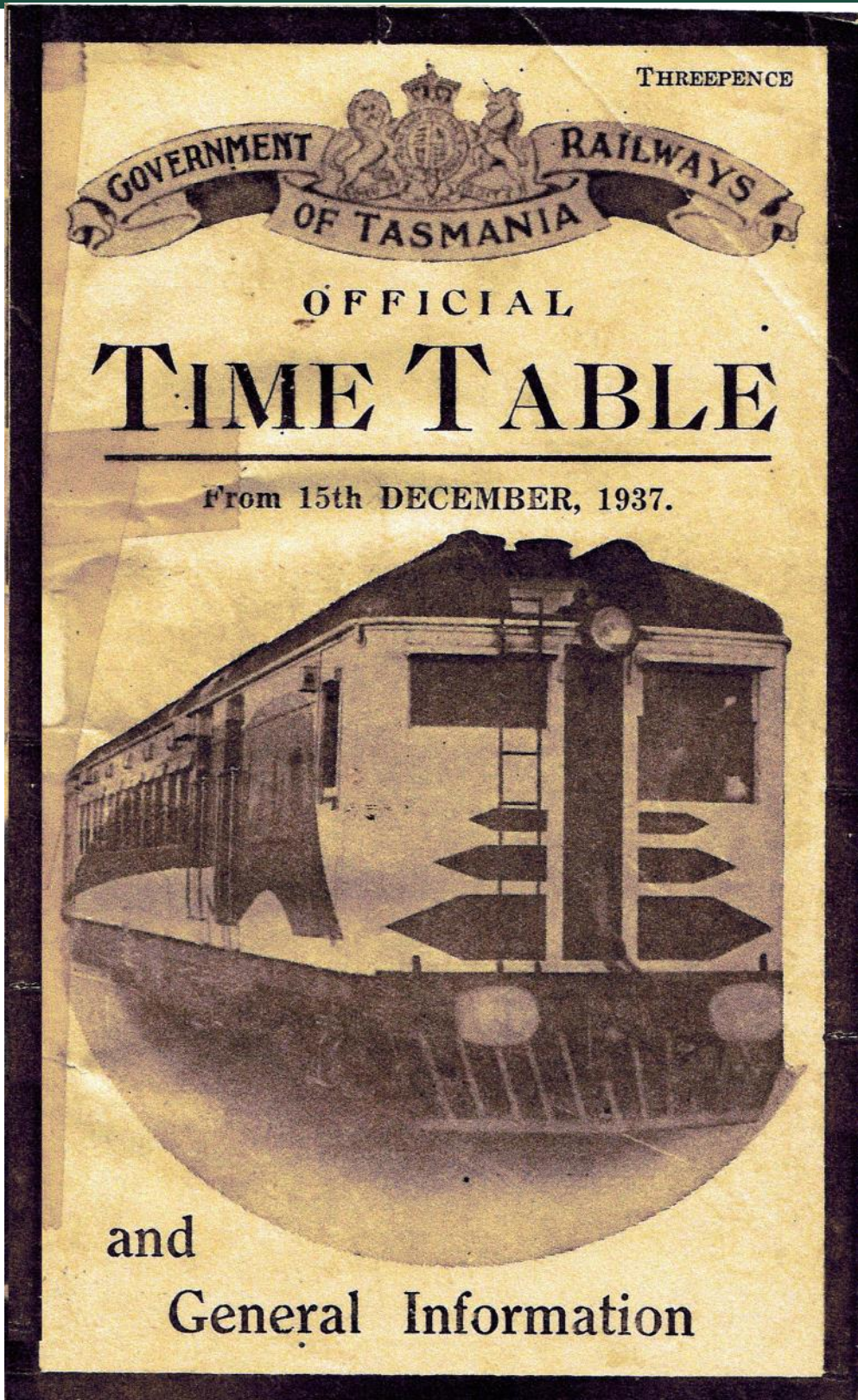




The Times

November 2019

A journal of transport timetable history and analysis



Inside: Tasmanian PTTs
Stirring the Possum in Kiwiland
Busy Hamilton
Snapshot of Auckland

RRP \$4.95
Incl. GST

The Times

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Welcome to “The Islands” edition of The Times.

Herein we deal with a 110 year history of Public Railway Timetables in Tasmania and three articles which deal with 2019 timetable matters in the Hamilton-Auckland axis of New Zealand's North Island. Superficially dissimilar now, there has previously been a great deal of commonality in railway management of these two systems. This commonality stems largely from the so-called “Commissioners' Conferences” set up before Australian Federation. New Zealand Railways were always an Executive member of this body, which later became “Railways of Australia”.

In the first decade of the twentieth century, when railways systems of Australasia plunged enthusiastically into cooperative arrangements, all Australian States and NZ signed up to the idea of uniform management, uniform rule books, standard Working Time Tables, uniform General Appendices, uniform Departmental structures and much else. The enthusiasm began to wane around the time of WWI, when Queensland and South Australia veered away. Tasmania and NZ remained true to the ethos until about 1943, when the practices of the latter began to diverge. In Tasmania's case, the divergence did not become total until the Commonwealth took over in the 1970s.

All three NZ articles benefited greatly from the sage advice and in-depth knowledge of Andrew James.



Tasmanian Rail PTTs

The late VICTOR ISAACS

WALCH'S TASMANIAN ALMANAC was first published in 1863 and continued annually until 1979. It contained comprehensive details of all aspects of Tasmanian public life. My interest in it arises from its excellent practice of including a railway timetable.

Being only an annual publication, Walch's provides only a rough guide to when alterations to services were made. On the other hand, it is accessible, because runs of Walch's are fairly common in major libraries. By comparison with WTTs, the times in Walch are from *circa* November of

the preceding year.

Walch's included corporate information about the Launceston and Western Railway (L&WR) in the 1871 edition, but the 1873 edition was probably the first to publish the actual L&WR timetable. The Tasmanian Main Line Railway (TMLR) timetable appeared from 1876 and additional Tasmanian Government Railway (TGR) 1067 mm gauge lines were added gradually from 1886 as they opened. On the West Coast, the TGR-owned lines (Strahan – Zeehan and NE Dundas) and TGR-operated line (Zeehan – Dundas – Maestris) appeared from their opening, but the

timetables of the Emu Bay Railway (EBR) did not appear until 1902—and even then only gave times for Burnie, Waratah and Zeehan. Timetables for the Mt Lyell Mining and Railway Company (MLMR) lines and North Lyell Copper Company first appeared in 1910, but only gave times for their termini. To work out that you could travel from Burnie to Queenstown in a day you would have had to consult successively EBR, TGR Zeehan – Regatta Point and MLMR timetables. From 1924, the North Lyell entry merely said that log train and rail motor ran at irregular intervals; they ceased altogether from 1928.

MAIN LINE.—Launceston to Hobart.										
*Height above sea.	Miles	Stations.	WEEK DAYS,						Sundays.	
			a.m.	a.m.	†	†	†	Summ. Run*	Winter Run*	
ft.			a.m.	a.m.	†	†	†			
15	—	Launceston. Leave	..	11:35	5:45	3:0	10:40			
19	2	Newstead ..	..	b	b	b	b		
30	4	St. Leonards ..	..	11:44	b	a	10:49		
274	7½	Relbia ..	..	a	a	3:17	10:57		
537	11	Western Jun. R ..	..	12:7	6:13	3:29	11:10		
510	12½	Evandale ..	..	12:11	a	3:34	11:15		
536	17½	Clarendon ..	..	a	a	a	a		
598	21½	Powranna ..	..	a	a	a	a		
657	28	Epping ..	..	12:41	a	4:3	11:45		
685	31½	Cleveland ..	..	a	a	a	a		
690	34½	Gonara Jn. R {	A. ..	12:53	a	..	..	
			L. ..	12:56	6:59	4:16	11:59			
				p.m.		p.m.				
655	42½	Campbell Tn. {	A. ..	1:9	a	a	..			
598	49½	Ross ..	L. ..	1:14	7:13	4:30	12:13			
	54½	Monia Vale ..	..	1:28	7:29	4:46	12:29		
662	59	Tunbridge ..	..	1:45	a	5:2	a		
808	62½	Woodbury ..	..	a	a	a	12:46		
934	65	Antill Ponds ..	..	a	7:59	5:16	12:59		
1210	70½	York Plains ..	..	2:12	8:13	5:33	1:13		
1225	73½	Nala ..	..	a	a	a	a		
1405	75½	Andover ..	..	a	a	a	a		
1332	82½	Oatlands (P. & O.) ..	..	..	..	..	..
1427	78	Parattah Jn. R {	A. ..	2:28	8:28	5:48	1:29			
			L. ..	2:48	8:43	6:8	1:48			
1460	81½	Stonor ..	..	6:51	a	a	a		
1457	85	Tiberias ..	..	a	a	a	a		
1352	87½	Rhyndaston ..	..	7:20	3:11	9:4	6:30	2:9	
679	93½	Colebrook ..	..	7:50	3:30	9:22	6:48	2:27	
	101½	Woodlands ..	..	a	..	..	..
404	102½	Lowdina ..	..	a	..	..	..
242	105½	Campania ..	..	8:37	3:59	9:50	7:17	2:55	
493	108½	Rekuna ..	..	a	..	..	..
234	112½	Tea Tree ..	..	a	a	a	a		
101	115½	Brighton Jn. ..	..	9:17	4:25	10:13	7:40	3:19	
10	119½	Bridgewater Junction ..	..	9:38	4:35	10:23	7:50	3:28	
15	123½	Granton ..	..	9:42	4:39	a	a		
24	124½	Austin's Ferry ..	..	a	..	..	..
	124½	Claremont ..	..	9:55	4:47	10:34	8:1	3:39	
	124½	Chigwell ..	..	a	..	..	..
32	125½	Berriedale Road ..	..	10:9	K	K	K	K	
46	126½	Rosetta ..	..	10:2	..	..	..	..
32	126½	Montrose ..	..	10:5	..	..	..	..
44	127½	Glenorchy ..	..	10:7	4:55	10:41	8:10	3:48	
50	128½	Derwent Park Jn. ..	..	10:13	4:57	10:43	8:12	3:50	
94	129	Moonah ..	..	10:18	5:0	10:46	8:15	3:53	
52	130	New Town ..	..	10:21	5:7	10:48	8:17	3:59	
21	133	Hobart ..	Arrive	10:30	5:15	10:55	8:25	4:7		

