



AUSTRALIAN TIMETABLE ASSOCIATION

# TABLE TALK

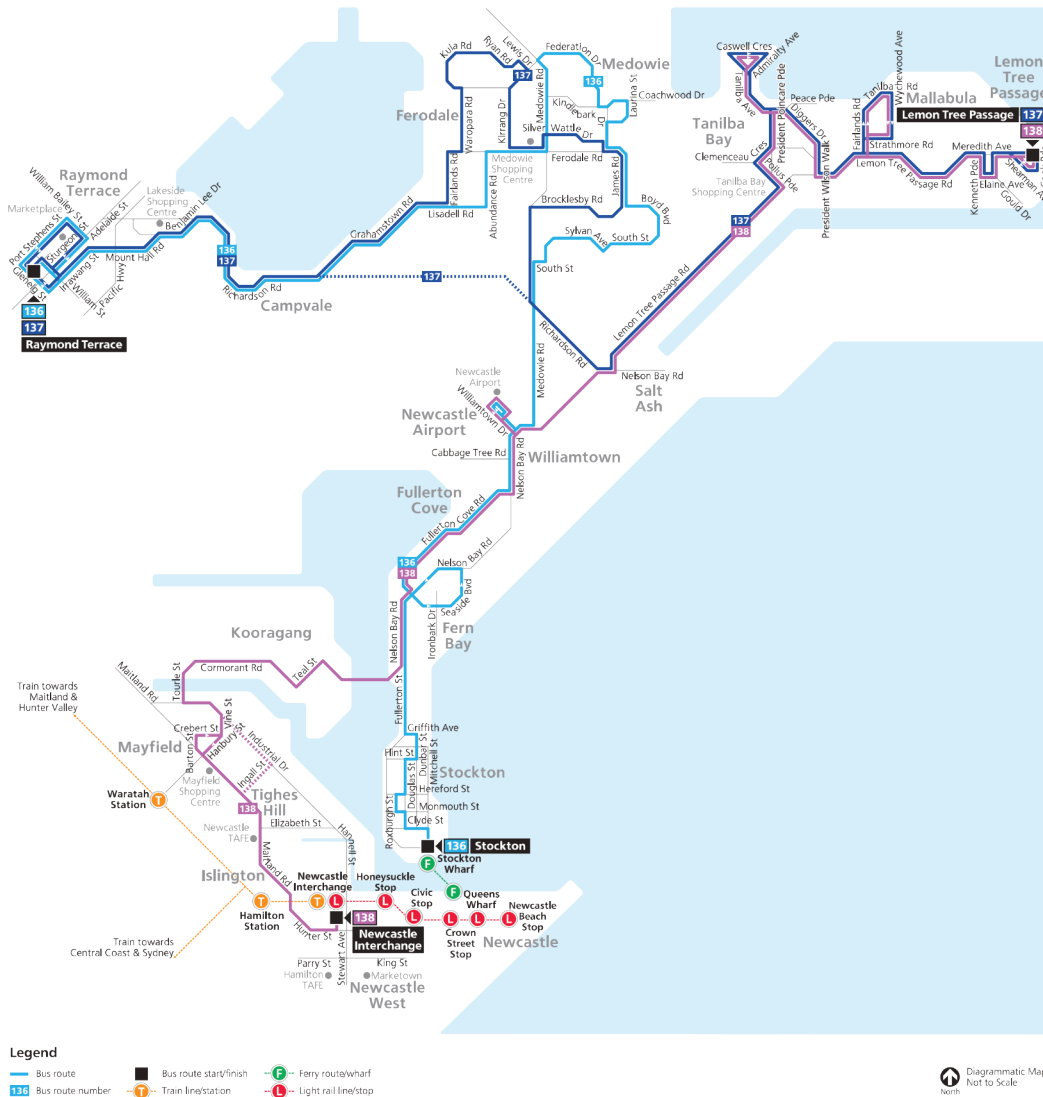
AUSTRALASIAN TIMETABLE NEWS

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# RAIL & TRAM NEWS

## NATIONAL



### Federal Budget 23/24

The federal government handed down its budget for the 2023/24 financial year in May. Based on a skim of Budget papers, new funding measures include \$3 million for the Parkes intermodal terminal feasibility study, while the papers also included the June 2023 abolition of the National Faster Rail Agency and simultaneous commencement of the new High Speed Rail Authority. Further funds continue to be provided for ongoing state government transport projects such as Western Australia's MetroNet.

The papers also mentioned the Inland Rail project risks that have come to fruition (delays and cost increases). An independent Review of the project was completed in January this year. The government says that it will now "engage independent specialists to review the cost, scope, engineering, delivery models and schedule of the project". In the interim, Australian Rail Track Corporation is prioritising the delivery of the sections between Beveridge and Parkes. **FEDERAL GOVERNMENT**

## QUEENSLAND



### Brisbane: Beenleigh line adjustments

Translink advises that from Monday 19 June, for a period of around 18 months, due to works for the Cross River Rail project.

Three morning trips ex Moorooka (07:54, 08:09 and 08:24) do not stop at Yeerongpilly, Yeronga and Fairfield. In the afternoon peak ex Central, the 16:34 and 17:04 trips do not stop at Fairfield, Yeronga and Yeerongpilly, while the 16:57 and 17:27 trips do not stop at Fairfield, Yeronga, Yeerongpilly, Moorooka and Salisbury. **TRANSLINK**

## NEW SOUTH WALES

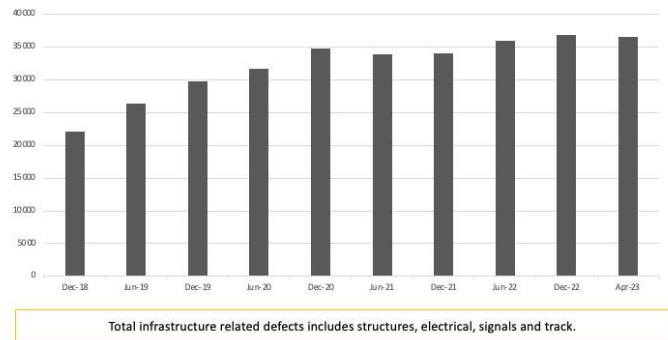


### Sydney: Rail Repair Plan

In line with a recommendation out of the interim Sydney Rail Report reported last month, commencing from Saturday 3 June, a \$97 million program has been executed in an effort to reduce the heavy rail network's maintenance backlog.

The interim report reported growth in outstanding infrastructure defects on the network and outstanding major asset upgrades/renewals and concern over its impact on network resilience. A Report chart showing the number of infrastructure defects from H2 2018 to Q1 2023 is provided below.

Total infrastructure related defects, 2018 to 2023



Whilst the state government has made a song and dance about the disruption set to impact 600,000 travellers over the 12-month program, including extended trackwork possessions every weekend and increased bustitution, no separate information or schedule has been released attributing particular possessions with this program. Therefore, these activities are being integrated into the regular track maintenance calendar. Also not spoken on is the impact of bus driver shortages on what will be an increased reliance on bus replacement services.

A recent Trackwork communication said:

*The biggest coordinated program of rail maintenance ever undertaken in Sydney has begun in response to te [sic] recent recommendations made by the expert panel conducting the Sydney Trains Review for restoring reliability to the network. Maintenance work is being prioritised during the existing trackwork windows such as on weekends, weeknights, during school holidays or during weekday diversions when fewer people are catching trains.*

Around 1,900 defect removals are expected to be carried out from this initiative over the course of the 12 months, a significant increase on the regular rate, according to Sydney Trains.

Curiously, the transport minister and department has said publicly that the work would be undertaken between Friday night 24:00 and Sunday night 24:00, which is out of step with the usual weekend maintenance window of 02:00 Saturday to 02:00 Monday. **TRANSPORT FOR NSW, SYDNEY TRAINS**

## Sydney: Vivid late changes

On top of already increased evening service levels on key lines for key nights of the Vivid festival held across multiple sites in Sydney CBD, additional last minute measures have been implemented following continued strong demand, particularly for the festival's Drone Show held on most nights at Circular Quay (scheduled for 21:10-21:20).

