



TABLE TALK

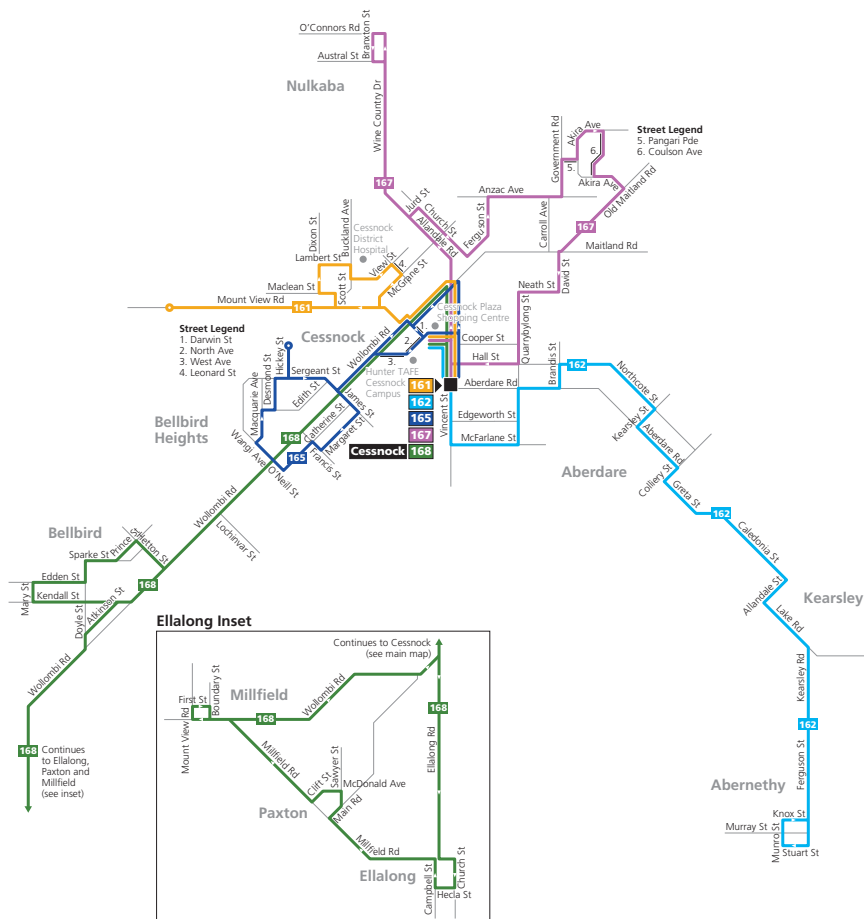
AUSTRALASIAN TIMETABLE NEWS

No. 382, June 2024

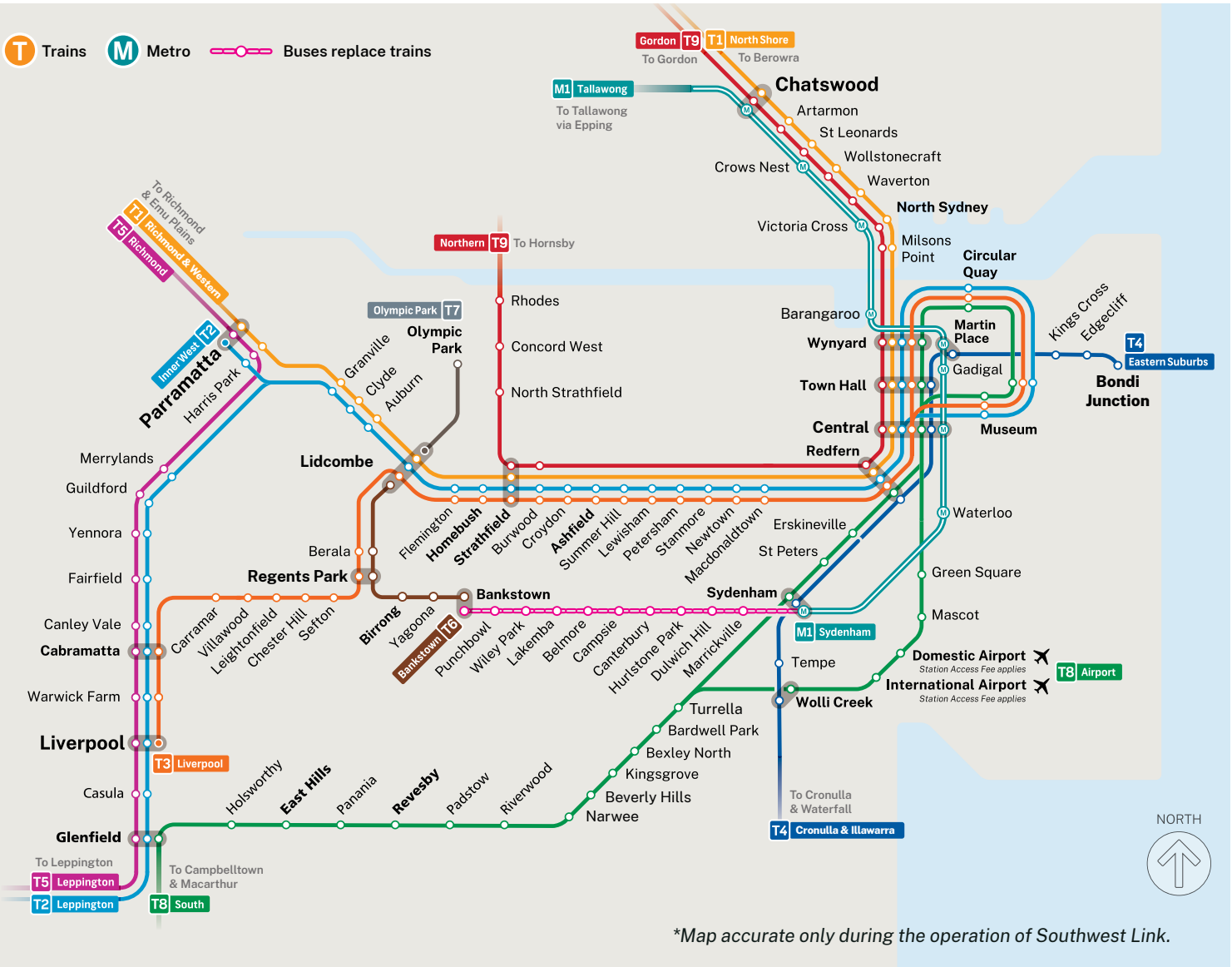
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T Trains **M** Metro  Buses replace trains



*Map accurate only during the operation of Southwest Link.

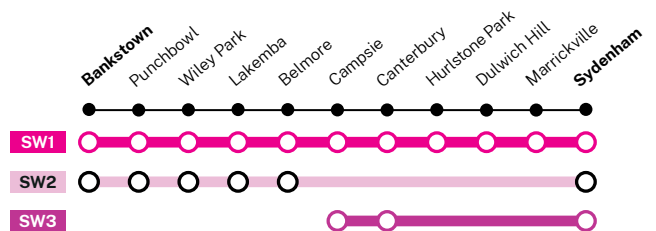
RAIL & TRAM NEWS

Southwest Link

The state government released some further detail in early May about its upcoming temporary transport plan for the 12-month Bankstown line closure planned to commence at around September.

Three core bus replacement routes will operate using specialised pink buses (reminiscent of the previous StationLink service), designated as **SW1**, **SW2** and **SW3**, to operate every 2-4 minutes during peak periods, at least every 10 mins during the day, and every 15 mins late night.

Southwest Link bus services



On the plan, Transport for NSW Coordinator General Howard Collins said "We are making sure that there is a variety of bus services that deliver for the communities

NEW SOUTH WALES



Southwest Link Train replacement buses

that rely on the T3 line. This is not an ordinary rail replacement service.”

The move will also see a new Standard Working Timetable issued for Sydney Trains which will incorporate the permanent removal of the Bankstown to Sydenham section from the Sydney Trains network with adjusted working for T2 Inner West Leppington, T3 Inner West Liverpool & T8 Airport East Hills lines, and the opening of the Sydney Metro extension from Chatswood through to Sydenham via Sydney CBD including adjustments to services along the T1 North Shore line.

