



AUSTRALIAN TIMETABLE ASSOCIATION

# TABLE TALK

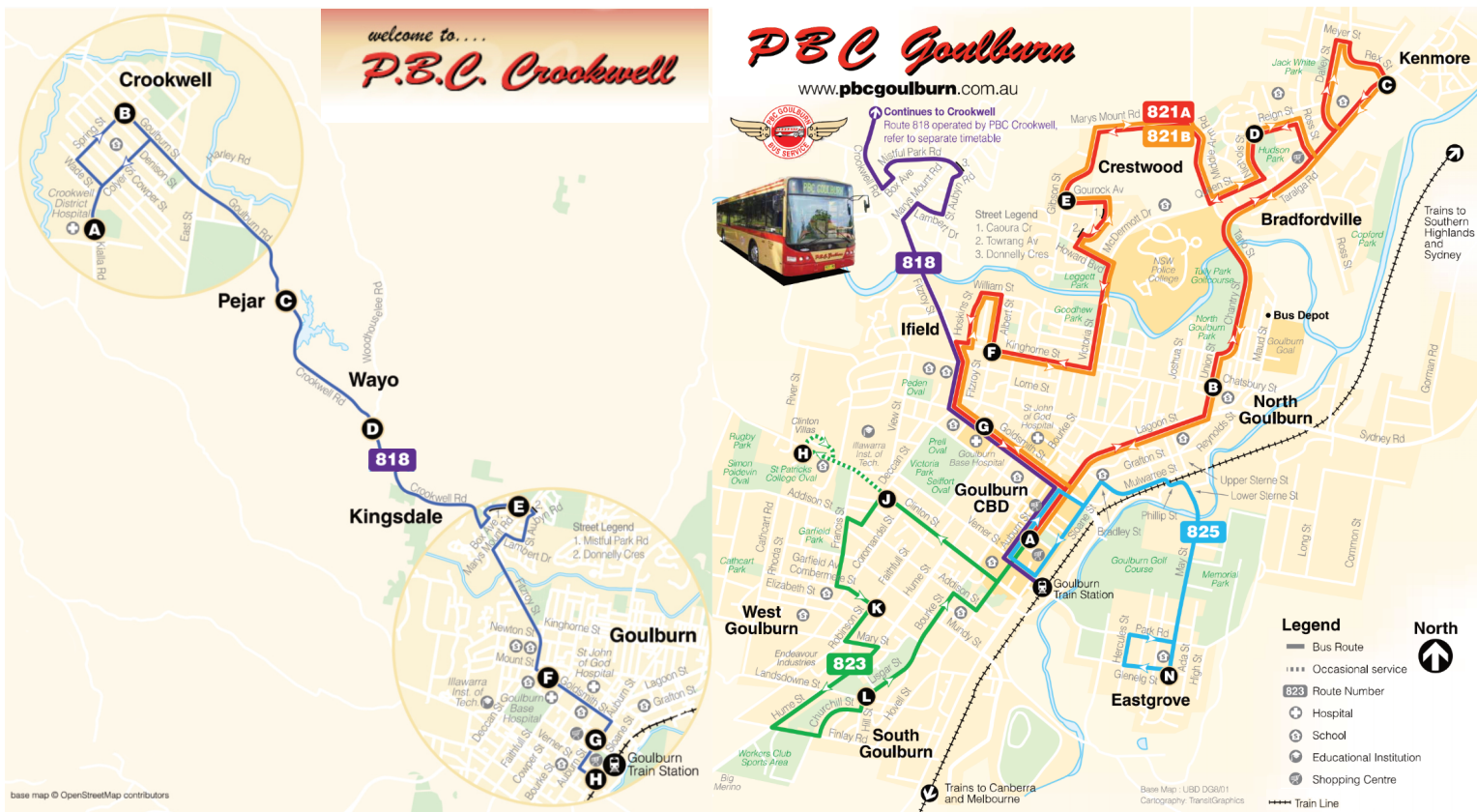
AUSTRALASIAN TIMETABLE NEWS

RRP \$4.95

No. 368, April 2023

Published by the Australian Timetable Association

Rail and Tram News	Page 2
Bus and Coach News	Page 11
Ferry and Ship News	Page 15
Air News	Page 16
About Table Talk	Page 16



# RAIL & TRAM NEWS

## NEW SOUTH WALES



### Supercars Newcastle 500

Newcastle hosted its annual Supercars Newcastle 500 motor racing event on 10-12 March. Altered and additional service arrangements are provided herewith, as advised by Transport for NSW.

For Friday 10 March, some additional peak services were provided on the Hunter Line. On Saturday 11 March, NSW TrainLink services were boosted between Telarah and Newcastle Interchange to operate every 20-30 minutes 06:00-12:00 and 16:30-18:30 in the Up direction, and between 16:00 and 01:00 in the Down direction (this last one also occurred on Sunday 12 March, but between 16:00 and 23:00 hours). To help achieve this, timetabled Scone/Dungog services were replaced by coaches between Maitland and Scone/Dungog.

On the 11-12 March weekend, some extra services were also provided with consist bump-ups for others on the Central Coast Newcastle line.

From Thu 9<sup>th</sup> to Tue 14<sup>th</sup> March, **Newcastle Light Rail** services were truncated to only operate between Newcastle Interchange and Queens Wharf (see map next page). On the Friday and Saturday, trips were to operate every 7-8 mins 07:00-midnight with an increased frequency during "peak periods". On the Sunday, trips were to run every 7-8 minutes 07:00-20:00 then every 15 mins until 01:00. For crowd management, there was also a note that Crown Street stop may be closed on the Saturday and Sunday between 17:30 and 20:00 during the event bump out.

Some **local bus routes** in Newcastle City were diverted due to the event, with extra services scheduled on routes 11, 12, 13, and 14 across the three days running to/from Bolton Street, which is close to the venue. Some Newcastle East bus stops were also closed or relocated between 27 February and 19 March.

The map on page 3 shows the street venue and nearby transport stops. Additionally, a designated **coach** layover location was provided in Broadmeadow across the three-day event, on Darling Street, which was said to be 4.4 kilometres away from the passenger pick up/drop off point on Honeysuckle Drive (near Worth Place).

## Find your way

Friday 10 - Sunday 12 March 2023

**NEWCASTLE 500**

10 - 12 MAR 2023

**Legend**

Train line/station	Ferry route/wharf	Race circuit	Stockton Park & Ride
Light rail line/stop	Event precinct walking route	Event point of interest	Taxi rank
Bus stop	Gate	Other point of interest	Accessible pick up & drop off
Walking route to bus terminals			

**Note:** Newcastle Beach Light rail stop closed from Thursday 9 March until Tuesday 14 March. Crown St Light rail stop may close temporarily for pedestrian safety as crowds leave the event.

Approximate distance: 0 100m 200m 300m

Plan your trip at [transportnsw.info](http://transportnsw.info) or scan this QR code

The **Stockton Ferry** also had additional services, with ferries to operate every five minutes during “peak periods” across the three days. *TRANSPORT FOR NSW*

## Sydney Trains disruption

On **Wednesday 8 March**, services across the Sydney Trains and NSW TrainLink networks were suspended for around 100 minutes due to a network-wide outage with the Digital Train Radio System. Arrangements were made for trains to be held alongside platforms during this time.

After around an hour, shuttle train services were reportedly organised to operate Blacktown-Richmond, Sutherland-Cronulla, Central-Bondi Junction, and Berowra-Cowan using an alternative form of communication.

The T4 Eastern Suburbs and Cronulla line services resumed operating first before the rest of the network, which resumed a short time later. With trains over 100 minutes late, trains and crews were displaced which continued for the remainder of the evening, including a significantly reduced service frequency on all lines and some extended gaps between services.

On **Friday 10 March**, a suburban train pulled overhead wiring down near Panania, which forced the closure of the T8 line between Revesby and Glenfield where a limited replacement bus service was eventually implemented, once buses became available from operators. Most T8 Revesby services continued to operate, with Campbelltown/Macarthur services diverted to run express via Regents Park. This plan caused delays of up to 30 minutes to T2 Inner West and Leppington services from the resultant peak-hour congestion between Homebush and Lidcombe.

As the evening progressed, delays became progressively worse due to displaced crews, with some services eventually up to 90 minutes late, and a reduced service frequency was in effect for some lines for the remainder of the evening. T8 Revesby services were curtailed into Central-Kingsgrove shuttles by 22:00 due to increased power outage requirements to remove the involved train and start enacting repairs.