For Wednesday 7, Monday 12, Wednesday 14 and Saturday 17 June, City Circle Outer line services were changed through late amendment in early June to not stop at Circular Quay station from 20:30 to 21:30. Stopping services continued to operate via the City Circle Inner during this time-period. **SYDNEY TRAINS**

## Inner West LR: Off-peak increases

Transport for NSW advised that L1 service levels have been increased during selected off-peak times, effective from Monday 19 June:

- **Weekdays** - Every 10 mins between 10:00 and 15:00 (up from every 12-15 minutes).
- **Saturdays** - Every 10 mins 09:00-21:00 (up from every 15 mins 09:00-11:00 and every 9-12 mins 17:25-21:00).
- **Sundays** - Every 10 mins 09:00-19:00 (up as per Saturdays, but only until 19:00).

Additionally, individual trip time changes impact other L1 services, including peak services.

The *Sydney Morning Herald* reports that four new CAF-built trams will be introduced in the coming months, adding to the existing fleet of 12 vehicles.

The revised timetable has been made available online on the [transportnsw.info](http://transportnsw.info) website. According to the state government, an extra 100 weekly services have been added to the timetable with this update. **TRANSPORT FOR NSW, SYDNEY MORNING HERALD**

## Sydney disruption

The morning of Wednesday 15 June saw disruption of train services along the T3 Bankstown line caused by signal equipment repairs at Sydenham, with the line being blocked for an hour causing trains to be held along the line at platforms, while services away from the city were mostly diverted via Strathfield.

With trains being frozen for an extended period of time (between around 09:15 to 10:00 depending on where along the line you are looking at), and no availability of emergency replacement bussing, increased use of local bus services was spotted within this time-frame along some Bankstown line locations.

Images below show key services towards Burwood, Petersham and Railway Square with material additional patronage. Other intermediate stations showed little to no change with bus capacity. Sydenham passengers had access to T4 line services towards the city. **TRANSPORT FOR NSW**

Campsie station	Canterbury station	Dulwich Hill station	Marrickville station
<p><b>Campsie Station</b> to Croydon Park</p> <p>09:17 <b>490</b> to Drummoyne On time At Lyons Rd After Bayswater St 118...</p> <p>09:17 <b>410</b> to Waterloo Park Marsfield 1m early Last reported 94 min ago</p> <p>09:23 <b>420</b> to Burwood Westfield On time Last reported 144 min ago</p> <p>09:24 <b>413</b> to Pitt St and Barlow St 1m late At Pitt St Before Hay St 114 min ago</p> <p>09:28 <b>410</b> to Waterloo Park Marsfield On time Now 600m from Bexley Rd At Viccliffe...</p> <p>09:36 <b>420</b> to Burwood Westfield On time At Ryde Wesley Uniting Church 69 mi...</p> <p>09:36 <b>492</b> to Drummoyne 7m late Last reported 105 min ago</p> <p>09:38 <b>410</b> to Waterloo Park Marsfield On time Now 150m from Westfield Burwood</p> <p>09:44 <b>490</b> to Drummoyne 3m late At Lyons Rd After Bayswater St 95 mi...</p>	<p><b>Canterbury Station</b> to Hurstville Park</p> <p>09:06 <b>428</b> to Martin Place 2m late At Marrickville Rd opp Fairfowl St 59...</p> <p>09:17 <b>445</b> to Balmain - Gladstone Park On time At Campsie Station 51 min ago</p> <p>09:26 <b>428</b> to Martin Place 4m late At St James Station 103 min ago</p> <p>09:37 <b>445</b> to Balmain - Gladstone Park 5m late At Campsie Station 38 min ago</p> <p>09:39 <b>428</b> to Martin Place 4m late At St James Station 85 min ago</p> <p>09:51 <b>445</b> to Balmain - Gladstone Park 4m late Last reported 81 min ago</p> <p>09:54 <b>428</b> to Martin Place 4m late Last reported 58 min ago</p>	<p><b>Dulwich Hill Station</b> Dudley St</p> <p>08:44 <b>412</b> to Martin Place 1m late At Omnibus Rd After Kingsgrove Rd...</p> <p>09:04 <b>412</b> to Martin Place 1m late At St James Station 136 min ago</p> <p>09:23 <b>412</b> to Martin Place 1m late At St James Station 123 min ago</p> <p>09:37 <b>412</b> to Martin Place 3m late At Canterbury Rd At Church St 36 mi...</p> <p>09:51 <b>412</b> to Martin Place 2m late Last reported 21 min ago</p> <p>10:09 <b>412</b> to Martin Place 5m late Now at Earlwood Shops</p> <p>10:23 <b>412</b> to Martin Place 4m late Now at Gordon St Near New Canterb...</p> <p><b>Campsie Station</b> Platform 1</p> <p>08:49 <b>T3</b> to City Circle via Sydenham On time Now 500m from Circul... 62-F 8M</p> <p>09:04 <b>T3</b> to Liverpool via Bankstown 17m late Now at Central Station 84-F 8A</p> <p>09:09 <b>T3</b> to City Circle via Sydenham 15m late At Central Station 56 m... 17-C 8K</p> <p>09:46 <b>T3</b> to City Circle via Sydenham 37m late Now at Liverpool Station 37-G 8K</p> <p>09:50 <b>T3</b> to City Circle via Sydenham 31m late Last reported 42 min ago 17-E 8B</p> <p>09:54 <b>T3</b> to City Circle via Sydenham 20m late Last reported 104 min a... 30-E 8B</p> <p>09:59 <b>T3</b> to City Circle via Sydenham 20m late Now 800m from Yagoo... 9-G 8B</p>	<p><b>Illawarra Rd</b> opp Marrickville Station</p> <p>08:42 <b>423</b> to Martin Place 5m late At Newtown Station 111 min ago</p> <p>08:58 <b>423</b> to Martin Place 8m late At St James Station 152 min ago</p> <p>09:03 <b>423</b> to Martin Place On time At Canterbury Rd At Church St 70 mi...</p> <p>09:35 <b>423</b> to Martin Place 13m late At Canterbury Rd At Church St 57 mi...</p> <p>09:43 <b>423</b> to Martin Place 6m late At Marrickville Rd opp Fairfowl St 52...</p> <p>09:56 <b>423</b> to Martin Place 3m late At Marrickville Rd opp Fairfowl St 39...</p> <p>10:10 <b>423</b> to Martin Place 1m late At St James Station 85 min ago</p> <p>10:29 <b>423</b> to Martin Place 5m late At Marrickville Rd opp Fairfowl St 5...</p>

Image 1 - routes to Burwood and Petersham full ex Campsie station.

Image 2 - routes towards Burwood and Railway Square (Central) moderately full ex Canterbury station.

Image 3 - routes towards Railway Square moderately full ex Dulwich Hill.

Image 4 - routes towards Railway Square full ex Marrickville station.

Image 5 (right) - Campsie station circa 55-minute service gap towards the city. The 09:09 train changed direction here, diverted to run the long way to the City back via Regents Park and Strathfield.

All reported bus capacities were low to empty (one greyed body) prior to arrival at these locations.

## NSW TrainLink intercity patronage down

New South Wales passenger rail operator NSW TrainLink's intercity patronage remains at around 50 per cent of pre-pandemic levels, reports *ABC News*.

Transport for NSW data shows that intercity rail travel into Sydney from Wollongong on the South Coast line has dropped on average of about 50 per cent since 2019, with the Central Coast, Blue Mountains and Southern Highlands a bit better.

Deb Murphy from Regional Development Australia Illawarra said an increase in people working from home accounts for much, but not all, of the drop in patronage. "When you combine the significant downward trend in commuting on rail with the downward trend of nearly 30 per cent on the road, our hypothesis is that hybrid working will remain," she said. "We kept thinking that the drop off was going to go back up again. There was a bit of an incline [after] every lockdown.

Shell Cove to North Sydney commuter Chris Murray travels 1-2 days per week by train as he is able to work from home the other days. He said that he preferred to drive to southern Sydney to catch the train because of the unreliability of Illawarra trains - "I only commute one to two days per week but I feel with the lack of trains, and issues with trains recently, I have to either have to drive to Waterfall or Sutherland and then get the train from there just for reliability purposes".

Another Illawarra commuter, Tony Horneman, said he was waiting for promised new trains to enter service, rather than being mothballed on the Central Coast, while also saying the overcrowding issues are not as bad now as they were pre-pandemic on the South Coast.