SEATS RESERVED FREE OF CHARGE

First-class seats will be reserved free of charge for passengers joining the Main Line and Western Line passenger trains at Hobart and Launceston, viz.:-

From Hobart: Passenger trains leaving at 8.35 a.m., boat days; 9 a.m. and 6.5 p.m., week days; 2.35 p.m., Sundays.

From Launceston: Passenger trains to Hobart leaving at 11.35 a.m. and 5.45 p.m., week days; 10.40 a.m. (winter) or 3.0 p.m. (summer), Sundays; 7.15 a.m., 9.35 a.m., and 2.5 p.m. trains to Western Line.

During Summer Months Boat Express train leaves Launceston on Tuesdays, Thursdays, and Saturdays after arrival of Steamer and runs through to Hobart.
 a Stops to pick up and set down passengers when required.
 b Stops to pick up passengers only.
 K The Passenger trains leaving Launceston at 11:35 a.m. and 5:45 p.m. week-days, also 3:0 p.m. Sundays, will stop at Berriedale Road to put down passengers booked at Stations north of Bridgewater Junction only.
 † Train stops at stations against which times are entered only if required to pick up or set down passengers.
 R Refreshment-station.
 Seats reserved on Launceston-Hobart through trains free of charge.
 * Datum is H.W. Mark at Hobart. For fares, see pages 6 to 14

From 1929, station lists were given for some TGR lines, but with a note that goods trains ran only as required (initially Apsley, Preolenna, Melrose, Nietta and Dundas). The Marrawah Tram appeared from 1930, but Walch identified only Leesville, Redpa and Marrawah stations. It later added Salmon River, but never clarified that this was on a branch line. The Apsley line reappeared from 1941 to 1947 with two rail motor trips on Fridays only. The Apsley entry was copied direct from the WTT and included a dagger symbol (†) to indicate staff stations and a "W" to indicate loco water supplies!

Mt Lyell and Emu Bay ceased to appear in Walch's after 1938. Emu Bay reappeared in 1947 with a note that there were road connections from Guildford to Waratah and Zeehan to

Queenstown. Only Guildford, Rosebery and Zeehan stations were listed.

An exception to the completeness of the TGR timetable section is that from 1894 to 1899 the following defeatist notice appeared:

'MAIN LINE - SUBURBAN SERVICE: This Time Table is omitted on account of the following memo from the office of the General Manager of Tasmanian Railways [Frederick Back]:-"Alterations in the running of the local trains are being constantly made, and the inclusion of this portion of the time tables could not be other than misleading to the public."

In the 1920s, the TGR reached its maximum size and consequently the timetable portion of Walch's occupied

quite a number of pages; thereafter, it declined in size. Walch's Tasmanian Almanac ceased to include the railway timetable after the 1951 issue. It still included lists of stations (including the EBR) for a few more years. Fares and conditions of travel on Tasmanian railways continued until Walch's itself ceased 26 years later.

Another private publishing venture was the *Tasmanian Steam Navigation Company's Time Table and Guide to Tasmanian Railways etc. etc.*, In 1996, Navarine Publishing produced a facsimile of the June 1888 edition. No doubt, the original was also published on other dates.

Another long-running private timetable venture in Tasmania - also published by Walch's - was Moore's Guide. This was a pocket/purse size

VISITORS TO TASMANIA

SHOULD NOT MISS SEEING

National Park

INCLUDING

Russell Falls

BEFORE LEAVING THE STATE

Rail Excursions on Sundays, throughout the Tourist Season, at the following very Cheap Fares from Hobart:

FIRST-CLASS RETURN, 5s.

SECOND-CLASS RETURN, 3s. 6d.

EMU BAY RAILWAY. (Private Line.)

Height above sea level	Miles.		WEEK DAYS	MOTOR.
ft.			Tues. & Thurs. excepted.	Tues. & Thurs. a.m.
19	—	Burnie .. .. .	.. leave 6.45	8.0
707	7	Pigeon Hill .. .. .	.. .. .	..
903	11	Ridgley .. .. .	.. .. .	..
1204	15	Highclere .. .. .	.. .. .	..
1523	20	Hampshire .. .. .	.. .. .	..
1718	25	Ringwood .. .. .	.. .. .	..
—	29	Toronna .. .. .	.. .. .	..
2023	38	Guildford .. .. .	.. arrive 9.20	9.40
		" .. .. .	.. leave 9.30	9.50
645	64	Farrell .. .. .	.. .. .	..
477	71	Rosebery .. .. .	.. .. .	11.20
635	79	Renison Bell .. .. .	.. .. .	..
			p.m.	p.m.
577	86	Rayna .. .. .	.. .. .	..
528	88	Zeehan .. .. .	.. arrive 12.37	12.5
			Tues. & Thurs. excepted.	MOTOR. Tues. & Thurs. p.m.
			p.m.	p.m.
528	—	Zeehan .. .. .	.. leave 1.40	1.40
577	2	Rayna .. .. .	.. .. .	..
635	9	Renison Bell .. .. .	.. .. .	..
477	17	Rosebery .. .. .	.. .. .	2.26
645	24	Farrell .. .. .	.. .. .	..
2023	50	Guildford .. .. .	.. arrive 5.11	3.51
		" .. .. .	.. leave 5.21	4.0
—	59	Toronna .. .. .	.. .. .	..
1718	63	Ringwood .. .. .	.. .. .	..
1523	68	Hampshire .. .. .	.. .. .	4.45
1204	74	Highclere .. .. .	.. .. .	..
903	78	Ridgley .. .. .	.. .. .	..
707	82	Pigeon Hill .. .. .	.. .. .	..
19	88	Burnie .. .. .	.. arrive 7.20	5.45

Fares from Burnie to Zeehan, single journey, 25s. 9d. first-class, 19s. 3d. second-class; motor fares, first-class.

Fares from Burnie to Waratah, single journey, 10s.; return, 15s.

Between Burnie and Queenstown: Single journey, first-class, 39s.; second-class, 31s. Return, first-class, 67s. 6d.; second-class, 53s. 5d. Return tickets available for three months.

The Emu Bay Railway is the property of a private company, from whom the above information has been obtained.

Train leaves Zeehan at 1.45 p.m. to connect with Mount Lyell Railway Company's Train for Queenstown, leaving Regatta Point at 4.30 p.m. Train leaves Queenstown at 8 a.m., and connects with Train leaving Regatta Point at 9.55 a.m. and reaching Zeehan at 12.15 p.m.

booklet. It mainly comprised timetables of Hobart local transport – trams and buses, but also included suburban railway timetables. It lasted from 1935 to 1977. It was originally titled *Moore's Monthly Guide*, but it dropped the "Monthly" when publication became less frequent – perhaps from some time in the 1950s.

Jim Stokes published a detailed summary of the circa December 1953 Moore's Guide in *The Times* for August, September and October 2005. The September 1976 issue of Moore's may have been the last, because MTT Hobart commenced publication of its own timetable book in January 1978.

