



AUSTRALIAN TIMETABLE ASSOCIATION

TABLE TALK

AUSTRALASIAN TIMETABLE NEWS

RRP \$4.95

No. 365, January 2023

Published by the Australian Timetable Association

Rail and Tram News

Page 2

Bus and Coach News

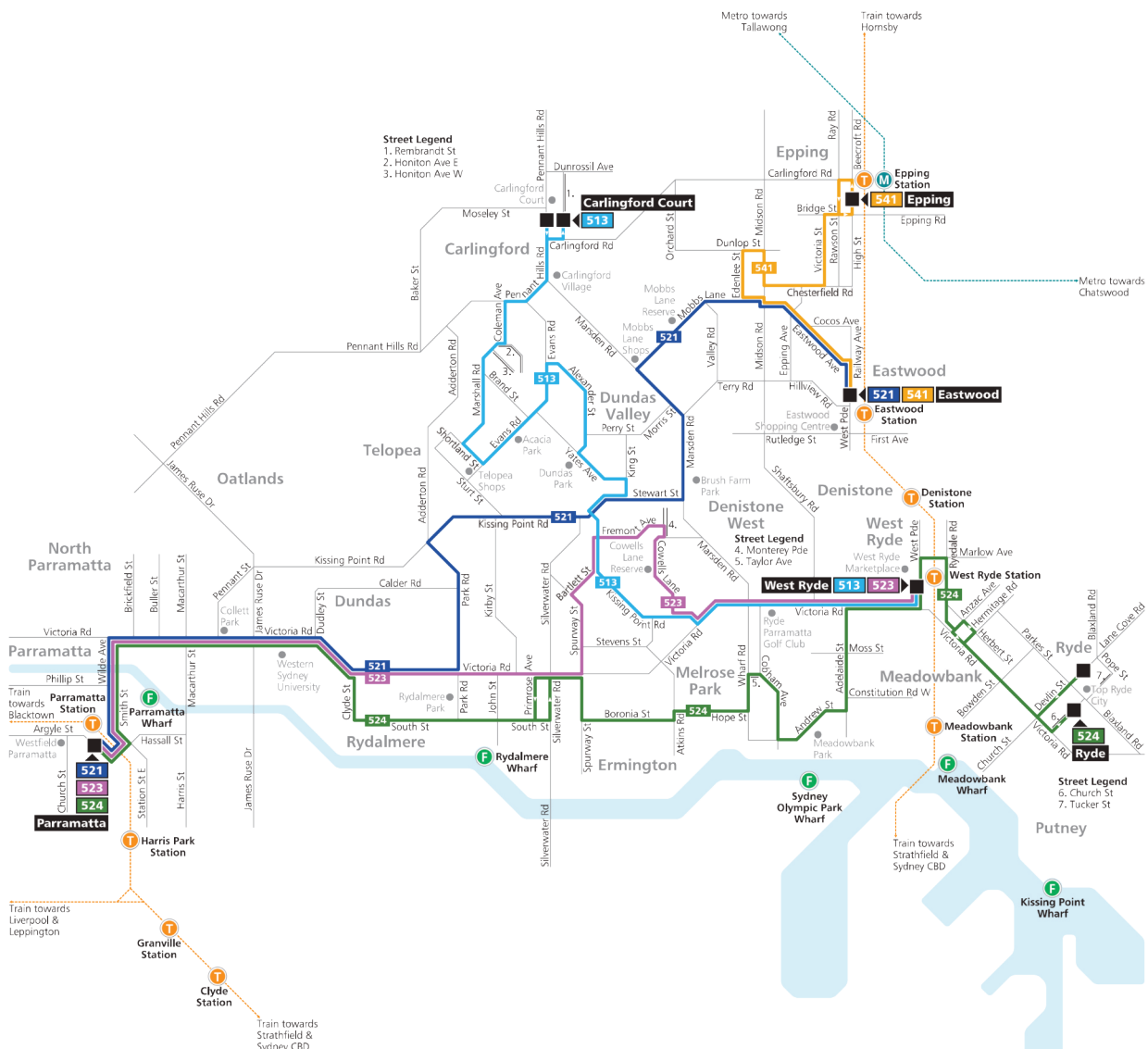
Page 6

Ferry and Ship News

Page 17

About Table Talk

Page 18



RAIL & TRAM NEWS

QUEENSLAND



Bank card ticketing and NFC rollouts

The state government continues rolling out bank card ticketing across south-east Queensland (SEQ), as part of a \$371 million dollar project with Cubic Transportation Systems.

From 12 October, it became available for use on the Sunshine Coast, Caboolture and Redcliffe lines for full fares. From 30 November, it was switched on for the line to Cleveland. The state government said a solution was being worked on to include concession fares.

Transport Minister Mark Bailey said “once fully rolled out, [it] will cover the largest geographical area of any ticketing system in the world”. Deputy Premier Steven Miles said it has now been rolled out across half of the SEQ train network. Trials on the bus and ferry network are planned for 2023.

Separately, Translink also said that it had started installing NFC (near-field communications) technology at its 15,000 bus stops across the state, for completion by March. The installed “cases” provide service information, which it says avoids the need to rely on mobile applications and searching on the internet.

Translink says the technology is easy to use by tapping an NFC-enabled smartphone on the case to view information about a specific stop. A bus stop webpage loads containing bus schedules, real-time bus information (where available), service notifications and other stop information.

Meanwhile, Translink data as at August 2022 shows bus patronage across the state has now reached 76.4 per cent of pre-COVID levels, while rail is at 69.2 per cent, and ferries are hovering around 50 per cent. In August and September, the Gold Coast light rail reached patronage of 91 per cent of pre-COVID levels. *RAIL EXPRESS, ABC NEWS, QUEENSLAND GOVERNMENT, AUSTRALIA BUS & COACH MAGAZINE*

NEW SOUTH WALES



Blue Mountains disruption

NSW TrainLink and freight services have been disrupted following the Wednesday 14 December Lawson to Linden derailment of a freight wagon from a freight train reported

to be on its way to Port Botany in the early morning.

Reports suggest the wagon had derailed at least nine kilometres earlier and been dragging along the Up line, damaging track infrastructure including sleepers and signalling equipment. The reports suggest that over 15,000 sleepers and 120 broken rails are in the process of being remedied, mostly by wholesale replacement of the line and sleepers.

The adjacent Down line was initially used for Special Proceed Authority working of freight trains where possible, since altered to Pilot Staff Working, during the disruption period, which saw the section of double track line under a Local Possession Authority.

While Transport for NSW initially advertised that the line would be out for up to two weeks, the extensive works now sees reopening not due until at least 7 January.

From Monday 19 December, the eastern shuttle service was extended to operate between Springwood and Central, while on the TrainLink Regional side, the **Dubbo XPT** has been reportedly replaced by road coaches between Sydney and Bathurst, with a 3-carriage Xplorer train operating the rail service between Lithgow and Dubbo, the **Bathurst Bullet** is replaced by coaches between Lithgow and Blacktown (route 17BM, see item below), and the **Broken Hill Xplorer** is replaced by road coaches between Dubbo and Broken Hill following previous flooding affecting track infrastructure west of Parkes. *TRANSPORT FOR NSW, SYDNEY TRAINS*

Blue Mountains: Passenger train working

In the initial days of the disruption, ad hoc Intercity shuttle services were arranged west of the site to operate Katoomba-Mt Victoria and Katoomba-Lithgow, while east of the site, due to limited rollingstock available in that section, an ad hoc shuttle service was organised to operate Springwood-Penrith requiring interchange at Penrith between suburban and Intercity services. This continued until some rollingstock was able to be transferred east to then extend services from Penrith through to Central. Tables Telegrams commenced being issued from 15 December for official altered working. A replacement bus service is operating between Springwood and Katoomba.

The official train plan provides for a two-hourly shuttle service Lithgow- Katoomba, and an hourly shuttle service Mt Victoria-Katoomba, as well as average hourly services Springwood-Central. The train timetables are not provided in PDF form on the TransportInfo website, with the only Blue Mountains timetable provided being the normal timetable dated 04 June 2022, unless one uses the Trip Planner or mobile phone applications.

As of 31 December, the bus routes timetabled are:

- **40BM** (Katoomba-Springwood all stops)
- **91BM** (Katoomba-Springwood express)
- **37BM** (Lithgow, Katoomba, then Springwood) very limited service levels varying by day, presumably connecting with Regional and other services at Lithgow.
- **17BM** (Bathurst, Lithgow, Mt Victoria, Katoomba, Springwood, Penrith, Blacktown) - three AM trips ex Bathurst and two PM trips ex Blacktown for the Bathurst Bullet.

- **12BM** (Mt Victoria, all stops to Springwood) - one trip on weekdays only, departing Mt Victoria 02:45 to arrive Springwood 03:46.

PDF bus timetables are being provided on TransportInfo site. As at 31 December, whilst 12BM has one timetable covering period 20 Dec-06 Jan, the others have separate timetables each period: 31 Dec; 01 Jan; 02 Jan; and 03-08 Jan. **SYDNEY TRAINS**

L1 timetable update

A new timetable for the L1 light rail line (Central-Dulwich Hill) has been issued, effective from Monday 5 December.

This follows the previous schedule refresh (from 24 October; see *Table Talk*, Nov 2022, p. 2), which was not accompanied by a new online timetable file - it is presumed Transport for NSW (TfNSW) were not interested in incrementally creating new timetables until the repair job had been completed.

The new timetable sees peak-hour services uplifted from every 10 minutes to every 8 mins in peak periods. On weekends and public holidays, services increase from every 15 mins to every 12 mins between 17:30 and 21:30, and the period where services uplift to every 10 mins is adjusted to 11:23-17:23 ex Central (from 10:15-17:15 in the October update).

Of note, with the new timetable issue, is that the list of stops within the timetable is condensed (as what happens with buses). In the Up direction, 10 stops are listed, while Down, 11 stops are listed. Meanwhile, some stops are only listed in one direction. For example, Pyrmont Bay and Glebe stop times are listed in only the Up direction, while John Street Square, Fish Market and Rozelle Bay stops are only listed in the Down direction. For readers unfamiliar with the operation, all stops have access to trams running in either direction.

