QantasLink announced it started operating flights between Adelaide and Townsville from Monday, 13 September. Using an Embraer E190, it is now operating three weekly return flights. The aircraft comes from a May agreement with Alliance Airlines, opening the company up to operating routes it says it would otherwise be nonviable to operate with the other aircraft in its fleet. Qantas said this new route was supported by Adelaide Airport, Queensland Airports and the South Australian government.

Meanwhile, from 1 November, QantasLink will start operating three weekly return services between Brisbane and Launceston until the end of March 2022 using its existing Boeing 717 aircraft. The same month, Jetstar plans to add two extra weekly return flights on this route using its Airbus A320 aircraft.

Source supplied by – ROSS MORRISON  
Source – QANTAS

## INTERNATIONAL



### Qantas plans international reopening

Qantas recently said it was expecting the country's international borders to re-open by December as COVID-19 vaccination rates climb across the country. Chief executive Alan Joyce reiterated that this is planned to occur once the country reaches 80 per cent fully vaccinated.

Qantas announced that it is planning for the following routes to resume from between 18 and 20 December:

- Sydney/Melbourne-London,
- Sydney/Melbourne/Brisbane-Los Angeles,
- Sydney-Honolulu,
- Sydney-Vancouver,
- Sydney/Melbourne/Brisbane-Singapore,
- Sydney-Tokyo,
- Sydney-Fiji.

The airline also announced it had brought forward its plans to resume operating its' A380s to July 2022.

Air Canada has also announced it plans to fly on the Sydney-Vancouver route from 17 December.

Source supplied by – ROSS MORRISON

Source - TRAVELLER.COM

### SIA cuts flights

Singapore Airlines will not operate dozens of anticipated flights into Australia over the next few months due to what it claims is uncertainty over existing passenger caps into the country.

This means that at least one flight per day has been removed that it hoped to operate based on plans for an Australia-Singapore travel bubble, which ran aground due to Australia's COVID-19 delta outbreak from June. As tickets had already been sold for these services, buyers now have to make alternative arrangements.

Sources supplied by – ROSS MORRISON

Sources - TRAVELLER.COM, SYDNEY MORNING HERALD

### America to end COVID travel ban

The White House announced that it plans to end its non-essential travel ban for fully vaccinated people in November. However, a negative COVID-19 test result within three days of departure will still be required. Meanwhile, *Samchui.com* reports that the Centre for Disease Control (CDC) will shortly issue a contact tracing order, where airlines must keep key contact information for every traveller.

British Airways said in a statement, that following the announcement by the Biden Administration, it experienced a near 700 per cent increase in search requests for key US destinations compared to the previous week. **SAMCHUI.COM**