Traditionally, Moore's covered all public and private trains and buses in southern Tasmania, all TGR country trains except the West Coast. In the

1950s this included in summary form Hobart – Launceston – Burnie – Smithton, New Norfolk, St Marys, Herrick and Roland, but not the West Coast TGR and private trains. It also included the main bus routes between Hobart and the north and north west, but neither any urban nor regional bus services confined to the northern half of the state.

In the 1900s, the Tasmanian Railways published a *Monthly Pocket Time Table*, but I do not know any further details. *The Government Railways of Tasmania Official Time Table and General Information* from 15th December 1937 is an example of a later series of timetables of which there were probably about 13 between the wars, including at least one suburban book. Amazingly for such a small system, the timetable was of 150

pages! However, I will immediately qualify that by saying that the page size was small, 4 x 6 inches, and many pages were blank other than saying "Notes". So, how were the other pages filled up? There were many pages of advertisements, of tourist information and general rules. I do not know how typical this edition is of TGR timetables in general in this period.

These were attractive publications aimed primarily at the tourist market. They included more detail than in Walch's (e.g. full station listings for all West Coast lines except Mt Lyell, which gave Queenstown and Regatta Point only). They were published dated 4 May 1914, 18 Oct 1926 [an edition that once sold for \$1500 at a Leski auction—Editor], 5 September 1927, 24 December 1931, 12 December 1932. 1 November 1934, 24

208		TASMANIAN RAILWAYS MAIN LINE—Hobart to Launceston.					209		TASMANIAN RAILWAYS MAIN LINE—Launceston to Hobart							
Height above Sea	Miles	Stations.	WEEK DAYS				Sunday	Height above sea	Miles	Stations	WEEK DAYS				Mon. Wed. Frid. Sats.	Sun- days †
			Boat Exp.								a m	a m	p m	p m		
ft.			a m	a m	p m	p m		ft.			a m	a m	p m	p m	p m	
21	---	HOBART... Leave	8 25	9 10	5 0	2 35		15	---	LAUNCESTON Leave	...	11 25	5 25	5 40	3 0	
52	3	NEW TOWN ...	b	9 18	5 8	2 43		19	2	Newstead ...	...	b	b	a	b
94	3 1/2	MOONAH ...	b	9 21	5 10	2 45		30	4	ST. LEONARDS ...	...	a	b	a	3 8
50	4 1/2	DERWENT PARK Jn. ...	b	9 24	5 13	2 47		274	7 1/2	Relbia ...	...	a	b	a	3 18
44	5 1/2	GLENORCHY ...	8 40	9 27	5 15	2 50		537	11	Western Junction ...	...	11 53	5 52	6 15	3 28
32	6	Montrose ...	...	...	...	...		510	12 1/2	Evandale ...	...	a	b	a	a
46	6 1/2	Rosetta ...	...	...	...	...		536	17 1/2	Clarendon ...	...	a	b	a	a
32	7	Berriedale Road ...	...	...	...	...		598	21 1/2	Powranna ...	...	a pm	b	a	a
24	8 1/2	Chigwell ...	...	...	...	...		657	23 1/2	Epping ...	...	12 31	6 25	6 40	4 0
15	9 1/2	CLAREMONT ...	8 47	9 34	5 22	2 57		685	31 1/2	Cleveland ...	...	a	b	a	a
5	10 1/2	Austin's Ferry ...	...	...	...	...		690	34 1/2	Conara Jn. R. ...	Arr.	12 49	6 37	7 5	4 14
10	11 1/2	GRANTON ...	8 54	9 41	5 29	3 4		656	42 1/2	CAMPBELL ...	Arr.	12 52	6 49	7 1	4 29	
101	13 1/2	B'WATER JUNCTION ...	8 58	9 46	5 30	3 8		598	49 1/2	TOWN ...	Arr.	1 12	6 49	7 1	4 50	
234	20 1/2	BRIGHTON Jn. ...	9 8	10 0	5 42	3 18		662	50 1/2	ROSS ...	...	1 25	7 1	7 1	a
493	24 1/2	Tea Tree	a	b	a		808	64 1/2	Mona Vale	a	a	a	5 10
242	27 1/2	Rekuna	a	b	a		934	65 1/2	TUNBRIDGE	a	a	a	a
404	30	CAMPANIA ...	9 30	10 24	6 15	3 42		1210	70 1/2	ANTILL PONDS ...	...	a	a	a	5 23
679	39	Lowdina	c	b	...		1405	73 1/2	WOODBURY	a	a	a	5 38
1352	45 1/2	Woodlands	a	a	...		1427	75 1/2	YORK PLAINS	a	a	a	a
1467	48 1/2	COLEBROOK ...	9 59	10 53	6 35	4 12		1460	78	Nala ...	...	a	a	a	a
1460	49 1/2	Rhyndaston ...	10 26	11 19	6 56	4 41		1427	78	Andover ...	...	a	a	a	a
1427	51 1/2	Tiberias	a	b	a		1460	81 1/2	Onlands (P. & O.)	2 35	8 2	8 15	5 59
1405	52 1/2	Stonor	a	b	a		1467	85	PARATTAH R. ...	Arr.	8 15	2 40	8 15	6 14
1225	59 1/2	PARATTAH R. JUNCTION ...	10 48	11 43	7 26	5 20		1352	87 1/2	PARATTAH R. JUNCTION ...	Arr.	8 15	2 40	8 15	6 14	
1210	62 1/2	Andover ...	10 53	11 48	7 26	5 20		404	102 1/2	Stonor ...	...	a	a	a	a
808	68	Nala	a	a	a		242	105 1/2	Tiberias	8 37	2 59	8 33	6 32
808	70 1/2	York Plains ...	b	a	7 42	5 37		493	108 1/2	RHYNDASTON ...	...	8 58	3 22	8 51	6 56
662	74 1/2	ANTILL PONDS ...	b	a	7 58	5 55		101 1/2	109 1/2	COLEBROOK ...	...	9 31	3 52	9 19	...
598	78 1/2	Woodbury ...	b	a	a	a		101	112 1/2	Woodlands ...	...	a	a	a	...
655	83 1/2	TUNBRIDGE ...	b	a	8 8	6 7		10	115 1/2	Lowdina ...	...	a	a	a	7 25
690	93 1/2	Mona Vale ...	...	...	a	a		15	119 1/2	CAMPANIA ...	...	9 31	3 52	9 19	...
685	101	ROSS ...	...	...	a	a		5	120 1/2	Rekuna ...	...	a	a	a	...
657	105	Arr.	...	...	a	a		15	123 1/2	Tea Tree ...	...	a	a	a	...
598	111 1/2	CAMPBELL TOWN ...	11 49	12 48	8 24	6 25		24	124 1/2	BRIGHTON Jn. ...	Arr.	9 59	4 14	9 40	7 47	
536	115 1/2	CONARA R. JUNCTION ...	12 9 PM	1 8	8 36	6 46		52	129	BRIDGEWATER Jn. ...	Arr.	10c13	4e24	9 49	7c57	
510	120	Arr.	...	...	a	a		21	133	Granton ...	...	10c20	4e28	a	8c1
537	121 1/2	Cleveland ...	12 24	1 25	8 48	6 59				Austin's Ferry ...	...	10c28	4e35	10c0	8c8
274	125 1/2	EPPING ...	...	...	a	a				Clarendon ...	...	c	c	c	...
30	129	Powranna ...	12 37	1 40	8 59	7 12				Chigwell ...	...	c	c	c	...
19	131	Clarendon ...	...	...	a	a				Berriedale Road ...	...	c	c	c	...
15	133	EVANDALE ...	...	...	a	a				Rosetta ...	...	c	c	c	...
133 1/2	133 1/2	WESTERN Jn. ...	1 5	2 15	9 28	7 44				Montrose ...	...	c	c	c	8c15
133 1/2	133 1/2	Relbia ...	...	...	a	a				Glenorchy ...	...	10 36	4e42	10c7	...
133 1/2	133 1/2	ST. LEONARDS ...	...	...	a	a				Derwent Park Jn. ...	...	c	c	c	...
133 1/2	133 1/2	Newstead ...	...	...	a	a				Moonah ...	...	c	c	c	...
133 1/2	133 1/2	LAUNCESTON ... Arr.	1 27	2 46	9 50	8 6				New Town ...	...	c	c	c	...
133 1/2	133 1/2	Launceston Wharf ... Arr.	1 34	...	...	...				HOBART ...	Arr.	10 50	4 57	10 22	8 35

a Stops to pick up or set down passengers when required.
 5.0 p.m. train ex Hobart does not stop at all stations. See previous page for further particulars.
 2.35 p.m. train, Sundays, only stops to pick up passengers for usual through passenger train stopping stations north of Bridgewater Junction.
 b Stops to pick up passengers.
 c Stops to put down passengers only.
 K Will stop at Berriedale Road to pick up passengers for Brighton and stations beyond.
 † Train stops at stations at which times are shown only if required to pick up or set down passengers.
 R Refreshment-station. * Datum is H.W. mark at Hobart.