The extra stop per row of services also causes the weekday Down timetable to spill over onto a second page.

Excerpts are provided on page 4, showing the weekday timetable from 5 December with the above anomalies.

TfNSW also advised that the 30 per cent travel discount being applied to all fares on the line would cease from end of Sunday 18 December. While overnight shuttle services continue to be suspended, services will extend overnight for New Year's Eve until 04:00 along the entire line. Services were to not operate between Convention and Central stations 20:00-01:30 that night, while on the L2 and L3 lines, services were to not operate Town Hall-Circular Quay 17:00-19:00 then Central-Circular Quay from 19:00 until end of service (04:00). **TRANSPORT FOR NSW**



Holiday timetables

Public Transport Victoria (PTV) said that fare-free public transport would be in place for Christmas Day (03:00-27:00) as well as 18:00-06:00 New Year's Eve.

On the V/Line network, PTV also said that the first train out of Melbourne on New Year's Day, regardless of departure time in Melbourne, would also be fare-free (economy-class only).

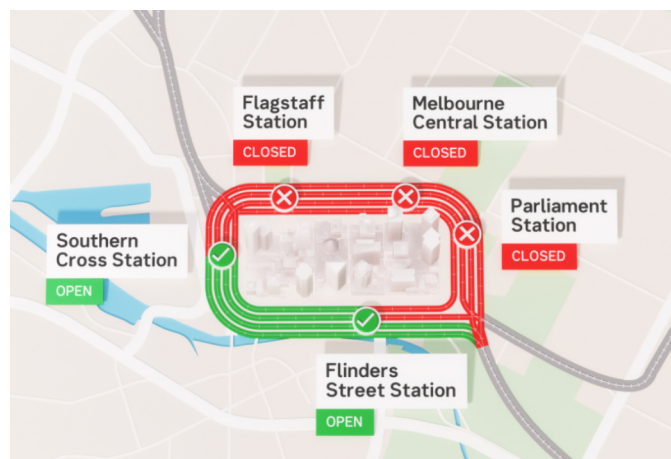
On **Christmas Day** (25 Dec), services operate to a Saturday timetable, but with no Night Network services running. Bus routes 684, 681, 682, Koo Wee Rup-Pakenham Shuttle, and Point Nepean Shuttle services do not operate.

On **New Year's Eve**, services operate to a Saturday timetable, but with additional services overnight to convey revellers across the city. Metro Trains services are to operate every 30 minutes 01:45-02:45 then hourly until the first normal service on Sunday. Night Network bus services operate "all night", while V/Line Night Network coaches operate, departing Southern Cross Coach Terminal at 01:00/02:00. From 03:00 until first normal service on Sunday, Yarra Trams Night services operate every 30 minutes on routes 19, 67, 75, 86, 96, and 109. **PUBLIC TRANSPORT VICTORIA**

City Loop: January closure

Major safety-related works in the City Loop sees the Loop underground out of action from 21:00 Monday 2 January through to end of service Sunday 15 January.

Parliament, Melbourne Central, and Flagstaff stations will therefore be closed outright during this period. Services which normally operate around the City Loop will instead operate to/from either Flinders Street or Southern Cross stations.



Mernda, Lilydale, Belgrave, Hurstbridge (weekends only as weekday services instead operate Heidelberg-Hurstbridge due to trackwork), Alamein, Glen Waverley, Cranbourne Frankston & Pakenham (2-3 Jan only as trackwork impacts these three lines), and Sandringham line services terminate at/commence from Flinders Street. Williamstown, Werribee, Sunbury and Craigieburn line services also terminate at/commence from Flinders Street, operating via Southern Cross. Upfield line trains terminate at/commence from Southern Cross station.

Passengers can change onto Williamstown, Craigieburn, Sunbury, and Werribee line trains to travel between Flinders Street and Southern Cross.

Commuters can take a 10-15 minute walk or use Yarra Trams services to make their way from Flinders St or Southern Cross to the area of the three closed stations.

Works will include major upgrades to station emergency management, including modern smoke detection & extraction and water sprinkler systems. **METRO TRAINS MELBOURNE, PUBLIC TRANSPORT VICTORIA**

Yarra Trams: Cruise Ship season

From 31 October until 6 April, Yarra Trams is running extra route 109 services between Port Melbourne and the city at weekends on those days where cruise ships are scheduled to arrive at Beacon Cove.

The below Public Transport Victoria (PTV) map shows the local Port Melbourne transport options available.



Meanwhile, the state government has already announced that the new NGT (or G-Class) vehicles, due to enter service in 2025, will initially operate on routes 57, 59 and 82, which serve Footscray, Ascot Vale and North Melbourne. **PTV, VICTORIAN GOVERNMENT**



Network investment required

Tender documents for business cases into transitioning the train and bus fleet to zero emissions alternatives reveals some of the investments required to maintain some of the rail lines.

Adelaide’s three remaining diesel passenger train lines – **Belair, Outer Harbor and Grange** – need significant infrastructure upgrades in the short to medium term, regardless of any transition to zero-emission trains.

The 70 diesel railcars operating along the lines were built between 1987 and 1996 and will reach end-of-life within 10 years, according to the Department: “Diesel

trains currently operating on the Belair, Outer Harbor and Grange lines are expected to reach end of service life between 2030 and 2032 without additional end-of-life investment”.

Additionally, “the current Outer Harbor, Grange and Belair line signalling systems are approaching end-of-service life and will require replacement, irrespective of any changes to rollingstock and power supply. The Grange line will also require a track infrastructure upgrade in the short [to] medium term.”

The Belair and Outer Harbor lines have been identified in the documents as a priority for a transition to zero-emission technology, subject to funding approval. **INDAILY**



Auckland: Extended disruption

The rail network is undergoing extended disruption to rail services over the next three years for essential corridor works, primarily concerning the rock foundations underneath tracks, which will be done across the entire network, moving from section to section. Auckland Transport (AT) is calling it the “Rail Network Rebuild”. According to *Stuff Online*, the works are set to cost \$NZ330 million.

Western line timetable services were put on a reduced timetable from Wednesday 12 October for two weeks due to a “subsidence issue” located between New Lynn and Fruitvale Road, while temporary speed restrictions (TSRs) were also put in place. KiwiRail said that its staff and specialist geotechnical engineers found a slip had caused cracks in the bank beneath the rail corridor, while also “a few sections of concrete retaining wall below the rail line have moved”. The reduced timetable provided for trains every 30 minutes between New Lynn and Swanson having to negotiate one line running through the impacted location (purple on the below map), and every 20 mins between New Lynn and Britomart (coloured green below), requiring interchange between services at New Lynn for through passengers. The regular timetable recommenced on Wednesday 26 October at 15:30, although with a 25 kph TSR in place.



From Monday 26 December until Sunday 15 January, all rail lines are closed for the now traditional new year network shutdown, with bus replacement provided.

After this, stage 1 of the Rebuild will see **Southern** (only between Otahuhu and Newmarket) and **Onehunga** line services not operating from Monday 16 January through to Sunday 19 March.



Stage 2 will then see **Eastern** line services not operating between Britomart and Otahuhu from late March until December.



The schedule for 2024 is yet to be finalised.

A KiwiRail spokesperson said the extended closures were essential because only relying on evening, weekend and holiday closures would see the project take decades to finish. According to AT, it would be nearly 20 years. Greater Auckland’s Matt Lowrie said “this will be devastating for confidence in the rail network and in the wider public transport system”. Transport Minister Keith Wood blamed “decades of deferred maintenance” in the rail sector, also saying that “some of the ballast put on Auckland’s rail lines was put there in the 1870s, and has basically had nothing done to it since then.

A recent review was critical of the under-investment in maintenance and repairs on the network, with a multi-hundred million dollar backlog of works. *1News* reports the Western line was duplicated between Britomart and Swanson between 2005 & 2010.

AT is promising a “modern and reliable” rail network after the completion of the Rebuild and the City Rail Link. *STUFF.CO.NZ* (2) (3), *1NEWS, AUCKLAND TRANSPORT*

Wellington

Delays to services caused by track speed restrictions that have been in place since August between Plimmerton and Paekākāriki on the **Kapiti** line will continue into the new year. A KiwiRail spokesperson said that the installation of monitoring equipment on parts of the line where slips had occurred should allow trains to return to normal speeds in January. Funding is also being sought for ‘major slope stability works’ - “Wellington’s topography makes it a particularly challenging environment and there is no easy fix when it comes to strengthening slopes”.

A staffer at *Stuff Online* recounted a November experience: “A bunch of us are standing at Paraparaumu station, waiting for the 8.04am, but it was cancelled with less than 10 minutes notice”. He said a Metlink staff member told him the speed restrictions on the line were making the standard timetable unsustainable “so they just cancel the train between Paekākāriki and Paraparaumu to keep the other stations running on time”.

Metlink’s group manager Samantha Gain also said the interaction between passenger and freight services on the single line route were compounding delays, while the nature of train rosters operating across numerous

lines meant the need to speed up services on the Kapiti line to ensure on-time running for Hutt and Johnsonville line services. She said “We occasionally have to terminate services at Paekākāriki, to enable us to depart the return service on time at Paekākāriki, as opposed to 20 minutes late from Waikanae”.

While driver shortages continue to cause issues with bus service delivery, a Metlink representative said that “cancellations are unlikely during the fare holidays”.

Wellington public transport services were fare-free on Christmas Eve, Christmas Day, and on New Year’s Eve (until 04:00). *SCOOP, THE DOMINION POST*

INTERNATIONAL

England: Elizabeth line update

London’s Elizabeth line’s **Bond Street** station finally opened to passengers and stopping trains on 24 October with trains up to every five minutes. Direct through services to Heathrow and Shenfield seven days-a-week were then due to commence from 6 November with the peak frequency increasing to a service every 3-4 minutes. The through trains mean no more interchanging at Paddington or Liverpool Street for those passengers. However, a full timetable including full end-to-end journeys as well as up to 24 trains per hour in peak periods (between Paddington and Whitechapel) is not due until around this coming May. *TRANSPORT FOR LONDON*

ENDS

BUS & COACH NEWS

NORTHERN TERRITORY



Darwin cancellations

ABC News reports that over a hundred services are being cancelled a month due to driver shortages. For example, a 16 October release listed 20 cancellations across the day, while Thursday 15 December had a total of 43. Some changes have also been made to some school services to reduce resource requirements.