The South Coast line is expected to be a major beneficiary of the introduction of the New Intercity Fleet once the trains are modified to enable two-crew operation and associated testing/infrastructure changes are completed.  
*ABC NEWS*



## State Budget 23/24

In late May, the state government handed down its Budget for the 2023/24 financial year. Key rail funding from the government and its agencies is set to include (excluding regular activities):

- **Level Crossing Removal** projects - \$2.3 billion
- **Metro Tunnel** project - \$1.7 billion
- **Suburban Rail Loop (Airport)** - \$632 million
- **Suburban Rail Loop (East)** development

initial and early works - \$574.4 million

- **More VLOCITY Trains** - \$385.8 million
- **Waurin Ponds Duplication - Stage 2** - \$355.9 million
- **Regional Rail Sustainability** projects - \$238 million
- **Shepparton Line Upgrade - Stage 3** - \$230 million
- **Metro Tunnel** readiness - \$204.4 million
- **High Capacity Metro Trains** project - \$194.2 million
- **Ticketing Renewal** project - \$183.9 million
- **Kananook Train Maintenance Facility - Stage Two** - \$173.6 million
- **New metropolitan trains** - \$169.3 million
- **Murray Basin Rail Project** - \$151.7 million
- **New Sunbury trains** - \$142.4 million
- **City Rail Loop fire safety system & Intruder Alarm** - \$111.2 million
- **South Dynon Train Maintenance Facility - Stage Two** - \$107.5 million
- **Gippsland Line Upgrade - Stage 1** - \$63 million
- **Train Radio system upgrade** - \$55.7 million
- **Flemington Racecourse stabling upgrades** - \$54.8 million
- **South Dynon Train Maintenance Facility - Stage 1** - \$54.2 million
- **Warrnambool Line Upgrade - Stage 2** - \$50.3 million
- **Bendigo/Echuca Line Upgrade** - \$49.2 million
- **Cheaper fares for the regions** providing lower regional fare caps - \$41.1 million
- **Inclusive Safe Stations** - \$38.4 million
- **Bairnsdale stabling upgrades** - \$27.4 million
- **Level crossing upgrades** various - \$11.2 million
- **Sustaining V/Line Train Fleet** - \$9.7 million
- **Melton line upgrade** - at least \$9 million pending detailed business case.
- **Lydiard Street, Ballarat level crossing upgrade** - \$7.3 million
- **Enhancing network safety/security** - \$7 million
- **Personal safety on the transport network** - \$7 million

- **More Trains, More Often** - \$6.1 million
- **Western Rail Plan** - \$5 million
- **Comeng fleet life extension** - \$4.1 million
- **Mode Shift Incentive Scheme** to encourage freight by rail - \$3.5 million
- **V/Line fleet sustainability** - \$834,000
- **Night Network** ongoing delivery - \$563,000
- **Port-Rail Shuttle** - \$560,000

The VLocity fleet growth funding includes previous commitments as well as a further 23 new trains to deliver 9-carriage services on the Melton line and to replace older rollingstock on the Melton and Geelong lines.

The *More Trains, More Often* program (very similar name to a scheme north of the Murray) provides funding to deliver extra train services. Included for 2023/24 are extra peak services on the Hurstbridge and Mernda line available following the completion of the Hurstbridge line upgrade. Looking regionally, weekend services for Shepparton, Warrnambool, Ararat, Echuca, Geelong, Ballarat, Seymour and Gippsland lines, an extra Sale-Bairnsdale service on Sundays, extra Bendigo weekend night services and an extra weekday morning peak service between Castlemaine and Bendigo.

The *Regional Rail Sustainability* program includes Regional Rail Revival asset maintenance activities and V/Line (corporate/operational costs & an increase in heavy maintenance capacity for rollingstock).

Key tram funding includes \$130 million for the Next Generation Trams, \$83 million for tram infrastructure upgrades, \$28 million for E-Class Tram Infrastructure Program, \$19.7 million for *Delivering the Tram Plan*, \$18.5 million for the *Keeping Trams Moving* project, \$10 million for network preparations for the Next Generation Trams including upgrades at Essendon Tram Depot as well as key stops along routes 57, 59 and 82, and upgrades at Moonee Ponds & the Melbourne Showgrounds terminus, \$7.8 million is provided for *critical tram works*, while there is \$3.5 million for *High Floor Tram life extension/upgrades*. **VICTORIAN GOVT**

## Further V/Line adjustments

Effective **from 2 July**, V/Line will institute operational changes including the deployment of additional V/Locity trains for some Bacchus Marsh services.

On weekdays, the 05:28 Bacchus Marsh-Southern Cross (SX) and 18:04 SX-Bacchus Marsh via Melton services will be built-up to a 6VL consist from the previous locomotive plus six carriages.

Some regional services on multiple lines will arrive and depart Southern Cross station from different platforms.

Meanwhile, for the weekend of **1/2 July**, a circular has been issued for consist build-up to 6VL for selected Bendigo line services:

Saturday only: 15:26 Bendigo-SX.

Sunday only: 19:37 SX-Bendigo.

**LEN REGAN, V/LINE**

## Albury line

V/Line has pledged to review its booking reservation system after coming under attack for a lack of seating on board weekend Albury line services.

Transport Minister Ben Carroll said that currently "the total number of seats is 328 for a six-carriage train ... only 96 of these seats can be reserved online. When this allocation is exhausted, unreserved tickets are still available. The unreserved tickets do not have allocated seating. Unreserved tickets are necessary for the 'turn up and travel' service that V/Line offers."

The increased demand follows the state government's revised state-wide daily cap policy which significantly reduced the amount paid by passengers travelling across longer journeys across the state.

Long-serving Benambra Member of Parliament, Bill Tilley (Lib), called what is happening currently "an absurd situation". The electorate covers the Wodonga side of the state boundary.

The MP cited a situation on Saturday 3 June whereby a Melbourne-bound service arrived in Wangaratta but it was already full, with passengers either standing or sitting on the floor until Benalla where a coach service was available.

A V/Line spokesperson responded saying that a coach was available at Wangaratta, which filled up, and further coaches were assigned and provided at Benalla. At Benalla, the coaches were not full, with passengers choosing not to leave the train for those spare seats.

Since the introduction of the new cap, V/Line have had standby coaches available to cover increased demand, while the more popular Albury services have also been boosted to six carriages. The spokesperson said "All available standard gauge VLocity trains which run on the Albury line are rotated between delivering the current timetable and undergoing essential maintenance requirements, to help minimise the risk of unplanned faults.

Mr Tilley said "it's great to have the cheap fares but surely they must have anticipated the demand, particularly for peak services like the Saturday morning and Sunday lunchtime train."

The V/Line spokesperson confirmed that "The regional fare cap is proving to be extremely popular with Albury line passengers who are benefiting from significant savings. Given the popularity of Albury line services, we are exploring all options to support increased passenger numbers, including reviewing our bookings and reservations policies.

"We're also planning a trial allowing unreserved tickets to be pre-purchased online - helping us better understand passenger numbers and coaching requirements prior to departure". **THE BORDER MAIL**



## State Budget 23/24

May saw the McGowan state government deliver its Budget for financial year 2023/24.

Funding for the new financial year by the state government or its operating agencies is slated to include:

- \$2.7 billion for the **Metronet** program of main projects (listed as \$1.7b in the official Budget Overview) - including completion of new Bayswater station southern concourse, Yanchep Rail Line extension, and commencement of C-series trains entering revenue service. Projects in this year's funding include:
  - Morley-Ellenbrook Line - \$621m;
  - Victoria Park-Canning Level Crossing Removal - \$467m;
  - Byford Line extension - \$332.5m;
  - Yanchep Line extension - \$318.5m;
  - New C-series railcars - \$255.2m;
  - Thornlie-Cockburn Link - \$220.2m;
  - High Capacity Signalling project - \$186.5m (listed as \$195m in the budget overview);
  - New Midland station & car park - \$142.9m;
  - Bayswater station - \$82.8m;
  - Greenwood station car park - \$23m;
  - Forrestfield-Airport Link - \$21.5m;
  - Lakelands railway station - \$20.3m;
  - New stations and existing station upgrades - \$17.7m;
  - Canning Bridge Bus Interchange relocation - \$2m; and
  - The general Level Crossing Removal program - \$1m.
- \$250 million for **~130 electric bus vehicles and the procurement of enabling infrastructure**.
- \$52.8 million to finish the **Stirling Bus Interchange** upgrade.
- \$47.6 million for **Kwinana and Mitchell Freeway Barrier Upgrades** with the rail corridor.
- \$46.4 million for the **Agricultural Supply Chain Improvements** program to increase freight capacities.
- \$24.5 million for **SmartRider Asset Replacement and Technology Update** program enabling bank card payments.
- \$22.2 million for continuation of the **Regional Airfare Zone Cap**.