February 1936, 15 December 1937, July 1941 (the last an abridged one, which noted that there was a separate suburban folder) and 1 March 1943. [The 1934 edition—at least— included a fold-out map— Editor]. There must have been many others. I do not know if any were published post World War Two [at least 6 up to 1970 - Ed.]

In the mid 1950s, the TGR published foldout brochures for the Tasman

Limited which also summarised other country services. It also published cardboard foldout timetables for Hobart suburban trains in the early 1970s. The TGR also produced broadsheet suburban and country timetables (separate sheets) for display at stations. This remained so until the end of suburban trains in 1974 and country passenger trains in 1978.

Thanks to Jim Stokes for much

assistance with Tasmanian timetable information.

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Hobart-Launceston Express



EBR Motor at Waratah



Kiwi Rail's new train stirs the Possum

JAMES T WELLS with help from ANDREW JAMES

SEPTEMBER'S TABLE TALK reported that KiwiRail is to introduce a twice daily service from mid 2020, connecting Hamilton and Auckland.

Hamilton is a town of about 240,000 people located 140 rail km south of Auckland on the North Island Main Trunk (NIMT) railway. For some years it enjoyed regular air services across the Tasman to Australia.

Of particular interest is that the new service will only run between Frankton (Hamilton) and Papakura, the terminus of Auckland's electrified suburban Southern line. This is controversial locally [see right].

Papakura is 33 km from Auckland via the Eastern line. Interchanging there will not be popular with Hamilton passengers (especially for the evening Down service), who will have to do battle with suburban ones to get seating in Auckland.

This situation is similar to the NSW (Australia) Southern Highlands service, where passengers change between diesel and electric trains at Campbelltown or Macarthur. At least the Southern Highlands gets one through train in each direction on weekdays – currently this arrives at Central at 10:34 and departs at 16:00.

There would appear to be three main reasons why the Papakura transfer would be proposed:

1. The unsuitability of Auckland's The Strand station for a commuter service.
2. Congestion / slow line running on the suburban lines.
3. Achieving "commuter" times for the contra direction services.

Taking each of these in turn.

1. Auckland's The Strand station is a remnant of the station built in 1930, as Auckland's railway terminus—replacing the first station where Britomart lies today—see picture, page 15. This station was, in turn made virtually redundant when the

Auckland Hamilton rail service slammed for only going to Papakura

Transport campaigners are disappointed the new Hamilton-Auckland rail service will take longer than it does to drive between the two cities. The \$92 million service, which will start mid-next year, will see four trips a day between the two cities - two there and two back. It will go from Frankton in Hamilton, stop at The Base and Huntly, and end in south Auckland's Papakura, where passengers will be expected to get on Auckland's transport network if they need to go further.

Campaign For Better Transport (CBT) spokesperson Graeme Easte said while it's a positive step to have rail links established, it could have been done better. The trip time at around two-and-a-half hours is longer than the trip times of services of previous services running between Hamilton and Auckland, "because passengers going to the central city will have to transfer at Papakura.

A previous service which operated nearly two decades ago went right up to Newmarket. It was cancelled when operator Tranz Rail decided to exit the passenger rail market and couldn't find a buyer. It was reported only 30 people a day were going from Hamilton to Auckland. Since then, Auckland's train network has switched to electric, while the Hamilton-Auckland service will initially run on diesel.

The CBT also criticised the new service's lack of stops. The service also does not stop at Tuakau, Pokeno or Te Kauwhata. These towns have experienced substantial population growth in recent times and many of the new residents work in Auckland and would appreciate a public transport alternative that would get them to work. "Those places are earmarked for future stops, if it's a success, as is the airport potentially in the long-term. Hamilton City Council growth and infrastructure committee chairman Dave Macpherson said the long-term aim is to get the new service all the way to Britomart in the Auckland CBD. We're determined to get this started, get people to start using rail as a reasonable alternative. He told Newshub at the weekend Auckland's congestion gets further south every year, and this will relieve some of it and give Aucklanders priced out of the housing market another option.

The Waikato Regional Council estimated last year by its third year of operation, more than 100,000 people would use the new service annually.

Yayyy!!! Hamilton-Auckland rail service final funding approval received from NZTA just now.... The Tron and the Waikato have been campaigning for this for 12 years, and thanks to Transport Minister @PhilTwyford and a lot of hard work from all Councils + KiwiRail, we got there!

more centrally-located Britomart Transport Centre was opened in 2003. The magnificent station building is now an apartment complex.

Britomart is no longer a suitable terminus for a "country" diesel hauled service. Currently the only regular use of The Strand is for the Northern Explorer train which runs to Wellington three times a week.

The difficulty is that The Strand is over half a kilometre from Britomart and isn't served by a suburban railway station. The bus service in The Strand (the street that gave its name to the station) operates only half hourly. Almost certainly if the Hamilton commuter service were to terminate at The Strand, a dedicated connecting bus service to the CBD would be needed.

While Britomart serves New Zealand's largest city as its long distance terminal, there is no longer platform capacity for continued operation, and the cost of expensive ventilation and exhaust extraction systems for diesel power is uneconomical to maintain for four services a day, given that the Platforms are located one and a half stories below mean sea level.

2. Turning now to congestion on the suburban lines, a key issue is the intended arrival time in Auckland. The market will probably want an arrival no later than 9 am.

The peak hour service from Papakura is every ten minutes or so from 0554 to 0914, taking around 50 minutes with all trains stopping at every station. Any "country" express service included with this would be very slow.

To access The Strand station, a Hamilton train would use the Eastern line. This also has a ten minute all stops service in the peak. The Eastern line branches off the Southern after Otahuhu to take a more northerly route into the CBD. Eastern line trains start at the branch terminus of Manukau and join the Southern at Puhinui – see the diagram below. They therefore share the Southern line as far as Otahuhu—resulting in this segment of track having a nominal five minute service in the peak. All junctions on this corridor are flat, so one could say that this section of line is near congested in the peak hour. Further, the Network Access Agreement between [Auckland Transport](#) (on behalf of [Transdev](#)), and [KiwiRail](#) as the Network Access Provider, provides two paths per hour in both directions during peak periods for [KiwiRail Freight](#) services, and these paths are indeed used. This also explains the seemingly uneven clockface timetable at Papakura and Manukau during peak periods, to provide space for these Freight Services.

It really would be quite impractical to run a Hamilton service in the peak via the full Southern line once regard is had to Onehunga and Western line services sharing the track, not to mention the junction near Britomart to access The Strand. Essentially, the Auckland Electrified Network is operating near capacity, which the City Rail Link will help (but not completely) improve.



3. My third consideration is about the contra peak direction service, i.e. Down in the morning, Up in the afternoon.

This issue is well illustrated by the Western Australian “[Australind](#)” service connecting Perth with Bunbury which uses only one train set. The morning Up arrives Perth at 0830, the Down leaves at 0930 to arrive Bunbury at 1155. This gives day visitors less than three hours there because the afternoon Up leaves at 1445.

The running time of a Hamilton service from Auckland would be similar to the “Australind” based on current Northern Explorer times. This train is allowed 94 minutes for the 105 km from Hamilton to Papakura, which is hardly record breaking. The track is double and easily graded, but the track gauge is “Cape” (1,067 mm) and