However, the article insinuates the real reason behind the shortages is anti-social behaviour impacting driver

welfare. CDC Northern Territory said in October that it was 30 drivers short.

A former driver who provided his story to ABC News said he saw 40-50 people quit the role over a six-month period - "it's a constant turnover". A Transport Workers Union representative said "The same situations occur in all other states. There's a real problem of anti-social behaviour on public transport and it's impacted driver shortages around the country."

The territory government said it had recently introduced additional powers for its transit officers to issue passenger bans, and on vehicles and at bus stops, the officers could arrest for offences like assault & property damage. In November, the government also began a three-month trial of 14 additional officers placed on key routes as a deterrent.

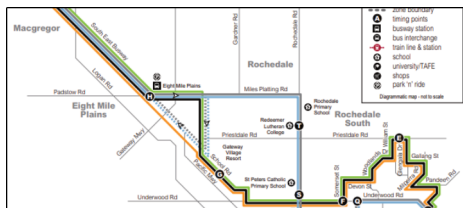
In a cost-of-living relief measure, the territory government also waived bus fares for the remainder of the year in Darwin and Alice Springs, costing the government \$375,000 in lost revenue. In a statement, the government's Minister for Infrastructure, Planning and Logistics, Eva Lawler said "With the recent increase in powers for security and transit officers and now the provision of free travel, we hope to see more people become regular bus users". **ABC NEWS, NT GOVT**



Brisbane: Springwood/Garden City changes

Effective from Monday 23 January, Translink will combine routes 576 and 586 into a new seven-day route **576** service between Springwood and Garden City.

576 has been a weekday-only service, while 586 has been a weekend-only service operating along the same route between the two centres. The one exception to this has been at Eight Mile Plains, where 576 operates via Miles Platting Road and another local road (see the excerpt of the map provided below, 576 is the green line and 586 is orange). There will be timing changes to trips compared to the previous equivalent services.



From the same date, minor timing changes will also be in effect for trips towards the city on routes **578** and **579** due to buses now running straight onto the busway off Miles Platting Road. The removal of a bus stop pair from School Road at Rochedale alters access to 576 and 577 buses for any existing users. **TRANSLINK**

Regional Queensland: Renumbered routes

Effective from Monday 16 January 2023, Translink has renumbered the following bus routes across Toowoomba, Gladstone and Bundaberg.

Toowoomba

- **997** Grand Central-Symes Thorpe On Demand Service (formerly 3)

Gladstone

- **510** Stockland Gladstone-Tannum Sands (formerly 550)

Bundaberg

- **600** City to Avenell Heights (formerly 1)
- **601** City to Sugarland Plaza via Hospitals & Argyle Gardens (1A)
- **602** Sugarland Plaza to City via Argyle Gardens & Hospitals (1B)
- **603** Sugarland Plaza to City via Svensson Heights (2)
- **604** City to Kepnock (2A)
- **605** City to Sugarland Plaza via Svensson Hts (2B)
- **606** City to Woongarra Village (3)
- **607** City to North Bundaberg (3B)
- **608** University-Sugarland Plaza-City-Bargara-Innes Park North (4)
- **609** City-Burnett Heads (5)
- **621** Bundaberg-Moore Park Beach (6A)
- **622** Bundaberg-Elliott Heads (6B)

Now all Queensland Regional routes have three-digit route numbers: **-100 series** Cairns, **200 series** Townsville, **300 series** Mackay, **400 series** Rockhampton & Capricorn Coast, **500 series** Gladstone, **600 series** Bundaberg, **700 series** Fraser Coast & Gympie, **800 series** Innisfail, Bowen, Whitsundays, North Stradbroke Island, Sunshine Coast Hinterland & Caboolture to Kilcoy, **900 series** Toowoomba & Warwick.

Report by HILAIRE FRASER, source TRANSLINK

Council calls for better bus services

Ipswich City Council has called for better bus services, particularly between Ipswich and Springfield, as it cited data that 70 per cent of the region's growth was within that corridor, Ipswich's annual population growth is sitting at four per cent (compared to the state's 1.9 per cent average), fewer than 11 per cent of Ipswich residents use public transport, and the Ipswich Council area only had 18 bus routes (compared to Redlands' 38, Logan's 47 and Moreton Bay's 48).

Mayor Teresa Harding told ABC News "if we don't service the growth that is happening in those fast-growing areas as well as our established areas, people

will just go to cars. We have this terrific opportunity to get more people onto public transport, so they do become a one-car or zero-car family [rather than two- or three-cars]”.

A Translink spokesperson said “The bus network in Ipswich has seen recent service improvements, and we will continue to assess needs in line with the growth of the region”. They said recent improvements included a new Spring Mountain service, adding 531 between Ripley Valley, Springfield and Yamanto, and also splitting one route into two distinct routes.

On service reliability and cancellations, the Translink spokesperson said COVID-19, influenza, and "broader workforce pressures" continue to impact south-east Queensland bus networks. **ABC NEWS**

Transit Systems acquires Stradbroke Buses

In December, Kelsian Group’s Transit Systems announced that it had acquired North Stradbroke Island Bus Service, its first foray into the Queensland bus market.

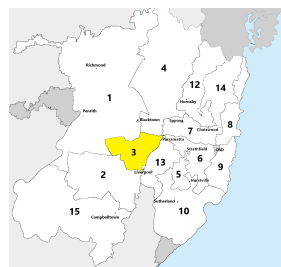
The acquired company operates two routes (880 and 881) on the island, operating seven days a week, and charter trips. The current timetable available on the company’s website is dated effective from 19 December 2022. According to the website, there are also two additional trips that do not appear on the timetable.

Transit System’s Chief Operating Officer, Greg Balkin, said “We already operate the Brisbane City Council ferry network, and we’re thrilled to add the bus operations to the local network capabilities”. Kelsian Group has other ferry operations in the state. **TRAVMEDIA**

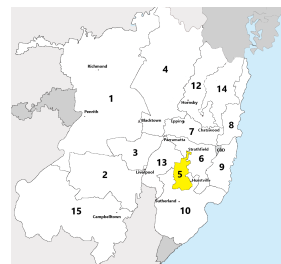
723, 724, 754, 771, 774, 775, 780, 791, 794 - cancelled trips now reinstated. Some trip timings (not necessarily the same trips that had been temporarily cancelled) appear to be adjusted by several minutes.

- **734** - cancelled trips now reinstated. In direction ex Riverstone, bus timing point “Riverbank Dr after Hambledon Rd, The Ponds” has been removed.
- **759** - cancelled trips now reinstated. Some timetable format adjustments.

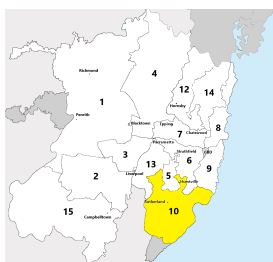
A random check also found route **793**’s 14:32 trip ex Penrith leaves Jamison High School 1 minute earlier, all other bus stops and times for this trip remain the same. **TRANSPORT FOR NSW**



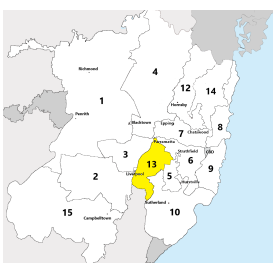
Metropolitan Region 3



Metropolitan Region 5



Metropolitan Region 10



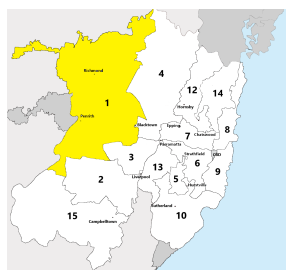
Metropolitan Region 13

Sydney Tranche 2 contracts awarded

Transport for NSW announced on 22 December that Transit Systems has won the tender to operate the Sydney bus **regions 3 and 13** contracts for the next seven years. The contracts will be combined into an enlarged region 3.

As well as continuing their operations across Smithfield, Fairfield and Merrylands, around mid-year Transit Systems will take over bus routes east of the Old South Main rail line, including Granville, Chester Hill and Lidcombe, which have been operated by Transdev for between 15 and 20 years.

NEW SOUTH WALES



Metropolitan Region 1

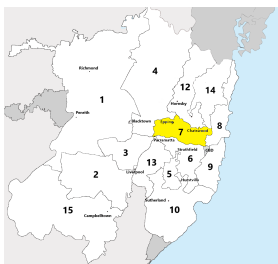
Busways: Region 1 temp cuts finished

Bus timetables updated online suggest that region 1 trips cancelled since 10 October (*Table Talk*, Nov 2022, p. 8) resumed on Monday 17 December. It is unclear if this is the end of this set of cancellations, or if they will pop up again at the end of school holidays in late January. Observations follow:

718, 721, 722, 726, 728, 729, 730, 731, 732, 735, 738, 740, 741, 742, 743, 745, 746, 747, 748, 750, 751, 752, 753, 755, 756, 758, 761, 776, 782, 786 and **WPSB** - previously cancelled trips now reinstated.

Meanwhile, U-Go Mobility, a 50/50 joint-venture between UGL and Go-Ahead has won the tender for **regions 5 and 10**, covering the Sutherland Shire, Hurstville and Bankstown areas. These two regions will also be combined into an enlarged region 10 with a total value of \$500 million. The new contract commences in July for a period of seven years. Kinetic recently became a joint-venture partner in Go-Ahead.

The awards spell the end for Transdev's original bus operation in Sutherland Shire over 24 years, which was the company's first foray into Australia when it was known as Connex, following the acquisition of Southtrans. Transdev's remaining Sydney operations now include its recently-commenced region 9 joint-venture, selected NightRide routes, and the Sydney Light Rail and Sydney Ferries networks. The contract award also spells the end of local operator Punchbowl Bus Company's route business. **TRANSPORT FOR NSW, U-GO MOBILITY**



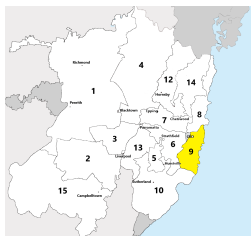
Metropolitan Region 7

Region 7: Weekend services added

Bus routes 513, 523, 524, and 544 will have additional bus services on weekends, with a new timetable effective from Monday, 9 January 2023.