On **Saturday 11 March**, the overhead wiring repairs continued through the day, causing congestion in conjunction with planned trackwork (Central-Bondi Junction and Olympic Park-Merrylands/Parramatta closed). Due to the planned trackwork, T8 Campbelltown/Macarthur services were diverted to operate via Bankstown, but travel times for these passengers were further blown out by being caught behind the all-stations Bankstown line services as well as the resultant congestion around the City Circle, which displaced crew. Five shuttle trains were organised to operate between Liverpool and Macarthur, and three trains to operate Central-Kingsgrove in the morning.

By early afternoon, some services on T4 Cronulla/Waterfall (instead operating to/from North Sydney), T2 Inner West (to/from Olympic Park) and T3 Bankstown lines were running up to 180 minutes late.

By late afternoon, the decision had been made to replace all scheduled suburban services with ad-hoc shuttle services to reduce the trains in the system (therefore relieving crewing demands). Shuttle services were as follows:

- Olympic Park-Lindfield all stops (later truncated to North Sydney) using 3 sets.
- Hornsby-Hornsby via Central all stops (excluding stops Croydon-Macdonaldtown) using 7 sets.
- City Circle-Liverpool via Bankstown all stops using 4 sets.
- City Circle-Macarthur via Bankstown all stops using 4 sets.
- Central-Kingsgrove all stops using 3 sets.
- City Circle-Waterfall using 3 sets.
- City Circle-Cronulla using 3 sets.

The use of shuttle services vastly improved operations, although there were some significant service gaps of up to 60 minutes experienced on some lines. There was also some bunching of trains, as they were not spaced out to minimise some extended waiting times. *SYDNEY TRAINS*

## South Coast: Temporary adjustment

Due to the booking out of a siding at Kiama, some South Coast services are being curtailed until further notice. The affected services are:

- 04:40 Central to Kiama instead ends at Wollongong.
- 07:45 Kiama-Bondi Junction instead starts from Wollongong.
- 16:52 Bondi Junction to Kiama instead ends at Wollongong.

The following bus replacement services are running in lieu of the above curtailments:

- **5SC** (Kiama-Oak Flats all stops except Bombo in the Up direction) departing Kiama at 07:24. From Oak Flats, services depart 07:19 and 19:39.
- **6SC** (Kiama, Oak Flats then all stops to Wollongong) departing Kiama at 07:44 and 07:49. From Wollongong, services depart 06:24, 06:28, 18:40 and 18:44.

The 18:40 and 18:44 6SC trips from Wollongong operate despite the next Kiama train service departing not long after (18:54). In fact, the eight-carriage train is scheduled to overtake the buses around Dapto. Screenshots are provided at the top of the next page. *SYDNEY TRAINS*

## Sydney Trains: Timetable updates

A newly revised Sydney Trains Standard Working Timetable (SWTT) came into effect on Sunday 26 February, designated as version 10.55. The revised timetable includes minor operational adjustments. The following SWTT update will be

Route 6SC Real-time data unavailable		Route 6SC Real-time data unavailable		Air conditioned 8 car Oscar* Run number 473E Real-time data unavailable	
<b>Wollongong (dep)</b> Wollongong Station, Station St	Fri 18:40	<b>Wollongong (dep)</b> Wollongong Station, Station St	Fri 18:44	<b>Wollongong Platform 2</b>	Fri 18:54
<b>Coniston</b> Coniston Station, Gladstone Av	Fri 18:46	<b>Coniston</b> Coniston Station, Gladstone Av	Fri 18:50	Coniston Platform 1	Fri 18:56
<b>Unanderra</b> Unanderra Station, Princes Hwy	Fri 18:58	<b>Unanderra</b> Unanderra Station, Princes Hwy	Fri 19:02	Unanderra Platform 1	Fri 19:01
<b>Kembla Grange Racecourse</b> Kembla Grange Station, Princes Hwy	Fri 19:03	<b>Kembla Grange Racecourse</b> Kembla Grange Station, Princes Hwy	Fri 19:07	Dapto (arr) Platform 2	Fri 19:07
<b>Dapto</b> Dapto Station, Station St	Fri 19:08	<b>Dapto</b> Dapto Station, Station St	Fri 19:12	Dapto (dep) Platform 2	Fri 19:09
<b>Albion Park</b> Albion Park Station, Coach Bay	Fri 19:24	<b>Albion Park</b> Albion Park Station, Coach Bay	Fri 19:28	Albion Park Platform 2	Fri 19:16
<b>Oak Flats</b> Oak Flats Station, Stanford Drive	Fri 19:34	<b>Oak Flats</b> Oak Flats Station, Stanford Drive	Fri 19:38	Oak Flats Platform 1	Fri 19:20
<b>Kiama (arr)</b> Kiama Station, Railway Pde	Fri 19:49	<b>Kiama (arr)</b> Kiama Station, Railway Pde	Fri 19:53	Shellharbour Junction Platform 2	Fri 19:24
				Minnamurra Platform 1	Fri 19:28
				Bombo Platform 1	Fri 19:33
				<b>Kiama (arr) Platform 2</b>	Fri 19:36

due to commence from Saturday, 8 July. **SYDNEY TRAINS**

16 May.

**STEVEN HABY**



## Melbourne: Camberwell to Box Hill bus replacement

Further to the article in March 2023's *Table Talk*, the rail replacement bus services between Camberwell and Box Hill for level crossing removal works operate as follows:

- **S** - all stations Camberwell to Box Hill except Mont Albert which has a shuttle service running between Surrey Hills and Box Hill via Mont Albert.
- **E1** - express Camberwell to Box Hill.
- **E2** - express Blackburn to Camberwell (weekday peaks only).
- **E3** - express Ringwood to Parliament via Eastern Freeway (weekday peaks only).

*A visual overview is provided on page 6.*

At certain times between February and May, trains will also be replaced by buses from Box Hill to Ringwood on the following dates:

- 20:30 Friday 10 March to last service Tuesday 14 March.
- 06:00 Saturday 1 April to 06:00 Sunday 2 April.
- 20:30 Friday 5 May to last service Sunday 7 May.
- 20:30 Friday 12 May to last service Tuesday

## Melbourne: Burnley Line disruptions

The ATA's Len Regan analyses the altered working caused by the Level Crossing Removal works along the Burnley line.

Level crossing removal works at Mont Albert and Surrey Hills are causing disruption to normal train services on the Burnley Line between the City and Lilydale / Belgrave from 17 February to late May 2023.

### Main changes:

- On four weekends and some additional weekdays, the Burnley line occupation extends from Camberwell to Ringwood. The Lilydale and Belgrave trains terminate at Ringwood, and retain their service frequency and trip times except during weekday peak periods.
- No trains run between Camberwell and Box Hill.
- All trains from Lilydale and Belgrave terminate at Box Hill.
- There are train replacement buses, all stations and express, between Box Hill and Camberwell.
- There are alterations to some trip times on the Glen Waverley line.

At the outer suburban stations such as Mooroolbark and Croydon, the only indication of the disruption is an obscure 'Buses replace trains' poster in the station forecourt. The bus replacement details are not shown on the poster. The information brochure is not available in any self-service display rack - you have to ask for it.

Inside the ticket barriers, there is no indication of the day's train disruptions or what alternative travel arrangements will be provided.

### On weekdays:

- Trains between Camberwell and City retain the City Loop pattern: up anticlockwise in the morning and down clockwise in the afternoon and evening.
- Alamein trains are always 6 cars, and they run through to the City during the day.
- At Camberwell, trains terminate on Platform 2 with a layover usually of 3 or 4 minutes.
- Most of the trains coming from Alamein use platform 1 at Camberwell and after a 2- or 3-minute wait then continue on to the city.
- Through trains to Alamein use platform 3 with a 2-3 minute dwell time at Camberwell before continuing on to Alamein.
- Different train numbers are used for the Alamein-Camberwell and Camberwell-City portions of the journey, even though the full trip is completed using the same carriage set. This gives rise to a hilarious situation at Camberwell Station. As a train arrives from Alamein, the announcement on the train says that the train terminates, while the announcement on platform 1 says that this is the next train to the City. Similarly for the down trains on platform 3.
- At Box Hill, trains terminate on Platform 3 with a layover usually 5 or 6 minutes for the driver to change ends.
- There are no short workings to/from Mooroolbark or to/from Blackburn. There are still a few trains on the Belgrave line that terminate at Upper Ferntree Gully.
- During weekday peak hours, there are express buses between Ringwood & Parliament, and between Blackburn & Camberwell.

Some more details demonstrate the impact of this disruption.

### Weekday Up trips

The destination displayed on some of the up trains to Box Hill is the normal 'Flinders St via City Loop' or 'Flinders St Direct'. Some trains show the destination display 'Box Hill' or 'Special'.