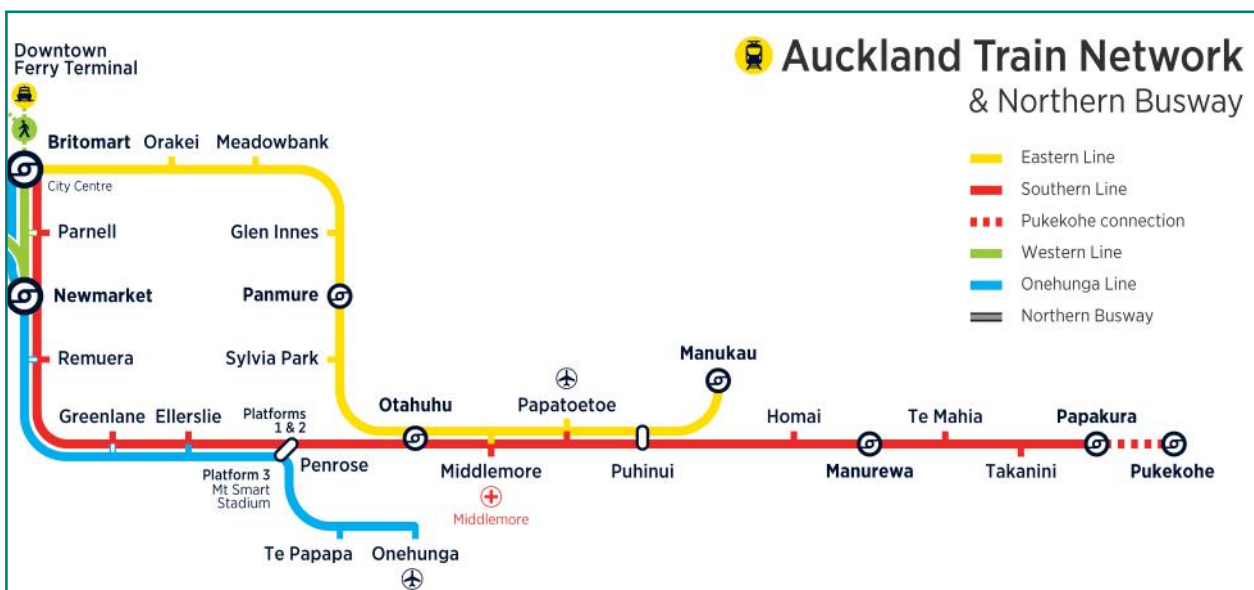
diesel locomotives are not allowed a maximum speed greater than 100 kmh.

So turning the train around at Papakura provides the opportunity for a “business” friendly contra peak service.

Papakura station has a multi platform setup (see above) so probably won’t require alteration to facilitate the interchange of Hamilton passengers to/from suburban trains. It already deals with interchanges with the Pukekohe diesel services.

Hamilton has a [frequent coach service](#) to Auckland; with some services operating via Auckland airport and one or two taking less than two hours—far quicker than the train.

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Busy Hamilton

GEOFF LAMBERT, with help from ANDREW JAMES

HAMILTON, A JUNCTION station on New Zealand's North Island Main Trunk (NIMT) railway is a busy place, with some 321 scheduled trains per week. Only six of these are passenger trains but, if the proposal described by Jim Wells in the [previous story](#) comes to pass, this will rise to 34.

Hamilton is the junction for the [East Coast Main Line](#) (ECML), which has never been electrified, but it is also the northern terminus of the on-again, off-again [NIMT electrification](#). As such I expected that traction changes occur here—but, by and large, they don't. KiwiRail had a fleet of 22 now-geriatric [EF class locomotives](#) and

was thoroughly sick of them. Seven were withdrawn, two were scrapped, leaving 13 available for service. Twelve were in service during September, but that is not enough to cover the NIMT rosters, which are still largely dieselised.

Thus, there are several patterns of train use here:

- Through freight traffic on the NIMT
- Through freight traffic on the ECML

Train Traffic at Hamilton from the 22-Sep-2019 Master Train Plan. (part 1)

Kiwirail		Sunday, 22 September 2019								11
Linehaul Planning										
CT		Container Transfer								
BU		Bulk Freight								
TRAIN No.	ORIGIN	DEP TIME	ARR TIME	DEST	DAYS PER	FREIGHT		PASS		REMARKS
					WEEK	CT	BU	TS	TD	
					321					
130	HAM	5:15	7:12	MISBS	1		Y			
134	MISBS	17:10	18:10	AUCK	4		Y			
135	MISBS	13:20	15:12	HAM	1		Y			
137	HAM	1:00	5:21	HNGTK	5		Y			
139	AUCK	5:04	6:00	MISBS	4		Y			
217	WGTM	17:27	6:43	AUCK	4	Y				
215	AUCK	20:15	6:19	PNTH	5	Y				
216	PNTH	19:27	6:01	AUCK	5	Y				
217	AUCK	21:45	11:04	WGTM	5	Y				
220	WGTM	18:54	10:08	AUCK	5	Y				
221	AUCK	18:40	7:34	WGTM	5	Y				
222	PNTH	16:50	3:38	AUCK	5	Y				
225	AUCK	5:47	22:51	WGIN	4	Y				
228	PNTH	2:00	14:08	AUCK	5	Y				
229	AUCK	12:35	3:26	WGTM	5	Y				
234	WGTM	5:56	22:18	AUCK	4	Y				
239	AUCK	12:16	3:03	WGTM	1	Y				
240	WGTM	6:00	21:31	AUCK	1	Y				
241	AUCK	21:45	10:16	WGTM	1	Y				
243	AUCK	17:33	8:40	WGTM	1	Y				
248	WGTM	16:50	6:35	AUCK	1	Y				
320	MTMNG	1:00	4:17	HAM	5	Y				
321	HAM	8:00	9:57	TGA	5	Y				
325	HAM	16:50	19:32	TGA	6	Y				
326	TGA	3:50	6:02	HAM	1	Y				
333	AUCK	2:00	7:02	MTMNG	5	Y				
334	MTMNG	15:10	20:03	AUCK	4	Y				
471	HAM	7:30	6:59	STMOR	5		Y			
474	STMOR	15:00	18:48	HAM	5		Y			
137M	HAM	3:45	4:16	TAMTU	1		Y			
138M	TAMTU	4:45	5:15	HAM	1					MAYBE LIGHT LOCOMOTIVE
140H	HAM	4:37	5:08	HNTLY	4		Y			
144H	HAM	18:37	19:08	HNTLY	1		Y			RR - RUNS ONLY IF REQUIRED.
145H	HNTLY	2:51	3:22	HAM	5		Y			
234M	WGTM	4:20	20:01	AUCK	1	Y				
234S	WGIN	6:00	22:20	AUCK	1	Y				
320M	TGA	1:50	4:18	HAM	1	Y				
325M	HAM	17:25	19:41	TGA	1	Y				
334M	MTMNG	18:04	23:01	AUCK	1	Y				
334S	MTMNG	15:10	20:50	AUCK	1	Y				
117F	AUCK	17:15	17:37	AKPRT	1	Y				LIGHT LOCO MOVE ONLY
L200	STRND	19:17	19:36	AUCK	3			Y		

- Terminating and originating freight traffic
- Through passenger traffic.
- ... soon to be joined by ...
- Passenger shuttle traffic

The terminating and originating trains seem to be a mixture of bulk and container. The combined intermodal

yard and Fonterra Cool Store is just north of the junction at Crawford Street beyond the Te Rapa Marshalling Yard and Locomotive Depot, not far from the Racecourse, but the majority of bulk cargo (mainly dairy-, forestry- and steel-related) focus on the Port of Tauranga and Mission Bush Steel Mill. There

always seems to be heaps of what looks like gravel in the yard. Local Mainline Shunts (M30, M52 and M90) feed into these through trains, and other movements are arranged as required.

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Linehaul Planning

Train Traffic at Hamilton from the 22-Sep-2019 Master Train Plan. (part 2)

CT Container Transfer
BU Bulk Freight

TRAIN No.	ORIGIN	DEP TIME	ARR TIME	DEST	DAYS PER WEEK	FREIGHT		PASS		REMARKS
						CT	BU	TS	TD	
321										
L201	AUCK	5:50	6:06	STRND	3			Y		
L3A	OHUHU	10:33	10:38	AUCK	5	Y				
L3B	OHUHU	13:00	13:05	AUCK	5	Y				
L3C	OHUHU	18:18	18:27	AUCK	5	Y				
L4A	AUCK	7:33	7:35	OHUHU	5	Y				
M30C	HAM	5:15	5:25	BRBSH	5	Y				
M30D	BRBSH	5:55	6:04	HAM	5	Y				
M30E	HAM	5:45	5:55	BRBSH	1	Y				
M30F	BRBSH	6:25	6:34	HAM	1	Y				
M30J	HAM	12:15	12:25	BRBSH	5	Y				
M30K	BRBSH	12:55	13:04	HAM	5	Y				
M30N	HAM	19:25	19:35	BRBSH	5	Y				
M30P	BRBSH	20:05	20:14	HAM	5	Y				
M52A	HAM	3:15	4:08	HATPU	5		Y			
M52E	MRNVL	9:50	10:22	HAM	4		Y			
M52F	HAM	11:00	11:34	MRNVL	4		Y			
M52K	HATPU	17:20	18:10	HAM	5		Y			
M52N	HAM	11:00	11:50	HATPU	0		Y			RR - RUNS WHEN NO REQUIREM
M90C	HAM	14:45	15:16	TAMTU	5	Y				
M90D	TAMTU	15:45	16:15	HAM	5	Y				
MH3	HAM	7:45	9:25	TGA	4	Y				
MH9	HAM	19:25	21:08	TGA	6	Y				
MP1	AUCK	1:38	5:55	TGA	7	Y				
MP10	TGA	20:40	1:06	AUCK	7	Y				
MP11	AUCK	19:36	0:40	TGA	7	Y				
MP12	TGA	22:10	2:16	AUCK	7	Y				
MP13	AUCK	22:26	2:45	TGA	7	Y				
MP14	TGA	1:20	5:41	AUCK	7	Y				
MP16	TGA	8:55	17:13	AUCK	2	Y				
MP2	TGA	4:50	9:13	AUCK	7	Y				
MP3	AUCK	5:00	6:58	HAM	4	Y				
MP3	AUCK	5:00	6:58	HAM	4	Y				
MP4	TGA	8:55	13:10	AUCK	3	Y				
MP4S	TGA	8:55	13:43	AUCK	1	Y				
MP5	AUCK	8:38	12:55	TGA	4	Y				
MP6	TGA	12:05	17:13	AUCK	4	Y				
MP7	AUCK	12:13	17:24	TGA	6	Y				
MP8	TGA	16:20	20:31	AUCK	6	Y				
MP9	AUCK	16:38	18:40	HAM	6	Y				
MP9	AUCK	16:38	18:40	HAM	6	Y				
MT3	AUCK	5:00	9:25	TGA	2	Y				
MT9	AUCK	16:38	21:08	TGA	1	Y				