- Weekday-only route **513** (West Ryde-Carlingford) now has hourly Saturday and S/PH (Sunday & public holiday) services operating 07:30-18:30,
- **523** (West Ryde-Parramatta) now also operates on S/PH with trips running hourly as per the pre-existing Saturday timetable,
- **524** (Ryde-Parramatta) has S/PH service frequency doubled to a bus every hour and increased operating hours. The S/PH timetable is now in line with the pre-existing Saturday timetable,
- **544** (Macquarie Park-Auburn) now also operates on S/PH with trips running hourly as per the pre-existing Saturday timetable,

The state government says that this timetable update will provide 110 extra services a week in the Ryde area. **TRANSPORT FOR NSW**



Metropolitan Region 9

Route 362: Extra Summer services

Transport for NSW announced in December that between Wednesday 21 December and Thursday 26 January, the weekend/public holiday-only route **362**

(Coogee-Rose Bay via Bondi Beach) would instead operate seven days-a-week.

The timetable on weekdays provides for the same 30-minute daytime frequency as the weekends, with the state government heralding the 280 additional weekly services provided.

As well as connecting with Bronte and Bondi beaches, the route also connects with F9 ferry services at Rose Bay wharf, its northern terminus.

Whilst the online PDF timetable is dated from 7 November, a provision was applied inside the front cover stating that the route "operates Monday to Friday in the Summer school holidays during Daylight Savings period only. Operates on Weekends and Public Holidays during Daylight Savings period only", under symbol "A", with all services notated with this symbol. **TRANSPORT FOR NSW, NSW GOVERNMENT**

Punchbowl: Christmas Day timetable

Punchbowl Bus Company released a special timetable on their website just for the services it was operating on Christmas Day. Included in the timetable were routes 446, 450, 941-5, and 953-4. The timetable, in the Transport format, filled two A4 pages. The timetable also mentioned that "Routes 939, 940, 946, 955 and S14 do not operate on Christmas Day". **PUNCHBOWL BUS COMPANY**

NYE NightRide alterations

For New Year's Eve, some services were truncated, while other routes did not operate due to trains operating all night.

Routes **N20, N30, N40, N50, N60, N61, N70, N71, N80** and **N81** were truncated to not operate between the Town Hall hub and Central Railway Square.

The first two trips of Route **N92** (Town Hall-Tallowong) ex Town Hall were also truncated to instead commence from Wynyard (pre-03:30), while all three trips in the opposite direction were to terminate at Wynyard.

Routes **N10** (Town Hall-Sutherland), **N11** (Town Hall-Cronulla), **N90** (Town Hall-Hornsby via Shore), and **N91** (Bondi Jct-Macquarie Park) did not operate.

N31 (Liverpool-Leppington) was scheduled to operate as normal. **TRANSPORT FOR NSW**

Katoomba: Bus timetable changes

Effective from Saturday 17 December, Blue Mountains Transit route and school bus timetables have been revised, which Transport for NSW says are aimed at "improving efficiency, connections with other services and reducing overcrowding on some existing services".

The summary of the changes follows:

- **685**: Revised timetable to improve connections from North and South Katoomba to Katoomba Hospital, and at Wentworth Falls to Lawson Public School and Steiner School.
- **685H**: Revised timetable to improve running times and connections at Springwood Interchange.

Several trips converted into dedicated school routes for Korowal and Katoomba High School (HS).

- **690K:** Revised timetable to improve efficiency as well as connections at Springwood Interchange.
- **695:** Revised timetable to improve connections at Katoomba railway station and Katoomba HS.
- **697:** Revised timetable to improve connections to Katoomba Hospital and schools located east of Katoomba. Some trips revised for school patronage from withdrawn dedicated school trips.
- **698V:** Adjusted school network to reduce overcrowding on 698V services. Some regular services converted into dedicated 8330 school service.

School bus services 8208, 8222, 8307, 8322, 8708, 8721 have been withdrawn, while 8240, 8330, 8331, 8333, 8334, 8736, and 8737 are new services, and there are revisions to existing school bus services 8302, 8316, 8320, 8323, 8701, 8705, 8715, and 8722. Some school or regular route services have had reported overcrowding from students, with the local school services network adjusted in an attempt to alleviate this issue. **TRANSPORT FOR NSW**

Picton timetable change

Effective from Monday 25 July 2022, timing adjustments were made for the Macarthur Square and Campbelltown Weekly Shopper bus service (Waratah Square-Campbelltown railway station). No change was made for the PM return services.

The operator's website provides a combined timetable for all of their route services. It is dated 1 September 2021. The extract from this timetable is provided below, followed by the 2022 adjusted times by stop. **PICTON BUSLINES**

MACARTHUR SQUARE & CAMPBELLTOWN WEEKLY SHOPPER MONDAYS ONLY			
If Public Holiday Monday this service operates Tuesday			
Monday	am	Monday	pm
Waratah Village - Tylers Rd	9:10	Campbelltown Railway Station	1:00
Bargo - IGA	9:12	Macarthur Square	1:05
Tahmoor- KFC	9:00	St Anthony's- Picton	1:35
Tahmoor- Macquarie Grove	9:03	Taara Gardens	1:45
Thirlmere Public School- Oaks St	9:08	Thirlmere Roundabout	1:48
Taara Gardens	9:12	Tahmoor- Macquarie Grove	1:55
Picton Shire Hall	9:25	Tahmoor- opp KFC	1:58
Macarthur Square	9:55	Bargo - IGA	2:10
Campbelltown Railway Station	10:00	Waratah Village - Tylers Rd	2:12

Waratah Village – Tylers Rd **9.10**

Bargo – IGA **9.12**

Tahmoor- KFC **9.20**

Tahmoor- Macquarie Grove **9.23**

Thirlmere Public School- Oaks Street **9.28**

Taara Gardens **9.32**

Picton Shire Hall **9.40**

Macarthur Square **10.15**

Campbelltown Railway Station **10.20**

Old and new timetable times for the AM Shopper service.

Mildura 950/951: New Saturday trial service

On 16 December, Transport for NSW announced that from Saturday 17 December, CDC Mildura's weekday route **950** (direction Mildura to Wentworth) and **951** (direction Wentworth to Mildura) will each have one Saturday service operating as a trial.

The **951** trip departs Wentworth Post Office 08:45 to arrive Mildura Sporting Precinct 10:01. The return **950** trip departs Mildura Sporting Precinct 14:00 to arrive Wentworth Post Office 15:16. Only these two trips also have their route extended from Mildura Shopping Centre to Mildura Sporting Precinct, which adds 10-11 minutes journey time for the bus. Thus, the end-to-end running times are higher than the weekday trips which take between 40 and 50 minutes to/from the Shopping Centre, depending on the time of day.

The additional stops in Mildura provide links with local recreational, medical and shopping facilities for residents of Wentworth, Dareton, Buringa and Gol Gol, as well as potentially cross-city travel within Mildura, which is where the additional journey time appears to come from. Reviews following the trial will determine any permanent changes. **TRANSPORT FOR NSW**

Broken Hill: Intertown Saturday trials

On 16 December, Transport for NSW announced that from Saturday 17 December, CDC Broken Hill will extend their weekday Menindee and Wilcannia Intertown Services (the current timetable is dated 01 May 2020) to also operate on Saturdays as a trial.

CDC Broken Hill currently operates one separate trip on weekday mornings from each of Menindee and Wilcannia to Broken Hill, with an afternoon return trip each on weekday afternoons ex Broken Hill back to those towns.

Same as the Mildura trials above, these Saturday trips also have their routes extended further into the city with trips extending from Broken Hill Base Hospital to Alma Oval providing links to local sporting and shopping facilities. The return trips also start ex Alma Oval.

Reviews following the trial will determine any permanent changes. **TRANSPORT FOR NSW**

Contactless expands to Bathurst

Since Monday 12 December, Transport for NSW and Buslines Group have operated a contactless fare payment trial on Bathurst Buslines services. The trial enables passengers to pay their fare using a bank credit/debit card in either physical or digital form (i.e.: smartphone/arm watch).

Not part of the Opal network, bus services across most of regional New South Wales maintain the ability to purchase bus tickets on board buses from the driver, COVID notwithstanding.

The Editor conveys his interest that rather than expand the Opal network, which incorporates contactless bank card ticketing across its pre-existing Sydney and Outer Metropolitan network, the state's transport agency appears to be looking to jump straight past this step altogether for regional areas.

Also in December, Opal reached its 10-year anniversary, having clocked up its 4.5 billionth tap on, with over 56 million opal cards issued. The state government is in the midst of working on an Opal system upgrade, called the Opal Next Generation Ticketing System project, funded with \$568 million through the state budget, over five years, with the goal of replacing “end-of life Opal ticketing systems with a flexible, modular and future-ready system. The state’s budget papers made mention that this ‘Opal NextGen’ system is to be rolled out across the entire state.

At the time of writing (prior to commencement of the trial), it was unclear whether Buslines would be using standard Opal readers on its buses or some other device installed to collect these payments. The Transport/state government announcement only said that it had installed “card reader technology” in 16 vehicles. More vehicles are planned to be fitted for use in its Dubbo operation early in 2023.

The Buslines Group operates a mix of route and school bus services across a dozen of the state’s cities, including Tamworth, Orange, Ulladulla and Griffith, under different operating contracts with Transport for NSW. **TRANSPORT FOR NSW, BUSLINES GROUP, NSW GOVT**



Summer Holiday timetables

A Summer holiday timetable is in force for the ACT bus network between Monday 19 December and Sunday 29 January. Special “summer holiday” timetables have been published for all routes on the Transport Canberra website (<https://www.transport.act.gov.au/getting-around/timetables2/Summer-Holiday-Timetable>).