Operationally, the existing T3 Bankstown line will be re-routed permanently to operate between the City Circle and Liverpool via Regents Park, while the Lidcombe to Bankstown shuttle service will become the new T6 line.

There are expected to be some extra periods of bus replacement along the new T6 line during the year-long closure period to enable the completion of the new rail interchange at Bankstown. **TRANSPORT FOR NSW**

Sydney Trains: SWTT update

The next Standard Working Timetable (SWTT) update comes into effect on Saturday 6 July. Designated as version 12.70, the changes effectively consist of internal operational adjustments.

This is to be the final update of the 2017 SWTT, with the introduction of the new 2024 SWTT slated to be implemented within months for the closure of the legacy rail line between Bankstown and Sydenham. **SYDNEY TRAINS**

Light Rail bus replacement

On occasion, the L2 and L3 light rail is closed for maintenance. This occurred over the weekend of 18/19 May.

On such occasions, bus replacement is provided between Randwick and Central station (**80L2**) and between Juniors Kingsford & Central station (**80L3**), with bussing provided by local operator Transdev John Holland. The timetable has buses scheduled to run every 10 minutes between 05:00 and 01:00 (the normal operating hours of the light rail). Sometimes, additional replacement services are peppered across the timetable to accommodate special event crowds.

No bus replacement is provided between Central station and Circular Quay, with passengers having access to other transport modes (trains or local buses), whilst also saving the roads within Sydney CBD from additional vehicle congestion.



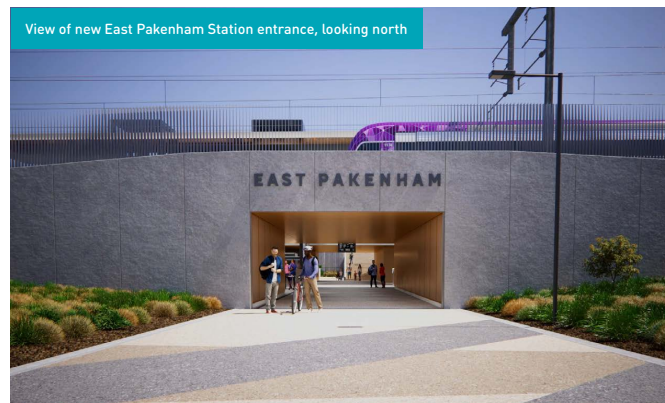
East Pakenham

The Pakenham line on the Metro Trains Melbourne

network is extended effective from Monday 3 June with the opening of a new station at East Pakenham.

The new timetable provides for three minutes journey time between the old last stop (Pakenham) and the new station at East Pakenham.

As well as integrating the new station into the network, the new timetable has some trip time changes, mainly that the first service on Saturdays and Sundays towards the city now departs all stations two minutes later.



Artist impression - subject to change.

An artist's view of the subway, looking north, is provided above. **Source provided by PAUL BROWN, Source PTV**

ANZAC Day: Additional services

Additional public transport services operated on key lines and routes to cater for crowds attending ANZAC Day dawn service.

Metro Trains Melbourne

- 03:57 Belgrave to Box Hill then bus replacement service from Camberwell to Box Hill.
- 04:03 Lilydale shuttle to connect with Belgrave service.
- 04:07 Pakenham to Flinders Street.
- 04:16 Cranbourne shuttle to connect at Pakenham line service at Dandenong.
- 04:28 Frankston to Flinders St.
- 04:36 Mernda to Flinders St.
- 04:36 Werribee to Flinders St.
- 04:38 Cragieburn to Flinders St.
- 04:43 Sunbury to Flinders St.
- 04:46 Upfield to Flinders St.
- 04:49 Sandringham to Flinders St.
- 04:52 Williamstown to Newport to connect with Werribee line service.
- 04:56 Glen Waverley to Flinders St.
- 04:59 Macleod to Flinders St.
- 05:07 Alamein shuttle to connect to Belgrave line service at Camberwell.

Services were scheduled for attendees to arrive at Flinders St no later than 05:36.

Yarra Trams

Extra trips on all routes except 78, 79, 82, and 35 (City

Circle).

Swanston Street shuttles operated from Flinders Lane towards ANZAC station (stop 20) at an average of every 3 minutes until 05:32.

V/Line

No extra service.

Source provided by STEVEN HABY, source PTV

- Express Burnley - Ringwood.
- Burnley - Box Hill express then all stations to Ringwood.
- Burnley - Box Hill stopping all stations.
- Camberwell - Alamein stopping all stations.

The **Glen Waverley** line's frequency was increased to 10 minutes to cater for additional patronage.

4/5 May: Various rail replacements

The weekend of 4 & 5 May saw rail replacement services across a number of suburban lines due to either LXRA, Metro Tunnel and business as usual maintenance works.

Belgrave, Lilydale and Alamein lines

Buses replaced trains between Burnley & Ringwood and between Camberwell & Alamein. Replacement services from Burnley and Camberwell operated as follows:

Pakenham and Cranbourne lines

Buses replaced trains between Caulfield and Westall due to Metro Tunnel project works. Buses operated as follows:

- Express Caulfield - Westall.
- Caulfield - Westall stopping all stations.

Additional trains ran on the **Frankston** line from Cheltenham to Flinders Street providing an unbalanced 6-10 minute frequency during the day from 10:00 to about 20:30 with two short-workings to Caulfield presumably for football traffic around 19:00.



Gippsland Line

Temporary coach replacement timetable
Saturday 4 May to Tuesday 18 June



Due to Victoria's Big Build works, coaches replace trains on the Gippsland Line from Saturday 4 May until last service Tuesday 18 June. During this time, coaches will not stop at Flinders Street, Richmond, Clayton and Berwick stations. Shuttle bus services will be available for passengers travelling between Caulfield, Dandenong and Pakenham stations.

Melbourne to Traralgon and Bairnsdale

Monday to Friday continued													
Service	COACH	COACH	SHUTTLE	COACH	COACH	COACH	COACH	COACH	COACH	COACH	COACH	COACH	SHUTTLE
SOUTHERN CROSS dep	13.30							14.23	14.23	14.23			
Caulfield	-		13.00										14.00
Dandenong	-		13.33										14.33
PAKENHAM arr	-		14.09										15.09
Change Service			COACH										COACH
PAKENHAM dep	-	14.29	14.34								15.29		15.34
Nar Nar Goon	14.37	-	14.46							15.30b	-		15.46
Tynong	14.41	-	14.50							15.34b	-		15.50
Garfield	14.46	-	14.57							15.41b	-	15.42	15.57
Bunyip	14.53	-	15.04							15.48b	-	15.49	16.04
Longwarry	14.59	-	15.10							15.54b	-	15.55	16.10
Drouin	-	15.01	15.22							16.06b	-	16.01	16.07
Warragul	-	15.13	15.34							16.15b	16.18	16.13	16.19
Yarragon	15.26	-	15.47							16.08b	-	16.26	16.32
Trafalgar	15.36	-	15.57	16.13	16.13	16.13	16.13	-	16.18b	-	16.36	16.42	16.57
Moe	-	-	16.06	-	-	-	16.24	16.18b	16.29b	-	16.47	16.53	17.08
Morwell	-	-	16.22	16.33	-	16.33	16.40	16.34b	16.45b	-	17.03	17.09	17.24
Traralgon	-	16.05	16.40		16.45	16.51		16.52	17.03	17.09	17.21	17.27	17.42
Rosedale	-	-	17.04										
Sale	16.56	16.56	17.31										
Stratford	17.08	17.16b	17.51										
BAIRNSDALE arr	17.54	18.02	18.37										