ENDS

## About *Table Talk*

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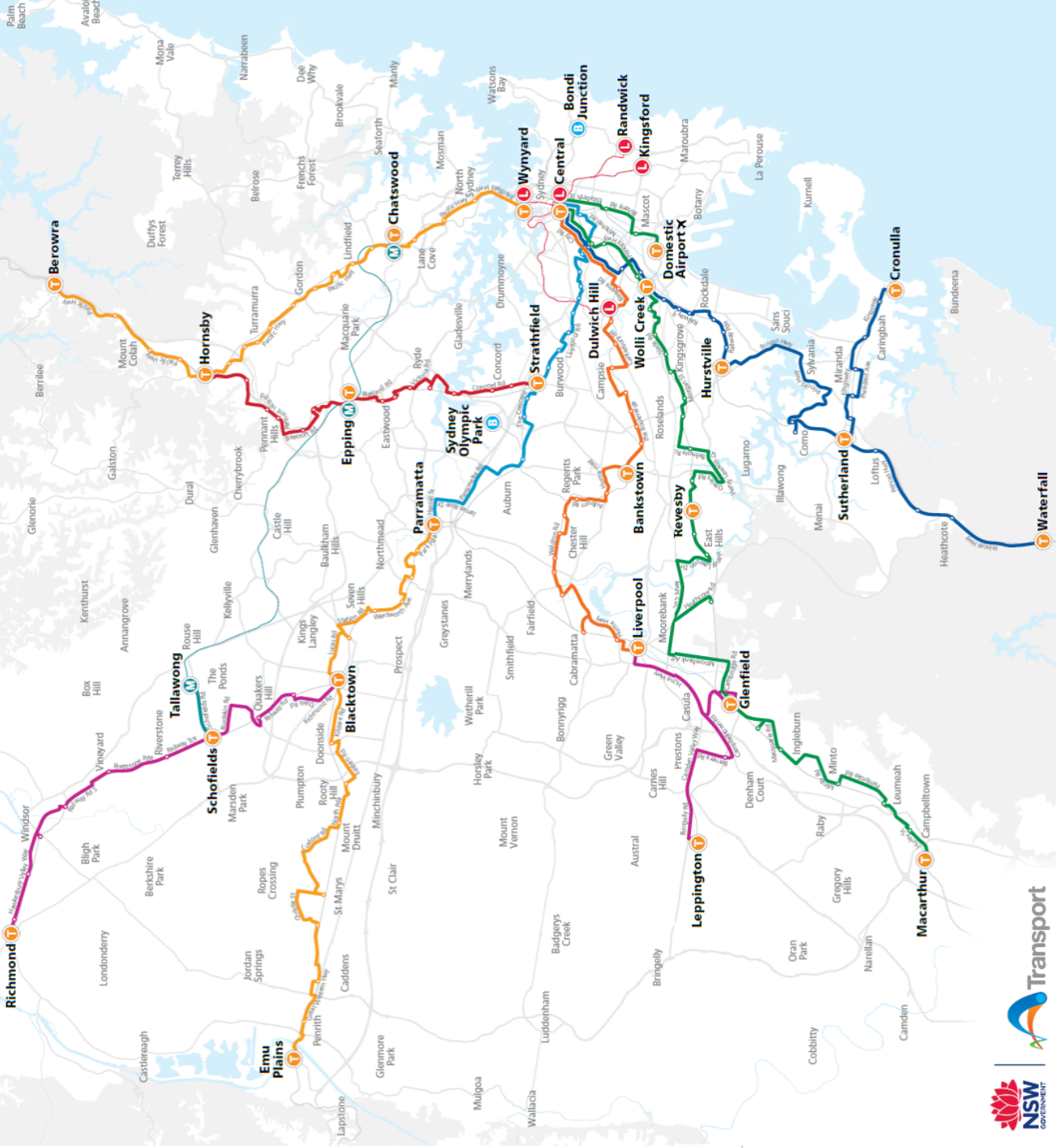
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# Sydney Trains replacement network map



## Key - train replacement bus routes

- Berowra to Hornsby
- Hornsby to Strathfield
- Hornsby to Epping
- Hornsby to Chatswood
- Chatswood to Wynyard
- Emu Plains to Blacktown
- Richmond to Blacktown
- Schofields to Tallawong
- Parramatta to Central via Strathfield
- Blacktown to Parramatta
- Leppington to Liverpool
- Liverpool to Bankstown
- Bankstown to Central
- Macarthur to Glenfield
- Glenfield to Central
- Cronulla to Sutherland
- Waterfall to Sutherland
- Sutherland to Central via Hurstville
- Domestic Airport to Central

Note: services will run in both directions

Bus stops (indicative)