According to Transport Canberra, **Rapid route** services are to run at least every 15 minutes on weekdays except evenings (post-20:00), where the frequency drops to every 30 mins. The **R10** route has been reduced further where weekday intra-peak services are every 30 mins and evening services once an hour. **Local route** services are to operate every 30 mins on weekdays until 20:00 where it then drops to hourly.

Public holidays see services operate to the Sunday timetable, except for Christmas (a fare-free day). Christmas is set for Rapid route services every hour (except for **R4** which is every 30 mins), and local services every two hours 07:30-17:00.

After Friday 23 December, the Fairbairn loop service (**904**) will not operate until Tuesday 3 January. **TRANSPORT CANBERRA**

Timetable changes

Transport Canberra has released the new timetables that will commence operating from Monday 30 January, as reported in the November edition of *Table Talk* (page 9).

An additional timetable review for **Rapid routes 2-4** has

been provided below, showing some of the more intricate changes made.

The route adjustments are as follows:

- Medium-term London Circuit diversions (*Table Talk*, Dec 2022, p. 6) now included in the timetables for routes that go through there, with various timing adjustments to trips.
- All routes that use Woden Bus Interchange are now adjusted to use the new temporary stands (Nov 2022, p. 9).
- **R2 (Fraser-Fyshwick):** Timetable includes a new timing point at Cohen St Interchange, while the Westfield Belconnen point has been changed to Belconnen Interchange. Late weekday evening trips now extend from City l’change to Canberra railway station in Kingston, while 1x late trip ex Fyshwick now starts short from the railway station and 2x trips in opposite direction ex City l’change 23:20 and 23:35 are withdrawn. There are assorted trip timing adjustments. The below table provides the general weekday frequency changes (per x mins).

R2	Shoulder	AM	Shoulder	Intra	Shoulder	PM	Shoulder	Evening
Old	10	10	10	15	15	10	15	15
New	12	12	12	12	12	12	15	30

- **R3 (Spence-Canberra Airport):** The timetable timing point for Westfield Belconnen has been removed. On weekdays, 2x evening trips now start short from City l’change towards Spence Terminus, while 2x additional trips operate ex City l’change 23:04 and 23:34 to Spence providing enhanced availability in that direction. The Sunday 21:23 trip ex Spence to City l’change is withdrawn, with the final trip in this direction now 30 mins earlier.

R3	Shoulder	AM	Shoulder	Intra	Shoulder	PM	Shoulder	Evening
Old	15	15	15	15	15	15	15	30
New	15	15	15	15	15	15	15	30

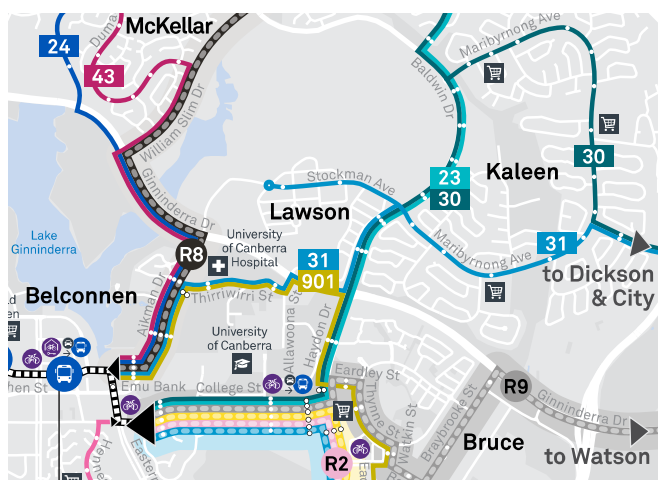
- **R4 (Belconnen-Tuggeranong):** The Westfield Belconnen timing point has been removed. On weekday evenings, the last four trips in both directions have been withdrawn with the final trip now around an hour earlier. The last trip on Sundays/PHs in both directions is withdrawn, with the final trip now 15 mins earlier.

R4	Shoulder	AM	Shoulder	Intra	Shoulder	PM	Shoulder	Evening
Old	10	5	10	10	10	10	10	15
New	6	6	6	12	12	6	15-30	30

- **R6 (Woden-City West) and 60 & 61 (Mawson loop):** Routes adjusted to now operate via Ainsworth Avenue and Hindmarsh Drive instead of Yamba Drive.
- **18 (Dickson-Gungahlin):** Route now uses Oodgeroo Drive instead of Well Station Drive to provide a direct service for Franklin Early Childhood School. The change is set to improve travel times into Dickson.

- **19 & 20 (Bonner loop):** Routes adjusted to run via Horse Park Drive instead of Katherine Drive to improve journeys from Bonner and Forde to Amaro Shops.
- **21 & 22 (Franklin loop):** Route adjusted to run via Well Station Drive (the location of a future high school) due to route 18 change above.
- **31 (Belconnen-City):** Route now travels along Stockman Avenue in Lawson to improve coverage in that area.

A map excerpt is provided below showing the temporary Stockman Avenue u-turn pending completion of road works that will see the route run through, so presumably skipping Haydon Drive and Thirriwirri Street.



- **Revised routes 40 (Belconnen-Charnwood-Fraser-Melba-Belconnen loop) and 42 (Belconnen-Melba-Fraser-Charnwood loop):** Combines the old routes 40 (Belconnen-Fraser via Charnwood) and 42 (Belconnen-Fraser via Melba) in this loop service. Benefits are set to include improved service frequency along Southern Cross Drive and faster journeys between Kippax and Belconnen. Looped running also reduces use of layovers at Fraser West terminus.
- **41 (Fraser-Belconnen):** Route changes along Shakespeare Crescent in Fraser as well as adjustments to maintain coverage following old route 42 change above.
- **New route 46 (Kippax-Belconnen):** Provides bus coverage for Latham and Florey due to changes to old route 42 above.
- **57 (Woden-City):** Route adjusted to the reverse of route R6 above. 57 to now run via Yamba Drive instead of Ainsworth Street and Hindmarsh Drive.
- **63 (Cooleman Court-Woden), 64 & 65 (Weston Creek-Woden) and 70 & 71 (Tuggeranong-Woden):** Now operate along a more direct route on Hindmarsh Drive instead of Launceston Street and Melrose Drive.
- **72, 76 & 77 (Tuggeranong-Woden):** Now departs via Easty Street in Woden.

Transport Canberra advises there have been adjustments made to school bus services, while there is

no change to the light rail (Rapid route 1) timetable.

Transport Canberra acknowledged that some changes in frequency would occur on some routes “to accommodate infrastructure projects across the city”, so it is unclear from that line if there will be more spare buses or if the new route 46 will use them up (probably somewhere in-between). The release on their website later says “these adjustments will mean customers can confidently use bus services and are not waiting for buses that do not arrive” which is code for ‘we have shortages, so some trips have been reduced to ensure reliability’. Cities across Australia and New Zealand have experienced bus driver shortages due to the COVID pandemic’s impacts on the labour market, as variously reported in *Table Talk*. *With HILAIRE FRASER, source TRANSPORT CANBERRA*



Chadstone shuttle buses

From Saturday 1 October until Sunday 29 January, additional shuttle services are operating on **weekends and public holidays** between Oakleigh station and Chadstone Shopping Centre (SC). PTV says the additional services are to provide more travel options during the busy spring/summer period.

Buses operate approximately every 14 minutes between 08:00 and 22:00 most Saturdays and 09:00 to 20:00 most Sundays. Additional services were also to operate specifically on 25 November (Black Friday), 23 December (pre-Christmas) and 26 December (Boxing Day).

The above operating hours were to extend on 25-27 Nov, 23-24 Dec and 26-27 Dec.

A second set of special additional shuttle services has been scheduled to also operate on **weekends and public holidays** between Burwood Highway/Warrigal Road, Burwood bus stop and Chadstone Shopping Centre from Saturday 12 Nov to Monday 2 January (Christmas Day excluded) running every 10-15 minutes to supplement the pre-existing route 903 timetable. The buses also stop at Holmesglen station (linking with the route 75 tram stop). These extra services operated 08:00-22:00 Saturdays and 09:00-20:00 Sundays.

This set of services have been added in the 903 timetable which includes separate timetables for each of Christmas Day, Boxing Day, New Years Day, and New Years Day Holiday. An excerpt showing the 903 Saturday timetable ex Altona is provided on page 13. *PUBLIC TRANSPORT VICTORIA*

Greensborough impending changes

In October, the Department of Transport sought community feedback on changes to Greensborough bus services by implementing On Demand services and altering existing fixed route services to remove duplication.

The Department said it was looking to seek information

Route 903 Mordialloc

Route 903 Mordialloc

Wheelchair Accessible Services		Saturday		Public Holidays (1)	
Service Information	Morning (am) / Afternoon (pm)	H	H	H	H
Altona Station/Railway St South (Altona)	7:34	8:21	8:50	9:14	10:26
Altona Gate SC/Millers Rd (Altona North)	7:42	8:30	8:59	9:24	10:36
Sunshine Station/Dickson St (Sunshine)	7:54	8:44	9:14	9:39	10:51
Milleraa SC/Milleraa Rd (Keller East)	8:14	8:37	9:08	10:04	11:17
Essendon Station/M Alexander Rd (Essendon)	8:25	8:49	9:20	10:16	11:30
DFO Essendon/Perimeter Rd (Essendon)	8:45	9:09	9:43	10:44	11:56
Coburg PS/Bal St (Coburg)	8:55	9:20	10:14	10:59	12:11
Preston Station/Murray Rd (Preston)	9:04	9:30	10:25	10:50	12:07
Northland SC/Murray Rd (Preston)	9:19	9:46	10:21	10:52	12:11
Heidelberg Station/Yarra St (Heidelberg)	9:44	10:11	11:17	11:43	12:37
Doncaster SC/Williams Rd (Doncaster)	10:01	10:28	11:36	12:09	12:33
Box Hill Bus Station/Station St (Box Hill)	10:26	10:53	11:59	12:31	12:55
Holmesglen TAFE/Warrigal Rd (Chadstone)	10:36	10:53	11:59	12:31	12:55
Chadstone Shopping Centre/Eastern Access Rd (Malvern East)	10:36	10:53	11:59	12:31	12:55
Oakleigh Station/Portman St (Oakleigh)	10:46	11:13	12:26	12:54	1:08
North Rd/Warrigal Rd (Oakleigh South)	10:50	11:17	12:30	12:58	1:12
Keys Rd/Warrigal Rd (Heatherton)	11:03	11:40	12:51	1:22	1:40
Mentone Station/Como Pde (Mentone)	11:13	11:50	12:33	1:32	1:50
Mordialloc SC/Centre Way (Mordialloc)	11:23	12:11	1:04	1:32	2:10