The Platform Information Displays show the destination of the trains as Box Hill, with no indications there, or on the public address announcements, that there are connections for travel to the city.

Normal departure times were retained, except that in the morning peak between 07:00 and 09:00 on the Lilydale line there are only 7 trips compared with the normal 12 trips. These seven trips carry full seated loads to Ringwood, where most passengers choose to change to the peak hour express buses via the Eastern Freeway to

Parliament.

There is a similar reduction in the number of trips from Belgrave, resulting in a train from Ringwood to Box Hill usually every 7 minutes until after 09:00.

The normal morning peak trip time by train from Lilydale to Southern Cross takes 55 minutes. Currently, passengers must travel to Ringwood, change to a 50-minute trip by bus, then change to a City Loop train, which takes half an hour longer.

From 09:00 onwards, the only option is to travel by train to Box Hill, express bus to Camberwell, then train to City Loop or Flinders St. Allowing 30 minutes for the transfers and travel on the connecting bus, the travel time Lilydale to Southern Cross increases from 53 minutes to around 94 minutes.

Between the peak hours, the same half-hour frequency and departure times from both Lilydale and Belgrave are retained, which means the normal 15 minute frequency and departure times from Ringwood to Box Hill are also retained.

### Weekday Down Trips

In the morning, there are eight trips an hour direct from Flinders St to Camberwell, one each quarter hour terminating on platform 2, and one each quarter hour continuing to Alamein after 3 minutes of dwell time on platform 3.

The pattern changes in the afternoon, with 12 trips an hour, 9 via the City Loop to Camberwell terminating in platform 2, and 3 continuing to Alamein through platform 3. During the peak hours after 16:00, there are 10 trips an hour via the City Loop to Camberwell and 4 trips an hour direct from Flinders St continuing to Alamein.

The Platform Information Displays at City Loop stations include a message: "Train service disrupted Camberwell to Box Hill. Alternative transport will be arranged".

During the day, the trains from Box Hill travel at the normal times and retain the 15 minute frequency to Ringwood then 30 minute frequency to both Lilydale and Belgrave until 17:30. From then until 20:00, there are 9 trips from Box Hill at irregular times, compared with 14 trips in the normal timetable.

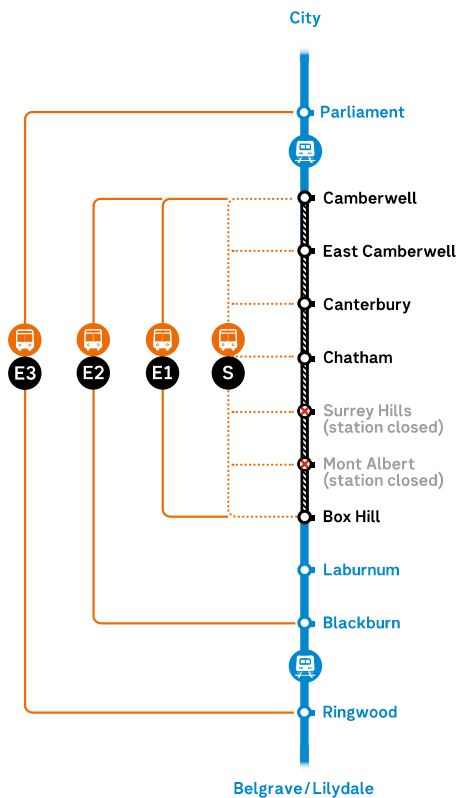
A difficulty with this is that there is no way that passengers can work out what time to catch a train in the City in order to catch a specific train from Box Hill. The trains depart from Box Hill on time, and there is no way that the driver can know whether a scheduled replacement bus has arrived on time for the 4 minutes needed for passengers to walk from the bus stop to the train platform. If you just miss a down train, it is another 30 minutes wait if travelling beyond Ringwood. Added to the extra 30 minutes travel time with the replacement bus, this can add up to almost an extra hour for a trip that would normally take around 56 minutes to Lilydale.



## Buses replace trains

### Between Camberwell and Box Hill

8.30pm Friday 17 February until late May



**E1 E2 E3** Express      **S** Stopping all stations

**E2 E3** Operates during peak hours only  
(6am to 9am and 3pm to 7pm)

#### Travel tip

The E3 Parliament to Ringwood express service will provide a faster journey into and out of the city during peak times (6am to 9am and 3pm to 7pm).

*Extract from Level Crossing Removal Project brochure showing the replacement bus routes (source: PTV).*

### Weekends: what is different?

In both the up and down directions, the trains between Lilydale and Box Hill, and between Belgrave and Box Hill, continue to run at the same times, and at the same 20 minute frequency as they do in the normal timetable. The layover at Box Hill is 7 minutes. Yes, the off-peak frequency is 20 minutes at weekends but 30 minutes on weekdays.

The only bus replacement options are the express or all stops buses between Box Hill and Camberwell.

At Camberwell there is a train every 10 minutes, down trips to Flinders St, and up trips via the City Loop (as in the normal timetable).

For most of the day, the Alamein trains run on a 20-minute frequency, terminating at Camberwell in platform 1 with a layover of 10 minutes. However, in the mornings until 10:00 and in the evenings after 19:00 the Alamein trains run as through services to and from the City.

### Bus replacements

The Burnley Line PDF timetables on the PTV website include times for the all-stations buses between Camberwell and Box Hill. However, most travellers use the full-time express replacement bus for this part of their trip.

The bus stand at Box Hill is in Whitehorse Rd outside the large Box Hill shopping centre. This requires a 4-minute walk between the train platform and the bus stand.

On an up trip, it is mostly 'follow the leader'. The direction signage inside the shopping centre is poor with minimal support staff. Outside the shopping centre, the signage is good and clear, with support staff offering help. There are clear signs to the bus stands for the express bus, and for the all-stations bus and the Mont Albert Shuttle.

The Mont Albert Shuttle is a minibus that runs between Box Hill, Mont Albert and Surrey Hills. It is not mentioned in the information brochure. The all-stations buses do not stop at Mont Albert.

The replacement buses may take different routes. One up off-peak Express Bus with a full standing load travelled along Whitehorse Rd, Union Rd, Mont Albert Rd, Balwyn Rd, Canterbury Rd, Stanhope Gv, and Broadway to the bus stand in Cookson St Camberwell. The bus trip took 14 minutes. There were 13 buses parked along Cookson St. From the bus it was again 'follow the leader' to the island platform at Camberwell.

On the platform at Camberwell there was a pleasant Metro Trains Community Service person - the only one seen at any of the stations.

A down peak-hour bus trip is quite different. At Camberwell Station the signage to the bus stops for express and all stations buses is large and clear, and support staff are there if you look lost.

There are energetic traffic controllers that stop all traffic in Burke Rd to allow buses to turn right from Cookson St without delay. One route followed by an express bus is then via Canterbury Rd, Elgar Rd, Whitehorse Rd, and U-turn beyond Station St to get

to the bus stop outside the shopping centre. The 1.2-kilometre stretch along Elgar Rd took 14 minutes due to chronic traffic congestion, and the total trip took 37 minutes.

Traffic congestion, particularly at peak periods is severe. In addition to delays along Elgar Road, Canterbury Road can resemble a car park, and turning right from Burke Road into Canterbury Road on down journeys can take multiple cycles of the traffic lights. Stanhope Grove in Camberwell is also a challenge for motorists and buses in the up direction as buses must negotiate a roundabout and make a right turn into Broadway which frequently sees buses mount the curb and on occasions stop and reverse in order to avoid the various obstacles. All this adds significantly to travel times for commuters.

A peak-hour trip between Ringwood and Parliament is quite different. The buses use the emergency lane along the Eastern Freeway for most of the way when freeway traffic is congested. This requires skilful driving especially when crossing the traffic on the approach ramps. On an up trip, the bus lanes in Hoddle St and Victoria Pd are a great asset, but due to the large number of buses using the Hoddle St bus lane, there are long delays with the right turn into Victoria Pd. The total trip takes about 47 minutes: 25 minutes on the freeway to Hoddle St, then 22 minutes to Parliament. The Parliament terminus is in Spring St near Macarthur St.

The train working timetables used during this occupation of the Burnley line are available in file and print formats in ATA's *April 2023 Distribution List*.

**Article by LEN REGAN. The assistance and contributions for this article from Richard May and David Hennell are gratefully acknowledged.**

## Daily fare cap reduction

The Labor state government has implemented a promise from November's state election, with daily train travel across the entire state capped at \$9.20 (\$4.60 for concession) since Friday 31 March.

ABC News reported that the initiative provides a welcome reprieve for commuters, with paper ticket adult fares reaching as high as \$46.00 one-way prior to 31 March (that price recorded for Melbourne to Swan Hill).

