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TABLE TALK

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RAIL & TRAM NEWS

NATIONAL



Inland Rail

Further to last month's item, criticism of the Inland Rail project has also come from NSW stakeholders. Wagga Wagga City Council, in southern New South Wales, provided a 25-odd page reply in September to Inland Rail's 4,000-page Environmental Impact Statement (EIS) for the **Albury to Illabo** section of the project, due to risks it believes residents will be exposed to from the project.

Deputy mayor Jenny McKinnon said "there is no advantage... in this [line] coming through the centre of the city unless [the issues] are addressed".

Council claims the Statement is incomplete, inaccurate, and that consultation with Council was limited, leading to incomplete data and poor conclusions in the EIS. For example, within the Traffic and Transport Technical Paper, it said a 1,800 metre long train operating through at 80 kilometres per hour would see level crossings in the city close for just two minutes each time, however Council had found closure times of up to four minutes for a train under 1,000 metres long at the Bourke/Docker Streets level crossing.

"Our staff actually went and did train counts, also speed counts of the freight trains to pass through those level crossings and we found our data was very, very different" Ms McKinnon said.

Councillor Richard Foley told WIN News that the line needs a bypass to the south of the city - "we need a bypass, and it needs to go around the south, in my view, to properly ring this city, and hook it up to the SAP (Special Activation Precinct), which has been an excellent investment by the state government".

The state government announced Wagga Wagga as a Special Activation Precinct in January 2019, aiming to capitalise on Inland Rail to grow manufacturing, agribusiness and logistics to the city. It is one of six such SAPs announced to date. A Master Plan came into effect on 21 May 2021, providing a blueprint for growth of local industry over the next 40 years, which will expand on the existing Bomen Business Park to the north of the city centre.

However, ABC News reports on more positive word from neighbouring Junee Shire Council, with its general manager saying "From the level of consultation that we've been receiving from the ARTC, it's been very good. it's been open and come back to council many times and most issues have been resolved".

On 7 October, Dr Kerry Schott was appointed to undertake an independent review of the Inland Rail project, including the governance and program delivery approaches as well as future delivery of the project and assessment of options for new intermodal terminals to be built in Melbourne and Brisbane. **WIN NEWS RIVERINA, ABC NEWS, NSW PLANNING, INLAND RAIL**

QUEENSLAND



Cross River Rail: Early October shutdown

The October school holidays were associated with a 9-day rail shutdown to enable continuation of major Cross River Rail works, between 1 and 9 October.

The Queens' Birthday long weekend (1-3 Oct) saw Beenleigh line services terminate at Banoon, Gold Coast line at Beenleigh, and Cleveland line at Cannon Hill, with buses then through into the city. Buses also operated from Beenleigh through to the city, avoiding the need for passengers to change trains at Beenleigh then change again for buses at Cannon Hill. Shorncliffe services were cancelled outright (with buses operating through the city and across to Cannon Hill), while Ferny Grove trains operated through to South Bank. Airport services instead ran from Airport stations to Eagle Junction then express to Northgate then through to Nambour/Caboolture. Trains on the Doomben line only operated on 1 October between Doomben and Eagle Junction. Ipswich/Rosewood/Springfield line services ran as far as Bowen Hills, with buses thereafter to Northgate. Redcliffe/Gympie North services ran into the city as far as Northgate.

The mid-week shutdown (4-7 Oct) saw buses replace trains between Roma Street, Park Road and Yeerongpilly, with express trains operating on Gold Coast (GC)/Airport line via Tennyson loop. Due to the diversion, city-bound Beenleigh and GC/Airport services were timetabled to depart stations earlier than normal, while outbound services departed the city on time, but arrived at other stops later than normal from the additional travel time.

The second weekend shutdown (8-9 Oct) saw buses replace trains between Ferny Grove, Park Road and Moorooka. Beenleigh and GC/Airport services continued to operate express via Tennyson loop, however a difference here for the Beenleigh line was that services towards the city instead departed later than the normal timetable. **TRANSLINK**

NEW SOUTH WALES



Sydney Trains: Timetable updates

A new Sydney Trains Standard Working Timetable (SWTT) came into effect on Sunday 23 October, designated as version 10.05. The revised timetable includes minor alterations to some services as well as the continuation of various rollingstock projects necessitating consist alterations and trip renumbering of some trips.

Transport for NSW has advised that one weekday passenger service has adjusted departure times - the 07:41 Leppington to City Circle via Granville train now departs Canley Vale, Guildford and Merrylands stations one minute earlier.

A new SWTT is then due to come into effect from Saturday 19 November, designated as version 10.15. The revised timetable includes minor alterations to some services, asset rationalisation at East Hills, introduction of *More Trains, More Services* infrastructure at Hurstville, re-introduction of crossover/turnback facilities at Campsie, and the continuation of various rollingstock projects necessitating consist alterations and trip renumbering of some trips. **SYDNEY TRAINS, TRANSPORT FOR NSW, ARTC**

Moss Vale-Unanderra reopening

ARTC advised that from 12:00 Tuesday 4 October, the Unanderra to Moss Vale line reopened to regular rail traffic. The line had been closed for nearly seven months (*Table Talk*, June 2022, p. 1). ARTC also advised that the accomplishment of embankment stability works at Dombarton has seen the decommissioning of a slip detector there.

Meanwhile, the ARTC has also updated its network Master Train Plan, effective from 23 October. **ARTC**

Southern Highlands Overtaking Opportunities

ARTC has provided two Review of Environmental Factors reports for its \$41.5 million (federally funded) "Southern Highlands Overtaking Opportunities" project.

The project is planned to involve the construction of two high speed "double crossovers" at each of Warai (south of Moss Vale, located around the bend near Burnhams Lane) and Joppa Junction (located immediately south of the Hume Highway overpass), to allow freight services of up to 1,800 metres long to be held on either main line, and bypassed by prioritised rail traffic, including passenger services. This method of working also avoids the need to construct passing loops at these locations.

ARTC already has such capabilities at Yass Junction and Jindalee. According to ARTC, a 2021 pre-concept assessment of locations for such infrastructure deemed stretches of track in Goulburn, Maldon/Picton and Aylmerton as unsuitable.

In communications, a proponent from ARTC has said that it expects northbound intermodal freight services to experience reduced travel times of up to 39 minutes and the transition of up to 1.2 per cent of Sydney to Melbourne corridor freight from road to rail as a result of the project.

ARTC advises it expects these eight crossovers, signal infrastructure & control systems updates, and minor track elevation adjustments, to take two years for construction and commissioning, to be operational from fourth quarter 2024. **ARTC**

Southern Highlands: Trackwork

On consecutive Saturdays, from 15 October to 26 November, between 10:00 and 16:00, Australian Rail Track Corporation (ARTC) is undertaking line maintenance between Campbelltown and Moss Vale.

Impacted local services include the 10:09, 12:09 & 14:09 ex Campbelltown, and the 10:35, 12:05 & 13:52 ex Moss Vale. The Canberra XPT services (11:55 CAN-SYD and 12:06 SYD-CAN) are replaced by coaches along the entire route. Interestingly, the public announcement on Transport for NSW's public information website also provides the run numbers of each service. **TRANSPORT FOR NSW, ARTC**

Hunter Regional Transport Plan

The state government announced the publication of a draft blueprint for transport planning across the Hunter region for the next 20 years. Community consultation is open at <https://yoursay.transport.nsw.gov.au/hunter-regional-transport-plan> until Friday 11 November.

Plans for the region include extension of the light rail line west through to Broadmeadow, extension of the Stockton Ferry service out to Wickham, potential electrification of the heavy rail line out to Maitland to support increased population and rail services, restoring the rail line out to Cessnock via Kurri Kurri for passenger service, new North Coast Line rail alignment between Hexham and Stroud Road (bypassing Maitland and Dungog), and a trial of a hydrogen-powered train along the Dungog line.

According to the Plan, Transport for NSW has already commenced planning for a 'Rapid Bus Package' of high-frequency services along key corridors and will investigate a "Bus Headstart Program" to encourage bus use between new residential growth spots and strategic hubs.

The Plan also acknowledges the existing Lower Hunter Freight Corridor project, which would enable a reliable increase to passenger services from the diversion of freight trains.

Figures from the Department of Planning and Environment project that Cessnock local government area's population will rise 33 per cent to 80,000 between 2021 and 2041, while Maitland's will rise 22 per cent to 105,000 residents. In 2041, Newcastle city is expected to have an additional 27,000 residents (up 16 per cent) while Dungog would remain stagnant (9,000) and Upper Hunter, at 12,700 will have lost 10 per cent. National Census data from 2016 also showed that 91 per cent of all trips by the region's residents were made by private vehicle. **JIM WELLS, NEWCASTLE HERALD**

Inner West: Broken trams returning

Transport for NSW has confirmed that all trams involved in the Inner West Light Rail (L1) fleet issue from 2021 will soon return to service. As of the 1-3 October long weekend, five Urbos 3 trams had since resumed operating along the line, while the remaining seven were undergoing pre-commissioning tests.

A spokesperson said that by the end of November, all repaired trams would be back on the rails, enabling L1 services (Central-Dulwich Hill) to resume operating to the normal timetable for the first time in over twelve months.

At the time, the interim Transport Minister, Rob Stokes, had said that the trams were estimated to be out of action for up to 18 months (*Table Talk*, Dec 2021, p. 2). Replacement buses were operating along the line until the commencement of the use of Alstom (L2/L3) rollingstock back in February (*TT*, March 2022, p. 4), which was possible only upon the reconfiguration of

some infrastructure to make those trams compatible.