- \$15.8 million for the **CBD Transport Plan** project which culminated from the Perth City Deal.
- \$12 million for **grain freight upgrades**.
- \$10 million for the **Kenwick Intermodal Freight Terminal**.
- \$10 million for **Freight Rail upgrades**.
- \$8.7 million for the **Fremantle Container Rail Subsidy**.
- \$8.3 million for **Rail Infrastructure Resilience** program.
- \$6.1 million for **rail station lift and escalator upgrades**.
- \$3.5 million for **bus priority improvements**.
- \$3.5 million for **Public Air Route subsidies**.
- \$3.1 million to continue PTA's **Rail Tunnel Monitoring System** project.
- \$1.9 million for **Regional Airport Development Scheme**.
- \$900k to continue the **Inter-regional Flight Network Expansion**.

The above numbers are solely budgeted amounts for the financial year, and are not the total project amounts. The state government said that its transport infrastructure spend over the next four years would total \$13.6 billion.

The state government said in a release that the multi-year \$200 million *Agricultural Supply Chain Improvement* program includes rail and grain infrastructure capacity upgrades at Broomehill, and upgrades to 11 CBH grain bin sidings across the state. Transport Minister Rita Saffioti said that the upgrades would boost local capacity to meet unfulfilled export demand. **WA GOVERNMENT**



## Christchurch light rail

A mid-May blog article provides an overview of the Christchurch light rail [project, which appears to be ahead of progress in Auckland (*off the rails*) and Wellington (*on the ropes*). An excerpt is provided below, while the full article is available here: <https://www.greaterauckland.org.nz/2023/05/15/christchurch-to-finally-get-rapid-transit/>.

*The proposal is for an on-street corridor ultimately running between Belfast in the North and Hornby in the west. The full route is around 22km in length with 21 stations and would use either light rail or high-capacity articulated buses. On top of this there would be enhancements to direct bus services from Rangiora, Rolleston and Lincoln.*

The project is expected to cost \$2.95 billion for the bus version or \$4.05 billion for the light rail one. Both figures include significant contingency, covering around 43% of the total costs. Even for the light rail option that puts the cost at around \$180 million per km, still higher than we see in most places overseas but considerably lower than the \$290 million per km that was proposed for a surface solution in Auckland.

Light Rail does have slightly lower operational costs though at \$64 million per annum vs \$69 million for buses and in both these cases it would replace existing services which would save about \$20 million per year.

They have also worked out some likely staging

too, with phase one likely to be an 11km section from Papanui to Church Corner with later phases extending out to Belfast and Hornby. Having this kind of thinking about stage ability upfront is really useful and will help both with getting the project over the line and managing expectations.

One thing I did note is they say light rail isn't able to cross heavy rail tracks so would need bridges or underpasses. However, while not ideal, it is possible to have a light rail level crossing as Melbourne still has at least three of them.

A diagram excerpt from the non-technical business case is provided below. **GREATER AUCKLAND**

## Mass Rapid Transit - Shaping Greater Christchurch

### The proposed route

The preferred MRT route within Christchurch travels along Main North Road and Papanui Road to the north, and Riccarton and Main South Road to the west. The route uses Tuam, Manchester, Kilmore and Victoria Streets within the central city.



**Every 5 minutes**  
in the morning and evening peak hours  
**Every 10 minutes**  
the rest of the day



**5.7 million**  
trips per year



**2500 Light Rail**  
**2200 Bus Metro**  
passenger capacity during peak hour



**21 stations**  
within Christchurch

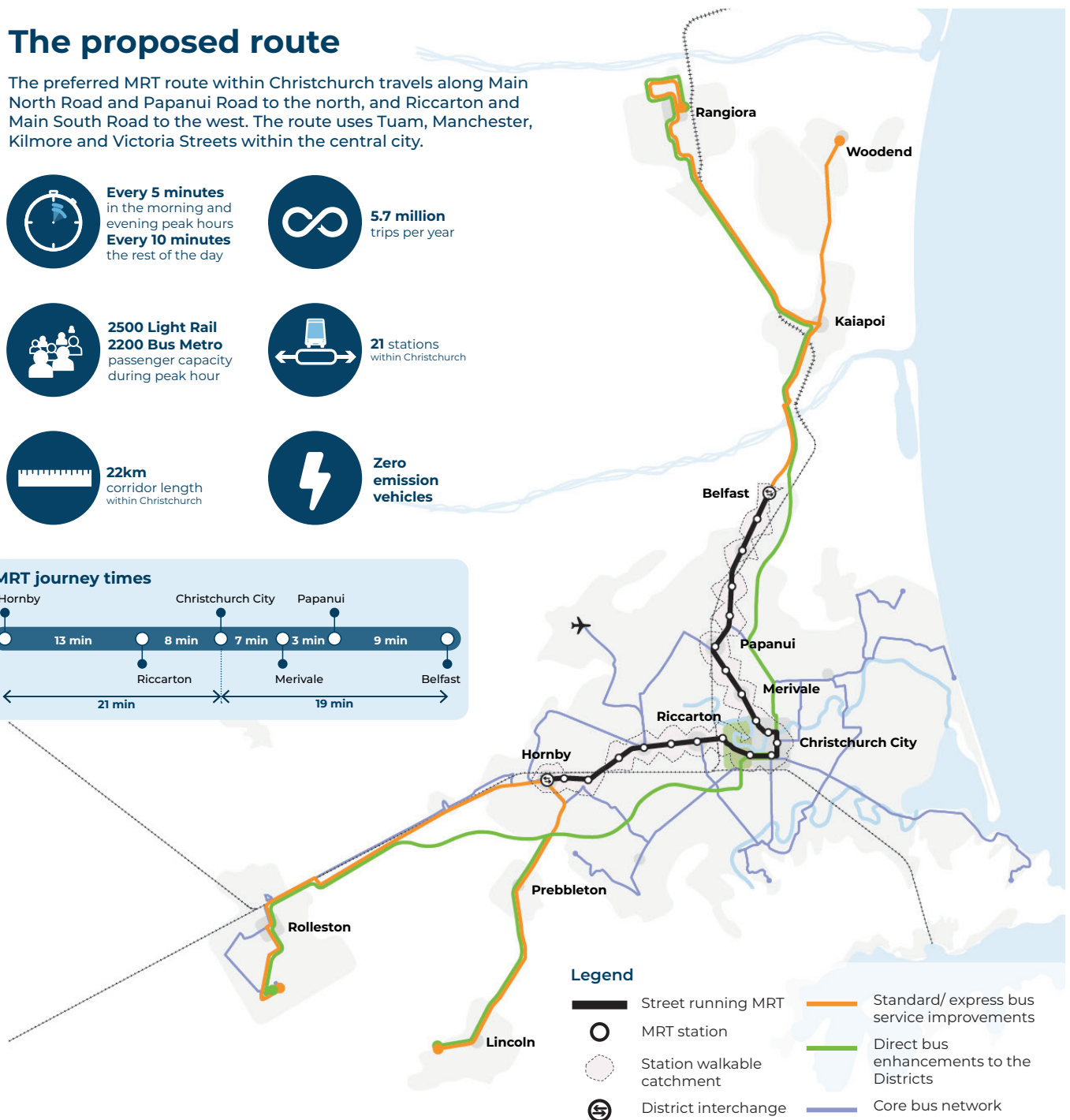
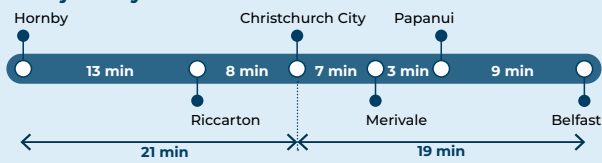