Regional stakeholders have said the move is positive for regional Victorians. Ballarat Convenor of the Public Transport Users Association Ben Lever said that "The V/Line fares [had not been] competitive with driving and ... not proportional to distance travelled".

***"All V/Line train stations beyond Wendouree, Waurin Ponds, Raywood, Goornong/Huntly, Seymour or Traralgon — including Albury, Bairnsdale, Shepparton, Swan Hill and Warrnambool — use paper ticketing rather than myki.***

***For long-distance travel to or from these destinations, you need to make a reservation before your travel. Most regional coach services also require reservations, so we can manage passenger demand."***

*Public Transport Victoria*

Warrnambool Mayor Debbie Arnott expressed hope that the change will see an increase in tourist activity leading into the 2026 Commonwealth Games. *ABC NEWS, PTV*

## V/Line: Extra weekend services

With the daily fare cap reduction for rail travel across the entire state, V/Line published a circular on 20 March to provide some extra regional train services on the weekends of 1-2 and 8-9 April in an effort to account for expected additional passenger demand for regional travel.

The extra short-working services are:

### Geelong line

- 11:30, 13:30, 15:30 and 17:30 from Southern Cross (SX) to Wyndham Vale.
- 10:21, 12:21, 14:21 and 16:21 from Wyndham Vale to SX.
- Two empty trips are made for set positioning.
- These trips are covered using one three-carriage VLocity set.

### Ballarat line

- 10:35 Bacchus Marsh to SX.
- One empty trip is made for set positioning.
- This working is covered using a three-carriage VLocity set. *LEN REGAN, V/LINE*

## Avalon Air Show

PTV published a special Avalon Air Show PDF train timetable. The nine-page timetable provided the services running each day from Friday 3<sup>rd</sup> through to Sunday 5<sup>th</sup> March at selected time periods between Southern Cross-Lara and Waurin Ponds-Lara. *ROSS MORRISON, PTV*

## Melbourne's longest train station waits

The Age newspaper's Patrick Hatch reports that passengers at some of Melbourne's busiest suburban train stations in the north and west wait twice as long for trains as those riding the best-served lines through the eastern and south-east suburbs. This is a condensed version of the original article, with a link to the original version available below.

Data released by Victoria's Department of Transport and Planning recently shows that Footscray, South Yarra, Richmond, Caulfield and Box Hill had the most passengers (outside the city centre stations) in the 12 months to June 30, 2022.

A large divide exists across Melbourne's network of 220 suburban stations. Trains are stopping at busy stations in northern and western suburbs – including Essendon, Sunshine, Williams Landing and Newport – only every 30 or 40 minutes outside rush hour, at night and at the weekend, whereas trains from Frankston station, the 19<sup>th</sup>

busiest, run roughly twice as often outside rush hour as those from Essendon station, despite it being the 14th busiest station and sitting on the growing Craigieburn line.

Frankston line trains run every 10 minutes through the day and at weekends. The line benefited from \$2 billion in upgrades that the Andrews government pledged before the 2018 state election, in which three ultra-marginal seats along the rail corridor were fiercely contested.

Meanwhile, the Sunbury and Werribee lines, which run through Sunshine (the sixth busiest station), Watergardens (25th) and Williams Landing (22nd), also have 20- and 30-minute gaps between off-peak trains.

A booming population in the outer western suburbs has also catapulted three stations – Tarneit (21st), Wyndham Vale (47th) and Melton (51st) – into the list of Melbourne’s busiest, despite them still being served only by V/Line trains running every 40 minutes on weekends.

The best-served stations are those with several lines running through them, such as Caulfield, which has trains from Cranbourne, Pakenham and Frankston stopping there every five minutes.

Public Transport Users Association spokesman Daniel Bowen said Melbourne’s train network was infrequent compared with similar global cities, with Sydney and Perth running their services at least every 15 minutes all day.

“People don’t like to live their life around a train timetable,” Bowen said. “If they see the train only runs every 30 or 40 minutes, they’re likely to just jump in the car and drive. Melbourne should absolutely be looking at how we can run more trains, more often, every day of the week.”

Peter Ewer catches the train from either Essendon or Moonee Ponds station as part of his daily commute to Broadmeadows, but first he gets a bus from Brunswick – and that doesn’t always align with the train timetable.

He said more frequent services would cut down on the time he wastes waiting for the next service. “When it takes more than an hour to travel 14 kilometres in the city, public transport doesn’t compete very well with cars,” Ewer said.

The Metro Tunnel, due to open in 2025 and consisting of four new city underground stations, will connect the Sunbury lines to the Cranbourne/Pakenham lines. The state government says this will allow 60 per cent more peak capacity from Sunbury, while freeing up space for other lines into the city.

A Transport department spokesperson said that service frequency reflected demand across a whole line rather than the individual stations, with the Frankston line currently carrying about 7 per cent more passengers than the Craigieburn line and 12 per cent more than the Sunbury line.

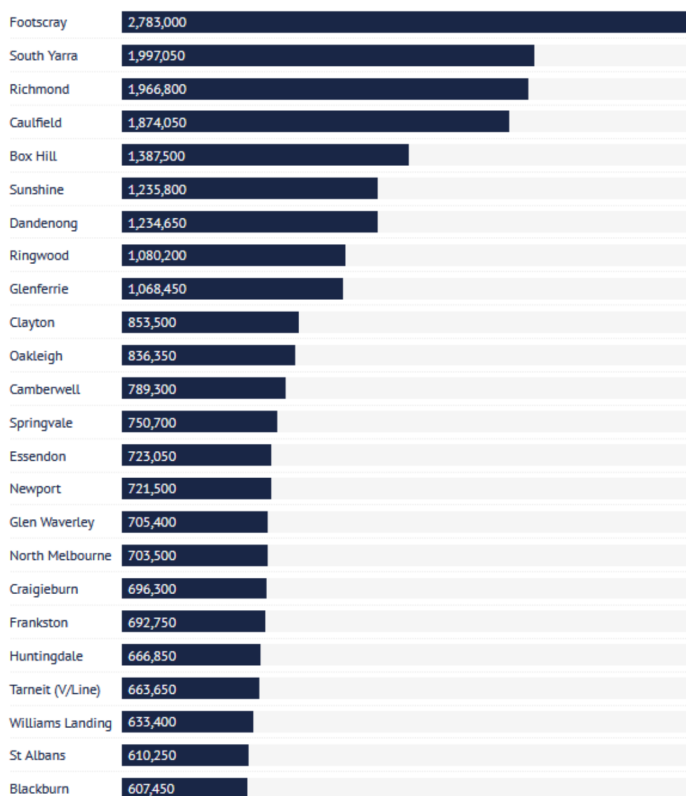
Public Transport Minister Ben Carroll said the Andrews state government had introduced more than a thousand new services a week since it won government in 2014 and was delivering “vital infrastructure upgrades and working to increase public transport services” in Melbourne’s north.

Mr Bowen said services outside the weekday morning and afternoon peak had become more important after the COVID-19 pandemic, which had changed work and travel patterns.

The Age newspaper also revealed in March that public transport demand is back to 89 per cent of pre-pandemic numbers on weekends, but still only 72 per cent on Mondays and Fridays, while major road traffic is almost back to 2019 levels.

The below table shows the top 25 busiest ‘suburban’ stations, with one V/Line stop making the cut.

#### Busiest suburban train stations



Passenger numbers for 2021/2022 financial year

Source: Department of Transport and Planning

The full article is available at *The Age* website: <https://www.theage.com.au/national/victoria/busiest-stations-face-twice-the-wait-for-trains-20230301-p5col3.html>

Source supplied by ALBERT ISAACS

**NEW ZEALAND**





## Auckland's Rail Network Rebuild

**Stage two** of the 'Network Rebuild' will occur from 20 March until sometime in January 2024 (end date to be confirmed later in the year by Auckland Transport).

While stations that were closed for stage one reopened from the same date, the second stage closedown will see the line between Britomart and Otahuhu as well as the Onehunga branch line closed, with bus replacement provided.

### Rail operations

**Eastern** line peak services will be diverted via Newmarket to maintain direct services into Britomart (stopping at all stations), while off-peak services will only operate between Manukau and Otahuhu (it appears that two trains will be used to maintain the 30-minute evening service frequency, with trips 11-12 mins end-to-end).

Due to the increased traffic, in conjunction with limited platform space at Britomart from the City Rail Link project, **Onehunga** line peak services will only operate as a Penrose-Onehunga shuttle service. During weekday intrapeak as well as weekends before 19:45, Onehunga services skip Remuera and Greenlane stations.