Transport later announced that from 06:00 **Monday 24 October**, L1 services would receive an increase in service frequency along the entire length of the line during peak periods. On weekdays, services would run every 10 minutes 07:00-10:00 and 15:00-18:00, while weekend services would operate every 10 minutes during “busy periods” (10:15-17:15). End-to-end services would run every 15 minutes at other operational times. All fares continue to be charged at a 30 per cent discount on the line for the foreseeable future.

Meanwhile, Transport for NSW continues to advise that overnight (00:00-05:00) services between Central and The Star (which operated until the 2020 COVID-19 lockdown) continue to be suspended. **NINE NEWS, TABLE TALK, TRANSPORT FOR NSW**

VICTORIA



VLocity sets roll onto Shepparton line

V/Line announced that from Sunday 23 October, simultaneously with the commencement of a revised train timetable, all services on the Shepparton line would consist of VLocity rollingstock.

The revised timetable includes added stops for Heathcote Junction, Tallarook and Donnybrook stations.

Station and track upgrades have been complemented by upgrades at 14 level crossings along the line to facilitate the safe operation of these trains. **DENNIS McLEAN, V/LINE**

Disruption

The month of October saw significant impact from rainfall and flooding on the operation of the state’s network.

On 14 October, route 57 and 82 **trams** were truncated, with no services between Melbourne Showgrounds and West Maribyrnong or stop 48 on Wests Road and Moonee Ponds.

As of the same date, all **V/Line** rail services out of Melbourne to Seymour, Shepparton, and Albury were suspended, with no coach replacement. Melbourne-Bendigo were services were also initially suspended but returned later in the day, with delays due to speed restrictions, while taxis were provided for local passengers between Bendigo and Eaglehawk/Epsom. Also included were services between Bendigo and Swan Hill/Echuca. Warrnambool line services between Warrnambool and Waurin Ponds were also suspended - coach replacement also not initially available, although that was being reassessed with each timetabled service. Furthermore, most timetabled coach services were cancelled across the state.

As at 18 October, **V/Line** services were still significantly impacted from availability of roads and rail lines from flooding, with impacted passengers encouraged to “defer non-essential travel”. Seymour and (slower) Albury line services were operating, while Shepparton line had no service. Bendigo line services only operated between Bendigo and Melbourne, with no services out to Epsom/Echuca or Eaglehawk/Swan Hill. Other rail lines had “limited impacts”. Timetabled coach services were operating as follows:

Interstate

- Melbourne – Bendigo – Adelaide (Daylink): Operating between Adelaide and Horsham only.
- Sydney – Albury – Adelaide (Speedlink): Not operating.

Cross-region

- Albury – Mildura (Murraylink): Not operating.
- Ballarat – Bendigo – Swan Hill – Mildura: The Swan Hill to Mildura service is operating.
- Albury – Shepparton – Bendigo: Not operating.

North Eastern

- Melbourne – Seymour – Albury: Not operating.
- Melbourne – Shepparton – Cobram – Tocumwal – Griffith: Not operating.
- Melbourne – Benalla – Yarrawonga – Mulwala: Not operating.

Northern

- Melbourne – Bendigo – Swan Hill – Mildura: Operating Swan Hill to Mildura only.
- Melbourne – Echuca – Moama: Not operating.
- Melbourne – Bendigo – Charlton – Sea Lake: Not operating.
- Melbourne – Bendigo – Wedderburn – Swan Hill: Not operating.
- Melbourne – Echuca – Moama – Deniliquin: Not operating.
- Melbourne – Heathcote – Rochester – Cohuna – Barham: Not operating.
- Melbourne – Kyabram – Shepparton – Nathalia – Barmah: Not operating.

In the following days, various circulars were issued by V/Line to ensure service levels across the open network, including alterations to consist changes and truncated services. A circular was issued for the cancellation of Shepparton line train services from Sunday 23 October for the remainder of the month, although coach replacement was expected. **ROSS MORRISON, LEN REGAN, PUBLIC TRANSPORT VICTORIA, V/LINE**

WESTERN AUSTRALIA



Perth: Airport line opens

With the opening of the new Airport line on Sunday 9 October was a bunch of new timetables and an easier way of travelling to/from the airport.

The **Airport** line timetable effective Monday 10 October provides for all stations services between High Wycombe (HW) and Claremont. The timetable also provides for some HW-Perth shortworkings (designated as “P” stopping pattern in the timetable) in early mornings and late nights. Services operate every 12 minutes in AM and PM peaks, every 15 minutes intra-day and weekends, and average half-hourly late night, with no train airport service between 00/01:00 and 05:30 (weekdays)/06:00 (Sat)/07:30 (Sun). An excerpt from the weekday peak towards Perth is provided on page four.

The **Fremantle** and **Midland** timetables were also revised from the same date to accommodate sharing of the corridor with the Airport line services for much of their

To Claremont

	Pattern	High Wycombe 995561	Airport Central 993551	Redcliffe 995541	Bayswater 99461	Meltham 99451	Maylands 99441	Mt Lawley 99431	East Perth 99421	Claisebrook 99023	McIver 99013	Perth 99007	City West 99202	West Leederville 99212	Subiaco 99222	Daglish 99232	Shenton Park 99242	Karrakatta 99252	Loch Street 99262	Claremont 99282
Monday to Friday																				
am	5:42	5:45	5:48	5:52	5:54	5:55	5:57	5:59	6:01	6:02	6:07	6:09	6:11	6:12	6:14	6:16	6:18	6:19	6:21	
	5:57	6:00	6:03	6:07	6:09	6:10	6:12	6:14	6:16	6:17	6:22	6:24	6:26	6:27	6:29	6:31	6:33	6:34	6:36	
	6:12	6:15	6:18	6:22	6:24	6:26	6:28	6:30	6:32	6:33	6:37	6:39	6:41	6:42	6:44	6:46	6:48	6:49	6:51	
	6:27	6:30	6:33	6:37	6:39	6:41	6:43	6:45	6:47	6:48	6:52	6:54	6:56	6:57	6:59	7:01	7:03	7:04	7:06	
	6:42	6:45	6:48	6:52	6:54	6:56	6:58	7:00	7:02	7:03	7:06	7:08	7:10	7:11	7:13	7:15	7:17	7:18	7:20	
	6:54	6:57	7:00	7:04	7:06	7:08	7:10	7:12	7:14	7:15	7:18	7:20	7:22	7:23	7:25	7:27	7:29	7:30	7:32	
	7:06	7:09	7:12	7:16	7:18	7:20	7:22	7:24	7:26	7:27	7:30	7:32	7:34	7:35	7:37	7:39	7:41	7:42	7:44	
	7:18	7:21	7:24	7:28	7:30	7:32	7:34	7:36	7:38	7:39	7:42	7:44	7:46	7:47	7:49	7:51	7:53	7:54	7:56	
	7:30	7:33	7:36	7:40	7:42	7:44	7:46	7:48	7:50	7:51	7:54	7:56	7:58	7:59	8:01	8:03	8:05	8:06	8:08	
	7:42	7:45	7:48	7:52	7:54	7:56	7:58	8:00	8:02	8:03	8:06	8:08	8:10	8:11	8:13	8:15	8:17	8:18	8:20	
	7:54	7:57	8:00	8:04	8:06	8:08	8:10	8:12	8:14	8:15	8:18	8:20	8:22	8:23	8:25	8:27	8:29	8:30	8:32	
	8:06	8:09	8:12	8:16	8:18	8:20	8:22	8:24	8:26	8:27	8:30	8:32	8:34	8:35	8:37	8:39	8:41	8:42	8:44	
	8:18	8:21	8:24	8:28	8:30	8:32	8:34	8:36	8:38	8:39	8:42	8:44	8:46	8:47	8:49	8:51	8:53	8:54	8:56	
	8:30	8:33	8:36	8:40	8:42	8:44	8:46	8:48	8:50	8:51	8:54	8:56	8:58	8:59	9:01	9:03	9:05	9:06	9:08	
	8:42	8:45	8:48	8:52	8:54	8:56	8:58	9:00	9:02	9:03	9:06	9:08	9:10	9:11	9:13	9:15	9:17	9:18	9:20	
	8:54	8:57	9:00	9:04	9:06	9:08	9:10	9:12	9:14	9:15	9:18	9:20	9:22	9:23	9:25	9:27	9:29	9:30	9:32	
	9:06	9:09	9:12	9:16	9:18	9:20	9:22	9:24	9:26	9:27	9:30	9:32	9:34	9:35	9:37	9:39	9:41	9:42	9:44	
	9:18	9:21	9:24	9:28	9:30	9:32	9:34	9:36	9:38	9:39	9:42	9:44	9:46	9:47	9:49	9:51	9:53	9:54	9:56	
	9:31	9:34	9:37	9:41	9:43	9:44	9:46	9:48	9:50	9:51	9:54	9:56	9:58	9:59	10:01	10:03	10:05	10:06	10:08	
	9:43	9:46	9:49	9:53	9:55	9:56	9:58	10:00	10:02	10:03	10:07	10:09	10:11	10:12	10:14	10:16	10:18	10:19	10:21	
9:57	10:00	10:03	10:07	10:09	10:10	10:12	10:14	10:16	10:17	10:22	10:24	10:26	10:27	10:29	10:31	10:33	10:34	10:36		
Then at the following minutes past each hour																				
	:12	:15	:18	:22	:24	:25	:27	:29	:31	:32	:37	:39	:41	:42	:44	:46	:48	:49	:51	
	:27	:30	:33	:37	:39	:40	:42	:44	:46	:47	:52	:54	:56	:57	:59	:01	:03	:04	:06	
	:42	:45	:48	:52	:54	:55	:57	:59	:01	:02	:07	:09	:11	:12	:14	:16	:18	:19	:21	
	:57	:00	:03	:07	:09	:10	:12	:14	:16	:17	:22	:24	:26	:27	:29	:31	:33	:34	:36	
Until pm	2:12	2:15	2:18	2:22	2:24	2:25	2:27	2:29	2:31	2:32	2:37	2:39	2:41	2:42	2:44	2:46	2:48	2:49	2:51	
	2:27	2:30	2:33	2:37	2:39	2:40	2:42	2:44	2:46	2:47	2:52	2:54	2:56	2:57	2:59	3:01	3:03	3:04	3:06	
	2:42	2:45	2:48	2:52	2:54	2:55	2:57	2:59	3:01	3:02	3:06	3:08	3:10	3:11	3:13	3:15	3:17	3:18	3:20	
	2:55	2:58	3:01	3:05	3:07	3:08	3:10	3:12	3:14	3:15	3:18	3:20	3:22	3:23	3:25	3:27	3:29	3:30	3:32	
	3:07	3:10	3:13	3:17	3:19	3:20	3:22	3:24	3:26	3:27	3:30	3:32	3:34	3:35	3:37	3:39	3:41	3:42	3:44	