Snapshots of Auckland in the peak hour

Geoff Lambert, with help from Andrew James

IT IS 0454 AT WIRI, a “*Once were Warriors*” kind of rail location in South Auckland that was reputed to have the lowest patronage on the Auckland system when it was closed in 2005. It still seems quiet this August 9th 2019 morning (right), despite the presence of a new inland container terminal, managed by [Ports of Auckland](#) nearby. But there is yet life and it is stirring inside Metro’s new stabling facility, where up to 28 three-car AM sets can be housed. First train out of the blocks is E501 Empty, the first leg of run 11. At Wiri North at 0502, it becomes Train #4200, and heads north through Manakau (0511 to 0517), where it makes a right onto the Eastern Line and ends up at Britomart at 0556.

Things are also stirring at the [Henderson](#) (0459), Strand Junction and Papakura (0452) stabling yards. Within the hour, some 30 trains will be trundling along, to be joined by 20 more by 7AM. The maximum is reached at between 8 and 9AM although you could hardly call the flat-topped graph below a “peak”.

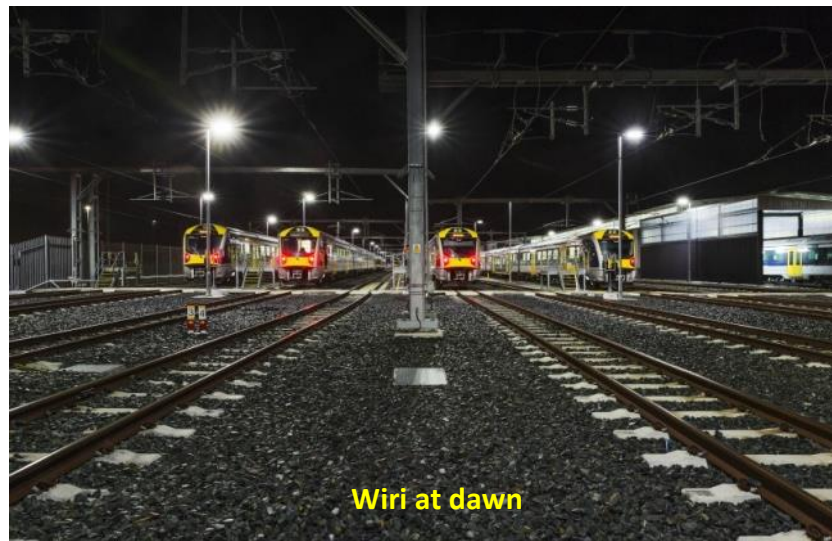
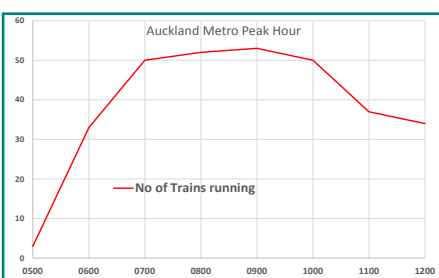
There are four “lines” on the Auckland suburban system:

- [Eastern](#)
- T03 [Southern](#)
- T04 [Western](#)
- T05 [Onehunga](#)

Three of these lines are shown in the map that accompanies Jim Wells article in this issue. A more geographically-based map appears on our rear cover.

[Auckland Metro \(AM\)](#)

The Public Transport system in Auckland, the largest metropolitan area



of New Zealand, consists of three modes: bus, train and ferry. Services are coordinated by Auckland Transport under the AT Metro brand. Britomart Transport Centre is the main transport hub.

Until the 1950s Auckland was well served by public transport and had high levels of ridership. However, the dismantling of an extensive tram system in the 1950s, the decision by William Goosman to not electrify Auckland's rail network, and a focus of transport investment into a motorway system led to the collapse in both mode share and total trips. By the 1990s Auckland had experienced one of the sharpest declines in public transport ridership in the world, with only 33 trips per capita per year.

Patronage on Auckland’s ailing passenger rail network only started to show signs of improvement (albeit slowly initially) through the fortuitous acquisition of 10 [ADC/ADL](#), and 9 [ADB/ADK](#) class railcars from Perth, WA, following the electrification of that system, in 1993.

Since 2000, a greater focus has been placed on improving Auckland's public transport system through a series of projects and service improvements. Major improvements include the Britomart Transport Centre, the [Northern Busway](#), the progressive introduction of the British Rail Mark II loco hauled fleet to provide additional

capacity, the upgrade and electrification of the rail network and the introduction of integrated ticketing through the AT Hop Card. These efforts have led to sustained growth in ridership, particularly on the rail network. Between June 2005 and November 2017, total ridership increased from 51.3 million boardings per annum to 90.9 million, of which over 25 million boardings are now by Rail. Prior to 1993, the system carried fewer than 2 million!

Despite those strong gains, the overall share of travel in Auckland by public transport is still low. At the 2013 census, about 8% of journeys to work were by public transport and per capita ridership in 2017 of around 55 boardings is well below that of Wellington, Sydney, Melbourne and Perth.

Auckland's rapid population growth means that improving the city's public transport system is a priority for Auckland Council and the New Zealand Government. Major improvements planned or underway include the [City Rail Link](#), extending the Northern Busway to Albany, construction of the Eastern Busway between Panmure and Botany and a light rail line between the city centre and Auckland Airport.

An earlier operator of the train network in Auckland was [Tranz Metro](#). When the Auckland Regional Council called

Line	Frequency	Calling at	Notes
Eastern Line	3 tph	Britomart, Orakei, Meadowbank, Glen Innes, Panmure, Sylvia Park, Otahuhu, Middlemore, Papatoetoe, Puhinui, Manukau	
Southern Line	3 tph	Britomart, Parnell, Newmarket, Remuera, Greenlane, Ellerslie, Penrose, Otahuhu, Middlemore, Papatoetoe, Puhinui, Homai, Manurewa, Te Mahia, Takanini, Papakura	
Southern Line (Papakura–Pukekohe shuttle)	2 tph	Papakura, Pukekohe	Diesel shuttle connecting with service to/from Britomart
Western Line	3 tph	Britomart, Parnell, Newmarket, Grafton, Mount Eden, Kingsland, Morningside, Baldwin Avenue, Mount Albert, Avondale, New Lynn, Fruitvale Road, Glen Eden, Sunnyvale, Henderson, Sturges Road, Ranui, Swanson	Trains reverse at Newmarket.
Onehunga Line	2 tph	Britomart, Newmarket, Remuera†, Greenlane†, Ellerslie, Penrose, Te Papapa, Onehunga	