The line between Papakura and Pukekohe remains closed until the end of 2024 due to line electrification works.

### Bus operations

Existing bus routes 743 and 762 will be respectively upgraded into high frequency routes 74 (Onehunga-Glen Innes via Panmure) and 76 (Glen Innes-Britomart) during the closedown.

Rail replacement routes along the closed line will be as follows:

- **RBE** (Britomart-Otahuhu all stops)

RBE services are scheduled in line with rail services at Otahuhu, with a nine-minute gap provided for interchange between services in both directions.

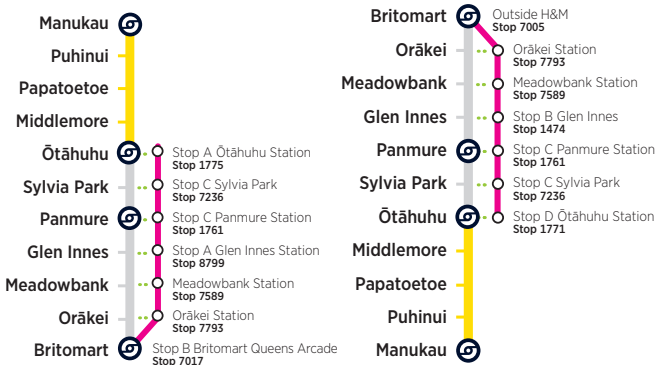
- **RBPX** (Britomart-Panmure express)

RBPX only operates during weekday peak periods in both directions. Buses operate every 10 mins in the peak-running direction, and every 20 mins in the opposite direction. High frequency route 74 is also available.

- **RBGX** (Britomart-Glen Innes express)

RBGX only operates during weekday peak periods (06:30-09:30, 15:30-18:30) in the peak-direction of travel. High frequency bus route 76 is also available.

PDF timetables have been provided for each bus replacement service and each impacted train line. The RBE timetable includes rail services operating between Otahuhu and Manukau, providing the links between bus and rail services at Otahuhu, with nine minutes timetabled between the two. There is no indication that buses or trains wait for the other service (if they are running late) prior to departure. **AUCKLAND TRANSPORT**



Bus stops for route RBE - 20 Mar 2023 to Jan 2024.  
Top: Partial rail network map (line closure in red).

## Auckland: City Rail Link delays

Auckland's City Rail Link (CRL) project has experienced delays and cost overruns from COVID lockdowns and the post-COVID inflationary environment.

The total cost of the country's largest rail project has now grown to \$NZ5.5 billion (\$AU5.1b), an increase of just over \$NZ1b from the May 2019 approved funding package. The finish date has also been moved back to November 2025.

*International Rail Journal* reports that the Link Alliance have said that the issues are part of a global issue of increased costs and delays. In Australia, state governments have spent \$AU34bn more than budgeted on projects including Sydney's WestConnex motorways, the West Gate Tunnel in Melbourne and Brisbane's Cross River Rail.

The extra amount spent on Australian major projects comparable to the CRL was 30 per cent over budget on average. Large projects, like CRL have had significant Covid-19 impacts, including lost hours from lockdowns and restrictions, sector wage inflation, recruitment delays stemming from a tight labour market, international competition for workers, higher materials costs (with 70 per cent of all building products imported or relying in part on imported components), and shipping costs up 785 per cent between November 2019 and September 2021.

Following the end of the construction programme, the construction partners will then hand over the completed infrastructure to KiwiRail and Auckland Transport, who will then carry out the additional work required to open CRL to passengers. *INT'NAL RAIL JOURNAL*



## Transwa: Temporary adjustments

Due to the Bayswater Station Project, part of Metronet, from Friday 31 March to Tuesday 25 April, **Prospector**, **MerredinLink** and **AvonLink** services instead start/finish from Midland station, due to the closure on the Midland line. Transwa said in its advice that there are no changes to train times on these services. *TRANSWA*

## ENDS

### 4 Darwin to Casuarina via Fannie Bay, Nightcliff, Rapid Creek, Alawa and University Temporary change effective Monday 27 February 2023

Services marked with a line in the timetable will not operate until further notice. Services will gradually recommence over time so please check your timetables weekly for updates (updated Monday morning)

Major Stops	Darwin Inter-change	Gilruth Av/ Casino	Fannie Bay	Progress Drive Shops	Nightcliff Middle Lakeside School	Charles Darwin University	Casuarina Inter-change	
map ref	I	H	F	E	D	C	B	A
approx travel time	10 min	6 min	10 min	2 min	7 min	6 min	6 min	
Monday to Friday								
am	4	6:38	6:48	6:54	7:00	7:06	7:13	7:25
4	7:08	7:18	7:24	7:30	7:36	7:43	7:46	7:55
4	<del>7:25</del>	<del>7:35</del>	<del>7:41</del>	<del>7:47</del>	<del>7:53</del>	<del>8:00</del>	<del>8:03</del>	<del>8:12</del>
4	7:56	8:06	8:12	8:18	8:24	8:31	8:38	8:43
4	8:10	8:20	8:26	8:32	8:38	8:45	8:48	8:57
4	8:32	8:42	8:48	8:54	9:00	9:07	9:10	9:19
4	9:00	9:10	9:16	9:22	9:28	9:35	9:38	9:47
4	9:30	9:41	9:47	9:53	9:59	10:06	10:09	10:18
4	10:05	10:15	10:21	10:27	10:33	10:40	10:43	10:52
4	10:39	10:49	10:55	11:01	11:07	11:14	11:17	11:26
4	11:13	11:23	11:29	11:35	11:41	11:48	11:51	12:00
4	11:47	11:57	12:03	12:09	12:15	12:22	12:25	12:34
pm	4	<del>12:21</del>	<del>12:31</del>	<del>12:37</del>	<del>12:43</del>	<del>12:49</del>	<del>12:56</del>	<del>1:08</del>
4	12:55	1:05	1:11	1:17	1:23	1:30	1:33	1:42
4	1:29	1:39	1:45	1:51	1:57	2:04	2:07	2:16
4(c)	2:12	2:22	2:28	2:34	2:44	2:55	2:58	3:06
4	2:30	2:40	2:46	2:52	2:58	3:05	3:08	3:17
4	3:02	3:12	3:18	3:24	3:30	3:37	3:40	3:49
4(b)	3:22	3:33	3:39	3:50	3:56	4:03	4:06	4:14
4	3:40	3:50	3:56	4:02	4:08	4:15	4:18	4:27
4	<del>4:00</del>	<del>4:10</del>	<del>4:16</del>	<del>4:22</del>	<del>4:28</del>	<del>4:36</del>	<del>4:38</del>	<del>4:47</del>
4	4:15	4:25	4:31	4:37	4:43	4:50	4:53	5:02
4	4:27	4:37	4:43	4:49	4:55	5:02	5:05	5:14
4	4:40	4:50	4:56	5:02	5:08	5:15	5:18	5:27
4	5:00	5:10	5:16	5:22	5:28	5:35	5:38	5:47
4	<del>5:12</del>	<del>5:22</del>	<del>5:28</del>	<del>5:34</del>	<del>5:40</del>	<del>5:47</del>	<del>5:50</del>	<del>5:59</del>
4	5:32	5:42	5:48	5:54	6:00	6:07	6:10	6:19
4	5:48	5:58	6:04	6:10	6:16	6:23	6:26	6:35
4	6:15	6:25	6:31	6:37	6:43	6:50	6:53	7:02
4	6:38	6:48	6:54	7:00	7:06	7:13	7:16	7:25
4	7:01	7:11	7:17	7:23	7:29	7:36	7:39	7:48
4	7:24	7:34	7:40	7:46	7:52	7:59	8:02	8:11
4	<del>8:45</del>	<del>8:55</del>	<del>9:01</del>	<del>9:07</del>	<del>9:13</del>	<del>9:20</del>	<del>9:23</del>	<del>9:32</del>
4	9:39	9:49	9:55	10:01	10:07	10:14	10:17	10:26
Friday Nights Only								
pm	4	9:50	10:00	10:06	10:12	10:18	10:25	10:37
4	<del>10:25</del>	<del>10:35</del>	<del>10:41</del>	<del>10:47</del>	<del>10:53</del>	<del>11:00</del>	<del>11:02</del>	<del>11:12</del>
4	10:55	11:05	11:11	11:17	11:23	11:30	11:32	11:42
4	11:45	11:55	12:01	12:07	12:13	12:20	12:22	12:32

### Explanations

(b) Darwin to Casuarina via Ludmilla. Normal route of travel to Dick Ward Dr, Nadpur St, Maranungu St, Hearney St, Fitzler Dr, Dick Ward Dr, then back onto normal route.