Excerpt Perth Airport Line timetable (source: Transperth).

respective routes. Service levels at stations served by both Airport and either Fremantle or Midland lines (between Claremont and Bayswater) effectively receive double the number of services than those outside the inner-city corridor. These two timetables also contain new short-workings, that are really just the Airport line services. Conversely, the Airport line timetable does not include Midland or Fremantle line services.

All other Transperth rail line timetables have also been reissued, effective from the same date, while Transwa's Prospector and MerredinLink/AvonLink timetables were also simultaneously re-issued, effective Sunday 9 October. The Australind timetable has not been touched, dated effective from Friday 12 August. **TRANSPERTH, TRANSWA**

infrastructure project at Shady Grove to allow them to bring them back into service.

The report looked at how the car wheels and axles were put together and the amount of force the track places on wheel flanges. It suggested that WMATA's turnouts might have flangeways that are too narrow or are more restrictive than they need to be. The report said that improperly installed restraining rails could cause the wheels of the rail cars to shift.

This is on top of an internal report conducted June 2022, reviewing work from 2021 and 2000, which reported that quality assurance inspectors had not agreed with WMATA's standards for restraining rails, and had recommended that the agency undertake an engineering study and revise track design criteria. **RT&S MAGAZINE**

INTERNATIONAL

US: Washington Metro

A 2015 report suggests that the main cause of wheel issues amongst its 7000-series rollingstock may not have been the wheels themselves, but instead the rail at turnouts.

The network's operating agency, Washington Metropolitan Area Transit Authority, was forced to withdraw these trains, which comprise more than half of its fleet, for months due to wheel issues (*Table Talk*, Dec 2021, p. 7).

The sudden fleet withdrawal meant an immediate and significant reduction in service levels, with services initially running just every 30 minutes on most lines, while the agency then hastily tried to bring older trains back into service, even disrupting a significant station

France: Paper tickets taken out

The French capital, Paris, is now removing the last paper train tickets from its underground railway lines. Over 120 years since their introduction (albeit in various guises over that time), the Metro underground will phase out all ticket-issuing machines by 2025, upon which it will only accept contactless methods, including smartcard and electronic devices.

The move was previously planned to be completed in 2021, however the pandemic and a global microchip shortage postponed this plan. A spokesperson for authority Ile de France Mobilites said "We were in a hurry but the chip crisis slowed us down".

New York's Metropolitan Transit Authority has also recently confirmed that it will withdraw its MetroCard ticketing system with the contactless black-and-white OMNY system by the end of next year. **EURO NEWS, THE GUARDIAN, CBS NEWS**

EU warns Dutch over direct award

The European Union (EU)'s European Commission has warned the Dutch government that a direct award of a rail operating contract for its Main Line Network to Netherlands Railways (Nederlandse Spoorwegen) would be "a serious risk of breaching EU law".

According to *International Rail Journal* (IRJ), EU member states have a large margin of discretion in establishing the characteristics of the passenger services they wish to see provided in the general interest. But the EU Transport Commissioner also points out that under EU law, they must carry out market analysis to determine which services can be operated commercially before letting the rest under PSO (public service obligation) contracts. The Commissioner says that the fact that the Main Line Network would see the operator paying a fee to the government strongly suggests that some of these services could be provided by the market, yet no market analysis has been undertaken.

The contract covers 95 per cent of the country's rail patronage (on a passenger-kilometre basis), while the new contract, commencing January 2025 for a period of 10 years, would coincide with the implementation of a new operating timetable.

The EU's Fourth Railway Package provides a period, ending on 24 December 2023, for member states to make direct awards for a period no longer than ten years. The Commissioner also says it is unclear why the award is being made at such an early time, particularly as the awardee is the incumbent operator.

The EU's interest in this case has come from "substantiated complaints" from a number of operators wishing to operate in the Netherlands with reference to the Package, while the Netherlands Federation of Transport Companies, which represents local operators such as Arriva, Transdev and Keolis, fought the award through the Dutch courts, before they were referred to the European Court of Justice in late 2020. They argue to intention behind the Package was for all awards to have commenced by this date rather than simply awarded.
INTERNATIONAL RAIL JOURNAL

Switzerland: World's longest passenger train

The Rhaetian Railway said that it has set the record for the longest running passenger train in the world (by length).

The October effort involved 25 multiple-unit trains joined together for a 100-carriage service to mark the 175th anniversary of the Swiss railway.

The service ran through the Alps to Graubunden. A video reel is available on The Daily Mail website, digital readers can click the source link - **THE DAILY MAIL**.



The 6,266 foot train snakes through the countryside (source: Daily Mail).

Tanzania/Zambia: Services resume

The Tanzania-Zambia Railway Authority (TAZARA) resumed operating regular cross-border services on Tuesday 18 October between Dar es Salaam and New Kapiri-Mposhi, following over two years of suspension (since March 2020) caused by the pandemic.

A freight train derailment in Zambia on 22 September, as well as an assessment and repairs of the Chambeshi Bridge following a separate freight train incident in May 2021, and led to further delays in the resumption of passenger services. **TAZARA**



(Source: TAZARA)

Cambodia opts for metro

After undergoing a review between elevated heavy rail, metro or monorail, the Cambodian national government has settled on an underground metro line for its capital, Phnom Penh.

The Thai capital of Bangkok has an elevated railway as their choice for mass public transit, but this city has instead opted for metro.

At an estimated cost of \$US1.8 billion, the plan is tied to the need to reduce congestion within the city, and would run between the capital and the province of Kandal.
GLOBAL CONSTRUCTION

ENDS

BUS & COACH NEWS

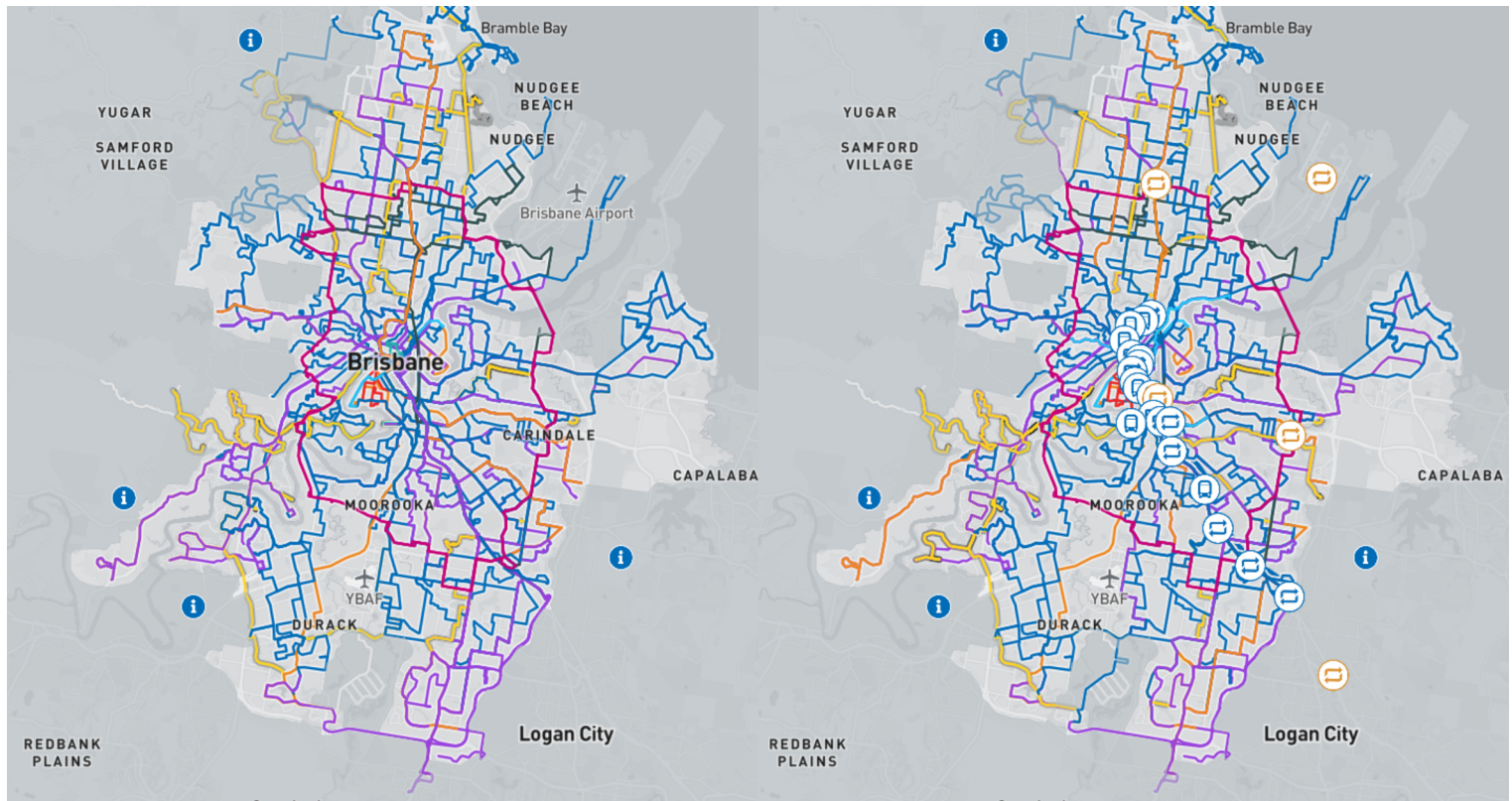
QUEENSLAND



Brisbane's New Bus Network

In mid-October, Brisbane City Council released details of its new bus network, to commence from 2024 with the introduction of the new Metro bus services.