Service Information
H = Shuttle Service for Chadstone Shopping Centre runs from 12/11/22 until 02/01/23
W = Wheelchair Accessible

Wheelchair Accessible Services		Saturday		Public Holidays (1)	
Service Information	Morning (am) / Afternoon (pm)	H	H	H	H
Altona Station/Railway St South (Altona)	1:57	2:30	3:00	3:30	4:00
Altona Gate SC/Millers Rd (Altona North)	2:07	2:39	3:09	3:39	4:09
Sunshine Station/Dickson St (Sunshine)	2:22	2:54	3:24	3:54	4:24
Milleraa SC/Milleraa Rd (Keller East)	2:49	3:19	3:49	4:18	4:48
Essendon Station/M Alexander Rd (Essendon)	3:02	3:32	4:02	4:31	5:00
DFO Essendon/Perimeter Rd (Essendon)	3:17	3:47	4:16	4:45	5:14
Coburg PS/Bal St (Coburg)	3:37	3:56	4:26	4:54	5:23
Preston Station/Murray Rd (Preston)	3:58	4:07	4:37	5:05	5:34
Northland SC/Murray Rd (Preston)	3:51	4:17	4:47	5:15	5:43
Heidelberg Station/Yarra St (Heidelberg)	4:46	4:55	5:25	5:53	6:21
Doncaster SC/Williams Rd (Doncaster)	4:29	4:55	5:25	5:53	6:21
Box Hill Bus Station/Station St (Box Hill)	4:46	5:12	5:42	6:10	6:41
Holmesglen TAFE/Warrigal Rd (Chadstone)	5:10	5:25	5:38	5:56	6:15
Chadstone Shopping Centre/Eastern Access Rd (Malvern East)	5:19	5:32	5:45	6:03	6:15
Oakleigh Station/Portman St (Oakleigh)	5:28	5:54	6:24	6:52	7:18
North Rd/Warrigal Rd (Oakleigh South)	5:31	5:57	6:27	6:55	7:21
Keys Rd/Warrigal Rd (Heatherton)	5:46	6:16	6:46	7:14	7:44
Mentone Station/Como Pde (Mentone)	5:53	6:19	6:48	7:15	7:44
Mordialloc SC/Centre Way (Mordialloc)	6:03	6:27	6:57	7:24	7:50

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Wheelchair Accessible Services		Saturday		Public Holidays (1)	
Service Information	Morning (am) / Afternoon (pm)	H	H	H	H
Altona Station/Railway St South (Altona)	7:34	8:21	8:50	9:14	10:26
Altona Gate SC/Millers Rd (Altona North)	7:42	8:30	8:59	9:24	10:36
Sunshine Station/Dickson St (Sunshine)	7:54	8:16	9:14	9:39	10:51
Milleraa SC/Milleraa Rd (Keller East)	8:14	8:37	9:08	10:04	11:17
Essendon Station/M Alexander Rd (Essendon)	8:25	8:49	9:20	10:16	11:30
DFO Essendon/Perimeter Rd (Essendon)	8:45	9:09	9:43	10:44	11:56
Coburg PS/Bal St (Coburg)	8:55	9:20	10:14	10:59	12:11
Preston Station/Murray Rd (Preston)	9:04	9:30	10:25	10:50	12:07
Northland SC/Murray Rd (Preston)	9:19	9:46	10:21	10:52	12:11
Heidelberg Station/Yarra St (Heidelberg)	9:44	10:11	11:17	11:43	12:37
Doncaster SC/Williams Rd (Doncaster)	10:01	10:28	11:36	12:09	12:33
Box Hill Bus Station/Station St (Box Hill)	10:26	10:53	11:59	12:31	12:55
Holmesglen TAFE/Warrigal Rd (Chadstone)	10:36	10:53	11:59	12:31	12:55
Chadstone Shopping Centre/Eastern Access Rd (Malvern East)	10:36	10:53	11:59	12:31	12:55
Oakleigh Station/Portman St (Oakleigh)	10:46	11:13	12:26	12:54	1:08
North Rd/Warrigal Rd (Oakleigh South)	10:50	11:17	12:30	12:58	1:12
Keys Rd/Warrigal Rd (Heatherton)	11:03	11:40	12:51	1:22	1:40
Mentone Station/Como Pde (Mentone)	11:13	11:50	12:33	1:32	1:50
Mordialloc SC/Centre Way (Mordialloc)	11:23	12:11	1:04	1:32	2:10

Service Information
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Wheelchair Accessible Services		Saturday		Public Holidays (1)	
Service Information	Morning (am) / Afternoon (pm)	H	H	H	H
Altona Station/Railway St South (Altona)	7:34	8:21	8:50	9:14	10:26
Altona Gate SC/Millers Rd (Altona North)	7:42	8:30	8:59	9:24	10:36
Sunshine Station/Dickson St (Sunshine)	7:54	8:16	9:14	9:39	10:51
Milleraa SC/Milleraa Rd (Keller East)	8:14	8:37	9:08	10:04	11:17
Essendon Station/M Alexander Rd (Essendon)	8:25	8:49	9:20	10:16	11:30
DFO Essendon/Perimeter Rd (Essendon)	8:45	9:09	9:43	10:44	11:56
Coburg PS/Bal St (Coburg)	8:55	9:20	10:14	10:59	12:11
Preston Station/Murray Rd (Preston)	9:04	9:30	10:25	10:50	12:07
Northland SC/Murray Rd (Preston)	9:19	9:46	10:21	10:52	12:11
Heidelberg Station/Yarra St (Heidelberg)	9:44	10:11	11:17	11:43	12:37
Doncaster SC/Williams Rd (Doncaster)	10:01	10:28	11:36	12:09	12:33
Box Hill Bus Station/Station St (Box Hill)	10:26	10:53	11:59	12:31	12:55
Holmesglen TAFE/Warrigal Rd (Chadstone)	10:36	10:53	11:59	12:31	12:55
Chadstone Shopping Centre/Eastern Access Rd (Malvern East)	10:36	10:53	11:59	12:31	12:55
Oakleigh Station/Portman St (Oakleigh)	10:46	11:13	12:26	12:54	1:08
North Rd/Warrigal Rd (Oakleigh South)	10:50	11:17	12:30	12:58	1:12
Keys Rd/Warrigal Rd (Heatherton)	11:03	11:40	12:51	1:22	1:40
Mentone Station/Como Pde (Mentone)	11:13	11:50	12:33	1:32	1:50
Mordialloc SC/Centre Way (Mordialloc)	11:23	12:11	1:04	1:32	2:10

Service Information
H = Shuttle Service for Chadstone Shopping Centre runs from 12/11/22 until 02/01/23
W = Wheelchair Accessible

Wheelchair Accessible Services		Saturday		Public Holidays (1)	
Service Information	Morning (am) / Afternoon (pm)	H	H	H	H
Altona Station/Railway St South (Altona)	10:56	11:26	11:56	12:26	12:56
Altona Gate SC/Millers Rd (Altona North)	11:06	11:36	12:06	12:36	13:06
Sunshine Station/Dickson St (Sunshine)	11:21	11:51	12:21	12:51	13:21
Milleraa SC/Milleraa Rd (Keller East)	11:41	12:11	12:41	13:11	13:41
Essendon Station/M Alexander Rd (Essendon)	12:00	12:30	1:00	1:31	2:02
DFO Essendon/Perimeter Rd (Essendon)	12:13	12:43	1:13	1:44	2:15
Coburg PS/Bal St (Coburg)	12:26	12:56	1:26	1:57	2:28
Preston Station/Murray Rd (Preston)	12:37	1:07	1:37	2:08	2:39
Northland SC/Murray Rd (Preston)	12:50	1:20	1:50	2:21	2:52
Heidelberg Station/Yarra St (Heidelberg)	1:03	1:33	2:03	2:34	3:05
Doncaster SC/Williams Rd (Doncaster)	1:13	1:43	2:13	2:44	3:15
Box Hill Bus Station/Station St (Box Hill)	1:38	1:53	2:22	2:37	2:52
Box Hill Bus Station/Station St (Box Hill)	1:50	1:57	2:12	2:40	2:48
Burwood Hwy/Warrigal Rd (Burwood)	2:00	2:05	2:20	2:36	2:42
Holmesglen TAFE/Warrigal Rd (Chadstone)	2:09	2:16	2:31	2:58	3:06
Chadstone Shopping Centre/Eastern Access Rd (Malvern East)	2:17	2:42	3:08	3:33	3:58
Oakleigh Station/Portman St (Oakleigh)	2:27	2:42	3:23	3:28	4:05
North Rd/Warrigal Rd (Oakleigh South)	2:31	2:46	3:11	3:26	4:08
Keys Rd/Warrigal Rd (Heatherton)	2:41	2:56	3:20	3:35	4:17
Mentone Station/Como Pde (Mentone)	2:55	3:10	3:33	3:48	4:30
Mordialloc SC/Centre Way (Mordialloc)	3:20	3:32	4:13	4:13	4:57

Service Information
H = Shuttle Service for Chadstone Shopping Centre runs from 12/11/22 until 02/01/23
W = Wheelchair Accessible