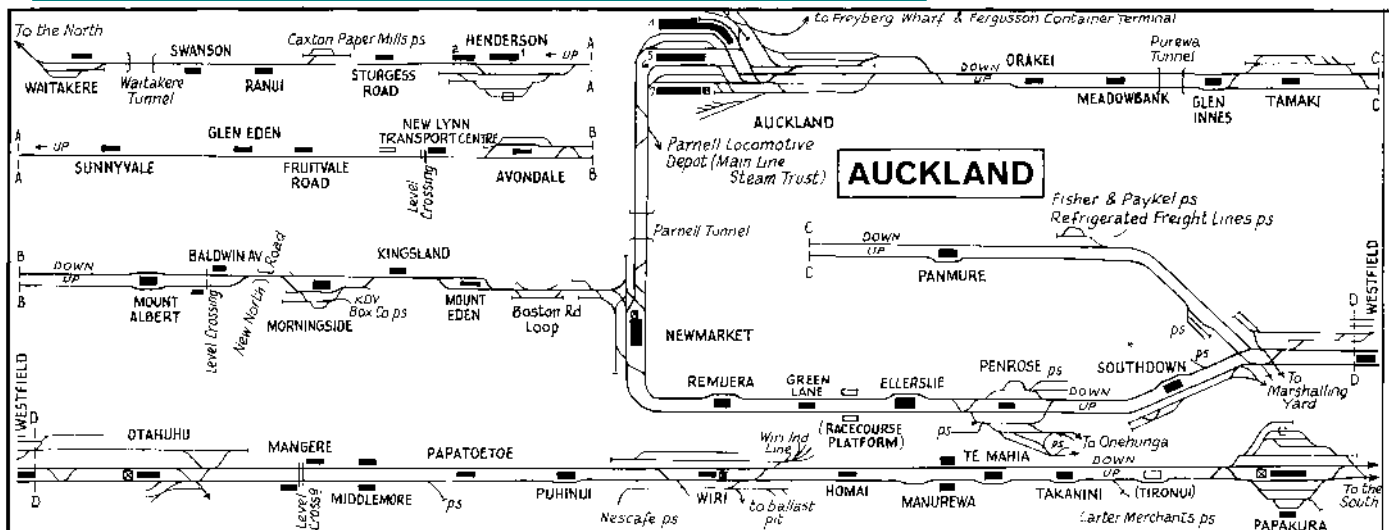
tph = trains per hour
† station served at evenings only

for tenders for the new contract, Tranz Metro did not tender and Connex won the tender. Transdev Auckland, formerly [Veolia Transport Auckland](#), Ltd., and before that Connex Auckland, Ltd., is a Transdev Australasia company. It runs Auckland's urban passenger trains under contract from Auckland Transport on infrastructure owned and managed by KiwiRail. Auckland Transport receives funding to subsidise these services from the [NZ Transport Agency](#), which receives funding from road user taxes and Crown appropriations, and from the Auckland Council through rates.

Stations and Tracks

A track diagram of Auckland, taken from the 4th Edition of the New Zealand Railway and Tramway Atlas, 1993 appears below. The network has been almost totally renewed since then – the modern layout at the critical station of [Newmarket](#) is shown on p13.

Auckland Station, as shown on these charts, was made redundant when the station at Britomart once again became the main station.



Class	Type	Top speed km/h	Number	Carriages	Routes operated	Built
AM class	EMU	110	57	3	Eastern, Onehunga, Southern (Papakura), Western	2013–15
ADL/ADC class	DMU	90	10	2	Southern Line (Papakura–Pukekohe)	1982–85



to Britomart via Panmure

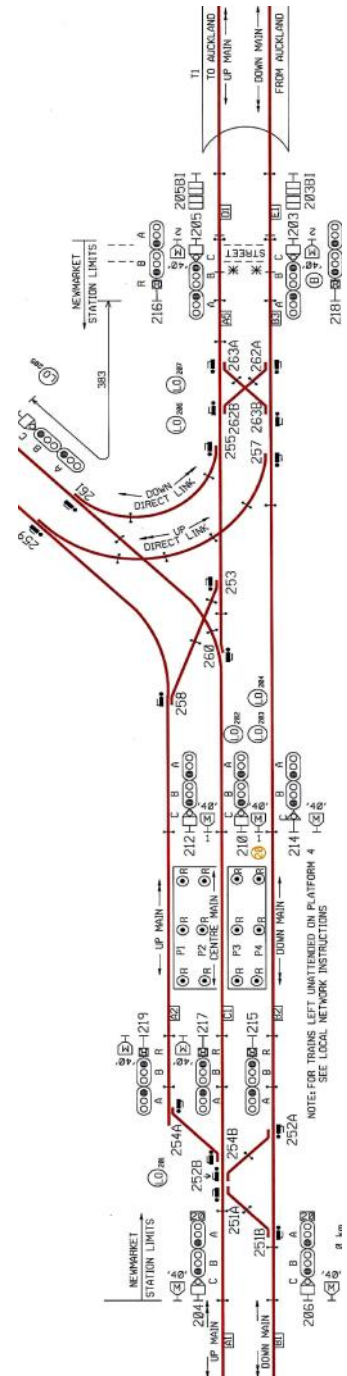
Manukau	Puhimui	Papatoetoe	Middlemore	Ohaukutu	Sylvia Park	Panmure	Glen Innes	Meadowbank	Orakei	Britomart
Monday to Friday										
05:13	05:18	05:21	05:23	05:26	05:31	05:34	05:37	05:40	05:43	05:50
05:33	05:38	05:41	05:43	05:46	05:51	05:54	05:57	06:00	06:03	06:10
05:53	05:58	06:01	06:03	06:06	06:11	06:14	06:17	06:20	06:23	06:30
Then at the following minutes past each hour between 06:13 and 09:13										
:13	:18	:21	:23	:26	:31	:34	:37	:40	:43	:50
:21	:27	:30	:33	:36	:41	:44	:47	:50	:53	:00
:33	:38	:41	:43	:46	:51	:54	:57	:00	:03	:10
:43	:48	:51	:53	:56	:01	:04	:07	:10	:13	:20
:51	:57	:00	:03	:06	:11	:14	:17	:20	:23	:30
:03	:08	:11	:13	:16	:21	:24	:27	:30	:33	:40
Until										
09:13	09:18	09:21	09:23	09:26	09:31	09:34	09:37	09:40	09:43	09:50
09:33	09:38	09:41	09:43	09:46	09:51	09:54	09:57	10:00	10:03	10:10

to Britomart via Ellerslie and Newmarket

Pukekohe	Papakura	Takanini	Te Mahia	Manurewa	Homai	Puhimui	Papatoetoe	Middlemore
Monday to Friday								
-	05:14	05:18	05:20	05:22	05:25	05:31	05:33	05:36
05:13	05:29	-	-	-	-	-	-	-
-	05:34	05:38	05:40	05:42	05:45	05:51	05:53	05:56
-	05:54	05:58	06:00	06:02	06:05	06:11	06:13	06:16
05:43	05:59	-	-	-	-	-	-	-
-	06:04	06:08	06:10	06:12	06:15	06:21	06:23	06:26
-	06:12	06:16	06:18	06:20	06:23	06:30	06:32	06:35
06:03	06:19	-	-	-	-	-	-	-
-	06:24	06:28	06:30	06:32	06:35	06:41	06:43	06:46
-	06:34	06:38	06:40	06:42	06:45	06:51	06:53	06:56
06:21	06:37	-	-	-	-	-	-	-
-	06:42	06:46	06:48	06:50	06:53	07:00	07:02	07:05
-	06:54	06:58	07:00	07:02	07:05	07:11	07:13	07:16
06:43	06:59	-	-	-	-	-	-	-
-	07:04	07:08	07:10	07:12	07:15	07:21	07:23	07:26
-	07:12	07:16	07:18	07:20	07:23	07:30	07:32	07:35
07:03	07:19	-	-	-	-	-	-	-
-	07:24	07:28	07:30	07:32	07:35	07:41	07:43	07:46
-	07:34	07:38	07:40	07:42	07:45	07:51	07:53	07:56
07:21	07:37	-	-	-	-	-	-	-
-	07:42	07:46	07:48	07:50	07:53	08:00	08:02	08:05

to Britomart via New Lynn and Newmarket

Swanson	Ranui	Sturges Rd	Henderson	Sunnyvale	Glen Eden	Fruitvale Rd	New Lynn
Monday to Friday							
05:22	05:25	05:28	05:30	05:33	05:36	05:39	05:42
05:42	05:45	05:48	05:50	05:53	05:56	05:59	06:02
06:02	06:05	06:08	06:10	06:13	06:16	06:19	06:22
Then at the following minutes past each hour between 06:12 and 09:12							
:12	:15	:18	:20	:23	:26	:29	:32
:22	:25	:28	:30	:33	:36	:39	:42
:32	:35	:38	:40	:43	:46	:49	:52
:42	:45	:48	:50	:53	:56	:59	:02
:52	:55	:58	:00	:03	:06	:09	:12
:02	:05	:08	:10	:13	:16	:19	:22
Until							
09:12	09:15	09:18	09:20	09:23	09:26	09:29	09:32
09:22	09:25	09:28	09:30	09:33	09:36	09:39	09:42
09:42	09:45	09:48	09:50	09:53	09:56	09:59	10:02
10:02	10:05	10:08	10:10	10:13	10:16	10:19	10:22
10:22	10:25	10:28	10:30	10:33	10:36	10:39	10:42
10:42	10:45	10:48	10:50	10:53	10:56	10:59	11:02



The 1993 map showed some peculiarities. Most notable of these was the arrangements at Newmarket. [Wikipedia](#) has this to say about Newmarket: *The historical configuration of the station forced some unusual movements. Trains from the city had to run past the junction to call at the station. There were two platforms in an island configuration, and all city-bound trains stopped at one platform, outbound trains stopping at the other. This was confusing as the outward-bound platform served both the Southern and Western Lines. This problem was*

partially solved by 'splitting' the platform into two: Southern Line trains stopped at the southern end of the platform, Western Line at the northern end. This practice became less prevalent following the higher frequency of the July 2007 timetable. [Thereafter] trains used whichever platform was free, and could arrive without any indication of destination. Off-peak operations usually followed the traditional practice, but during the peak this was not practical.