The information can be found by going to the Brisbane City Council website and clicking on the 'Brisbane's New Bus Network' link, where a 172-page booklet can be downloaded, giving details of route changes. Community feedback can be provided until midnight 14 December 2022.



Brisbane's current (left) and proposed (right) council bus network - inbound (source: Brisbane City Council).
The Editor was unable to remove the icons displayed on the right-hand image.

Routes would now be designated as:

- Full-time all stops;
- Full-time limited stops;
- Peak;
- BUZ (Bus Upgrade Zone, high-frequency);
- CityGlider (inner-city high-frequency);
- Cross-town; and
- Busway services.

Designations such as Express, Cityxpress, Rocket and Bullet services would no longer be used, while there will also be changes to some routes and termini in Brisbane's CBD.

Metro Routes

- **M1** Roma St-Eight Mile Plains, replace 111 Roma St-Eight Mile Plains and 160 City-Garden City.
- **M2** University of Queensland (UQ)-Royal Brisbane & Women's Hospital (RBWH), formerly route 66.

These routes will be served by 60 new electric high-capacity double articulated buses.

Divided Routes

Although the new network will provide substantial changes to southern and eastern services, routes serving northern and western suburbs will be divided.

- 375 Bardon-Stafford divided into **375** City-Stafford, combined with **376** City-Stafford Express, and new route **387** City-Bardon.
- 379 Ashgrove-Stafford via Grange divided into **379** City-Stafford via Grange and new route **389** City-Ashgrove.
- 470 Toowong-Teneriffe Ferry divided into **470** City-Toowong and **309** (renumbered from 393) City-RBWH via Teneriffe Ferry.

New Routes

- **26 Griffith Uni-RBWH:** Provides a direct link from SE Busway to Fortitude Valley bypassing the inner busway and CBD.
- **P109 City-Acacia Ridge via Ipswich Rd:** Supplements 100 City-Forest Lake.
- **182 Holland Park West-Garden City:** Replaces discontinued 174 along Creek Rd and altered 185 through Mansfield & Wishart.

Discontinued Routes

- 145 Nathan Campus-Browns Plains.
- P151 City-Calamvale Rocket.

Realigned Routes

These changes provide a number of benefits: connection to a metro or other high-frequency busway services, the combination of multiple routes, provides more direct trunk routes or covers area bypassed by more direct routes.

- **105** PA Hospital-Indooroopilly via Yeerongpilly. Combines 105 City-Indooroopilly via Yeronga & Yeerongpilly (off-peak) and 108 City-Indooroopilly via Yeerongpilly (peak).
- **107** City-Yeerongpilly via Yeronga. Extends 107 City-Yeronga to Yeerongpilly as a full-time service.
- **110** PA Hospital-Inala via Acacia Ridge, formerly City-Inala.
- **112** Greenslopes-Griffith Uni via Tarragindi. Combines 112 City-Mt Gravatt Campus and 114 City-Holland Park West Express.
- **113** Greenslopes-Mt Gravatt Central via Tarragindi, formerly City-Mt Gravatt Central.
- **115** Griffith Uni-Calamvale via Acacia Ridge. Combines 115 City-Calamvale and 117 Woolloongabba-Acacia Ridge.

- **116** City-Salisbury via Rocklea, extended from Rocklea to serve Evans Rd previously served by now discontinued 124.
- **121** City-Salisbury via Tarragindi, formerly Valley-Salisbury.
- **122** Garden City-Richlands, extended from Inala.
- **123** Garden City-Griffith Uni, extended from Nathan Campus.
- **125** Valley-Garden City via Salisbury. Combines 124 Valley-Sunnybank and 125 Valley-Garden City. Now accesses City via Captain Cook Bridge.
- **126** Sunnybank-Heathwood via Pallara, extended from Acacia Ridge. (Extension to be implemented late 2022).
- **131** City-Parkinson via Hellowell Rd. Combined with P129 Parkinson-City Rocket.
- **132** Garden City-Parkinson. Combined with 136 Spring Hill-Calamvale via Garden City.
- **135** Griffith Uni-Parkinson, formerly City-Parkinson via Griffith Uni.
- **P139** City-Sunnybank Hills Rocket extended from Sunnybank Hills Shoppingtown to Beaudesert Rd at Highlands Dr.
- **155** Griffith Uni-Eight Mile Plains, formerly City-Calamvale via Griffith Uni.
- **156** City-Stretton. Combined with P157 City-Runcorn Rocket.
- **161** Griffith Uni-Wishart Outlook, formerly City-Wishart Outlook.
- **170** Greenslopes-Garden City via Broadwater & Newnham Rds, formerly City-Garden City.
- **171** City-Garden City via Broadwater & Newnham Rds, formerly Valley-Garden City.
- **172** Greenslopes-Garden City via Holland Park. Previously City-Garden City. Replaces discontinued 184 through Upper Mt Gravatt. Combined with P173 City-Mt Gravatt Central Express.
- **175** Valley-Garden City via Logan Rd. Combines 174 Valley-Garden City via Newnham Rd & 175 Valley-Garden City via Logan Rd. Now accesses City via Captain Cook Bridge.
- **P176** City-Garden City via Holland Park West, formerly Valley-Garden City via Holland Park.
- **178** City-Carindale Heights via Greenmeadows, formerly Valley-Carindale Heights.
- **P183** City-Wishart, formerly P179 City-Garden City via Wishart Rocket.
- **185** Valley-Garden City via Cavendish Rd. Combines 181 and 184/5 Valley-Garden City. Now accesses City via Captain Cook Bridge.
- **P189** City-Holland Park, now extended to Holland Park Park 'n' Ride.
- **192** City-Yeerongpilly via West End & UQ, previously City-UQ.
- **P201** City-Carindale, now has an additional stop at Coorparoo Square.
- **202** PA Hospital-Carindale via Chatsworth Rd, formerly City-Carindale.
- **203** PA Hospital-Carindale via Camp Hill, formerly Valley-Carindale.
- **204** Valley-Carindale via Old Cleveland Rd now accesses City via Captain Cook Bridge.
- **205** City-Carindale Heights via Chatsworth Rd,

formerly P205 City-Carindale Heights. Now a full-time service.

- **P206** City-Carina State School, formerly Valley-Carina State School.
- **P217** City-Carindale via Carina Heights. Combined with P207 City-Carina Shops.

Report by HILAIRE FRASER, source BRISBANE CITY COUNCIL

Brisbane: Temporary service reductions

Translink advises that selected bus routes in the Logan, Ipswich, and Toowoomba areas operate to a reduced timetable, with selected services cancelled due to driver shortages. The list of cancellations dated 11 July was provided in *Table Talk's* August 2022 edition (p. 6).

As of 23 September, some routes have been removed from that list, while other new ones have been added. The current list of temporarily cancelled Logan and Ipswich services follows:

- **463:** 06:36, 07:35, 08:35, 15:37, 16:38, 17:39, & 18:39 ex Forest Lake Village; 07:05, 08:05, 09:05, 15:07, 16:09, 17:09, & 18:07 ex Goodna station.
- **506:** 05:40, 06:44, 07:42, 08:44, then hourly to 15:44, 16:36, 17:41, 18:41, & 19:33 ex Leichhardt; 05:27, 06:31, 07:26, 08:23 then hourly to 15:23, 16:15, 17:20, 18:20, & 19:15 ex Bell Street/Riverlink Shopping Centre (SC).
- **509:** 06:23, 07:25, 08:27, 16:42, 17:52, & 18:52 ex Yamanto; 06:55, 07:57, 16:02, 17:12, & 18:12 ex Bell St/Riverlink SC.
- **512:** 06:39, 07:34, 08:34, 16:39, 17:39, & 18:39 ex Brassall; 06:39, 08:18, 16:07, 17:07, 18:07, & 19:07 ex Bell St/Riverlink SC.
- **515:** All 'UQ Ipswich-Brassall' and vice versa shortworkings (22 trips per direction), & also the 18:27 Brassall-Yamanto trip.
- **P546:** 06:55 & 07:26 ex Park Ridge; 16:00 ex Bris City.
- **547:** 14:34 ex Browns Plains station.