Wheelchair Accessible Services		Sunday		Public Holidays (2)	
Service Information	Morning (am) / Afternoon (pm)	H	H	H	H
Altona Station/Railway St South (Altona)	7:34	8:21	8:50	9:14	10:26
Altona Gate SC/Millers Rd (Altona North)	7:42	8:30	8:59	9:24	10:36
Sunshine Station/Dickson St (Sunshine)	7:54	8:16	9:14	9:39	10:51
Milleraa SC/Milleraa Rd (Keller East)	8:14	8:37	9:08	10:04	11:17
Essendon Station/M Alexander Rd (Essendon)	8:25	8:49	9:20	10:16	11:30
DFO Essendon/Perimeter Rd (Essendon)	8:45	9:09	9:43	10:44	11:56
Coburg PS/Bal St (Coburg)	8:55	9:20	10:14	10:59	12:11
Preston Station/Murray Rd (Preston)	9:04	9:30	10:25	10:50	12:07
Northland SC/Murray Rd (Preston)	9:19	9:46	10:21	10:52	12:11
Heidelberg Station/Yarra St (Heidelberg)	9:44	10:11	11:17	11:43	12:37
Doncaster SC/Williams Rd (Doncaster)	10:01	10:28	11:36	12:09	12:33
Box Hill Bus Station/Station St (Box Hill)	10:26	10:53	11:59	12:31	12:55
Holmesglen TAFE/Warrigal Rd (Chadstone)	10:36	10:53	11:59	12:31	12:55
Chadstone Shopping Centre/Eastern Access Rd (Malvern East)	10:36	10:53	11:59	12:31	12:55
Oakleigh Station/Portman St (Oakleigh)	10:46	11:13	12:26	12:54	1:08
North Rd/Warrigal Rd (Oakleigh South)	10:50	11:17	12:30	12:58	1:12
Keys Rd/Warrigal Rd (Heatherton)	11:03	11:40	12:51	1:22	1:40
Mentone Station/Como Pde (Mentone)	11:13	11:50	12:33	1:32	1:50
Mordialloc SC/Centre Way (Mordialloc)	11:23	12:11	1:04	1:32	2:10

Service Information
H = Shuttle Service for Chadstone Shopping Centre runs from 12/11/22 until 02/01/23
W = Wheelchair Accessible

Current Melbourne route 903 Saturday timetable (end partial Sunday) direction Altona > Mordialloc including the additional Summer shuttle services ex Burwood (source: PTV).

on which local destinations FlexiRide should travel to, and said that the smaller FlexiRide buses were perfect for steep and narrow local streets to therefore access closer to more people's homes.

The changes would include implementation of a Greensborough **FlexiRide** On Demand service (area mapped below), while routes 514 (Glenroy-Eltham) and 517 (Northland-St Helena) would both be truncated to terminate at Greensborough, and 518 (Greensborough-St Helena West) would be withdrawn. Other local fixed routes including 343, 385, 580, 901, 902, and school routes would not be changed.

The Department expects the changes to be introduced in late 2023. **DEPT OF TRANSPORT**



- **122** Waverley-Mowbray trial service discontinued.
- **131** City-St Leonards via Penquite Rd increased to eight services weekdays in lieu of three services.
- **147** City-South Launceston off-peak services are discontinued.
- **151** City-North Riverside now serves Delungra & Reatta Rd.
- **152** City-Trevallyn (Reatta Rd) via Delungra is extended to West Riverside with 10 weekday services in lieu of the two trial services.

Report by **HILAIRE FRASER**, source **TRANSPORT TASMANIA**



Revised Ovingham timetables

The timetable for routes **230 & 232** has been revised to provide for faster trip times following the completion of the Ovingham grade separation project. New timetables effective from Monday 19 December have been issued.

Due to links with services on routes **190, 195, 196,** and **197x**, some trips' timings on these routes have also been adjusted, with new timetables therefore issued effective from the same date. **ADELAIDE METRO**

Box Hill: Upcoming additional services

The state government intends to add extra weekday intrapeak services on route **733** (Box Hill-Oakleigh) to run every 15 minutes, and route **767** (Box Hill-Southland) to run every 20 minutes. Extra 733 services would also be added on Sundays to provide a daytime service frequency of a bus every 40 minutes to "meet demand". The changes are set to be implemented sometime in 2023. The routes run via Monash University and Deakin University, respectively.

A state government statement said the changes would "also help prepare for demand when the Suburban Rail Loop opens, with both routes operating via future stations including Cheltenham, Clayton, Monash Burwood and Box Hill". According to the Big Build website, the east section of the new line, encompassing all of these stations, is not planned to open until 2035. **VICTORIAN GOVERNMENT, BIG BUILD**

Reduced bus & tram timetables: Dec 28-30

Adelaide Metro issued special PDF documents for reduced service levels between 28 and 30 December. Documents were issued for each bus region, and for the tram line showing which weekday services would not operate as well as the timetable operating on surrounding public holidays (the larger regions with multiple pages of cancellations also had a more in-depth list, with a day-by-day guide on the front page - not provided herein). Selected examples are provided on page 15. **ADELAIDE METRO**



Launceston: January service changes

Effective from Sunday 15 January 2023, the following timetable changes will come into effect for Launceston:



Investigating bus priority on Armadale replacement

The state's Transport Minister, Rita Saffioti revealed in November that rail replacement buses could have bus priority through traffic lights during the 18-month Armadale line shutdown. She said that PTA was



Reduced festive season services

Wednesday 28, Thursday 29 & Friday 30 December

Due to significantly lower than normal patronage, a number of bus and tram services will not operate or will operate to a reduced timetable over the Christmas to New Year period.

Services will operate to a public holiday timetable on:

- Monday 26 December (Christmas Day holiday)
- Tuesday 27 December (Proclamation Day holiday)
- Monday 2 January (New Year's Day holiday)

Special event and additional services such as free New Year's Eve public transport will not be affected by these reductions in services.

Hills buses

838-839 Mt Barker east and west loops

The following weekday services will not operate:

- 839 at Mt Barker at 4.17pm
- 839R at Mt Barker at 8.13pm

861 City to Glen Osmond

The following weekday services will not operate:

- 861 at Glen Osmond stop 13 at 9.00am, 9.30am, 10.00am, 10.30am, 11.00am, 11.30am, 12.00pm, 12.30pm, 1.00pm, 1.30pm, 2.00pm, 2.30pm, 3.00pm, 4.00pm, 4.30pm & 10.31pm
- 861 at Currie Street (city) stop D1 at 8.40am, 9.00am, 9.30am, 10.00am, 10.30am, 11.00am, 11.30am, 12.00pm, 12.30pm, 1.00pm, 1.30pm, 2.00pm, 2.30pm, 3.00pm & 3.30pm

863-T840-840x City to Crafers/Stirling/Aldgate/Hahndorf/Mt Barker

The following weekday services will not operate:

- 863 service departing Currie Street (city) stop D1 at 11.08pm
- 863F service departing Currie Street (city) stop D1 at 4.52pm
- T840 service departing Mt Barker at 10.08am, 11.08am, 12.08pm, 2.06pm & 3.56pm
- T840 service departing Currie Street (city) stop D1 12.14pm, 1.14pm & 3.10pm
- 840x service departing Currie Street (city) stop D1 at 4.56pm



Reduced festive season services

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Special event and additional services such as free New Year's Eve public transport will not be affected by these reductions in services.

Tram

The following morning tram services will not operate:

	Glenelg Moseley Square	Entertainment Centre		Glenelg Moseley Square	Glenelg Moseley Square	Entertainment Centre	Glenelg Moseley Square	
AM	7.25	8.17		7.17	7.23		8.26	9.17
	7.35	8.27		7.27	7.33		8.36	9.27
	7.45	8.37		7.37	7.43		8.46	9.37
	7.55	8.47		7.47	7.53		8.56	9.47
	8.05	8.57		7.57	8.03		9.06	9.57
	8.15	9.07		8.03	8.11		9.16	10.07

The following afternoon tram services will not operate:

	Morphett Road	Entertainment Centre		Entertainment Centre	Glenelg Moseley Square
PM	3.54	4.37		4.48	5.40
	4.04	4.48		4.58	5.51
	4.14	4.58		5.08	6.01
	4.24	5.08		5.18	6.11
	4.34	5.18		5.28	6.21
	4.44	5.28		5.38	6.31

investigating the possibility to provide them with green lights ahead of regular traffic. **WATODAY**

“We’re not saying there’ll be a bus priority lane from Armadale to Perth because that’s a significant expenditure, but there are traffic lights where we are looking at whether we can have some queue-jumping and some dedicated infrastructure runs in small parts of the network, that will basically let the bus take over and move forward quickly to improve those travel times”

Rita Saffioti, WA Transport Minister



NEW ZEALAND

Auckland: Temporary reductions

Auckland Transport (AT) reduced its timetabled service levels from Sunday 6 November until further notice with around 1,000 services cut from the weekday timetable. Articles were not clear on any impact to weekend services, which have also been affected by cancellations. The agency says it is 500 drivers short, with cancellations staying at around 2,000 services per weekday - totalling around 15 per cent of the city's total bus services.

Doing the maths, by late November, around 8-10 per cent of remaining services continued to be cancelled at the last minute (an average of around 900).

In explaining the move, AT's group general manager of metro services, Darek Koper said “We’re not taking anything away that’s currently running. We are just temporarily removing them in the timetable, so they won’t show up and then appear as cancelled. By making these changes, customers will have more confidence and certainty, significantly reducing the level of cancellations after customers have already planned their trips.”

These cancellations spell trouble for a city entering an extended period of extra buses required to be out on the road to replace trains along stretches of line for KiwiRail's Big Network Rebuild (see our item on **page 5**).

In a statement however, AT said over “in East Auckland, the Go Bus service recently restored 5,000 trips per month and returned to its full timetable.”

Whilst moves have been made to increase wages for bus driving across the industry, AT continues to push for relaxed migration rules to be able to fill positions from overseas labour. **STUFF.CO.NZ (2), AUCKLAND TRANSPORT**

Auckland: Timetable adjustments

Effective Monday 21 November, the following permanently changes were made to timetables:

- Route **861**: The 07:45, 08:15, 08:45, 09:15, 09:45,

10:15, & 10:45 trips ex Constellation station are withdrawn. The 16:10, 16:40, 17:10, 17:40, 18:10, & 18:40 trips ex Massey University are withdrawn.

- **865:** The 16:15 and 16:45 ex Albany station are withdrawn.
- **901:** An additional trip operates ex Smales Farm station 06:00.
- **907, 931 & 939:** Peak trips run to a reduced service frequency of 20 mins (rather than every 15 mins).