For many years outbound Western Line trains reversed into a special siding, which allowed them to enter the Western Line.

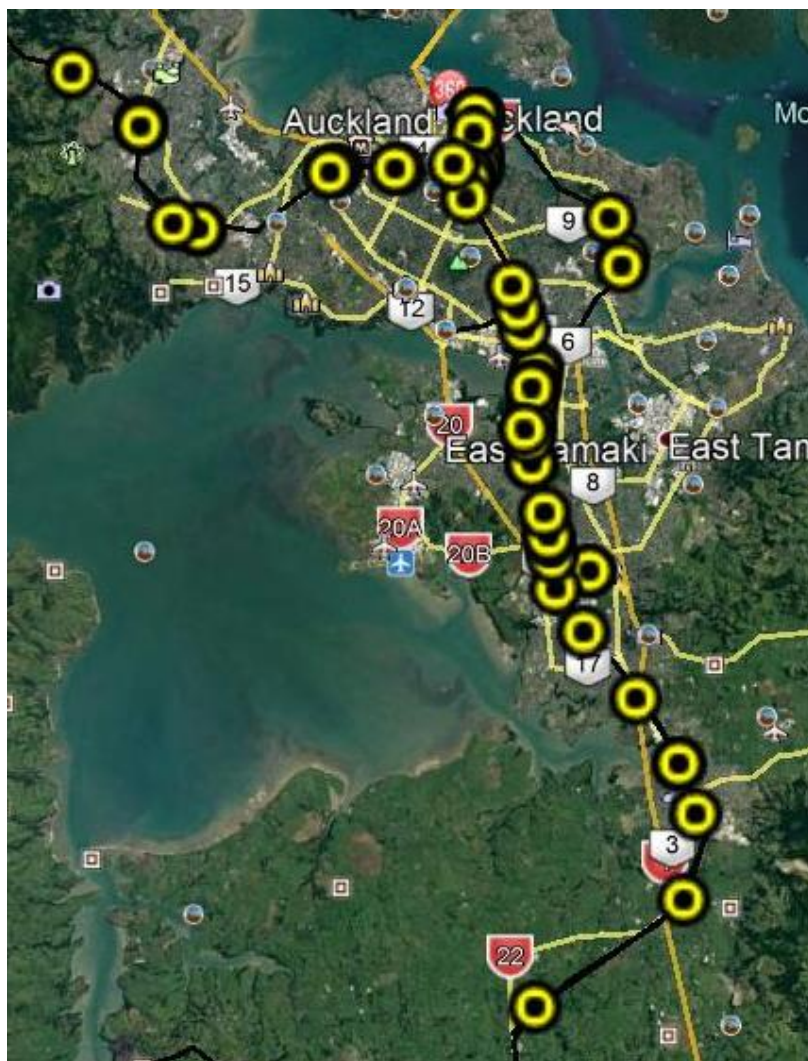
Integral to the recent redevelopment was the requirement to reorganise the track layout. The new station has twin islands and three tracks [diagram, page 13]. Each island has two platforms, although currently Platform Two is not in use for passenger services. Generally Platform One serves westbound services on the Western Line. Platform Three serves Britomart bound services on all three lines (Western, Onehunga and Southern), while Platform Four serves southbound services on the Onehunga and Southern Lines. Western Line trains reverse direction to leave the station, requiring the driver to get out and walk to the other end of the train and adding two to three minutes to each trip.

Rolling Stock

Transdev operates the following rolling stock:

- 57 [AM three-car EMUs](#) (built by [CAF](#)) running on all lines since full electrification in July 2015 (except Papakura - Pukekohe shuttle).
- 10 ADL/ADC two-car DMUs (ex Transperth) owned by Auckland Transport. However only six are serviceable, the remainder having been cannibalised for parts. Three are needed each weekday.

The AM class wear the Auckland Transport livery, and the ADL class wear the [MAXX](#) livery. The car sets are permanently-coupled and can be driven from either end. More than 1 set may be coupled together at times—mainly for “Empty” placement trips.



The Timetables

The Table on page 12, taken from Wikipedia, gives some idea of the off-peak frequency of services, but not much idea of frequency during the peak. If we look closely at the “inbound” pages of Auckland PTTs (page 13), we find that:

- T05 (Onehunga) has a 30 minute service day in/day out and thus no “peak”.
- The situation for T03 is not so easy to see in the PTT because of the “interleaved working” to accommodate the Pukekohe connection and the Freight paths; however it operates with three trains per hour, rising to six per hour during the peak. The diesel shuttle to Pukekohe operates with three trains an hour during peak, dropping to two per hour off peak.
- The Eastern and T04, operate with six trains per hour in the peak,

embedded in runs of three trains per hour off-peak. “Up” and “Down” frequencies are generally identical throughout the day.

Similar rush hour frequencies occur in the evening peak, which runs from 3PM to 6PM.

Both KiwiRail (track owner) and Transdev (train operator) publish Master Train Plans. The former is in a format similar to the KiwiRail timetable shown in the previous article. The latter resembles the PTT, but has extra information, including the run number, the train number and the roster (zigzag) for each set.

The train number, in classic 4-digit form, carries the following information:

The first digit indicates the route (there are 9 different routes); the second digit the line (there are 7 because routes in the afternoon may have a different number); the third and fourth digit form an individual



number indicating the direction of travel (even numbers Up, odd numbers Down). NZ must be unique in the way it defines Up and Down services: Up trains run Up the map towards the North Pole, Down trains run down the map towards the South Pole.

On Fridays (the busiest day), there are some 88 different runs, which complete some 690 trips, about 90 of which are “Empty” placement trips. It seems that car sets out of a particular depot in the morning, return to that same depot at night.

All sets report to Train Control via now-common systems and the reports end up as [real-time GTFS](#). There is also a tracking system called [Gevis](#), similar to that used by several Australian rail systems such as ARTC. This is not publicly available.

What The Butler Saw

At 0815 on 9th August 2019, when I

looked down on the GTFS data superimposed on a Google Earth base map of 29th April 2019, I could see 52 of the 57 AM sets, plus 3 ADL sets strung out like beads on wires all over the system (our page 14). Zooming in closer to the CBD (this page, upper left), I could see 16 trains, with six of them hovering around Newmarket.

At Britomart, at the same moment in time (this page, upper right), seven trains were hanging about in the vicinity. I was able to see that the sets at or near Britomart were as shown by the labels on the Google Earth map. These were all AM sets—ADL’s do not venture into Central Auckland anymore, and have in fact lost their accreditation to do so.

If all trains were running to time, the trains at Britomart were probably drawn from the trains in the arrival/departure table at right.

By lunchtime on August 9th, 55 of the

AM sets had had their go. Three hours later, they all revved up again to run the afternoon peak.

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4227	8:12
1028	8:12
8130	8:14
4222	8:16
1035	8:18
8121	8:18
6111	8:20
4229	8:22
1030	8:22



Otahuhu Station

1775
 Otahuhu Town Centre, Mt Wellington Highway, Sylvia Park, Otahuhu Town Centre, Parnell, Auckland City Hospital, Britomart, Otahuhu Town Centre, Panmure Rd, Panmure Rd, Panmure, Otahuhu Town Centre, Church St, Panmure, Auckland, New Lynn

1777
 Otahuhu Town Centre, Great South Rd, Panmure, Auckland, New Lynn, Otahuhu Town Centre, Seaside Park, Otahuhu Town Centre, Mt North, Otahuhu Town Centre, Barrowfield Rd, Otahuhu Town Centre, Highbrook, at any

1773
 Hussy Rd, Mangere Town Centre, Iddelstone Hospital, Mangere Town Centre, Ave S, Wickham Way, Mangere Town Centre

A to Manukau & Papakura
B to Infraco
C to Infraco
D Bus Stop 1771 Drop-off only

Waimmsley Rd
 Otahuhu Station
 Tel: 04