The current list of temporarily cancelled Toowoomba services follows:

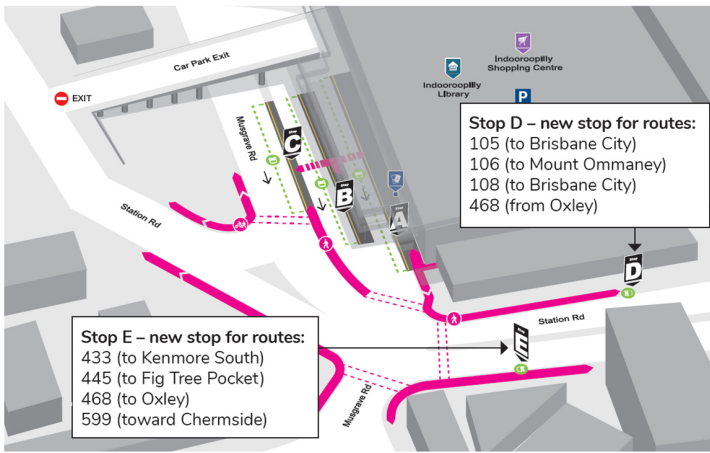
- **901:** 05:54 ex Harlaxton; 08:50 ex USQ.
- **905:** 14:59 & 16:37 ex Westbrook/USQ; 15:40 & 17:40 ex Toowoomba bus station.
- **906:** 15:22 & 17:39 ex Airport Estate; 16:36 ex Toowoomba Plaza.
- **907:** 07:39 & 08:09 ex Wilsonton Heights; 06:43 and 07:13 ex USQ.

TRANSLINK

Indooroopilly bus station

Effective from Monday 10 October, buses depart from different bus stands at Indooroopilly bus station stands to improve efficiency. Routes 468 & 599 have adjusted timetables, while the remaining routes only have arrival/departure point changes. The bus stand alterations follow:

- 105, 106 & 108 - from A to **D**
- 433 & 435 (outbound) - from A to **E**
- 433 & 445 (city-bound) - from B to **D**
- 468 - from A to E (services to Oxley); from 'various stops' to **D** (services from Oxley).
- 599 - from C to **E**.



Bus station stand changes (source: Translink).

The route **468** timetable update includes a route extension to Indooroopilly station to enable easier link-ups with train services.

The route **599** timetable has adjusted trip times, which Translink says “reflect slightly shorter trip times between Sherwood and Toowong”. **TRANSLINK**

Nightlink: Fortitude Valley adjustment

Effective from Friday 14 October until further notice, Translink has moved its Fortitude Valley bus stops due to “safety reasons”. Stops located on Brunswick and Wickham Streets, north of Gipps Street, have now been relocated onto Wickham Street, south of Gipps Street.

Routes impacted are 60 (late night Friday/Saturday trips), N100, N111, N130, N154, N184, N199, N200, N226, N250, N310, N339, N345, N385, N392, N413, N449, and N555. **TRANSLINK**

NEW SOUTH WALES



Central Coast: Timetable alterations

Central Coast bus operator Red Bus Service advised of some timetable improvements, effective from Monday 10 October. Changes include the commencement of two new limited stops bus routes as well as additional late night services on existing routes which, according to Transport for NSW, aims to stimulate the local night-time economy.

- New route **14X**: Limited stops peak-hour service between Westfield Tuggerah/Tuggerah railway station and The Entrance, with a service frequency of every 15 mins. 13x AM and 13x PM services per direction.
- New route **17X**: Limited stops peak-hour service between Gosford and The Entrance, with a service frequency of every 15 mins. 13x AM and 15x PM services per direction.
- **21**: Additional late night trips Mondays to Saturdays.
- **23**: Additional late night trips from The Entrance to Bateau Bay (Fridays 23:47 & 24:47, and Saturdays 23:05 & 24:35).

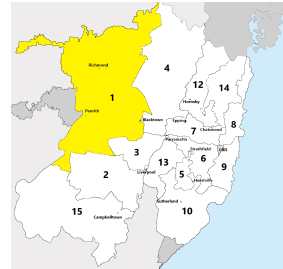
- **24**: Additional late night trips on Fridays (22:32 ex The Entrance & 23:41 ex Wyong).

With these changes, Red Bus has also asked for passengers, including school students, to “hail the bus driver” due to “most of the drivers [being] new to the bus routes they are driving”.



In May, Transport for NSW awarded Red Bus with a Hydrogen bus trial which is due to commence by the end of this year.

TRANSPORT FOR NSW, RED BUS, with PAUL BROWN



Metropolitan Region 1

Sydney: Region 1 temporary cancellations

Region One bus operator Busways has temporarily cancelled some of its weekday route services in western Sydney due to bus driver shortages.

Busways said it had decided to cancel selected services “based on what we know about driver shortfalls in advance” with the aim of minimising last minute cancellations.

Effective from Monday 10 October, the following services have been listed as cancelled until further notice:

- **718**: 08:40 & 10:27 ex Kings Langley; 09:00 & 10:45 ex Seven Hills Railway Station (RS).
- **721**: 12:06 & 16:06 ex Blacktown Bus Interchange (BBI).
- **722**: 18:06 & 20:23 ex BBI.
- **723**: 07:14 & 14:58 ex Mt Druitt RS; 08:01, 15:48 & 17:48 ex BBI.
- **724**: 06:04, 12:33, 15:28 & 19:16 ex BBI.
- **726**: 07:14, 09:26 & 11:26 ex BBI.
- **728**: 06:46 & 13:46 ex BBI; 07:09 ex Garmarada; 12:34 & 16:36 ex Mt Druitt RS.
- **729**: 07:47, 09:39, 13:09 & 15:13 ex Mt Druitt RS; 17:38 & 19:54 ex BBI.
- **730**: 07:35 (M-Th), 07:39 (Fri), 13:22 & 18:55 ex BBI; 08:47 & 14:24 ex Castle Towers.
- **731**: 06:30, 08:15, 15:32, 16:32, 17:12 & 20:32 ex BBI; 14:40 ex Rouse Hill RS.
- **732**: 07:14, 13:11, 15:01, 18:01, 18:27 & 19:27 ex Rouse Hill RS; 18:09 & 18:53 ex Quakers Hill RS; 08:03, 12:40, 14:03, 19:42 & 20:12 ex BBI.
- **734**: 09:04, 13:39, 18:09 & 18:35 ex Riverstone station (Marketown rank); 13:19 & 15:50 ex BBI.
- **735**: 13:04 ex Rouse Hill RS; 15:35 & 18:35 ex BBI.
- **738**: 05:51, 13:50, 15:20 & 18:16 ex Mt Druitt RS.
- **740**: 09:08, 15:38, 17:18 & 18:18 ex Rouse Hill RS; 11:06, 16:19, 17:49 & 18:49 ex Bunyarra.
- **741**: 07:13 & 08:10 ex Riverstone RS; 07:33, 08:33 & 17:36 ex Valletta Drive, Gables.

- **742:** 08:25 ex Rouse Hill RS; 12:34 & 14:34 ex Marsden Park.
- **743:** 08:13 & 10:06 ex BBI; 09:15 & 11:00 ex Kings Langley Shopping Centre (SC).
- **745:** 17:55 ex Plumpton Marketplace; 18:21 & 19:06 ex Norwest Circa SC.
- **746:** 07:49, 13:52 & 18:09 ex Riverstone RS; 10:29, 19:26 & 20:26 ex Rouse Hill RS.
- **747:** 13:03 ex Mt Druitt RS; 15:12 ex Elara Boulevard, Melonba.
- **748:** 05:40, 09:40, 16:32, 18:49, 20:05 & 21:40 ex Elara Blvd, Melonba; 06:51, 08:58, 17:59 & 19:17 ex Rouse Hill RS.
- **750:** 07:42, 08:42, 10:18 & 11:48 ex BBI; 11:21 ex Mt Druitt RS.
- **751:** 06:04, 07:04, 07:34, 12:34, 14:34, 15:39 & 17:39 ex Elara Blvd, Melonba; 11:45, 13:45, 14:45 & 16:45 ex BBI.
- **752:** 16:25 & 19:05 ex Rouse Hill RS.
- **753:** 06:00, 06:54, 10:52 & 17:28 ex BBI.
- **754:** 05:39 ex Buckwell Drive, Hassall Grove; 08:35, 11:24 & 14:24 ex Mt Druitt RS; 16:32 & 16:47 ex BBI.
- **755:** 08:08 & 19:20 ex Mt Druitt RS; 08:30 & 19:39 ex Shalvey Shops.
- **756:** 06:53, 10:29 & 18:36 ex BBI; 10:59 & 17:52 ex Mt Druitt RS.
- **758:** 06:01 ex Mt Druitt RS; 06:35 ex Shalvey Shops.
- **759:** 10:03 ex Mt Druitt RS.
- **761:** 10:06 & 14:36 ex Mt Druitt RS.
- **770:** 11:00 ex Penrith RS.
- **771:** 07:02 ex Mt Druitt RS; 07:33 ex St Marys RS.
- **774:** 06:04 ex Penrith RS; 09:51 ex Mt Druitt RS.
- **775:** 05:26 ex St Marys RS; 07:16 ex Mt Druitt RS; 18:40 ex Penrith RS.
- **776:** 05:05 ex Mt Druitt RS; 08:05 ex St Marys RS.
- **780:** 08:50, 10:46, 12:01, 13:46 & 19:38 ex Mt Druitt RS; 09:16 ex Penrith RS.
- **782:** 10:46 ex St Marys RS.
- **786:** 12:17 ex Penrith RS.
- **791:** 17:55 ex Penrith RS.
- **794:** 16:00 ex Glenmore Park Shops
- **WPSB** (Westpoint Shuttle Bus loop service): 14:09, 14:24, 14:39, 14:54, 15:09, 15:24, 15:39, 15:54, 16:09, 16:24 & 16:39 ex BBI.

The above trips are removed from trip planning mobile applications and a random check of some timetables indicates that Transport has generated new PDF timetables on their website minus the above listed trips.
BUSWAYS

Major Event bus route adjustments

Major Event buses operate during major events at Olympic Park. Since an unknown date earlier in the year, Major Event bus route **6**'s outer terminus has been changed from Woronora (Woronora Village Tourist Park) to Sutherland station.