Monday to Friday continued													
Service	COACH	COACH	COACH	COACH	SHUTTLE	COACH	COACH	COACH	COACH	SHUTTLE	COACH	COACH	COACH
SOUTHERN CROSS dep	15.24	15.24	15.24	15.24				16.17	16.17	16.17			16.57
Caulfield	-	-	-	-		15.00					16.00	-	-
Dandenong	-	-	-	-		15.33					16.33	-	-
PAKENHAM arr	-	-	-	-		16.09					17.09	-	-
Change Service						COACH					COACH		
PAKENHAM dep	-	-	-	-	16.27	16.32					17.25	17.30	-
Nar Nar Goon	-	-	-	16.31	-	16.44				17.24b	-	17.42	-
Tynong	-	-	-	16.35	-	16.48				17.28b	-	17.46	-
Garfield	-	-	-	16.42	-	16.55				17.35b	-	17.53	-
Bunyip	-	-	-	16.49	-	17.02				17.42b	-	18.00	-
Longwarry	-	-	-	16.55	-	17.08				17.48b	-	18.06	-
Drouin	-	16.48b	16.48b	17.07	-	17.20	-	17.41b	18.00b	-	18.18	-	18.21
Warragul	-	17.00	17.00	17.19b	-	17.32	-	17.53b	18.12b	18.05	18.30	18.29	-
Yarragon	-	-	17.13	-	17.13b	17.45	-	18.06b	-	18.18	18.43	-	-
Trafalgar	-	-	17.23	-	17.23b	17.55	-	18.16b	-	18.28	18.53	-	-
Moe	17.19	17.34	-	17.34b	18.06	18.12b	18.27	-	18.39	19.04	18.56	19.00b	-
Morwell	17.35	17.50	-	17.50b	18.22	18.28b	18.43	-	18.55	19.20	19.12	19.16b	-
Traralgon	17.53	18.08	18.10	18.08	18.40	18.46	19.01	19.03	19.13	19.38	19.30	19.34	-
Rosedale	-	-	-	-		19.00b							
SALE arr	-	-	-	-		19.20							

Sunbury line

Buses ran from North Melbourne to Sunshine with services operating as follows:

- Express North Melbourne - Sunshine.
- North Melbourne - Sunshine stopping all stations except South Kensington.

Mernda line

Buses replaced trains from first train Friday 3 May through to 20:30 on Tuesday 7 May as follows due to level crossing removal works:

- Express Reservoir - Epping.
- All stations Reservoir - Epping.

Upfield line

From 23:00 Saturday 4 May to 05:00 Sunday 5 May, buses replaced trains stopping all stations from North Melbourne to Upfield.

V/Line: Gippsland line

Long suffering Gippsland line passengers (apart from the Albury line, Gippsland line passengers have been treated with contempt by V/Line for years due to so called 'upgrades') endure coaches and increased journey times by up to 90 minutes from Friday 3 May to Tuesday 18 June for their entire journey. An extract of the timetable is shown opposite on page 4.

In a effort to 'speed' up the service, a coach shuttle operates between Caulfield, Clayton, Dandenong and Pakenham connecting with coaches from Southern Cross.

The works that have effectively shut the Gippsland line for six weeks include upgrades to signalling in association with the duplication of some of the remaining single track sections between Pakenham and Traralgon and the construction of additional tracks at the new Pakenham East station to enable V/Line trains to overtake Metro suburban services.

It is not sure if the Maryvale paper train will continue to operate during this shutdown. **Report by STEVEN HABY**

Portland Line Upgrade.

- **\$300 million** for the METRONET High-Capacity Signalling Program – Automatic Train Control – Stage 1 in Western Australia.
- **\$50 million** to plan for Stage 2B of the Canberra Light Rail in the Australian Capital Territory.

Didn't see anything about the Inland Rail Project.

INTERNATIONAL

US: Washington transit issues

Updating the article from our January 2024 edition (p. 4-5), WMATA has secured additional government funding which will see the foreseen savage service cuts not occur. There will continue to be some rail and bus service changes to ensure operational resilience.

The District of Columbia, State of Maryland and Commonwealth of Virginia will pour in several hundred million dollars to bridge the gap, while WMATA is implementing \$US50 million in cost reductions and fares will rise by an average of 12.5 per cent.

So far, the additional funding only covers the next 12 months while the parties conduct further conversations over future funding arrangements.

The funding arrangement also allocates funds for the purchase of 256 new 8000-series railcars, and work towards an automated train control signalling system.

WMATA is also working towards its 2025 Better Bus Network redesign that will see a renumbering of routes into three-digits (letter-number-number) with hopes the revision will make it simpler for passengers. Links to some videos: https://www.youtube.com/watch?v=ywGLELOKd_o&t=108s and <https://www.youtube.com/watch?v=G7giVJHVvI0>. **WMATA, RAILWAY AGE**

Europe: Eurostar renewal

Eurostar is on the mend according to the operator's announcement that it intends to order up to 50 new trains following the successful refinancing of its billion pound debt. The order will cater for both existing services and growth in its future service offering, with the new trains planned to be introduced in the early 2030s.

Eurostar reported that it had a strong year in 2023, with revenue up 26 per cent to €2 billion and passenger volume up 22 per cent to 18.6 million. **INTERNATIONAL RAIL JOURNAL**



Federal Budget outline

Steven Haby provides an outline of the major rail budget items sighted in the federal budget handed down recently:

- **\$1.2 billion** for the Direct Sunshine Coast Rail Line in Queensland – \$1.4 billion for METRONET projects in Western Australia.
- **\$540.0 million** for the Australian Rail Track Corporation to invest in the interstate rail network, including \$150.0 million for the Maroona to

ENDS

BUS & COACH NEWS

QUEENSLAND



Translink adjustments

Routes **250** and **272** have revised timetables effective Monday 13 May (trip time changes) to accommodate changes to the Southern Moreton Bay Island ferry timetable.

The Indooroopilly bus station temporary adjustments (*Table Talk*, March 2024, p. 9) lasted longer than expected, with route buses returning to their normal stops from Monday 13 May. **TRANSLINK**

Almost-free public transport

The state government is implementing 50-cent fares across all modes on the Translink network for a six-month period commencing on Monday 5 August which is aimed at providing cost-of-living relief. Airtrain is excluded, however On Demand bus services will also be included. The fares will apply for each trip through Go Cards, paper ticketing, and bank card payments.

The 50 per cent concession discount will be removed throughout this period, with concession holders to also pay the 50-cent fare, while Senior Concession Card holders will also continue to enjoy free travel on board Brisbane City Council buses and buses in the Gold Coast City Council areas during off-peak travel times.

The move is expected to cost the state's taxpayers \$150 million, while it should also be noted that the Queensland state election is scheduled to be held on Saturday 26 October. **TRANSLINK, ABC NEWS**

NEW SOUTH WALES



Region 9 adjustments

Service adjustments came into effect for the region 9 bus network, operated by Transdev John Holland, on Monday 29 April. They were publicised in an announcement published by Transport for NSW on 26 April which said the adjustments would improve reliability by better reflecting traffic conditions "which will also reduce cancellations caused by late running".

307: Two AM peak Mascot-Eastgardens trips now run the full loop and on all weekdays in lieu of withdrawn

route 310 trips.

309: Small adjustments to AM peak trips per hour in both directions to better align capacity with demand, with a minimum 10-minute frequency maintained throughout the day, and also extended further into the evening (now to ~21:20 ex Redfern).

310: Services reduced due to low demand and availability of alternatives, including the removal of Botany Shops-Central short-workings.

333: AM peak trips that run only to Martin Place now extend through to Circular Quay. Realignment of service levels throughout the week to better meet demand.

342: One trip withdrawn.

343: Weekday evenings to have increased use of articulated vehicles to support high demand.

350: Additional PM peak trips on school days to support high school student demand. The minimum 10-minute frequency extended further into the evening (now to ~19:50 ex Bondi Junction). Route no longer services the bus stop located outside Qantas Corporate Office at Mascot.

356: Reduced extension of services to Tingwell Boulevard due to low demand and availability of other services nearby.

Route **362** (Coogee-Rose Bay) now operates on weekends and public holidays year-round rather than just during Daylight Savings period. Anecdotal reports suggest this route did not finish in early April as it would have previously.

375: Two additional weekday PM peak trips in lieu of 377X changes. Another additional trip operates daily to extend the 20-minute service frequency further into the evening (now to ~22:15 ex Randwick).

377X: Some AM and PM peak trips withdrawn due to low demand, with route 375 carrying some of the slack for service availability between Randwick and Maroubra Beach.

380: Weekend daytime frequency reduced to every 20 mins "to better align with demand over the winter period". This builds an expectation of return of services later in the year for Summer.