**22km**  
corridor length within Christchurch



**Zero emission vehicles**

#### MRT journey times



## Fare discount scheme partially extended

The national government announced that as part of its 2023/24 Budget, from July, the half-fare discount would become permanent for people under 25, while children under 13 would be able to travel for free. For everyone else, the half-price subsidy expires at the end of June. **NEWSHUB**

## INTERNATIONAL

### UK: First class axe swings again

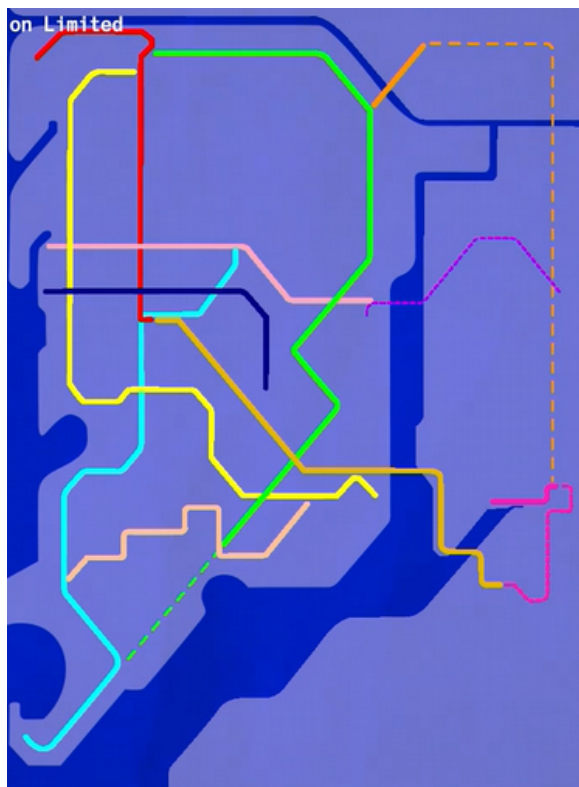
With the task of removing excess costs out of their post-pandemic businesses ongoing, **Southeastern** has become the latest operator to remove its First Class service offering.

*The Daily Mail* reports that the move follows the same already done by Greater Anglia, West Midlands, East Midlands, and the Stansted Express.

Ahead of its implementation, rail chiefs said that the move, which became effective from 10 December last year, would see greater availability of train seats for regular commuters.

Operators still with First Class options include Thameslink and TransPennine. In the meantime, the national government says that there will be no overall policy of removing First Class travel, instead continuing to leave it up to local operators to manage their budgets.

Source supplied by PAUL BROWN, source THE DAILY MAIL



Mumbai Metro approximate line map (MMRC/Bloomberg)

## India: Mumbai transport uplift

*Bloomberg* reports that Mumbai is in the process of constructing 14 metro rail lines across its city by 2030.

As well as reducing congestion on roads, the Mumbai Metro Rail Corporation (MMRC) says that the lines will also open up spaces across the city for redevelopment.

On top of the original line 1/(Dark) Blue (opened 2014), currently operating are lines 2A/Yellow and 7/Red (opened 2022), with most others either under construction or approved. All lines are to be colour-coded.

The line 2B/Yellow (south of the Dark Blue line on the adjacent line map, and a significant extension of 2A) is due to open next year. Also due next year will be line 3/Aqua, which the MMRC says will receive 85 per cent of its patronage base from existing congested local roads.

These will be followed by lines 6/Pink, 4/Green and 5/Orange (which *IRJ* says appears to be shortened), 9/Red and 7A/Yellow (which extends 7 through to CSM International Airport). **BLOOMBERG, INT'L RAIL JOURNAL**

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## ENDS

## BUS & COACH NEWS

### QUEENSLAND



### 362 gains route extension

Route **362** has an extension of its route into Ashgrove, effective from Monday 10 July. The route will run further along Waterworks Road to begin and end at Royal Parade to improve access to local schools and shops. Translink also says that there will be improved links to rail services at Keperra. The update also includes other general trip time changes. **TRANSLINK**

### Gold Coast: Timetable improvements

Translink advises that timetable improvements became effective on Kinetic's southern Gold Coast region from Monday 19 June. The agency



says that 500 trips have been added across seven routes each week, improving service frequencies and operating hours (all trip totals are courtesy of Translink).

The adjustment by route follow:

- **760 (Tweed Heads-Robina):** Timing adjustments to improve reliability.  
End-to-end trips are up to nine minutes longer. Minimal to no changes on weekends.
- **763:** An extra 51 weekday trips including earlier and later services.
- **764:** An extra weekday afternoon trip and various other trip time adjustments.
- **765:** Journey time adjustments to account for M1 upgrade works causing delays.
- **766:** An extra 50 weekday trips including earlier and later services.
- **767:** An extra eight trips per day and trip time adjustments to improve reliability.
- **768:** An extra 18 trips per day and trip time adjustments to improve reliability.

An overview of selected route extended operating hours is provided below.

Route	Notes	Weekdays		Weekends/PHs	
		Prev Hours	New Hours	Prev Hours	New Hours
763	ex Lakewoods	07:48-15:58	06:28-19:58	09:58-15:58	06:58-18:58
766	ex Currumbin Ws	07:27-16:27	06:24-19:54	08:27-15:27	07:24-18:24
767	ex The Pines S/C	07:41-16:52	06:41-19:53	08:52-15:52	07:53-18:53
768	ex The Pines S/C	08:25-16:35	06:25-18:35	09:35-15:35	08:35-18:35

Meanwhile, from the same date, routes 705, 727 and TX7 also have adjustments as follows.

- **705 (Broadbeach-Sea World/Main Beach):** Reduction in peak-hour services from every 10 to every 15 minutes due to insufficient patronage. This brings the peak and intrapeak frequencies to the same level.
- **727 (Coomera-Helensvale via theme parks) and TX7 (Coomera-Helensvale):** Increase in journey times to ensure reliability, while maintaining a minimum five minutes connection time to trains and other buses. Trip times are up to seven minutes different, according to Translink's announcement. *TRANSLINK*

## 552 and 554 adjustments

Effective from Monday 26 June, the routes of **552** and **554** have been adjusted due to the Croydon Road Precinct revitalisation project. According to Translink, on 552, trips experience time changes of up to 10 minutes, while on 554, trips experience time changes of up to six minutes. *TRANSLINK*

## Sunshine Coast operator acquired

Thompson Bus Services acquired Sunshine Coast operator Coolum Coaches in February. The purchase included 11 buses, nine school bus contracts and a depot. The sale marked the end of a long involvement in the bus business by Glynn Ross.

*Australian Bus & Coach Magazine* recently interviewed him about his life-long relationship with the industry from the family business to being a workaholic: <https://www.busnews.com.au/industry-news/2305/the-sale-of-coolum-coaches-celebrates-industry-stalwart>.

Some lines from the article are provided below.

*On the old days:*

For the Ross family, there were no rich buses like a Bedford – it was all about the Leylands and enjoying the battle of running small family-owned bus companies.

*His father's advice on having a back-up plan:*

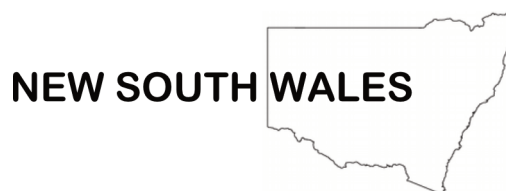
"When I finished school, my father wanted me to get a different career and I listened to him."

*On acquiring North Stradbroke Island Buses:*

When it came to buying the business, previous owner Bryson Swan kept delaying the sale until Ross forced him to come with him to Queensland's transport department to change the ownership into his name. "As we were about to enter, Bryson Swan stopped and sat in the gutter and wouldn't move any further," Ross says. "I had to push him into it, it was like selling his family."

*After buying Coolum Coaches in 1999:*

"The year we bought Coolum Coaches there was incredible flooding. There was seven foot of water running out of Coolum." *AUST'N BUS & COACH*



## Hunter Valley: Timetable changes

Some changes have been made to CDC NSW route services in the Hunter Valley, effective from Sunday 25 June.