## Key - transport modes

- Train line & station
- Metro line & station
- Light Rail line & stop

Regular route bus connections available



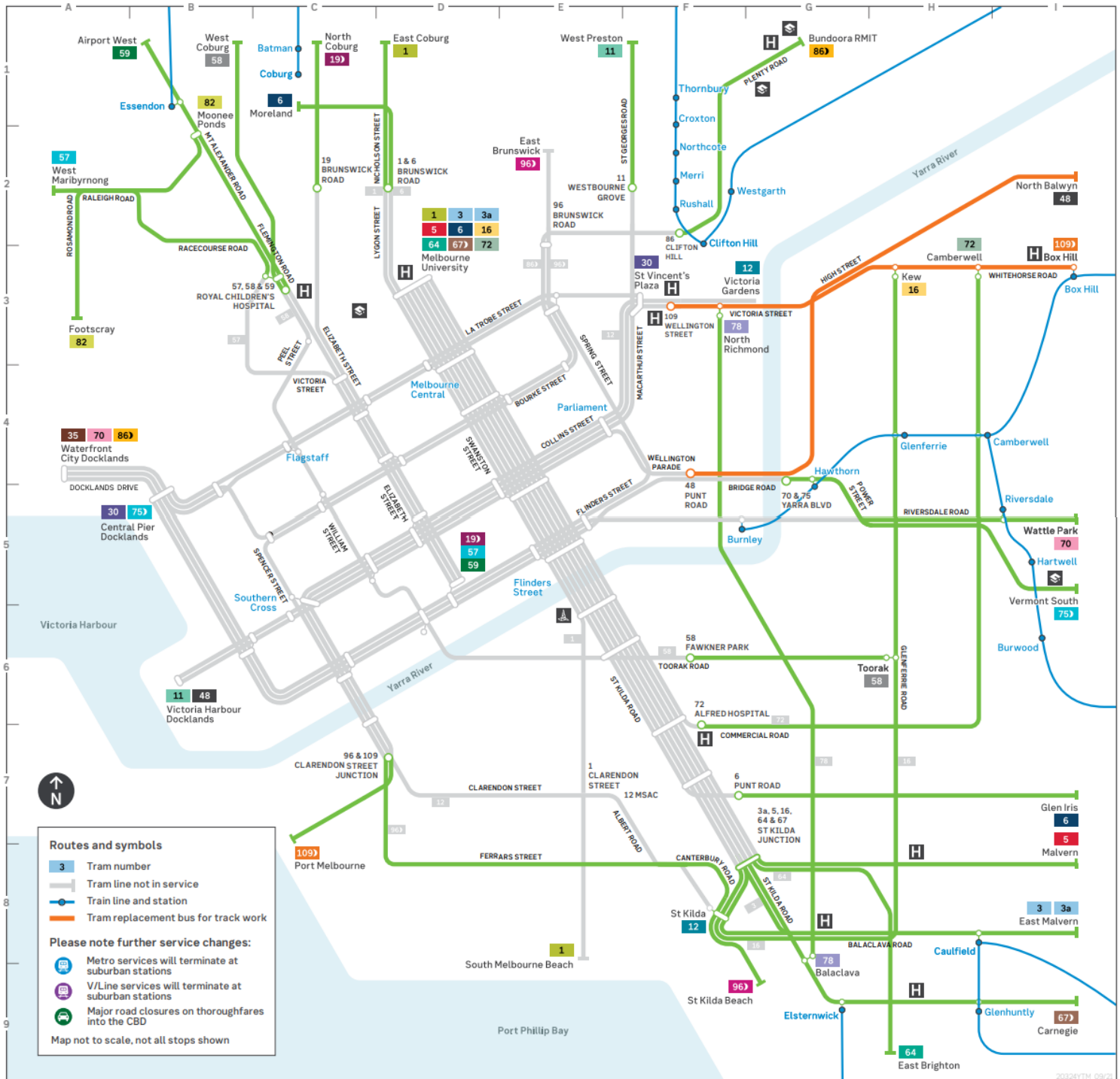
Plan your trip at [transportnsw.info](http://transportnsw.info)

# Major transport disruption to CBD services

(greyed routes and lines not running)



18 September from 8am



Disrupted Melbourne CBD services on Saturday, 18 September (source: Public Transport Victoria).

Table Talk is a production of the **Australian Timetable Association**