(c) Darwin to Casuarina via Nightcliff Primary School and St Paul's School - School term only. Normal route of travel to Aralia St, Pandanus St, Ryland Rd, Waters St, Francis St, Trower Rd, then back onto normal route. Non-school term - this service departs 5 minutes later.

Timing points are estimates only and are subject to traffic and weather conditions.

There are no bus services on Good Friday and Christmas Day.

### OL1 Casuarina, Palmerston and Darwin to Casuarina Temporary change effective Monday 27 February 2023

Services marked with a line in the timetable will not operate until further notice. Services will gradually recommence over time so please check your timetables weekly for updates (updated Monday morning)

Major Stops	Casuarina Inter-change	Kalymnos Dr	Palmerston Inter-change	Berimah	Woolner Rd	Parap Rd	Darwin Inter-change	Parap Rd	Ross Smith Ave	Nightcliff Shops	Casuarina Inter-change
map ref	A	B	C	D	E	F	G	F	E	H	A
approx travel time	10 min	20 min	10 min	10 min	2 min	8 min	8 min	2 min	10 min	10 min	
Monday to Friday											
am	OL1		6:15	6:25	6:35	6:37	6:45	6:53	6:55	7:05	7:15
OL1	6:15	6:25	6:45	6:55	7:05	7:07	7:15	7:23	7:25	7:35	7:45
OL1	6:45	6:55	7:15	7:25	7:35	7:37	7:45	7:53	7:55	8:05	8:15
OL1	7:15	7:25	7:45	7:55	8:05	8:07	8:15	8:23	8:25	8:35	8:45
OL1	7:45	7:55	8:15	8:25	8:35	8:37	8:45	8:53	8:55	9:05	9:15
OL1	8:15	8:25	8:45	8:55	9:05	9:07	9:15				(end of service)
pm	OL1			3:15	3:25	3:35	3:37	3:45	3:53	3:55	4:05
OL1	3:15	3:25	3:45	3:55	4:05	4:07	4:15	4:23	4:25	4:35	4:45
OL1	3:45	3:55	4:15	4:25	4:35	4:37	4:45	4:53	4:55	5:05	5:15
OL1	4:15	4:25	4:45	4:55	5:05	5:07	5:15	5:23	5:25	5:35	5:45
OL1	4:45	4:55	5:15	5:25	5:35	5:37	5:45	5:53	5:55	6:05	6:15
OL1	5:15	5:25	5:45	5:55	6:05	6:07	6:15				(end of service)
OL1	5:45	5:55	6:15								

### Explanations

Casuarina Interchange > (Bay F) > Palmerston Interchange  
Palmerston Interchange > (Bay J) > Darwin Interchange  
Darwin Interchange > (Bay D) > Casuarina Interchange

Timing points are estimates only and are subject to traffic and weather conditions.

There are no bus services on Saturday, Sunday or Public Holidays including Good Friday and Christmas Day.

# BUS & COACH NEWS

## NORTHERN TERRITORY



### Darwin adjustments

CDC Northern Territory services continue to be impacted by temporary service cancellations stemming from the driver shortages impacting the industry.

On the NT Government's website, the PDF timetables state that they are updated each week on Mondays. On viewing, some timetables are several weeks old, indicating that the effective date is not changed where there are no changes to the cancellations from the previous week. Unlike other jurisdictions, such as Sydney (where the temporarily cancelled services are removed from the online timetables outright for an extended period of time), the NT timetables keep the cancelled services listed, with those affected trips instead struck through, so that passengers continue to have visibility over services that should eventually return. Random examples from routes 4 and OL1 as at Sunday 12 March are provided on the previous page showing one route with several weekday trips cancelled outright, while another has trips operating with truncated start or finish locations.

The links to timetables on the CDC Northern Territory website link to the NT Government website-held timetables (although some links were not working on 12 March; one had to go directly onto the NT Government website to find them). **CDC NORTHERN TERRITORY, NT GOVERNMENT**

## QUEENSLAND



### Townsville: New routes

Three new bus routes will be added to the northern Queensland city's bus network, to commence from Monday 26 June.

The new routes will include the creation of 26 new bus stops to increase network coverage and cater for population growth.

New routes **211 (Thuringowa Central-Bohle Plains)** and **212 (Thuringowa Central-Shaw via Mt Louisa)** will have hourly trips operating Mondays to Saturdays with operating hours of

roughly 08:00-17:00, while new **232 (Burdell-Stockland Townsville)** will operate hourly weekdays (around 08:00-18:00) and have five Saturday daytime trips per direction.

There is no mention of any alterations to existing nearby services, which is probably no surprise due to the hourly frequency of the new services, although the 232 and 233 together will see improved services for residents along the Burdell-Stockland Townsville via Airport corridor.

Townsville's bus services are operated by Kinetic (formerly branded as Sunbus). Kinetic also operates Cairns, Magnetic Island, Sunshine Coast, Rockhampton and Gold Coast bus services. *Source provided by HILAIRE FRASER, source TRANSLINK*

### Cancellations continue

Cancellations continue to hit bus services across the state, reports *The Brisbane Times*.

On Friday 17 March, 178 services were cancelled statewide due to driver shortages. The problem has been growing, with average daily 'disruptions' of 80 in 2022, now up to 120 since the start of the new year, and hitting 205 on the 17<sup>th</sup> March (with 178 of those being cancellations).

Rail, Tram and Bus Union secretary Tom Brown said that Brisbane City Council's bus operation had lost staff to higher paying private firms as well as by the gradual casualisation of their workforce. Mr Brown says the Council has about 500 casual drivers - about 20 per cent of its bus driver workforce.

He also said an additional 150 drivers would be required for the upcoming Brisbane Metro bus service.

Commenting on the issue, a Translink spokesperson said "Driver availability, as a result of an Australia-wide labour shortage and above-average absenteeism from illness (including COVID-19), has resulted in impacts to some bus services across South-east Queensland". **THE BRISBANE TIMES**

## NEW SOUTH WALES



### Busways retains Sydney region 1

Busways has been awarded a new Region 1 bus contract. Busways has operated region 1 services for a decade, with the area covering Blacktown, Mount Drutt and Penrith. Busways also operates region 7 bus services in inner-northwest Sydney under contract to Transport for NSW. **BUSWAYS**

## Sydney: Driver shortage impacts

In mid-March, *The Sydney Morning Herald* reported that the hardest hit areas from driver shortages in Sydney have been the eastern suburbs, north shore and inner west.

A Transport for NSW spokesperson confirmed that there had been an increase in negative feedback from the temporary loss of some services, blaming the country's 3.5 per cent unemployment rate (on the lower end of the scale), and a vacancy rate of over 500 people out of a total 7,000-plus workforce.

The SMH article further reported that unions and Labor both point to privatisation of former State Transit regions for the issue.

The problem has become an election issue for some candidates ahead of the 25 March State poll, with Wakehurst independent Michael Regan blaming privatisation for these impacts, saying, "If the contract isn't working then get in the room, vary the contract, it's not rocket science".

For his part, state Premier Dominic Perrottet has promised that if re-elected, a Coalition government would address the issue by implementing a four-point plan:

- Securing proficient drivers from interstate and overseas through the establishment of a recruitment taskforce.
- Waiving the Bus Driver Authority fee, and subsidising training course fees for new drivers.
- Free Opal travel for new and existing drivers across Greater Sydney.
- Inviting community feedback for service improvements.

Additionally, the state government would further reduce the Opal full-fare weekly travel cap from \$50 down to \$40, and reduce the half-fare weekly cap from \$25 to \$20 for a period of 14 months (1 May 2023-30 June 2024), at a \$68 million cost to taxpayers.

Rail, Tram and Bus Union division secretary David Babineau said "We're seeing incredibly large queues at bus stops and bus drivers are being abused because of the government's decision to axe services". Mr Babineau further elucidated - "in addition to all the other issues caused by privatisation, they're now struggling to attract and retain bus drivers, which means operators are axing hundreds of services every day".

In March, *Nine News Sydney* reported that over 10 per cent of AM peak and six per cent of PM peak **B-Line** services (the route runs between Mona Vale and Sydney CBD) had been cancelled over the past six months.

Lane Cove resident Jane Weller says that her daughter now walks 20 minutes, past her normal bus stop, to catch a different bus to get to school because of decreased capacity caused by the reduction in services - "In the first week, the bus passed the children at the bus stop without explanation. It changed its route destination to 'Not in service'". Presumably, the bus was already at capacity.

Lane Cove Council has reportedly set up a reporting system for late/cancelled services following many parent/teacher complaints about student lateness caused by unreliable bus services.