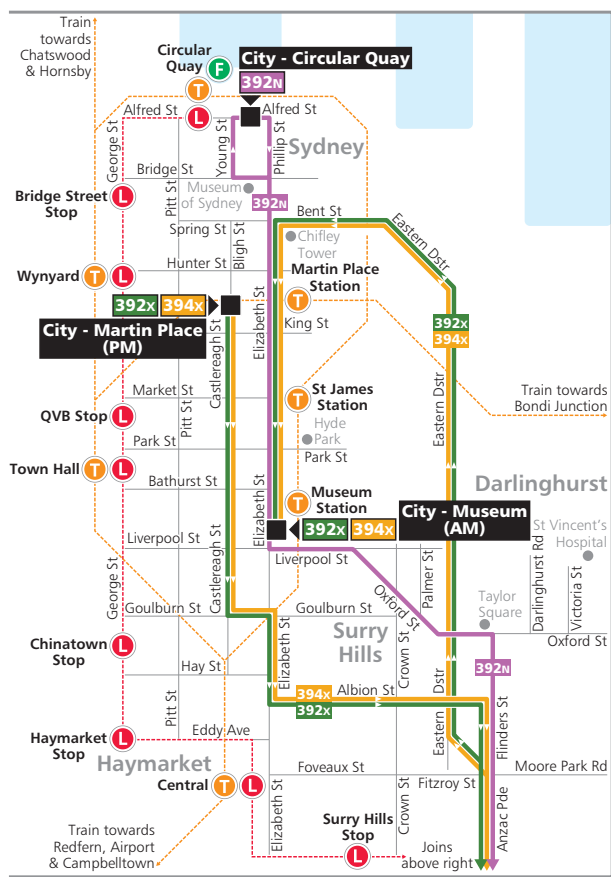
381: Weekend daytime frequency reduced to every 40 mins "to better align with demand over the winter period". This builds an expectation of return of services later in the year for Summer.

390X: Small reduction of weekday peak service reflecting demand, but minimum frequency of 8 minutes retained during the day.

392: Some AM peak trips towards Redfern withdrawn but services still operate every 8-10 mins, while some trips added in in the opposite direction due to high demand. Some trips to/from Matraville now extend to Little Bay in lieu of some withdrawn 392X trips. The 10-min evening frequency now extends to ~21:20 daily ex Redfern.

The biggest change finds routes **392X** (now Little Bay/Eastgardens-Museum-Eastgardens/Little Bay express peak loop service) and **394X** (now La Perouse/Maroubra Jct-Museum-Maroubra Jct/La Perouse express peak loop service) now operate as loop services running loosely around Hyde Park using Elizabeth

Street rather than Castlereagh St. These routes used to operate in the peak direction of travel only. The map in the updated online timetable does not reflect this change, it is shown below. Two additional 394X trips operate in lieu of withdrawn 396X or 397X trips.



Route 392X and 394X operate to Museum then continue on 392N route path to rejoin the route at Flinders St going out of the city.

396: Some trips withdrawn on weekdays to provide a simplified 10-minute frequency throughout the day. This frequency commences earlier (now ~05:30 ex Maroubra Beach) and extends later (now ~21:50 ex Circular Quay) due to high demand.

396X: The first and last AM peak trips withdrawn "due to low demand and availability of alternatives". Three weekday afternoon trips withdrawn for the same reason.

397: Some trips withdrawn due to "very low patronage".

397X: Reduction of weekday peak trips due to "low demand and availability of alternatives".

According to the JP now completes the loop and returns to Maroubra Junction or Eastgardens (1 trip) but this is not reflected in the timetable.

Additional trips operate along routes 309, 333, 350, 362, 375, 392, and 394X, while permanent service reductions impact routes 310, 342, 377X, 380, 381, 390X, 396, 396X, 397, and 397X. There are adjusted trip running times for routes **306**, 307, 309, 310, 333, 350, 356, 375, 377X, 390X, 392, **392N**, 392X, 394X, 396, 396X, 397X, and **399**.

Note the previous region 9 bus map, dated Dec 2021 remains available on TransportInfo website and is provided on page 15. **With HILAIRE FRASER, TRANSPORT FOR NSW, BUS AUSTRALIA FORUM**

Proposed region 7 adjustments

In line with the upcoming opening of the Sydney Metro rail extension from Chatswood through to Sydenham via Sydney CBD, the *Sydney Morning Herald* has revealed key changes planned for region 7 services, operated by Busways. They are outlined below.

Route **115** is to operate as a loop service between Chatswood and North Sydney instead of running into Sydney CBD.

Routes **252** (Gladesville-Sydney CBD) and **261** (Lane Cove-Sydney CBD) are to instead operate to North Sydney rather than through to King Street wharf.

Routes **259** (Macquarie Centre-Chatswood) and **294** (Sydney CBD-Macquarie University) are to be withdrawn. 259 between Chatswood and North Ryde would be covered by new route **516**.

Route **269** is to no longer extend from North Sydney to McMahon's Point wharf, instead running only between North Sydney and a loop around Kirribilli.

Route **288** (Sydney CBD-Epping station via the Warringah Freeway) is to instead terminate at Macquarie University.

Articulated buses are to be scheduled on all **500X** trips, while more trips on route **120** are to be scheduled to operate with articulated buses between Chatswood and Sydney CBD.

Additionally, route **525** (Parramatta-Strathfield) is to instead only operate between Parramatta and Sydney Olympic Park, while NightRide **N91** is to also be truncated. It is not clear what changes, if any, will be made on **526** (operated by Transit Systems) to accommodate the heavy patronage between Strathfield station and Homebush DFO (shopping complex).

Transport for NSW's Coordinator-General, Howard Collins, said Busways is currently consulting staff in refining its draft plans for region seven, with the final version to be based on patronage data and passenger feedback. *[Editor's note: The draft should also be based on such data!]*

The agency declined to answer questions about what changes would be made to bus services in other parts of Sydney as a result of the opening of the metro extension. **HILAIRE FRASER, SYDNEY MORNING HERALD**



WSI: Rapid bus links

The state government released more information on the planned implementation of key rapid bus links through the upcoming Western Sydney International Airport to support development and mobility for the airport, Bradfield City and beyond.

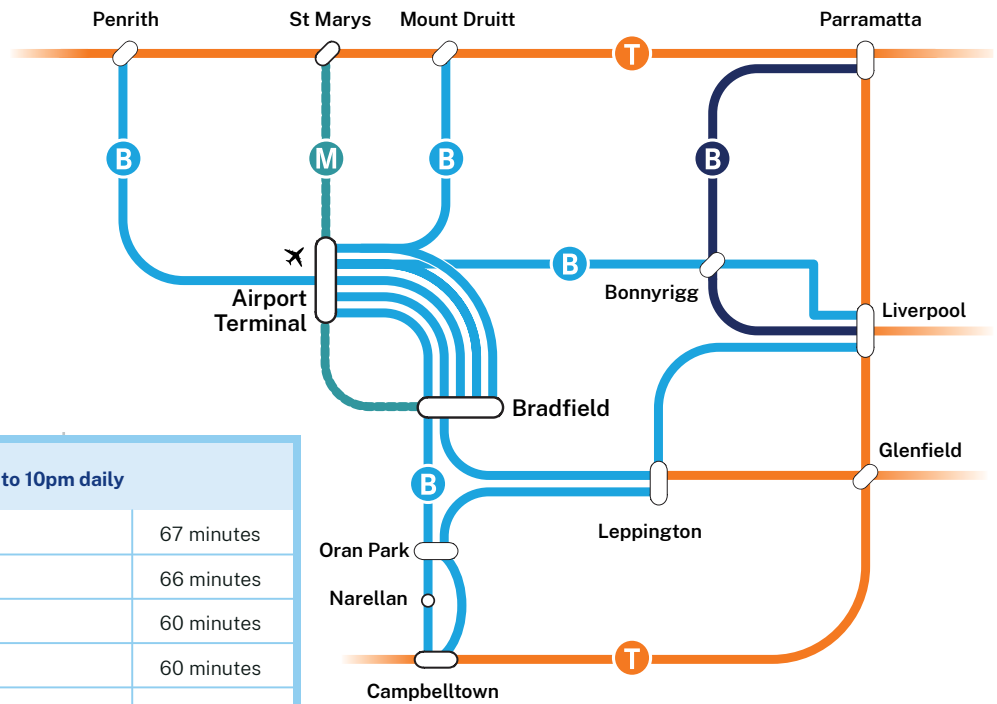
There are five planned routes which from commencement are planned to operate every 30 minutes between 05:00 and 22:00, expected to commence some time in 2026 prior to the airport's opening. Transport for NSW (TfNSW) estimates that these routes will have end-to-end journey times of between 55 and 67 minutes.