Additionally, route **1A** has been truncated at Narrabeen Lakes, which means that the route no longer meets with route 1B at the B-Line stop in Warriewood.

A new map has been issued (the second for the year), and is available through the following page: <https://transportnsw.info/travel-info/using-public-transport/getting-to-major-event-venues/getting-to-sydney-olympic-park>.

General information on Sydney's major event bus routes was provided in the May 2022 edition of *Table Talk* (p. 6).
TRANSPORT FOR NSW

AUSTRALIAN CAPITAL TERRITORY



Airport trial service

Effective from 25 July, a trial weekday peak loop service, designated as route **904**, has been operating between Fairbairn Business Park, Canberra Airport and return.

The timetable consists of six morning and six afternoon trips operating 07:00-10:00 and 16:00 to 19:00 to an approximate 30-minute service frequency. The timetable appears to be structured so that one bus operates all trips per peak period.

Transport Canberra advises that trips are not visible within NXTBUS, trip planners or mobile applications.
TRANSPORT CANBERRA

Woden bus interchange

A temporary alternative bus interchange will be opened at Woden around 30 January next year (start of school term 1) to enable local bus services to continue to operate in tandem with works to raise London Circuit for the light rail extension and Woden town centre/CIT university campus construction.

The bus timetable will be adjusted with some trips to be slower. Transport Minister Chris Steel said "The new timetable will be different to what Canberrans have experienced before". Transport Canberra says in its announcement that the timetable will "reflect the new travel behaviours of Canberrans due to the COVID-19 pandemic".

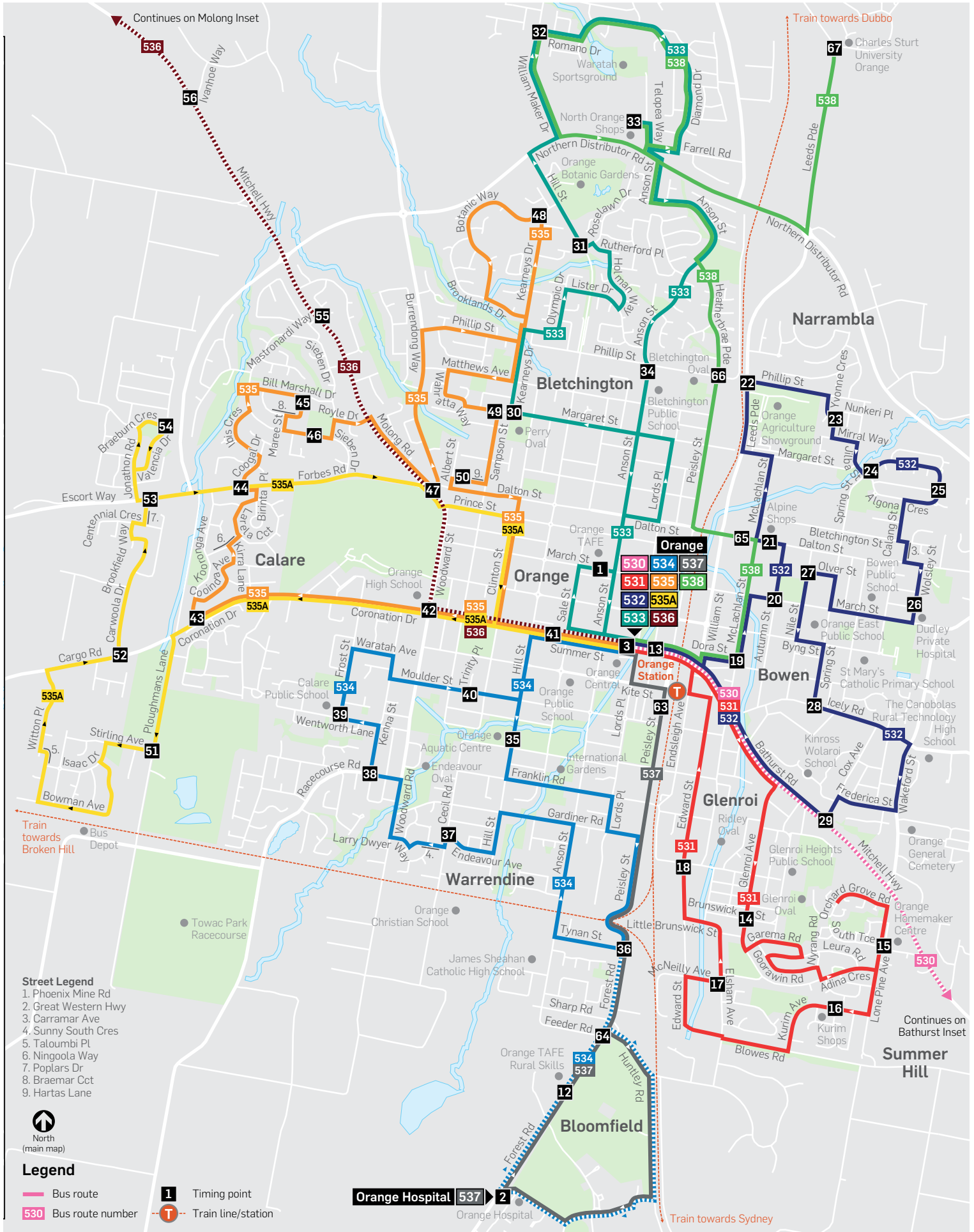
Transport Canberra said that changes will include:

- **Extension of route 31** with a temporary U-turn at Lawson. This will remain until an extension at Stockham Avenue is completed.
- **Gungahlin route adjustments** to improve access to local schools and Amaroo shops.
- **Belconnen route adjustments** to reduce the use of Fraser West terminus "to minimise impact on nearby residents".
- Relocation of Brierly Street, Cooleman Court bus stops to the main Parkinson Street stops.
- Reduced layovers at Denman Prospect and adjusted use of Turner bus layover.
- **Minor school route adjustments** following community feedback.

A new permanent bus interchange is planned to open in Woden in 2025. The Interchange upgrade project was previously reported in *Table Talk*'s March 2021 edition (p. 12). **WIN NEWS CANBERRA, TRANSPORT CANBERRA, HILAIRE FRASER**

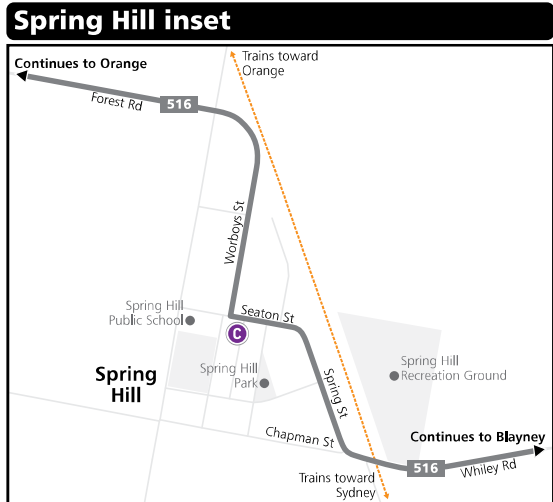
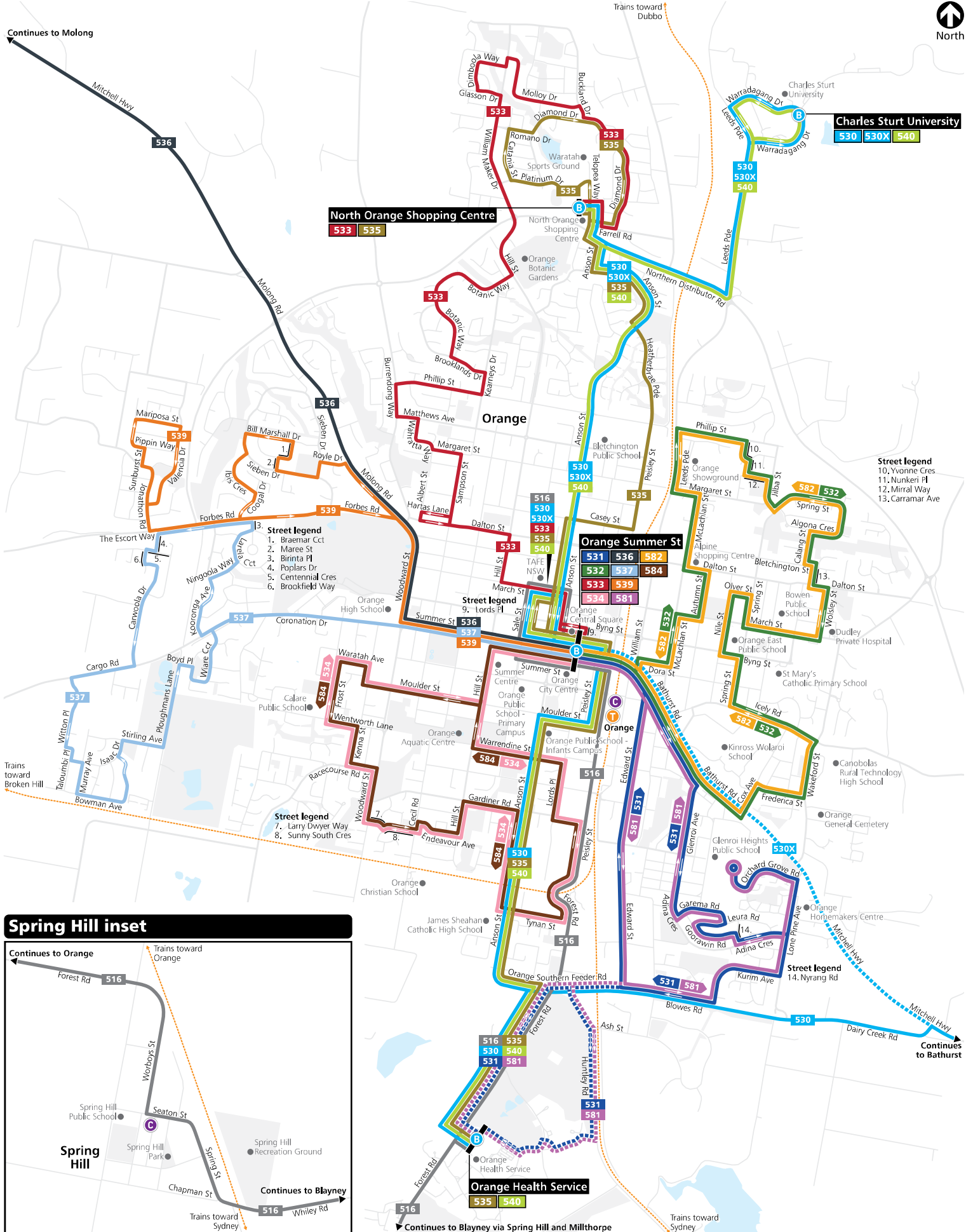
Previous and current Orange bus network maps