In a statement, the transport agency said "Auckland Transport is redesigning timetables for bus services across Auckland to reduce the focus on travel at peak times. Since the COVID-19 there has been a change in travel patterns on public transport, including reduced demand at peak. Reducing the number of buses running at peak times will give us the opportunity to reallocate resources in line with changing demand.

"Reducing the number of buses running at peak will result in less bus drivers required to run trips at these times. This will result in a more reliable bus service with fewer cancellations.

"We are only reducing the number of trips where we are confident that there will be sufficient space on our remaining buses for all customers." **AUCKLAND TRANSPORT**

Wellington: Cancellations & temporary reductions

Bus services continue to be cancelled left, right and centre in Wellington, with driver shortages blamed. Metlink says there is a 120-driver shortage - 20 per cent of the number required to meet the full timetable.

From Monday 17 October, a total of 67 timetabled weekday peak services were temporarily cut from routes **2, 3, 14, 20, 21, 22, 33, 34, 35, 36, 83, 84, 30x, and 31x.**

From Sunday 20 November, an additional 60 weekday and 54 weekend services were temporarily cut by Metlink as the two operators, Tranzurban and NZ Bus, struggled to meet the reduced timetable.

Greater Wellington Regional Council chairperson Daran Ponter said "In terms of weeks and even in terms of months, there is no quick fix. It's a terrible situation to be in, collectively." He also said that school services were "sacrosanct" in the scheme of things.

Metlink's Samantha Gain said "Most of the network is still operating fine. The frequent routes are the ones we take the services off temporarily so that customers still have a service that is more reliable." Metlink also said that it expected some suspended trips to return during the summer holiday period when school bus drivers can be reassigned. **STUFF.CO.NZ, THE DOMINION POST (2) (3)**

Christchurch: Temporary reductions

Christchurch buses continue to be impacted by driver shortages. As of early October, 10 routes were running to reduced timetable levels - the Orbiter (frequency reduced to every 15 mins), 1, 5, 7, 60, 80, 100, 120, 125 and 130. At this time, Metro also said that limited stops routes 1X, 5X and 95X would also make additional stops to signalling passengers along the route in an effort to

cover some gaps.

In a statement, Metro said "We are investigating ways to attract more drivers".

Meanwhile, *Stuff Online* reported on congestion aboard some bus services in Christchurch and Dunedin being caused by the unloading of cruise ship passengers several times a week.

Christchurch City councillor Sara Templeton said the route 28 was reaching crush load between Lyttelton and the city. Locals were also reporting concerns over poor mask use aboard these services, with *The Guardian* reporting the Majestic Princess had 800 cases of COVID-19 along its two-week voyage, which finished on 5 November. She said "we need to make sure that the sudden rush of users doesn't displace locals".

She also believed cruise ship operators could do more by providing cheaper private transport. The ship's preferred supplier, Blue Star Taxis, charged a \$45 capped fare into the city and \$90 per hour to elsewhere, compared to a \$2.10 bus trip into the city.

The local council, Environment Canterbury (ECan), said that in June it had secured funding to increase route 28 services sometime in 2023 - however the timing would be delayed due to the staffing issues.

Council said under the plans it would turn routes 17 and 28 into a 'high-frequency' Port-to-Port (PtP) route and introduce a new Northwood-Huntsbury route, with the PtP route having services alternating on weekdays between running to Ara and to Brougham Street/Colombo St., as well as servicing the airport terminal stop instead of route 125. **STUFF.CO.NZ, ECAN REGIONAL COUNCIL**

Timaru Link withdrawn for MyWay

Metro Timaru announced on 22 November that the Timaru Link route service would be withdrawn in early February, following the successful shift of most passengers onto the 'MyWay by Metro' On Demand service.

The withdrawal date will coincide with the introduction of three new low-floor vehicles to MyWay which will increase capacity. Meanwhile, a new school route service would also be introduced, following a similar path to the Timaru Link route to cater for the average 26 students that regularly use the Link.

ECan's general manager for public transport, Stewart Gibbon said "The Link represents the end of an era, as Timaru's last remaining fixed-route bus service. Our three other routes were replaced in June 2020 by the on-demand service. Now, with our community accustomed to using on-demand public transport, so few people are using the Link that it is clearly no longer sustainable as a service".

The council had undertaken consultation with users of the Link service in July to gain an understanding of how often people were using it. That process found 96 regular users and 20 who did so daily, he said.

"Given the size of Timaru, with a population of 28,600, a very small number of people are still using the Timaru Link. We need to compare this to those using MyWay by Metro, which averages 600 boardings, or around 300 people, a day. We, of course, have a financial responsibility to Timaru's ratepayers, and we simply can't continue to operate the Timaru Link for around 30

daily customers (excluding school students) over the 26 trips run each week.”

The online timetable shows that there are 27 trips scheduled each weekday on the Link, 14 clockwise, and 13 anti-clockwise, running on average every 40 minutes between 07:30 and 16:30. Link fares are Adult \$1.65 (Metrocard) or \$2.50 cash; and Child 95 cents (Metrocard) or \$1.50 cash. *THE TIMARU HERALD, METRO TIMARU, ENVIRONMENT CANTERBURY REGIONAL COUNCIL*

ENDS

FERRY & SHIP NEWS

NEW SOUTH WALES



Sydney: Stop work disruption

Transdev Sydney Ferries services were to come to a halt on Tuesday 13 December due to a stop work meeting called for a vote on a new enterprise agreement. This would see services cancelled from around 09:30, to then start resuming again after 14:30. The announcement suggested that F1 Manly users could continue to use Manly Fast Ferry services throughout the day. *TRANSPORT FOR NSW*

F10 Blackwattle Bay

A state government minister has confirmed that the F10 Blackwattle Bay ferry service will continue operating for now. The ferry was introduced following the forced cancellation of L1 Light Rail services in late 2021.

Whilst the 30 per cent fare discount provided for the light rail/bus replacement users on that line recently ended, local Greens Party member of parliament Jamie Parker has been reported through local media as having received confirmation from the transport minister, David Elliott, that the F10 will continue for now, although patronage will need to increase to make it permanent. Based on provided numbers, it is suggested that 30 per cent additional patronage (or a combined total of 150 passengers a day) is the target. The F10 also does not accept Opal payments, only contactless bank credit/debit cards.

The service is provided using the Me-Mel vessel, introduced initially to provide On Demand services around the harbour. According to Transport for NSW, that On Demand service remains on hold for now. *CITY HUB SYDNEY, TRANSPORT FOR NSW*

Manly Fast Ferry

The state government announced in late December that the Manly Fast Ferry would continue, courtesy of a new 15-year contract between Transport for NSW and the NRMA.

The state government said that as part of the deal, more peak services would be introduced, while the Opal card ticketing system will be set to add Manly Fast Ferry onto its network later in the year, following the installation of Opal gates at the wharves. *NSW GOVERNMENT*

“Manly Fast Ferry has operated successfully for 13 years with a strong service record during that time, and this new deal will deliver an even better quality of service for regular commuters and visitors.”

David Elliott, NSW Transport Minister

Fleet issues

The three ‘second generation’ Emerald class ferries were taken out of service in late September following two consecutive days of steering faults, with the Australian Maritime Safety Authority issuing rectification orders.

The Sydney Morning Herald reported that the F1 ferry timetable was reduced as a result, with weekday frequencies dropped from every 20 minutes to every 30 mins.

Sea trials of the three ferries were conducted in late October after modifications were made to the hydraulic system, according to Transport for NSW chief operations officer, Howard Collins. The Maritime Union of Australia’s assistant secretary said the three ferries were not up to the job covered by the Freshwaters for decades between Circular Quay and Manly.

As of early December, one of the ferries was reported to still be out of service. The state government also announced in November that it had commenced the tender process for the construction of seven new ferry vessels to replace the seven RiverCats on the F3 Parramatta ferry route. The government confirmed that in an effort to encourage local builders to apply, they could tender for part or all of the order, which means we could see multiple builders of this new class. *SYDNEY MORNING HERALD (2), NSW GOVT*

NEW ZEALAND



Auckland: Coromandel cancellations

Fullers360 has cancelled its Coromandel ferry service this summer due to insufficient staffing levels.

The local tourism body’s general manager said without the ferry, “people will have to take multiple bus services to get to the peninsula”.

Meanwhile, local businesses in Coromandel Town say

local businesses may not survive another summer without the ferry. A local cafe owner said "We are going to lose out on a decent chunk of our big spenders without that boat and there's no other service into Coromandel".

Unlike other routes, Fullers is not contractually bound to provide the Coromandel services. Fullers also said that the people that were applying for specialist positions were all under qualified and it takes up to three years to get them to the required level of expertise. In early October, the operator said it was down by 60 staff, despite the approaching summer timetable traditionally resulting in increased work demands from extra timetabled services.

Since Monday 28 November, other Auckland ferry routes have been operating to a reduced timetable as a result of staffing shortages (see item below). *THE WAIKATO TIMES, STUFF.CO.NZ*

Auckland: Temporary reductions

Due to crew shortages, the **Devonport** ferry is running to a reduced timetable until further notice. The schedules on the AT website do not show a start date.

From Monday 28 November, **Bayswater** (significant AM trip time changes, no weekend changes), **Half Moon Bay** (many trips depart five minutes earlier on weekdays and weekends), **Birkenhead & Northcote Point** (many weekday trip time changes, no weekend changes) services have also been running to a reduced timetable. Commentary was provided by AT.

For the week Monday 9 to Friday 13 January, the following **West Harbour** services were advertised to not operate - 06:50, 08:10, 15:55 & 17:20 ex West Harbour and 07:25, 10:00, 16:30 & 17:55 ex Downtown.
AUCKLAND TRANSPORT

ENDS

Front Cover: Sydney bus routes 513, 521, 523, 524 and 541 (Transport for NSW). Item 'Region 7: Weekend services added' on page 9.

About Table Talk

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

Table Talk is a monthly publication produced by the Australian Timetable Association Inc. (ATA) (Registration No. A0043673H) as a journal of record covering timetable and other transport-related news. The ATA also publishes **The Times** covering timetable history and analysis. ABN 74248483468.

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Back issues of *Table Talk* are available on our website, www.timetable.org.au, two months after print publication.

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Table Talk is a production of the Australian Timetable Association