Despite the infrequent service levels, particularly during normal peak times, it is confirmation that the region will receive something after previous concerns raised that they may have had nothing upon opening during the dying days of the previous state Coalition government.

KEY

-  New bus services (before the Airport opens)
-  Existing Liverpool to Parramatta T-Way
-  Trains
-  Sydney Metro - Western Sydney Airport (in time for the Airport opening)

Proposed new bus services are indicative only and subject to further planning.



Buses will run: every 30 minutes, 5am to 10pm daily	
Liverpool to Bradfield, via Airport	67 minutes
Campbelltown to Airport, via Bradfield	66 minutes
Penrith to Bradfield, via Airport	60 minutes
Mt Druitt to Bradfield, via Airport	60 minutes
Liverpool to Airport via Leppington and Bradfield	55 minutes

A spokesperson for the state transport minister said that services would operate more frequently as the airport and surrounding regions grow, along with further government funding for bus infrastructure.

Amongst the news is confirmation of the development of two key transport interchanges (at the airport and Bradfield) to support multi-modal travel.

The above map shows a basic overview of these routes and connections to nearby transport services, including Bus Transitway, Sydney Trains and Sydney Metro. One new route on that map, Campbelltown-Leppington via Oran Park, has not been included in the estimates provided by TfNSW. *TfNSW, SYDNEY MORNING HERALD*

Tweed Heads: Revised network

Revised bus services were recently introduced in the Tweed Valley region to serve the new Tweed Valley Hospital for its Tuesday 14 May opening.

From **Monday 6 May**, changes were as follows:

- Routes **600**, **601**, **603** now connect the Tweed Valley region to the new hospital.
- Route **609** from Murwillumbah has an additional 10 trips each week to the new hospital. This consists of an early morning and an afternoon service on weekdays, catering to hospital shift times.
- Route **600** (Banora Point to Tweed Mall, via Tweed City and the Tweed Hospital) is extended to operate between Tweed Heads West and Coolangatta from Banora Central.
- Route **601** has been amended to operate from Tweed Mall to the new Tweed Valley Hospital (currently West Tweed to Kingscliff TAFE) to serve staff, patients and the community. Buses no

longer enter the Kingscliff TAFE premises, instead using the bus stops on Cudgen Road outside the TAFE entrance.

- Route **603** service (Pottsville to Tweed City via Hastings Point, Cabarita Beach, Tweed Valley Hospital and Chinderah) now also stops at the new bus stops on Cudgen Road, outside the hospital entrance.
- Route **605** service (Murwillumbah to Tweed City via Tumbulgum and Lochlomond Drive) will be extended to operate between Murwillumbah and Tweed Mall via Powell Street and Keith Compton Drive. Murwillumbah residents will be able to stay on the same bus to Tweed Mall where they can connect with Queensland Translink services. On Saturdays, an additional return trip operates between Tweed Heads and Murwillumbah to align with the Sunday timetable.
- Route **608** has one trip time change - the 06:58 trip ex Bilambil Heights now departs 10 minutes earlier.

With the week's gap between introduction of these changes and the opening of the new hospital, between 6 and 14 May, routes 600 and 601 continued to deviate via Powell Street to service the existing hospital. From 14 May, services travel via Wharf Street at Tweed Heads and no longer deviate via Powell Street.

There are no changes to the bus route or the timetable for **602**, **604** and **606**. *Report by HILAIRE FRASER, source TRANSPORT FOR NSW*

Cessnock timetable adjustments

Minor timetable adjustments will be implemented across selected Hunter Valley bus routes around Cessnock commencing from Saturday 1 June. These services are operated by Rover Coaches, a subsidiary of Buslines

Group. Transport for NSW says the changes will improve service reliability for passengers as well as operational efficiency.

Minor timing changes impact routes **160, 161, 162, 164, 166, and 168**, while routes **164** and **166** also have path adjustments - 164 at at Maitland railway station, and 166 at Maitland railway station and Heddon Greta).

New timetables are available from the Rover Coaches website in PDF form which helpfully highlights the particular trips affected by the changes. An excerpt is provided on page 14.

Previous timetables were variously dated 5 July 2020 or 22 February 2023. **TRANSPORT FOR NSW**

Snowy Mountains winter service

With the winter season here again, Transport for NSW (TfNSW) has returned the Snowy Mountains bus service to facilitate mobility in the area throughout the peak snow season.

Operating from Saturday 8 June to Sunday 6 October are routes Jindabyne-Perisher/Thredbo and Park and Ride Shuttle (Station Resort-East Jindabyne via Snowy Region Visitor Centre and Tyrolean Village loop). Links between services are available at Snowy Region Visitor Centre.

Pre-booking of seats is recommended as tickets will only be available on the day if there is remaining capacity.

While the route maps are the same as last year (*Table Talk*, June 2023, page 10), TfNSW advises that this year, an additional daily return service operates, departing in the morning from Cooma to Jindabyne via Berridale, returning in the afternoon.

TfNSW says “return fares for all services include entry into Kosciuszko National Park and each bus has room for gear including skis or a board, and a day backpack [20kg limit], with services running hourly each day and every 30 minutes to Perisher during peak periods [frequencies are dependent on traffic conditions]”.
TRANSPORT FOR NSW

AUSTRALIAN CAPITAL TERRITORY



MyWay+

Transport Canberra says that its “next generation ticketing system”, MyWay+, is expected to be fully operating in November.

During the month of May, four demonstration buses wearing a special livery have been running around the Canberra network providing free travel for passengers. The main aim of these buses is to provide drivers the opportunity for training using the system prior to implementation.

It says it will install the system across the whole bus and light rail network in October and November.

Amongst the key benefits will be availability to use bank cards and contactless devices to pay for travel, improve real-time data availability including vehicle capacity.
TRANSPORT CANBERRA



Torquay/Armstrong Creek adjustments

PTV advises that new timetables for Geelong, Charlemont, Armstrong Creek, Torquay and Jan Juc come into effect on Sunday 2 June. The revised network follows several years of development, proposals (*Table Talk*, April 2023, p. 14), consultation and subsequent revision, with the final result below.

- **45** (Armstrong Creek-Waurn Ponds SC): Minor timetable changes.
- New **52** (Jan Juc-Marshall station): Local service via Surf Coast Highway and Boundary Road.
- New **53** (Torquay-Geelong station): Direct service via Surf Coast Highway and High Street.
- New **54** (Torquay-Marshall station): Local service via Surf Coast Highway and Burvilles Rd.
- **55** (Geelong station-Ocean Grove via Barwon Heads): Minor changes for connectivity with Central Geelong and some buses from Jan Juc.
- **60** (Geelong-St Leonards): Minor timetable changes.

Routes 50 and 51 have been withdrawn, with these passengers reportedly covered by the three new routes.

PTV says that an extra 500 trips per week will operate across the network, operated by McHarry's Buslines, including a peak of four buses per hour along the Surf Coast Highway and more services in the evening & on weekends.

The Geelong Times reports: Route 53 was previously planned to be western Torquay's first bus route and connect people living there to the town's centre as well as Armstrong Creek, Charlemont and Marshall Station. According to the map on the Engage Victoria website set up by the Department of Transport and Planning, the route was to travel along Beach Road, Eton Road and Grossmans Road before looping through Kithbrooke Park Boulevard and returning the same way which upset some residents on Torquay's Beach Road, who objected to the location of bus stops on hills and the route's impact on traffic. According to PTV, the map for Route 53 now does not contain the western loop to Kithbrooke Park – instead ending at Bell Street in central Torquay – nor do the other two new routes; 52 and 54.