The below map has been superseded by the September 2022 map (see opposite page), with significant changes. Both are provided herewith for comparative purposes. This new map, from Transport for NSW, includes routes 516 (operated by Newman's) and 530X (operated by Orange Buslines) which are both not displayed on Buslines' own version of their network map (https://www.buslinesgroup.com.au/wp-content/uploads/2022/09/BUSLINES_Orange_FINAL-TT-12-Sept22.pdf?v=1666854903353), last page in their updated timetable guide. The Buslines map also includes an insert for Molong, whereas one for Spring Hill is displayed on the Transport version.



B

Orange bus network map



- Legend**
- Bus route
 - Limited service
 - Train line & station
 - 530 Route number
 - B Bus interchange
 - C Coach stop

Plan your trip at transportnsw.info

Cartography by transitgraphics.com.au | Base map © OpenStreetMap contributors

VICTORIA



New FlexiRide service for Tarneit North

From Sunday 23 October, a new FlexiRide service was introduced for residential areas in Tarneit North as shown in the map below. The service calls at Tarneit Station, Tarneit Central Shopping Centre, Tarneit Senior College, Tarneit P-9 College, Baden Powell P-9 College or Truganina P-9 College and operates 7 days a week. The operator is CDC Wyndham. **STEVEN HABY, PTV**



Fishermans Bend routes now 'turn up and go'

From Monday 31 October, a 'turn up and go' service operates on **235 City - Fishermans Bend** via Williamstown Road and **237 City - Fishermans Bend** via Lorimer Street. Buses run about every 10 minutes across the two routes on weekdays. **STEVEN HABY, PTV**

Alexandra - Eildon improvements

From Monday 21 November, the Alexandra to Eildon bus service will be boosted to operate every weekday.

The Alexandra to Eildon bus service currently operates two return trips on Wednesday and Friday only. The service will be expanded to operate two return trips Monday to Friday. The Alexandra to Eildon service will be known as Route **V63** Alexandra-Eildon via Thornton. Route V63 will complement the existing early morning and evening Route 684 bus service that runs between Main Street, Eildon and Grant Street, Alexandra. Combined, Route V63 and Route 684 will provide three return trips each weekday between Alexandra and Eildon. **STEVEN HABY, PUBLIC TRANSPORT VICTORIA**

Improved(?) bus services to Snake Valley

From Monday 21 November, bus route Ballarat-Snake Valley via Haddon will be transformed to connect residents to Delacombe Town Centre. Allocated route number **C27**, the route has been altered (or cut back) to run Smythesdale-Delacombe via Haddon with Snake Valley being accessible only by pre-booking the service.

The service will operate Mondays, Wednesdays and Fridays with one inbound AM and outbound PM service with trips ex Smythesdale at 0922 and Delacombe at 1439 with a trip taking 20 minutes with an additional 10 or

so minutes to Snake Valley. **STEVEN HABY, PTV**

Woodend FlexiRide changes

From Monday 31 October, FlexiRide Woodend serves a larger area with extended operating hours on weekdays, allowing more students and commuters to use the service in the morning and connect passengers to Woodend Station.

The service area will be expanded with buses available in Woodend between Honeysuckle Lane and Tweedle Lane and the new operating area is shown in the map below. The service is still operating on a trial basis only for twelve months. **STEVEN HABY, PTV**



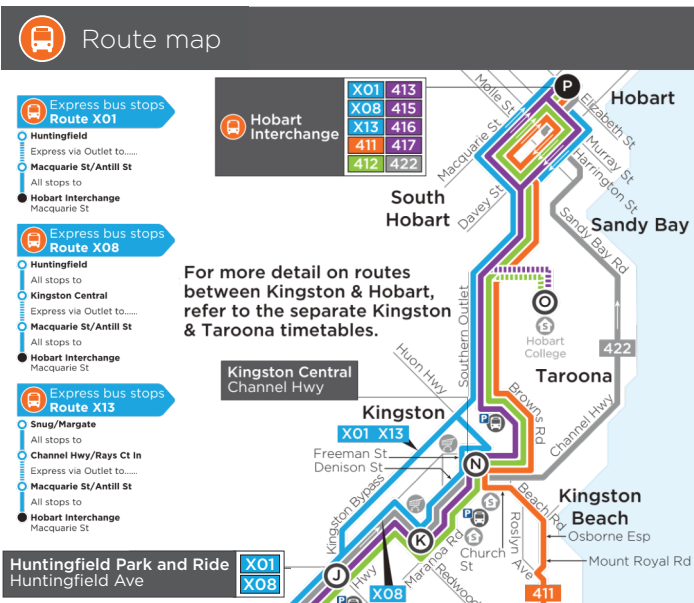
TASMANIA



Hobart: Updated Channel timetable

Metro Tasmania has implemented an updated bus timetable for some of its express Hobart bus services. Effective from 25 September, route **X08** (now Hobart-Huntingfield) has been extended from Kingston, while route **X01** (Hobart-Huntingfield) has had a route adjustment. Both routes serve the new 200-space Huntingfield Park and Ride Facility (174 cars, 26 bikes).

The new timetable is dated September 2022. A map is provided below, with nearby routes. **HILAIRE FRASER, METRO TASMANIA**



transport is around \$20 per [SA] regional head of capita but should be building a plan to around \$70 per head. By comparison, New South Wales spends around \$200 per head. You need to be a car owner in regional South Australia because if you rely on public transport you simply will not get where you need to go. In my electorate of Mount Gambier, our bus service is operating on a 30-year-old model... During that time, Mount Gambier has grown exponentially outwards, but the bus service does not go to the busy housing developments”.

Similar sentiments were made by the local Mayor and councillors in August 2021.

It will be interesting to see whether the tendering process result in any positive outcomes for regional South Australian communities, such as Mount Gambier.
ADELAIDE METRO, MP TROY BELL, MOUNT GAMBIER COUNCIL

Kinetic continues business growth

Kinetic announced in September that it has acquired East Tamar Bus Lines. Established just two years ago by Darrell and Glenda Lee to operate three government-contracted route services (771-3) between Launceston and George Town. It also reportedly runs some school bus services. The acquisition announcement by Kinetic said that the Lee family has retained their charter business, Lee’s Coaches.

As at 27 October, their East Tamar Bus Lines website only provides basic timetable and fare information with most pages consisting of screenshots from parts of the official public timetable. The Lee’s Coaches website says “Darrell & Glenda would like to thank their family & all their wonderful & loyal staff. We would also like to thank all our past customers & passengers for their continued support over the past 17 years. We advise that we will no longer be trading as of 1st October 2022. Thank you once again. **KINETIC, LEE’S COACHES**

SOUTH AUSTRALIA



Adelaide: Service reductions update

As advised by Adelaide Metro, as of 15 August, numerous routes in the **East-West, North-South, Outer North** and **Outer North East** regions continue to have one or more daily service cancellations, with a four-page list provided by Adelaide Metro. All other regions are running to the regular timetable. **ADELAIDE METRO**

Regional re-tendering

Regional South Australian bus contract areas are undergoing a process of re-tendering. A total of 14 contract areas are available, with the contracts planned to commence from 1 July next year.

Mount Gambier’s local Independent state member of parliament, Troy Bell, is one that has long called for an overhaul of regional bus contracts. In 2020, he told state parliament “South Australia has one of the lowest public transport patronage rates in Australia... 85 per cent of South Australian households are car owners... Figures from Bus SA estimate current spending on public

WESTERN AUSTRALIA



Routes 307 & 955 extra trips

From Monday 17 October, an extra timetabled bus trip is operating on route **307**, 16:18 weekdays ex Midland railway station, stopping all to Kalamunda bus station.

From Monday 24 October, an extra timetabled bus trip is operating on route **955**, 07:36 on school days ex Henley Brook bus station, stopping all to Morley bus station.

Transperth advises that both trips will appear on their respective timetables “on the next reprint”. **TRANSPERTH**

NEW ZEALAND



Wellingtonians love buses

The Dominion Post says that the city of Wellington appears to be more enamoured with using buses than other cities. Stats NZ data from Snapper card use (pre-pandemic, 2019) showed that 17.3 per cent of people were using buses in both the mornings and afternoons.

Despite years of disruptions and reliability issues caused by driver shortages, which the city has been unable to shake off, satisfaction of the bus service appears high, when it operates. The June passenger survey reported that 93 per cent were satisfied with their bus journey across the Metlink network, although this number was lower than train and ferry satisfaction (both 96 per cent).