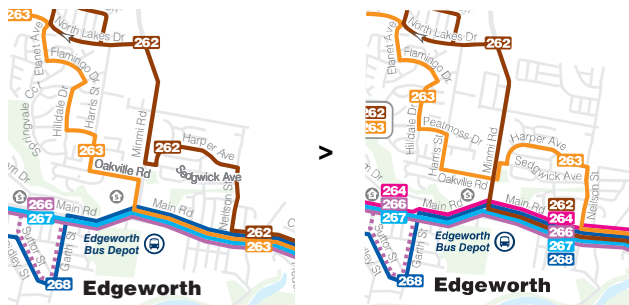
Two new routes have been introduced:

- **259 (Minmi-Glendale via Wallsend):** Services operate daily with links to trains at Cardiff.

- **264** (Minmi-Adamstown via Edgeworth): Services operate daily with links to trains at Cardiff.

Meanwhile, existing routes have been adjusted as follows:

- **136**: Additional trips daily. The route runs further into Fern Bay by running anti-clockwise along Seaside Boulevard. Improved connections with Stockton ferry.
- **140**: Additional trips daily and later weekend services.
- **141**: Minor extension of the northern end of the loop to Kuranga Avenue.
- **189**: Temporary route change towards Thornton railway station due to roadworks.
- **262** and **263**: Both route paths have been swapped in Edgeworth between Minmi Road and Neilson Street. TfNSW says this move will reduce delays from traffic at intersections.



Previous and new Edgeworth routing for routes 262 and 263.

According to TfNSW, 506 extra weekly services are provided with this update. Interestingly, the TfNSW announcement has also included the number of extra trips per day, which is provided below. **CDC NSW, TRANSPORT FOR NSW**

Route	Day	Number of new trips
<b>136</b>	Per weekday	3
	Saturdays	22
	Sundays	4
<b>140</b>	Per weekday	16
	Saturdays	21
	Sundays	14
<b>259</b>	Per weekday	28
	Saturdays	23
	Sundays	12
<b>264</b>	Per weekday	28
	Saturdays	23
	Sundays	12

## South Coast bus route renumbering

In 2019, bus routes serving Kiama and the Shoalhaven region were renumbered 101 to 139 from 701 to 735. However, Ulladulla Buslines routes remain numbered 740 and 741.

Previously unreported, bus routes south of Ulladulla have been renumbered 857 to 892 from 757 to 792. This leaves 700-series bus route numbers available for Newcastle Transport school services without conflict except for 740 and 741.

Details are as follows: -

### Priors Bus Service

- **857** Batemans Bay-Long Beach (previously 757)
- **860** Batemans Bay-Moruya (prev. 760)
- **861** Batemans Bay-Sunshine Bay (prev. 761)

### Symons Bus and Coach Service

- **866** Narooma to Dalmeny via Kianga (previously 764/5)

### Bega Valley Coaches

- **874** Bega-Bermagui (previously 774/5)

### Sapphire Coast Buslines

- **885** Bega-Tathra (previously 785)
- **886** Merimbula-Tathra (previously 786)
- **890** Bega-Eden via Wolumla & Merimbula (previously 790)
- **891** Bega-Eden via Tura Beach & Merimbula (previously 791)
- **892** Merimbula-Pambula Beach (prev. 792)

Other 800-series routes are operated inland by Berrima Buslines (800 & 810 series), PBC Goulburn (820 series), CDC Canberra (830 and 840 series), and Cooma Coaches (870).

Report by **HILAIRE FRASER**

## NSW TrainLink coach trials update

Transport for NSW announced on 21 June that two of its coach trials will become permanent (**Broken Hill-Adelaide** and **Broken Hill-Mildura**). As reported in February's *Table Talk* (page 9), both trials were due to finish on 30 June.

TfNSW reports in its announcement that these services have received "positive customer feedback and high patronage".

The Broken Hill to Adelaide service operates on Mondays and Fridays with the return journey on the following day, while the Broken Hill to Mildura service operates on Wednesdays and Fridays with a same-day return journey. **TRANSPORT FOR NSW**

## AUSTRALIAN CAPITAL TERRITORY



### Belconnen Interchange movements

Since Saturday 27 May, some bus services have been leaving from different bus stands at Belconnen Interchange due to kerb rectification works. As the works are being done bit by bit, there are multiple configurations for bus departures over time. No end date has been provided in the announcement.

Meanwhile, on last month's reported new pay deal for drivers, *The Canberra Times* reports that the deal included the blocking of a move to initiate on the driver's rosters some weekend part-time lines where all of the ordinary hours would be on the weekend - possibly 10-hour Saturday and Sunday shifts and the rest of the week rostered off under a new "weekend worker" classification. This would be expected to decrease penalty rate payments for existing drivers from reduced weekend work. A union representative said that there had been "vigorous discussion" over this particular proposal.

The union representative also claimed that the government has been planning to increase bus services in School Term Four later this year, with extra weekend services to be added in 2024 and that there are now no issues in covering the existing weekend timetable. **TRANSPORT CANBERRA, THE CANBERRA TIMES**

## VICTORIA



### Casey adjustments

Routes 863 and 895 timetables are adjusted commencing from Sunday 26 June.

PTV advises that route **863** will extend south along Hallam and Evans Roads to Cranbourne West Shopping Centre, with links maintained to train services at Hallam railway station.

PTV advises that route **895** has its route altered in Narre Warren to run through Victor Crescent, short-working trips instead now run the entire route, and links to trains at Narre Warren railway station are maintained. **PUBLIC TRANSPORT VICTORIA**

### Melbourne: Route contracts

The state government and PTV commenced new route bus contracts in mid-2018 for periods of seven or ten years (pending achievement of performance targets).

The maximum seven-year contracts are with CDC Victoria, Dysons, Northern Transit (Kastoria/Broadmeadows), Dineen Group (McKenzie's/Martyrs/Panorama), Tullamarine (now CDC), Ryan Brothers Bus Service, Moonee Valley Coaches and Moreland Buslines, while the maximum 10-year contracts are with Ventura Bus Lines, Sunbury Bus Service/Donric, Sita Buslines (now Transit Systems) and Cranbourne Transit. At the time, the state government lauded a focus on real-time information with the contracts.

The state government also has a separate Metropolitan Bus Franchise contract with Kinetic.

The state government recently announced it shortly intends to commence the process of recontracting 30 per cent of the bus network. It also said that a key focus of the new contracts would be optimising the transition to zero carbon emitting buses. Contracts will be open to the market to submit bids. **VICTORIAN GOVERNMENT**

### State Budget 23/24

In late May, the state government handed down its Budget for the 2023/24 financial year. Bus funding commitments include \$23.8 million for the *Delivering Victoria's Bus Plan* program which includes a new Eynesbury-Melton railway station route, route 433 extension in Maddingley, continued route 888, 889 (both Casey), 152 and 182 (both Wyndham) service delivery, and planning for a new cross-Mornington Peninsula bus service. There is also \$8.9 million for other various metropolitan bus service improvements and reform, with a further \$1.8 million for statewide improvements. **VICTORIAN GOVERNMENT**

## TASMANIA



### Tasmanian news

ATA member Albert Isaacs advises that following the apparent cessation of the ARHS' Tasmanian Rail News magazine, developments within this sphere can be followed through Railpage - <https://railpage.com.au/news/t/tas>, although he notes that news can be infrequent. **ALBERT ISAACS**

## SOUTH AUSTRALIA



### Port Adelaide adjustments

Effective from Monday 24 July, route **230** (Port Adelaide Interchange-King William Street, City via Addison Road) will operate to instead operate via Torrens, Days & Regency Rds, while **232/232R** (Port Adelaide I'change-King William St, City via Newcastle St) is also being adjusted to instead operate via Torrens & Harrison Rds, Pym St, Oldsmobile Tce, Stacey St, Pedder Crescent and Regency Rd.

Adelaide Metro advises that the adjustment requires the installation of new bus stops in particular areas, which is due to occur across June and July. **ADELAIDE METRO**

### Service reductions

As of early June, Adelaide Metro advises that there are no more service reductions caused by driver shortages.