The new timetables were made available on the PTV website in mid-May - three weeks out from implementation. While new route maps have also been made available for the three new routes, the Geelong network map is yet to be updated at the time of publication (current map

is dated July 2020 - www.ptv.vic.gov.au/assets/PTV-default-site/more/maps/Local-area-maps/Regional/a158711d31/Geelong-Bus-Network-v2.pdf).

V/Line will also operate a new trial coach trip on late Friday evenings from Torquay to Lorne via Anglesea. **PUBLIC TRANSPORT VICTORIA, THE GEELONG TIMES**

Merinda Park adjustments

Routes **863** (Endeavour Hills Shopping Centre-Cranbourne West) and **881** (Merinda Park-Clyde North) will have adjusted timetables effective from Sunday 16 June including minor pathing and timing changes to accommodate the new bus interchange at Merinda Park station. **PUBLIC TRANSPORT VICTORIA**

ANZAC Day: Additional services

Additional public transport services operated to cater for

Bus services to the Shrine of Remembrance

As in past years a number of bus services to the Shrine will be provided as follows:

2024 Anzac Day Free shuttle bus service timetable

Bus Route	Pick-up and Drop-off locations	Departure time	Shrine arrival	Departures from Shrine
Chadstone via Ashburton and Camberwell	St Mary Magdalen Catholic Church: 22 Bolwarra Street, Chadstone	4.40am	5.40am	7am, 7:30am
	Ashburton Community Centre: 160 High Street (corner Highgate Grove), Ashburton	4.50am		
	Camberwell Junction: Camberwell Road, corner Riversdale and Camberwell roads (opposite 'Country Road')	5.00am		
	Croydon via Ringwood East	Croydon Railway Station: Wicklow Avenue, Croydon		
Ringwood East Station: Railway Avenue, Ringwood East	4.50am			
Dandenong via Noble Park, Springvale, Clayton and Oakleigh	Dandenong RSL: 44-50 Clow St, Dandenong	4.20am	5.45am	7am, 7:30am
Noble Park RSL: 1128 Heatherston Street, Noble Park	4.30am			
Springvale RSL: Osborne Avenue (corner Osborne and Princess avenues)	4.40am			
Clayton RSL: Carnish Road, Clayton	4.55am			
Doncaster via Balwyn North, Kew and Victoria Park (Jock McHale Stadium)	Westfield Doncaster: Bus Interchange (Williamsons Road)	4.55am	5.40am	7am, 7:30am
	North Balwyn Shopping Centre: Doncaster Road and Macedon Avenue	5.05am		
	Harp Junction: High Street, Kew	5.10am		
	Victoria Park: Jock McHale Stadium, High Street, Victoria Park	5.20am		
Essendon Football Ground (Windy Hill)	Essendon Football Club 'Windy Hill': Napier Street (corner Napier and Brewster Streets), Essendon	4.55am	5.40am	7am, 7:30am
Greensborough via Watsonia	Greensborough RSL: 111 Main Street, Greensborough	4.40am	5.40am	7am, 7:30am
	Watsonia RSL: 6 Morwell Avenue, Watsonia	4.55am		
Mitcham via Blackburn, Box Hill and Balwyn	St Johns Catholic Church: 494 Whitehorse Rd, Mitcham	4.30am	5.40am	7am, 7:30am
	Blackburn Railway Station: South Parade	4.35am		
	Box Hill: Corner of Whitehorse Rd and Market Street (920 Whitehorse Rd, Box Hill)	4.45am		
	Balwyn: Corner Talbot Avenue/Whitehorse Road	4.55am		
Mordialloc via Mentone and Sandringham	Mordialloc Railway Station: Albert Street, Mordialloc	4.20am	5.40am	7am, 7:30am
	Mentone Railway Station: Como Parade, Mentone	4.30am		
	Sandringham Railway Station: Station Street, Sandringham	4.45am		
Templestowe via West Heidelberg	Templestowe RSL: 156 Parker Street, Templestowe	5am	5.40am	7am, 7:30am
	Heidelberg Repatriation Hospital, Austin Health: 300 Waterdale Road, Campus carpark, Heidelberg	5.10am		
Thomastown via Reservoir and Coburg	Thomastown Station: High Street, Thomastown	4.45am	5.40am	7am, 7:30am
	Reservoir Railway Station: Spring Street, Reservoir	4.50am		
	Coburg Town Hall: 90 Bell Street, Coburg	5am		
Wantirna via Scoresby, Glen Waverley and Mount Waverley	Knox City Shopping Centre, Wantirna South: (Bus Terminal via Burwood Highway and Tyner Road)	4.30am	5.40am	7am, 7:30am
	Scoresby Village Shop Centre: Fentree Gully Road and Lynton Place, Scoresby	4.40am		
	Waverley RSL: 161 Coleman Parade, Glen Waverley	4.50am		
	First Church of Christ, Scientist, Corner of Stephenson Road and Amber Grove, Mount Waverley	4.55am		
Williamstown via Yarraville	Williamstown Town Hall: 104 Ferguson Street, Williamstown	4.55am	5.40am	7am, 7:30am
	Kingsville Primary School: 58 Bishop Street, Kingsville	5.10am		

crowds attending ANZAC Day dawn services.

There were a number of free ANZAC Day shuttle bus services in operation. These are provided below.

Organ's Coaches operated free services from key local centres for the Mount Macedon dawn service, with services departing Gisborne station (04:15 & 05:10), Woodend station (04:30 & 05:15), Riddells Creek Primary School (04:15), Romsey Community Hub (04:30 & 05:00), Lancefield Mechanics Hall (04:45), Sunbury station (04:50) and Kyneton Post Office (04:15).

In addition, a free Park and Ride service was arranged, with shuttle buses operating from 04:15 to 05:20 from Tony Clarke Recreation Reserve in Macedon to the Dawn Service. No cars were permitted into Mt Macedon until 07:30 hence the need for the above services. **With STEVEN HABY**

Source provided by - **STEVEN HABY**

Source - **PUBLIC TRANSPORT VICTORIA**

WESTERN AUSTRALIA



Various Transperth adjustments

Transperth advised that effective from Sunday 5 May, route **45** (Bayswater-Bassendean) has two additional trips operating on weekdays:

- 08:33 ex Bayswater station.
- 15:08 ex Bassendean.

Route **344** had a bus stop adjustment at Mercy College impacting two trips on school days, which Transperth says was effective from Sunday 12 May.

From Sunday 2 June, route **38**'s 15:38 afternoon trip departing from Ursula Frayne Catholic College will depart five minutes earlier, while route **930** will have a new trip operating on school days only, departing from the same stop on Harper Street at 15:35. *TRANSPERTH*

ENDS

FERRY & SHIP NEWS

QUEENSLAND



Southern Moreton Bay Island ferry update

The Southern Moreton Bay Island ferry commenced running to a refreshed timetable effective Monday 13 May. The timetable integrates most of the trips introduced during the pandemic into regular timetabled services, while trip times have been adjusted to spread them out better across the day while still catering for existing passenger demand and some departure times have been adjusted to make services more reliable.

As a result, from the same day, the timetables for bus routes 250 and 272 were adjusted (see Bus News). *TRANSLINK*

NEW SOUTH WALES



Parramatta wharf

Parramatta wharf was closed between Monday 13 and Thursday 23 May, with CDC NSW-operated replacement bus **60F3** operating to/from Rydalmere to link with ferry services.

Transport for NSW issued two timetables online for this period - 13-19 May and 20-23 May. The difference between the two was that the 20-23 May timetable only had the weekday timetable, although there were no changes to services or times compared to the previous week making it unnecessary as the dates of validity are provided on page 2.

The closure was required to enable removal of the scaffolding system in place on the nearby Gasworks Bridge. *TRANSPORT FOR NSW, PARRAMATTA COUNCIL*

South Mosman wharf

South Mosman wharf will be closed from Monday 3 June for a period of around eight months for an upgrade.

F6 ferries will therefore skip the stop during this period, but the timetable remains the same for all other stops.

Alternatives include using Mosman Bay wharf or using bus route **230** from Raglan Street to access North Sydney to change for other transport modes. *TRANSPORT FOR NSW*

ENDS

AIR NEWS

DOMESTIC



Bonza goes under

Budget airline Bonza fell into voluntary administration the same day it was forced to suddenly cancel flights

across its regional network.