Meanwhile, Coogee resident Lola Sharp told the *Herald* that normally 10-minute bus intervals into the city had become up to 30-minute waits at the bus stop since January, also expressing annoyance that her bus now also terminates at Museum instead of running through to Circular Quay.

*Editor's comment: The Coalition lost its bid to win a fourth consecutive term, with what will likely be a Labor majority government. SYDNEY MORNING HERALD, NINE NEWS SYDNEY, NEWS.COM.AU, NSW LIBERALS*

## Goulburn bus adjustments

PBC Goulburn/Crookwell has implemented timetable adjustments to some of its services around the NSW Southern Tablelands city of Goulburn, effective from Monday 27 February.

Route 824 has been withdrawn, replaced with the other pre-existing PBC Crookwell route **818** (Goulburn-Crookwell), which already provides three trips per direction on weekdays between Goulburn and Crookwell. Some of these trips have minor timing adjustments. Looking through the timetable, it appears that only one bus/coach is required to operate this timetable.

PBC Goulburn's Route **825** (Goulburn-Eastgrove loop) has an additional two weekday trips in its timetable, making a total of four trips per weekday, all operating during the daytime.

PBC Goulburn also operates routes 821A, 821B, and 823. Route maps are provided on this month's front cover.

The Goulburn operation will be Punchbowl Bus Company's only remaining route business, following the loss of its original Sydney route business which will occur later this year. **PBC GOULBURN**



## MyWay+ ticketing confirmed

Transport Canberra has confirmed that it has signed a contract with NEC Australia to deliver the next generation public transport ticketing system for the ACT, to be known as MyWay+.

MyWay+ will be available across the bus and light rail network, and will include the ability to tap on and off using bank credit and debit cards or mobile devices (including smartwatches). MyWay+ will maintain accessibility with the traditional travel card or paper ticket. The system will also include a new real-time passenger

information system, and both a web portal and mobile application to pay, plan and track the next services. **TRANSPORT CANBERRA**

was removed. PTV advises that that business closed early last year. **PTV**



### Route 631: Incoming route alteration

Public Transport Victoria (PTV) reports that due to a permanent road closure, route 631 will be re-routed around Heatherton.

The proposal, which PTV made available for community consultation in March, provides for the route to no longer run along Bunney, Clarinda, and Old Dandenong Roads. Instead, it would operate along Bourke and Clayton Roads before rejoining the existing route.

Simultaneously, the proposal provides for the withdrawal of route **821** (Southland-Clayton) due to duplication, while peak frequency for 631 would improve, with extra trips to provide for 3 bph, instead of the current 2 bph. There would also be some extra trips on early Sunday mornings.

Some new bus stops are to be constructed along the section of Springs Road that the 631 bus will now be operating along due to this change. **PUBLIC TRANSPORT VICTORIA**

### Route 505: Improved weekday services

Effective from Sunday 12 February, route 505 (Moonee Ponds-Melbourne University via Parkville Gardens) has additional services operating on weekdays.

Providing an improved service frequency, PTV reports that the route now has an extra two AM peak, seven intrapeak, and four PM peak trips. Weekday intrapeak services now operate every 40 minutes, instead of hourly. **PTV**

### Shepparton-Bendigo minor update

Effective from 29 January, the timetable for Shepparton Transit's unnumbered route Bendigo-Shepparton via Kyabrum was updated to provide for faster journey times as well as an extra stop at Shepparton Bus Interchange on Maude Street.

The regional bus route has one weekday trip per direction - from Bendigo in the morning, and return in the afternoon.

Shepparton Transit is part of Dyson's Group. **PTV**

### Colac Route 3 minor update

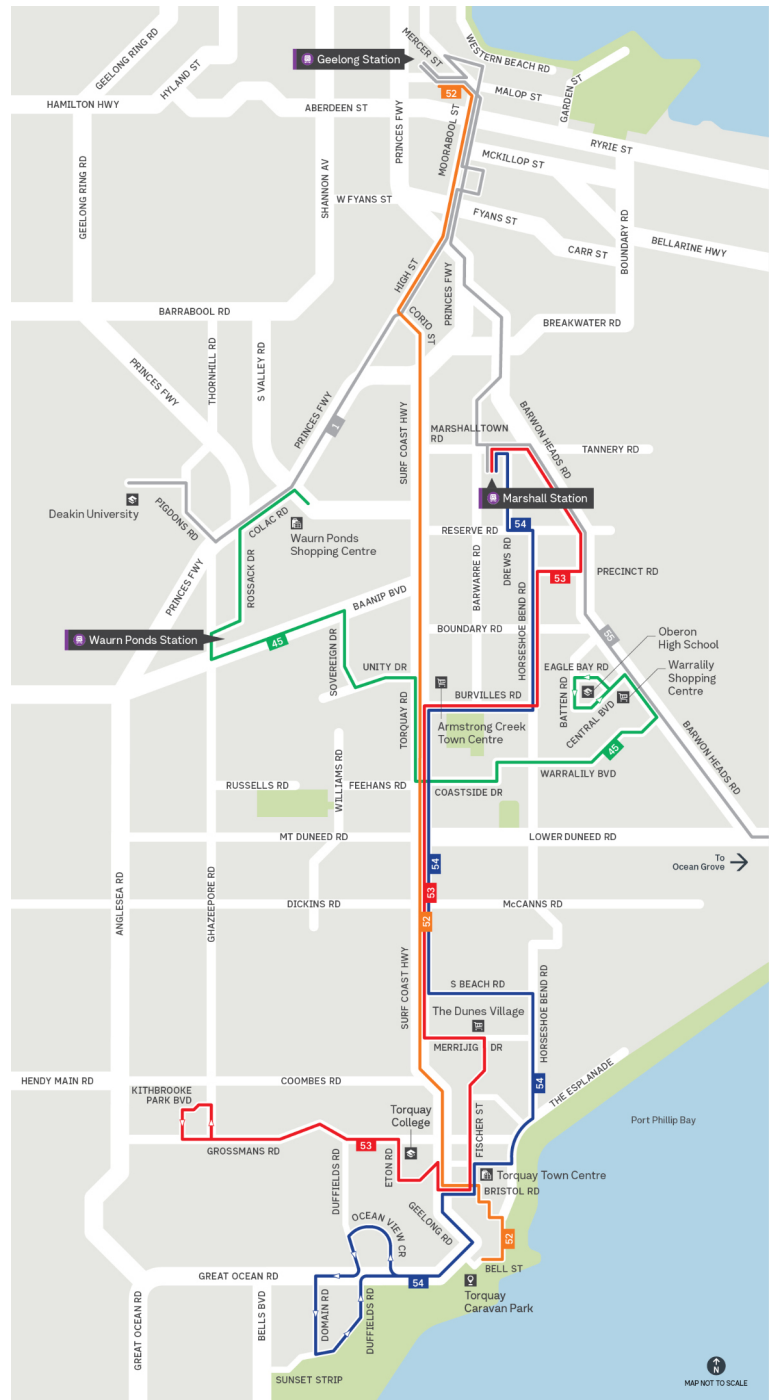
Colac Route 3's timetable has had a minor change. Effective from Sunday 29 January, the Tuesday diversion of a trip via Colanda Residential Services

### Torquay & Armstrong Creek: Network reform

PTV has released plans to reform bus services around Torquay and Armstrong Creek. The transport agency says that community consultation found that residents wanted frequent, direct and reliable bus services.

80 per cent of bus users that provided feedback said that they use the bus to connect with rail services, while of those that do not use the bus, many said it was due to a lack of frequency.

With this in mind, PTV intends to provide more direct routes and to assist people to connect with other public transport services. The existing plans for each route are provided below.



- Route **45** (Warralily Shopping Centre-Waurn Ponds SC): Route extension past Warralily SC to loop around Central Boulevard with the aim of covering local schools.
- New route **52** (Torquay-Geelong station via Belmont): New direct service between Torquay, Armstrong Creek and Geelong station to transfer to/from train services. Also serving Belmont Bus Interchange (BBI) at High Street and local beaches. The stop at BBI allows for interchange with route 1 towards Deakin University and Waurn Ponds SC.
- **53** (Marshall-Torquay West via Torquay): Extension of coverage into Torquay West, with access to Armstrong Creek as well as Charlemont and Marshall railway stations. Interchange at Torquay Town Centre for Geelong/Belmont (52) and Jan Juc (54).
- **54** (Marshall-Jan Juc via Torquay): Extension to cover new growth areas to Torquay's north and linking with Armstrong Creek as well as Marshall railway station. Interchange at Torquay town centre for Geelong/Belmont (52).
- Existing routes 50 and 51 would be withdrawn, replaced by routes 53 and 54 above, and they will extend current bus network coverage for growth areas. Interchange at Marshall, instead of Geelong, for train services.