However, online scuttlebutt indicates that the 1 May timetable update indeed included service withdrawals on many routes, while multiple routes also have trip timing changes in an effort to improve reliability. It is not known if trips will return in due course or whether the agency has used the opportunity to quietly reduce services with lower post-COVID patronage.

Meanwhile, Adelaide route buses are progressively having 'tap and go' ticketing technology installed to enable fare payment using bank cards. The technology is already available on the O-Bahn and tram services, with suburban trains to be added soon. As a result, paper MetroTickets will cease to be accepted on buses from 1 July. **ADELAIDE METRO**



Assistance with the machine is available from the local office staff. The printout comes out of the open hole in the front of the terminal.

The same program is available on the Citura website, so people can also create their personalised timetable from home: <https://citura.externe.mobireport.fr/custom>. The timetable provides departure times of services from the nominated line or nominated stop(s).

The way the program works is the user selects one of the three tabs to create their timetable by:

- Line/route;
- Station; or
- Customisation (user can select from one to five stops on the same document).

The user then follows the remaining prompts to create the document.

The customisation option allows for producing a document for a particular line/route for selected days (options are Sunday, Saturday or weekdays) and either all-day or a particular time period (options of two-hourly blocks between 06:00 and 20:00, or either 20:00-00:00 or 00:00-06:00).

An example is provided next page. (Note the program changes the order of the selected stops for an unknown reason, making it more difficult to read the order of times for a particular service.)

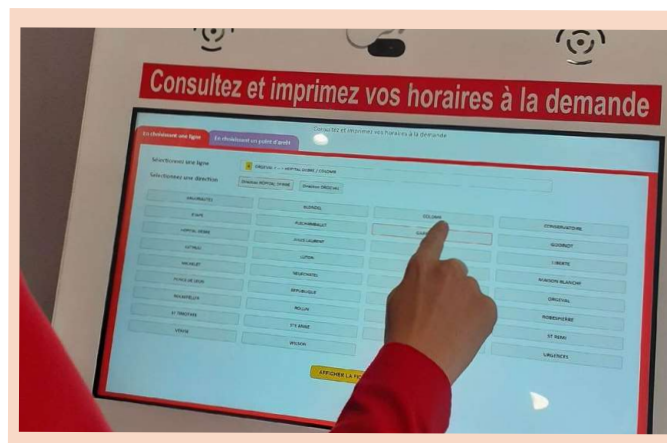
The operator has also produced a visual tutorial on using the terminal, which is available at <https://www.youtube.com/watch?v=DQ86R1CFkFo&t=9s>. **TRANSDEV, CITURA**

## INTERNATIONAL

### France: Reims ceases paper production

The issuing of paper timetables for Transdev's Citura bus and light rail routes in the French city of Reims ceased sometime in 2021, according to Transdev.

The operator says that, at the time, it installed a digital terminal located within a network ticket office which passengers can use to print their own personalised timetable.



Votre sélection Toutes les tranches horaires

Du lundi au vendredi															
Léon Blum	-	-	06:30	-	-	-	07:04	-	-	07:26	-	-	07:48	-	
Médiathèque Croix Rouge	06:01	06:15	-	06:45	06:52	06:59	-	07:13	07:21	-	07:32	07:37	07:43	-	07:53
Neufchâtel	05:30	05:41	05:58	06:11	06:20	06:27	06:32	06:42	06:50	06:54	07:00	07:05	07:11	07:16	07:21
Opéra-Cathédrale	05:46	06:00	06:14	06:30	06:37	06:44	06:49	06:58	07:06	07:10	07:17	07:21	07:27	07:32	07:38
Saint-Thomas	05:38	05:50	06:07	06:20	06:29	06:36	06:41	06:50	06:59	07:03	07:09	07:14	07:20	07:25	07:30

Du lundi au vendredi															
Léon Blum	-	-	08:10	-	-	-	08:32	-	-	-	08:54	-	-	-	09:16
Médiathèque Croix Rouge	07:59	08:05	-	08:16	08:21	08:27	-	08:38	08:43	08:49	-	09:00	09:05	09:10	-
Neufchâtel	07:27	07:33	07:38	07:44	07:49	07:55	08:00	08:06	08:11	08:17	08:22	08:28	08:33	08:38	08:44
Opéra-Cathédrale	07:44	07:49	07:55	08:00	08:06	08:11	08:17	08:22	08:28	08:33	08:39	08:44	08:50	08:55	09:01
Saint-Thomas	07:36	07:42	07:47	07:53	07:58	08:04	08:09	08:15	08:20	08:26	08:31	08:37	08:42	08:47	08:53

Du lundi au vendredi															
Léon Blum	-	-	-	09:38	-	-	-	10:00	-	-	-	10:22	-	-	-
Médiathèque Croix Rouge	09:22	09:27	09:33	-	09:44	09:49	09:54	-	10:06	10:11	10:16	-	10:28	10:33	10:38
Neufchâtel	08:50	08:55	09:01	09:06	09:12	09:17	09:22	09:28	09:34	09:39	09:44	09:50	09:56	10:01	10:06
Opéra-Cathédrale	09:06	09:12	09:17	09:23	09:28	09:34	09:39	09:45	09:50	09:56	10:01	10:07	10:12	10:18	10:23
Saint-Thomas	08:59	09:04	09:10	09:15	09:21	09:26	09:31	09:37	09:43	09:48	09:53	09:59	10:05	10:10	10:15



A customised Reims (France) weekday timetable printout for the Tram route ex Neufchâtel showing five selected stops. The timetable includes a line map of the stops on the right-hand side).

## ENDS

## FERRY & SHIP NEWS

### NEW SOUTH WALES



### Manly Fast Ferry: Timetable update

A revised timetable comes into effect for Manly Fast Ferry effective from Saturday 1 July.

The revision contains the introduction of 17 additional weekday peak services to provide for a 10-minute frequency between Circular Quay and Manly in the morning and afternoon peaks.

Services will continue to operate every 20 minutes between the peaks. One extra later service has also been added on weekends ex Manly 21:10. Some pre-existing weekday trips also have timing changes.

Further, a ticketing update to integrate the service into the regular Opal network is still being worked on, with implementation expected to occur by the end of the year. **MANLY FAST FERRY**

### Double Bay temporary closure

From Tuesday 13 June, for around six months, Double Bay wharf is closed for an upgrade. The temporary **F7** timetable shows that scheduled Double Bay direct ferries will instead use Darling Point, while other trips instead finish/start short at Darling Point to/from Circular Quay. Transport for NSW advises that users can instead use various local buses (including 323, 324, 324X, 325, 326, 327 and 328) and T4 Eastern Suburbs line trains. **TRANSPORT FOR NSW**

### Ettalong disruption

Since Monday 19 June, the Palm Beach ferry service has been suspended for Ettalong and Wagstaffe wharves due to shifting sand bars in the Ettalong Channel.

In the meantime, a fare-free shuttle bus

operates between Ettalong and Patonga wharves on weekday AM (05:30-09:30) and PM (14:30-18:30) peak periods and extending across the day on weekends to meet the ferry timetable at Patonga.

Transport for NSW says that a ferry shuttle will soon operate from Wagstaffe to Ettalong to meet said shuttle bus. As for a solution, TfNSW says that approval will be required for dredging works which are being sought. *TRANSPORT FOR NSW*

## Existing ferry services list

Here is an existing list of current ferry services in the state of New South Wales according to Transport for NSW:

### Transdev Sydney Ferries

Seven-day general commuter service with ten routes across Sydney Harbour and Parramatta River. Fares are paid using the Opal smartcard or credit/debit cards, with exception for the Blackwattle Bay shuttle which does not currently accept Opal.

### Captain Cook Cruises

*Weekday* commuter service with several routes including Sydney Harbour, Watsons Bay and Hunters Hill *operating 07:00-19:38*.

The base weekday Circular Quay (CCQ)-Hunters Hill (HHL) service includes half-hourly AM and PM peak trips, some with different intermediate stops. The last trips depart 19:00 (ex CCQ) and 19:30 (ex HHL).

The base weekday Watsons Bay-Circular Quay service also only operates in AM and PM peak periods.

Additionally, the operator provides weekday intrapeak *Hop On, Hop Off* Sydney Harbour service departing CCQ at 09:15, 11:00, 12:20 and 14:15 with selected stops such as Shark Island, Manly, and Watsons Bay. On weekends, trips also operate departing King Street Wharf and/or CCQ sporadically across the day. On all days, intermediate stops depend on the particular trip.