8 per cent of scheduled bus services in the city were cancelled in August, a nearly 200 per cent increase on August 2021, and an 50 per cent increase from July alone.

Metlink says it has around 500 drivers in its workforce, but needs over 600 to properly meet the full timetable. Due to impacts from the pandemic, there have been times where only 75 per cent of the headcount is available.

Public transport agency Metlink’s general manager, Samantha Gain told *The Dominion Post* that the city has a well-developed network with good reach across the wider region.



MV SPIRIT OF TASMANIA II at Station Pier, Saturday 22 October 2022

Image (c) Steven Haby

Mehdi Keyvan-Ekbatani, a transport engineering senior lecturer at University of Canterbury says the country's public transport systems have suffered from poor coverage - "All this comes into the density of the city. Where the density is very low, you have low population, so the area you are trying to cover is huge. Sometimes a person has to walk one-and-a-half or two kilometres to reach the closest bus station, which is not the case somewhere like Europe.

Wellington's bus network is split into 16 units containing several routes each, with routes running along the north-south and east-west spine, university routes, and routes in Wairarapa, Upper Hutt, Lower Hutt, Kāpiti and other areas.

While there are some areas with harder to reach bus coverage, Ms Gain said the Tawa on-demand bus trial showed signs of promise in covering gaps.

Keyvan-Ekbatani also said while coverage was crucial, people wouldn't trust a public transport system that wasn't reliable - "You have to focus more on the quality of the system, or the quality of the service that we are offering to the people, then you can try to motivate them to shift from one mode to the other. This is the most important factor that you have to consider."

Green Party MP Julie Anne Genter said there were some promising initiatives proposed in the Let's Get Wellington Moving package to speed up bus travel - "There's not enough bus priority and buses get really caught up in congestion, especially in the Golden Mile because they all converge in that one place".

In Wellington, bus services are mostly operated by either Tranzit or NZ Bus, with some others operated by Mana

Coach Services and Uzabus.

Meanwhile, Metlink has announced that the recently returned Airport Express services, operated by a Transdev subsidiary, has seen patronage numbers 35 per cent higher than predicted in its first two months of operation, with just shy of 50,000 journeys as at the end of August. **THE DOMINION POST (2), METLINK**

ENDS

FERRY NEWS

VICTORIA



Spirit of Tasmania now at Corio

Saturday 22 October saw the last arrival and departure of TT Line's 'Spirit of Tasmania' service from Station Pier in Port Melbourne with services running from Corio from the following day. The decision to relocate the Victorian

terminal was made on pricing grounds with Port of Geelong offering more competitive berthing fees. A new terminal was constructed and a shuttle bus operates between the terminal, Geelong CBD and the station. It is not known at this stage whether connecting bus / coach services will operate to and from Melbourne. **STEVEN HABY**

ENDS

AIR NEWS

DOMESTIC



Domestic loading hits high

The loading of domestic and regional flights in July was at its highest level since records began in 1984. Data from Bureau of Infrastructure and Transport Research Economics (BITRE) shows an 85.8 per cent loading across the country's domestic flights, beating the 84.5 per cent record achieved in 2019 (pre-pandemic).

Gold Coast (94.6%). The route with the least seats used (the most free capacity) was Dubbo-Sydney (54.8%), while Port Macquarie-Sydney, Armidale-Sydney and Newman-Perth were all also under 60 per cent. These numbers compare significantly to pandemic load factors from April 2020, where numbers dropped under 30 per cent.

Unsurprisingly, the busiest domestic route was Sydney-Melbourne with 610,400 passengers (also a 4,996% increase on 12 months earlier). This was followed by Brisbane-Sydney (350,700) and Brisbane-Melbourne (265,100), all within the Golden Triangle - the three largest population centres in the country. Gold Coast-Sydney (207,900) and Gold Coast-Melbourne (207,100) rounded out the top five.

The top routes not involving the SYD/MEL/BRI triangle whatsoever are numbers 25 and 26 - Adelaide-Perth (51,600) and Karratha-Perth (44,900). 60 out of the 61 routes achieved patronage of at least 10,000 in July.

Two tables have been provided on the next page, with data from January and July each year, showing an overview of plane loading and route patronage trends in the domestic market over the past five years, including the very recent spike in demand for domestic air travel. **SYDNEY MORNING HERALD, BITRE**

INTERNATIONAL



FIFA World Cup

With the FIFA World Cup football tournament being held in Doha, Qatar, across November and December, Qatar Airways says it will adjust its business model to be a "point-to-point operation" for the five weeks.

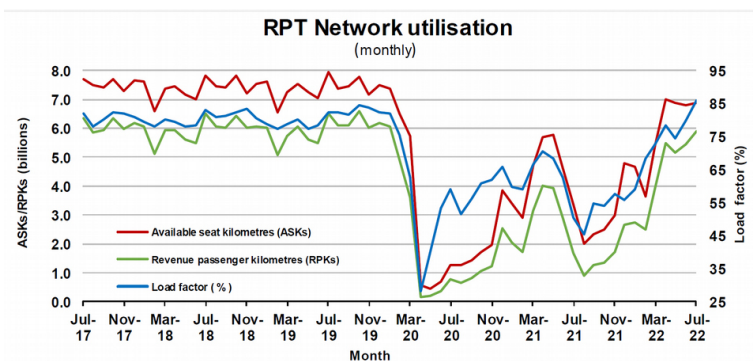
Normally, the operator bases its timetable on 15 per cent of travellers staying in Qatar, with the remainder continuing on from there to other cities. During the World Cup, it expects this proportion to increase to 60 per cent, such are the numbers it anticipates throughout the month-long tournament.

More flights will be offered between Doha and the US/ Brazil/Europe. For example, flights to Madrid will be upped from 2x to 5x daily. To enable these extra flights, it will cease some scheduled services such as to Nigeria and Zambia temporarily. **SAMCHUI.COM**

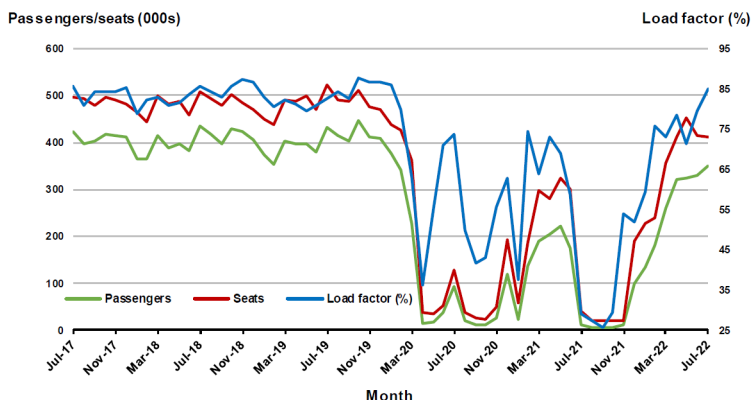
Air Japan

All Nippon Airways will launch a new medium-haul international subsidiary, Air Japan, which will use Boeing 787-8s when the first flight takes off in the first half of 2023. Headquartered in Japan, the airline will operate flights to destinations including South-east Asia and Oceania under a "low-cost, medium-distance flight" proposition. **SAMCHUI.COM (2)**

ENDS



Sydney - Melbourne route:



Load factor is a percentage of total revenue passenger kilometres over the total seat kilometres available. There are 61 routes in the domestic network of Regular Public Transport (RPT) aviation routes in the country.

Routes with the most seats used were Cairns-Melbourne (95.2%), Gold Coast-Melbourne (95.0%) and Adelaide-

Number of domestic routes reaching monthly patronage levels										
	Jan 18	Jul 18	Jan 19	Jul 19	Jan 20	Jul 20	Jan 21	Jul 21	Jan 22	Jul 22
≥ 250,000	4	3	4	3	4	0	0	0	1	3
≥ 100,000	12	13	11	12	12	0	1	0	5	10
≥ 50,000	23	26	22	27	23	2	6	4	11	25
≥ 20,000	42	44	43	42	41	8	26	17	32	42
≥ 10,000	59	64	59	64	60	15	31	34	41	60
Total routes	/66	/66	/65	/65	/65	/57	/63	/43	/51	/61

Monthly load factors of domestic routes grouped by range										
	Jan 18	Jul 18	Jan 19	Jul 19	Jan 20	Jul 20	Jan 21	Jul 21	Jan 22	Jul 22
90 ≥	0	2	1	1	6	1	0	0	0	13
80-89.9	15	34	17	32	21	3	0	0	0	26
70-79.9	26	16	20	14	17	7	7	3	2	9
60-69.9	19	11	17	14	15	8	9	6	12	9
50-59.9	3	2	7	3	5	1	12	16	24	4
40-49.9	3	1	3	1	1	3	8	8	7	0
30-39.9	0	0	0	0	0	3	2	3	0	0
20-29.9	0	0	0	0	0	2	0	2	0	0
10-19.9	0	0	0	0	0	1	0	0	0	0
< 10	0	0	0	0	0	(28 *)	(25 *)	(5 *)	(6 *)	0
Total routes	/66	/66	/65	/65	/65	/57	/63	/43	/51	/61

Data sourced from BITRE. * No data provided for these routes.

About Table Talk

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Editor for Rail, Tram, Air and Ferry & Ship: Chris Pandilovski, tabletalk@timetable.org.au.

Editor for Bus: Steven Haby, busnews@timetable.org.au.

Production and Mailout: Steven Haby, David Hennell, Geoff Mann, Richard May, Katie Moss, Len Regan, Richard Talbot.

Proofreaders: Agnes Boskovitz, David Cranney, Geoff Hassall.

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