Bus service levels will not be reviewed until finalisation of the routes, although some improvements are anticipated. The bus service reform is not expected to be implemented until some time next year. *Source provided by HILAIRE FRASER, source PTV*



### Hobart trip cancellations

Dozens of trips continue to be cancelled on weekdays across Hobart's bus network. Metro Tasmania update for Friday 17 March shows that 47 trips were listed as cancelled due to driver shortages (compared to 62 the previous day).

It appears that driver shortages and their impacts on Australasian bus timetables are set to be an ongoing issue for the industry throughout 2023. *METRO TASMANIA*

## SOUTH AUSTRALIA



### Stateliner timetable updates

All of Stateliner's regional SA coach timetables have been updated, effective 20 February 2023.

The following services operate:

- Adelaide - Ceduna (change at Port Augusta)
- Adelaide - Port Lincoln
- Adelaide - Whyalla via Port Pirie and Port Augusta
- Adelaide - Loxton / Renmark
- Adelaide - Mt Gambier

Timetables can be accessed from the Stateliner website [www.stateliner.com.au](http://www.stateliner.com.au). *STEVEN HABY, STATELINER*

### Kent Group

Recently, Kent Group has acquired a number of operators in the northern part of the state including Port Augusta Bus Service, Port Pirie Bus Service (which also operated Mid-North Passenger Service) and Spencer Gulf Coaches.

The following timetables are current:

- Port Pirie town service dated January 2023 which operates as **route A** 'clockwise' and **route B** 'anti-clockwise' as a loop around the city.
- Port Pirie town services dated 1 July 2022 (routes **570** City - Stirling North; **571** City - Augusta Park and **572** City - West).
- Peterborough to Port Pirie / Port Augusta.

Timetables can be downloaded from the Kent Group website at [www.kentgrp.com.au](http://www.kentgrp.com.au). *STEVEN HABY, KENT GROUP*

## WESTERN AUSTRALIA



### Perth: 353 Minor timetable adjustment

Route 353 has had a minor adjustment to a trip. Effective from Tuesday 7 March, the 15:12 trip ex Henley Brook Bus Station, on school days, now extends by instead commencing at 15:00 from Ellenbrook Secondary College. *TRANSPERTH*

## NEW ZEALAND



### Auckland: Further timetable adjustments

Auckland Transport implemented a set of service reductions on Monday 20 February and again on Sunday 19 March. It said that these adjustments would account for lower peak demand, spread remaining trips out more evenly, improve connections with other services, and improve operational efficiency to make maximum use of the available driver workforce.

From 20 February, changes included:

- Temporary withdrawal of routes **22A, 24W, and 27T**.
- Reduction in some trips for routes **30, 82, 101, 162, 252, 253, 325, 878, 982**. Some **981** peak trips truncated to operate Orewa North-Hibiscus Coast station.
- Adjustment of **309** and **309X** PM peak trips to evenly space the shared corridors with route 30.
- Service frequencies improved from hourly to now every 30 mins on routes **933** and **966** (intrapeak), and **926** (weekends). Some additional peak trips for **926**. Some additional intrapeak trips for **325**. Some additional evening trips Sundays to Fridays for route **981**.
- Other weekday timetable adjustments impacted routes **22N, 22R, 24B, 24R, 25B, 25L, 68, and 106**.

On the route 27T withdrawal, AT said "As staffing levels improve, these services will be reinstated. At busy times 27H and 27W buses are likely to fill up. Please consider alternative routes or travelling at other times if you can. Please note: these trips will be removed from the AT Mobile app and online Journey Planner but will continue to show on the printed timetables."

From 19 March, changes included:

- Route **747** service reduction from 3 buses per hour (bph) to only 2 bph.
- Minor trip adjustment on route **783**.
- Adjustment of trip times on routes **734** and **735** to improve connections with Half Moon Bay ferry, including extra Friday and Saturday late evening trips.

Additionally, in conjunction with the Rail Network Rebuild stage two (see our full-page item on page 9), routes 473 and 762 become **74** and **76** respectively, with high frequency service including trips every 15 mins 07:00-19:00 seven days a week, and 76 has an even better frequency during peak periods (a bus every 10 mins). **AUCKLAND TRANSPORT**

## INTERNATIONAL

### Kelsian Group's US expansion

Kelsian Group continues its expansion with the March announcement of their acquisition of American coach group All Aboard America Holdings (AAH).

The purchase adds footprint for the company in south and south-west United States. In communications to the share market, Kelsian says that AAH has a decentralised model for tailored customer engagement in each region, which it says is important in winning local contracts. Brands under the AAH umbrella include Hotard, Sun Diego and Ace Express.

The purchase diversifies the Group's revenue sources, with its reliance on government contracts to fall from 78 to 68 per cent, while the combined group will be divided by three operating segments - Australian Bus (50%), International Bus (31%), and Marine & Tourism (18%). **KELSIAN GROUP**

---

## ENDS

## FERRY & SHIP NEWS

### NEW ZEALAND



### Auckland: Subtractions and additions

Auckland Transport (AT) says that **Devonport** ferry services continue to operate to a reduced timetable due to crew shortages.

Meanwhile, AT has made weekend services permanent on the **Pine Harbour** route from Saturday 28 January. This move followed a six-week trial of Saturday services along the route. AT said that the patronage generated during the trial was "sufficient support". While an updated timetable has been provided on its website, the timetable retains the now-erroneous line "No service on weekends and public holidays". The

route is operated by SeaLink New Zealand (no longer related to Kelsian Group companies).  
**AUCKLAND TRANSPORT**

---

**ENDS**

## AIR NEWS

**DOMESTIC**



### Regional Express

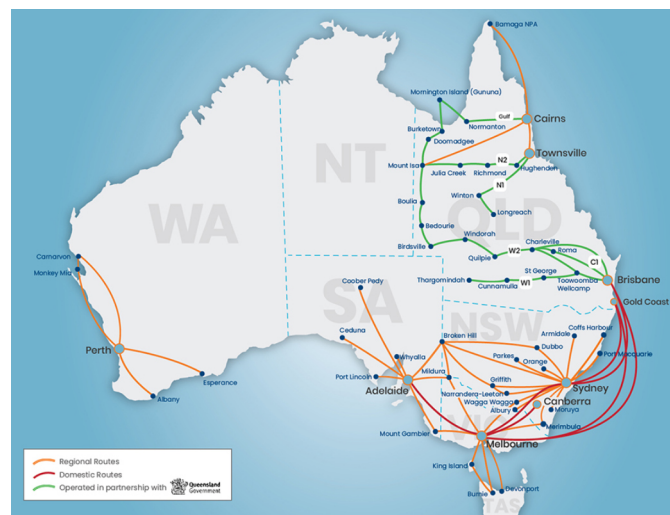
Regional Express, Rex for short, operates a domestic 'trunk' and regional network of routes across the country. Maps from their website are provided right. **REGIONAL EXPRESS**

**Front Cover:** PBC Goulburn/Crookwell bus route maps, dated 27 February 2023. Item 'Goulburn bus adjustments' on page 12.

### Rex's domestic trunk routes



### Rex's combined domestic route network - March 2023



---

**ENDS**

## 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.

All times listed in **Table Talk** are in 24-hour time, unless stated otherwise. Any commentary or letters provided by individuals within **Table Talk** are not to be taken as a representation of the views of the Australian Timetable Association, its Committee or its Editor(s). We are happy for original material that appears within **Table Talk** to be reproduced in other publications with an acknowledgement. Members of the ATA often contribute items for consideration in **Table Talk** for which kind acknowledgement is made, however, articles (news articles moreso than commentary) may be rewritten for space, grammar, style and/or contextual reasons by the Editor. Contributions are invited and always welcome - please send these to the appropriate Editor.

**Membership of the Australian Timetable Association** includes monthly copies of *The Times*, *Table Talk*, the ATA Distribution List of timetables, and Auction catalogues. The membership fees are: Adult \$72 (with postal monthly mailout) or \$66 (with electronic monthly mailout), and Student \$36. For membership enquiries, contact our Membership Officer, Len Regan, at [membership@timetable.org.au](mailto:membership@timetable.org.au).

Back issues of **Table Talk** are available on our website, [www.timetable.org.au](http://www.timetable.org.au), two months after print publication.

**Editor for Rail, Tram, Air and Ferry & Ship:** Chris Pandilovski, [tabletalk@timetable.org.au](mailto:tabletalk@timetable.org.au).

**Editor for Bus:** Steven Haby, [busnews@timetable.org.au](mailto: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.

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