On Tuesday 30 April, the company said that it had temporarily suspended flights across the network while the company's ongoing viability was considered.

The move was caused by the owner of the planes, AIP Capital, terminating its leasing agreement with the airline just before midnight the previous night.

The appointed administrators, Hall Chadwick, had reportedly attempted to arrange for a short-term agreement with AIP Capital to get the business operating again, but was unsuccessful.

The planes have since been repossessed, while all staff at the airline have been stood down without pay.

These events have been a blow for many regional centres, with Bonza having targeted many cities where the existing domestic airlines had cut back or removed their previous services.

For now, the administrators are attempting to get an extension to their appointment where they intend to commence a sale process of the business and assets, while Bonza's parent, 777 Partners, has said it may shortly propose a deed of company arrangement to restructure the company.

The biggest asset the company has is its air operators certificate, which may be cancelled if the company is wound up as they are non-transferable, according to a Hall Chadwick statement. **ABC NEWS (2), HALL CHADWICK**

Rex's new route

Regional Express has announced that it will commence flying five days a week return between Melbourne and Perth as it expands its capital city service offering in competition to established players Qantas and Virgin. It intends to commence flights from Friday 28 June and will use Perth's Terminal 2.

The flights are however scheduled to operate late night:

- ZL873 dep MEL 20:15, arr PER 22:40.
- XL874 dep PER 23:55, arr MEL 05:30.

The airline's General Manager of Network Strategy, Warrick Lodge, said "when more airlines compete on a particular route, consumers benefit and our record in the domestic market speaks for itself – Rex delivers terrific value for money". **EXECUTIVE TRAVELLER**

ENDS

ODD SPOT

ATA member Geoff Lambert reports on an adventure he had on a route 144 bus recently:

On 9 April, I visited Chatswood Chase by the 144 bus each way. The forward trip was routine; the return was not:

As I approached the departure stop (Stand B in Victoria St), my bus overtook me and drew up to a halt. The driver got out and explained to me that he was only in his second week, post-training. He said "There are so many stops on route 144!"

At that point, a despatcher arrived for a chat with the driver. He explained that the driver should have remained in the set down area in Railway St until 3 minutes before scheduled departure time – and only then draw forward. He also explained that a similar arrangement applied in Manly – "except in peak hour".

The driver got back in the bus, fired up his systems and invited us all aboard and then tried to move off. He failed in this, so got out of the bus and kicked the front tyre (which was jammed against the kerb) ... and tried again. This was repeated four or five times, during which period more and more passengers jumped on board until there was standing room only.

Eventually, he requested us all to tap off and board the next 144, which had, by that time, drawn up behind us.

While we were tapping on, the driver of the first bus came back to talk to the driver of the second bus, who then got out and went to help the driver of the first bus. When he returned to our bus, he remarked to the passengers "Poor bugger – this is first day on the job. There is a special trick to starting these buses and I had to show him how to do it".

When I arrived in Fairlight, I remarked to our driver, "That was fun and games at Chatswood, but he he will be better at it tomorrow". My driver laughed and said "He will ... he will!"

The next day, I was returning from North Head on the 161 bus which has, incidentally, moved from a 60-minute frequency to a 30 minute frequency. In discussing this with the driver, I ventured to suggest that the Keolis driver shortage seemed to be easing. He confirmed this and said there were "a lot of new drivers".

So I told him of my "144 story" and he laughed and said "Yes, I heard about that ... the news spread like wildfire".

The 161 driver was not actually aware that the 161 frequency had gone down from 60 to 30 minutes. We were both able to confirm that this was true, when we spotted the outbound 161 on its way out at the wharf, just as we arrived at the wharf.

While waiting for the 144 up the hill to Fairlight, I noticed that the 161 which I arrived on, had snuck past the 144 stop had changed his route number to 142.

I note in passing that the frequency of the 150X buses Manly-Milsons Point has also improved and also that there is a south-bound 199 that picks up school children at Manly and "continues to St Pauls".

Next: NSW bus route SC01 and 737 timetables - see our *Letter To The Editor* on page 16 for the related story.

Valid from: 26 Feb 2024

Creation date: 09 April 2024
NOTE: Information is correct on date of download.

Monday to Friday									
Kiama Station	03:30	04:00	04:30	05:00	05:30	06:00	06:30	07:00	07:30
Gerringong Station	03:40	04:10	04:40	05:10	05:40	06:10	06:40	07:10	07:40
Berry Station	03:56	04:26	04:56	05:26	05:56	06:26	06:56	07:26	07:56
Bomaderry Station	04:10	04:40	05:10	05:40	06:10	06:40	07:10	07:40	08:10
Monday to Friday									
Kiama Station	08:00	08:30	09:00	09:30	10:00	10:30	11:00	11:30	12:00
Gerringong Station	08:10	08:40	09:10	09:40	10:10	10:40	11:10	11:40	12:10
Berry Station	08:26	08:56	09:26	09:56	10:26	10:56	11:26	11:56	12:26
Bomaderry Station	08:40	09:10	09:40	10:10	10:40	11:10	11:40	12:10	12:40
Monday to Friday									
Kiama Station	12:30	13:00	13:30	14:00	14:30	15:00	15:30	16:00	16:30
Gerringong Station	12:40	13:10	13:40	14:10	14:40	15:10	15:40	16:10	16:40
Berry Station	12:56	13:26	13:56	14:26	14:56	15:26	15:56	16:26	16:56
Bomaderry Station	13:10	13:40	14:10	14:40	15:10	15:40	16:10	16:40	17:10
Monday to Friday									
Kiama Station	17:00	17:30	18:00	18:30	19:00	19:30	20:00	20:30	21:00
Gerringong Station	17:10	17:40	18:10	18:40	19:10	19:40	20:10	20:40	21:10
Berry Station	17:26	17:56	18:26	18:56	19:26	19:56	20:26	20:56	21:26
Bomaderry Station	17:40	18:10	18:40	19:10	19:40	20:10	20:40	21:10	21:40
Monday to Friday									
Kiama Station	21:49	23:43	01:43						
Gerringong Station	21:59	23:53	01:53						
Berry Station	22:15	00:09	02:09						
Bomaderry Station	22:29	00:23	02:23						
Weekends & Public Holidays									
Kiama Station	22:05	00:07	02:07						
Gerringong Station	22:15	00:17	02:17						
Berry Station	22:31	00:33	02:33						
Bomaderry Station	22:45	00:47	02:47						

SC01 - BOMADERRY TO KIAMA

Monday to Friday									
Bomaderry Station	03:05	05:00	05:30	06:00	06:30	07:00	07:30	08:00	08:30
Berry Station	03:19	05:14	05:44	06:14	06:44	07:14	07:44	08:14	08:44
Gerringong Station	03:35	05:30	06:00	06:30	07:00	07:30	08:00	08:30	09:00
Kiama Station	03:45	05:40	06:10	06:40	07:10	07:40	08:10	08:40	09:10
Monday to Friday									
Bomaderry Station	09:00	09:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00
Berry Station	09:14	09:44	10:14	10:44	11:14	11:44	12:14	12:44	13:14
Gerringong Station	09:30	10:00	10:30	11:00	11:30	12:00	12:30	13:00	13:30
Kiama Station	09:40	10:10	10:40	11:10	11:40	12:10	12:40	13:10	13:40
Monday to Friday									
Bomaderry Station	13:30	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30
Berry Station	13:44	14:14	14:44	15:14	15:44	16:14	16:44	17:14	17:44
Gerringong Station	14:00	14:30	15:00	15:30	16:00	16:30	17:00	17:30	18:00
Kiama Station	14:10	14:40	15:10	15:40	16:10	16:40	17:10	17:40	18:10
Monday to Friday									
Bomaderry Station	18:00	18:30	19:00	19:30	20:00	20:30	21:00	21:30	22:50
Berry Station	18:14	18:44	19:14	19:44	20:14	20:44	21:14	21:44	23:04
Gerringong Station	18:30	19:00	19:30	20:00	20:30	21:00	21:30	22:00	23:20
Kiama Station	18:40	19:10	19:40	20:10	20:40	21:10	21:40	22:10	23:30
Monday to Friday									
Bomaderry Station	00:53								
Berry Station	01:07								
Gerringong Station	01:23								
Kiama Station	01:33								
Weekends & Public Holidays									
Bomaderry Station	03:25	23:20	01:22						
Berry Station	03:39	23:34	01:36						
Gerringong Station	03:55	23:50	01:52						
Kiama Station	04:05	00:00	02:02						

SC01 bus replacement timetable. Note the validity date of 26 February - normally this timetable document only shows the overnight Road Coach trips - the oddly

timed trips shown herein on both weekdays and weekends which are provided in lieu of the train service which does not operate overnight.