There is a special weekday timetable 15 May-23 June, possibly connected with Vivid whereby the 16:10 trip ex CCQ skips Taronga Zoo. An additional trip operates ex Taronga at 16:40, which is 20 minutes earlier than normal.

“OpalPay” is available on services (using a reloadable Opal card) for fares as charged by the operator, with a surcharge, and with no contribution to regular Opal card benefits. Also available for fare payment are credit/debit cards and payment using the Captain Cook Cruises mobile application. There are daily/weekly caps for OpalPay users, but these are substantially higher than regular Opal caps.

### Manly Fast Ferries

Daily ferry service between Circular Quay and Manly, with one-way trips taking 20 minutes.

The current timetable provides for weekday trips are every 15-20 mins 06:00-20:20 ex CCQ and 06:10-20:50 ex Manly. Weekend services are timetabled to operate every 20 mins 09:00-20:20 ex CCQ (add 30 mins for Manly).

Selected beverages and snacks are available on board at the ferry bar. OpalPay is available on Fast Ferry services. NRMA members get discounts on this as NRMA owns the operator. Fare payment can also be made with credit/debit cards or the My Fast Ferry smartcard.

### Cronulla Ferries

*Daily* ferry service between Cronulla and Bundeena in Sydney's south *operating 05:30-19:00*.

The base weekday timetable provides hourly service ex Cronulla 05:30 to 18:30, with a two-hour lunchtime gap on school days.

The weekend timetable provides for hourly trips departing Cronulla 08:30-17:30 (until 18:30 between September and May).

Trips from Bundeena depart 30 minutes later. Opal is not valid, although regular and concession tickets are available with payment by EFTPOS or credit card.

Cronulla Ferries also provides a 10:30-13:30 Scenic River Cruise on Fridays except for January and July school holidays.

### Clarence River Ferry

*Daily* ferry service between Iluka and Yamba *operating 08:45-16:45*.

The base timetable provides for four trips daily (two AM and two PM) per direction, while a fifth lunchtime trip per direction operates only on Mondays, Tuesdays, Thursdays and Saturdays.

A special contingent history cruise is scheduled on Wednesdays 11:00-15:00 ex Yamba along the Clarence River and stopping over at Iluka, with minimum total bookings of 10 people required for it to operate.

Regular and concession tickets are available while it appears that Opal is not valid.

### Palm Beach Ferries

*Daily* ferry services in Sydney's north *operating 07:45-20:10*.

The base daily timetable for the Palm Beach/Ettalong service provides for trips every 60-90 minutes 09:00-17:00 (winter weekends)/18:00 (all other days). Excluded from this is a 2-hour lunchtime gap. A round trip taking 50 minutes. An 07:30 trip ex Palm Beach operates Mondays to Saturdays while an earlier 06:30 trip operates

on normal weekdays. Occasionally, a diversion timetable operates with an intermediate stop at Patonga instead of Wagstaffe or Ettalong.

The base daily timetable for the Palm Beach/Mackeral service operates hourly ex Palm Beach 09:00-18:00 (20:00 on Fridays). Until 15:30 trips operate clockwise, then they operate anti-clockwise until end of service. A round trip takes 45 minutes.

The website says that EFTPOS and credit cards are accepted for fare payment. Owner Fantasea also has its own smartcard available for discounted travel, while it appears that Opal is not available for use.

### Church Point Ferry

Daily ferry service in Sydney's north operating 08:20-19:05.

The base weekday timetable provides for assorted services and stopping patterns across the day. There are several school day-only trips and one school holiday-only trip, with altered stops and changed order of stops. One afternoon trip is also designated as the 'Mail run'. Trips are every 30-50 mins peak and evenings, and hourly intrapeak. For passengers requesting pick-up at a request-only stop, a phone number for the Ferry Master is provided. For trips after 16:00, many stops are 'on request' only.

The base timetable provides for an hourly weekend service 08:30-18:30 ex Church Point. A round trip is scheduled for 40 minutes duration. The timetable indicates one ferry is used all day.

Fare payments by EFTPOS, cash and cheque are accepted, children under 5 travel free and pensioner/seniors residing on Scotland Island/Western Foreshores also get free travel. Since 2015, others may be able to use Gold Opal card in tandem with a private boarding pass, although detail on eligibility looks scant.

### Central Coast Ferries

Daily ferry service between Woy Woy and Empire Bay operating 06:30-19:20.

The base weekday timetable provides for 30-minute trips one-way. Trips depart Woy Woy sporadically across the day between 07:45 and 17:50. A school shortworking trip also operates weekdays 15:30 Woy Woy-Lintern Street and return.

Weekends have their own timetable with trips every 75-105 minutes departing Empire Bay 09:00-16:15 (add 30 mins for Woy Woy departures).

The operator advises that the "ferry may wait 5-10 minutes due to late trains on commuter runs, at the Ferry Master's discretion".

There is a notice on the website that the pre-07:00 and post-18:00 trips between Woy Woy and Central Wharf have been withdrawn (date of change not provided).

Opal is not accepted on Central Coast Ferries services. *TRANSPORT FOR NSW (italics denotes TfNSW info) and each of the various ferry operators.*

## VICTORIA



### State Budget 23/24

In late May, the state government handed down its Budget for the 2023/24 financial year. Key maritime funding includes \$5.8 million for rebuilds at Dromana Pier, St Leonards Pier and Warneet North and South Jetties and funds from the *Delivering Victoria's Bus Plan* to continue with the Westgate Punt ferry service between Fishermans Bend and Spotswood. **VICTORIAN GOVERNMENT**

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## ENDS

## AIR NEWS

### INTERNATIONAL



### Qantas: Australia-New York route

On Wednesday 14 June, Qantas resumed flying Sydney-New York - via Auckland, New Zealand. Operating three times a week, the route uses the airliner's Boeing 787 Dreamliner aircraft.

The route operated with a stop-over in Los Angeles prior to its pandemic suspension.

Outgoing chief executive Alan Joyce said there had been "very strong demand" for tickets to New York, with this demand previously covered by partner airlines out of Los Angeles and Dallas. He also said the use of Auckland for the stopover makes it easier for Australian passengers to connect from flights across the country.

Flights on the route are planned to increase to four per week from October. Qantas has previously committed to returning to its pre-pandemic international capacity by March 2024.

Meanwhile, the *Sydney Morning Herald* reports that a stoush is growing with flight attendants because of Qantas' use of New Zealand crew on the re-introduced route, which the union claims is because they have fewer rest entitlements. **AUSTRALIAN AVIATION, THE SYDNEY MORNING HERALD**

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## ENDS

# SOMETHING RANDOM

## *Sydney's T8 East Hills rail line with some fat in the timetable.*













*This train running counter-peak saved ten minutes in journey time between Airport stations and Macarthur. It helps having an uninhibited run!*

*Note the timetable for this train includes three minutes of dwell time at Glenfield for transfer with T2/T5 services and another two minutes dwell at Campbelltown.*

*This screenshot was taken post-trip at midday.*

*However, it still shows the impact that fat in the timetable can have in improving an operator's on-time running statistics.*

**Front Cover:** New route map for Newcastle bus routes 136, 137 and 138. It also shows nearby ferry, light rail and train stations. Item 'Hunter Valley: Timetable changes' on page 8 (courtesy Transport for NSW).

International Airport Station  Platform 2	09:51 10m late
Wolli Creek Station  Platform 2	09:53 9m late
Revesby Station  Platform 4	10:04 8m late
Panania Station  Platform 2	10:06 8m late
East Hills Station  Platform 3	10:08 7m late
Holsworthy Station  Platform 2	10:10 7m late
Glenfield Station  Platform 4	10:16 5m late
Macquarie Fields Station Platform 2	10:18 4m late
Ingleburn Station  Platform 2	10:20 4m late
Minto Station  Platform 2	10:24 3m late
Leumeah Station  Platform 2, dwells for 1 min	10:27 3m late
Campbelltown Station  Platform 3	10:30 1m late
Macarthur Station  Terminates: Platform 3, dwells for 11 min	10:32 On time

## About Table Talk

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