Timetable

Start date: 01/06/2024

(Printed Date: 2024-05-21)

Route 166

Rover Motors June 2024

Monday to Friday
Kurri Kurri to Maitland

Rotary Park, Hampden St	07:05	09:05	10:05	12:05	15:15	17:15
Pelaw Main Public School, Abermain St			10:10	12:10	15:20	
Tomalpin St opp Centenary Park	07:07	09:07	10:11	12:11	15:21	17:17
Wickham St opp Stanford Merthyr Public School					15:25	
Radford St at Forbes Cres	07:20	09:20	10:22	12:22	15:33	17:30
Scenic Dr at Evergreen Way	07:25	09:25	10:30	12:30	15:43	17:35
Maitland Station, Railway St	07:35	09:35	10:35	12:35	15:49	17:45
High St after Ken Tubman Dr						17:50
St Peters Maitland, High St	07:40	09:40	10:41	12:41	15:55	
New England Hwy before King St	07:45	09:45	10:47	12:47	16:01	
Stockland Green Hills, Mitchell Dr	07:50	09:50	10:55	12:55	16:05	

NSW Route 166 weekday timetable ex Kurri Kurri, effective 1 June 2024, with trips affected by changes highlighted in blue (source: Rover Coaches).

737
Kiama Station to Bomaderry Station via Gerringong Station and Berry


Valid from: 29 Jan 2024

Creation date: 08 April 2024

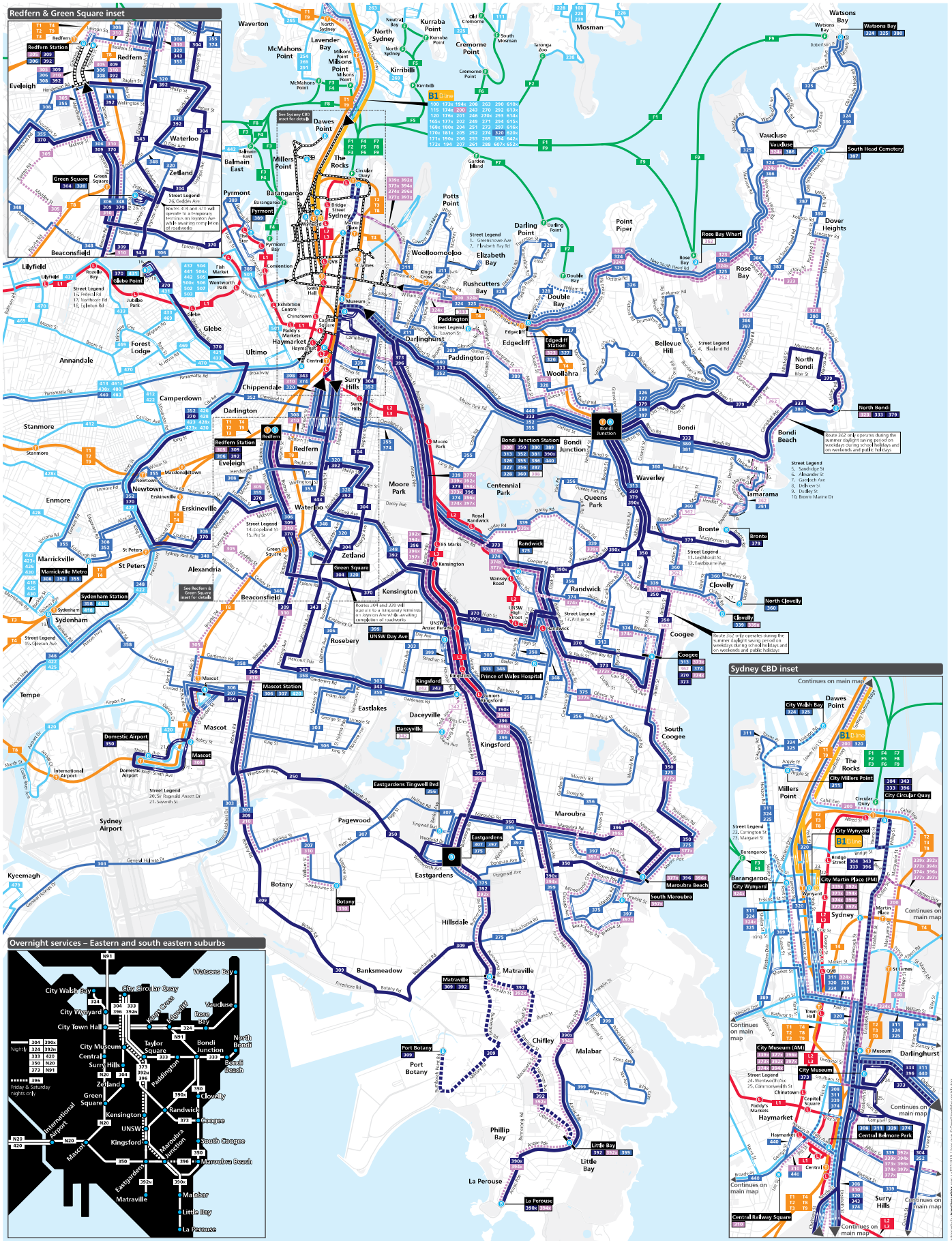
NOTE: Information is correct on date of download.

Monday to Friday					
Kiama Station	08:00	11:00	13:00	15:00	20:30
Gerringong Station	08:12	11:12	13:12	15:12	20:42
Berry Station	08:25	11:25	13:25	15:25	20:55
Bomaderry Station	08:40	11:40	13:40	15:40	21:10

737
Bomaderry Station to Kiama Station via Gerringong Station and Berry


Monday to Friday						
Bomaderry Station	05:35	07:00	10:00	12:00	14:00	19:35
Berry Station	05:47	07:12	10:12	12:12	14:12	19:47
Gerringong Station	06:00	07:25	10:25	12:25	14:25	20:00
Kiama Station	06:20	07:45	10:45	12:45	14:45	20:20

Regular Route 737 timetable operated by Kennedy's Bus & Coach. Note no service on weekends, only the normal two-hourly train trip (source: Transport for NSW).



LETTER TO THE EDITOR

ATA Member Hilaire Fraser provided this observation regarding the NSW TrainLink South Coast line closedown and provision of emergency bus replacement back in April (*Table Talk* article, May 2024, p. 4):

Whilst in Wollongong on Monday 8/4, I observed rail replacement buses operating on an ad hoc basis. The notification on transportnsw.info remarked that the South Coast Line was closed south of Waterfall with replacement buses operating without a timetable and advised against travelling if possible. The trip planner for trips from Wollongong Station to Kiama Station only showed local routes 51/53/57 between Wollongong and Shellharbour Sq connecting with 71 Shellharbour Sq to Kiama.

*From 9/4, a reduced train service was reduced between Sydney, Wollongong, Port Kembla and Kiama. Also, a timetabled bus service was introduced between Kiama and Bomaderry [see **page 13, route SC01**]. This bus service is half-hourly, an improvement on the two-hourly Kiama-Bomaderry train service and the two-hourly 737 Kiama-Bomaderry bus service (see **page 14**). The half-hourly bus replacement would minimise the waiting time between a variable train timetable and a connecting bus. 737 services could do the replacement bus service or supplement the replacement bus. Often the Kiama-Bomaderry train is well patronised so the replacement service could require several buses on many trips.*

Front Cover: A map of Hunter Valley bus routes 161, 162, 165, 167, and 168. See item “Cessnock timetable adjustments” on pages 8-9 (courtesy Transport for NSW).

About Table Talk

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