



AUSTRALIAN TIMETABLE ASSOCIATION

TABLE TALK

AUSTRALASIAN TIMETABLE NEWS

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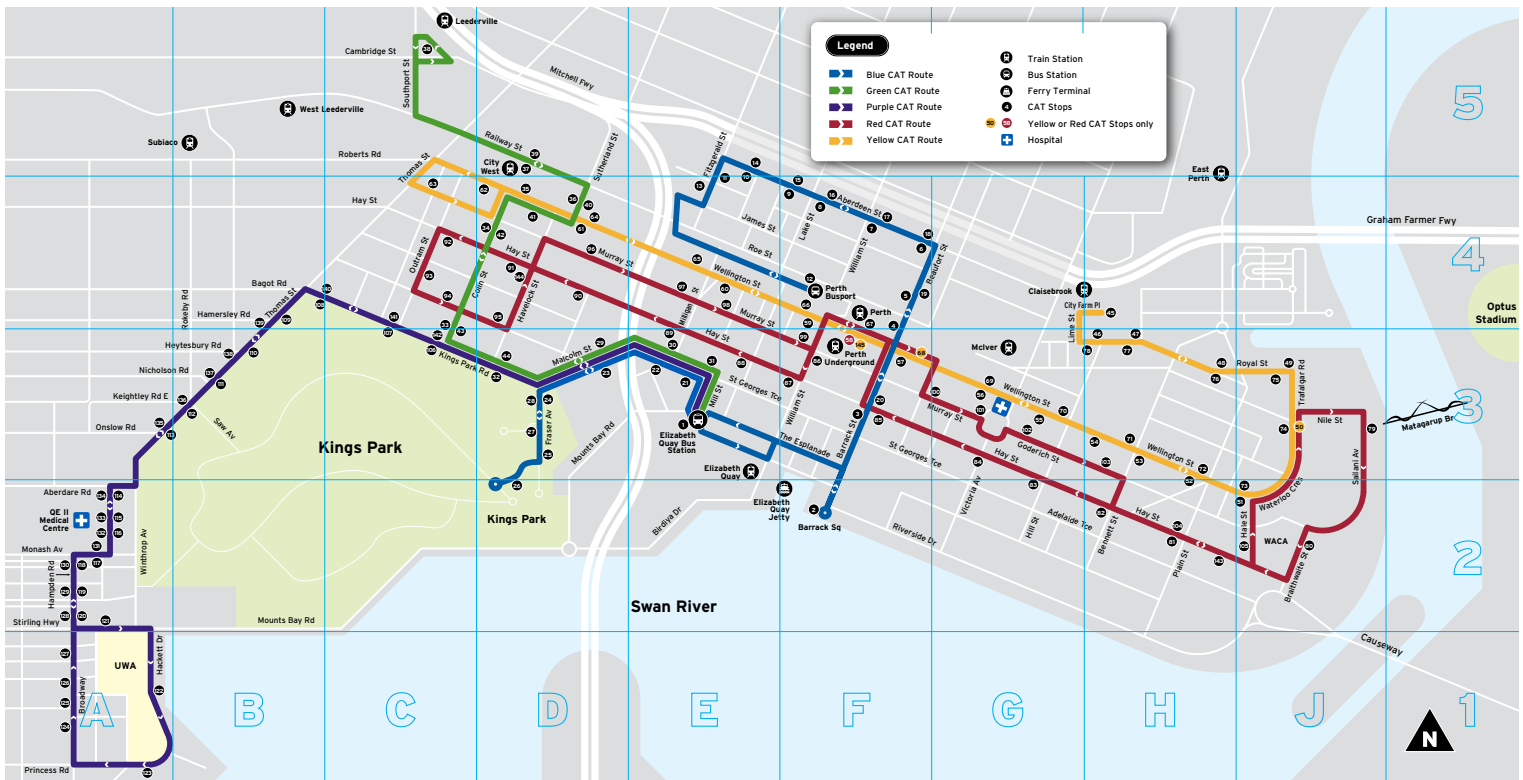
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Blue CAT Monday to Friday 15 minutes <small>Operates between 6:50am until 7:55pm. Additional Friday night trips operate until 12:10am.</small> Saturday, Sunday and Public Holidays* 15 minutes <small>Operates between 8:00am until 7:50pm. Additional Saturday night trips operate until 12:10am.</small>	Purple CAT Monday to Friday 10 minutes <small>Operates between 6:50am until 11:55pm.</small> Saturday 15 minutes <small>Operates between 6:50am until 9:40pm.</small> Sunday and Public Holidays 15 minutes <small>Operates between 7:20am until 9:40pm.</small>	Red CAT Monday to Friday 7 minutes <small>Operates between 5:30am until 9:40pm. Additional Friday night trips operate until 12:30am.</small> Saturday 10 minutes <small>Operates between 7:15am until 12:30am.</small> Sunday and Public Holidays* 10 minutes <small>Operates between 7:30am until 9:40pm.</small>
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Yellow CAT Monday to Friday 8 minutes <small>Operates between 5:40am until 7:50pm. Additional Friday night trips operate until 9:20pm.</small> Saturday 10 minutes <small>Operates between 7:00am until 9:20pm.</small> Sunday and Public Holidays* 10 minutes <small>Operates between 7:30am until 7:45pm.</small>	Green CAT Monday to Friday 10 minutes <small>Operates between 5:40am until 7:20pm.</small>
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- Not all bus stops will be serviced on some trips, especially early morning and late night trips.
- Service times and frequencies are subject to traffic and weather conditions.
- No Service on Good Friday, Anzac Day and Christmas Day.

Service times and frequencies are approximate
 For specific times, use the QR code on your CAT stop or plan your journey at transperth.wa.gov.au



RAIL & TRAM NEWS

NEW SOUTH WALES



Sydney: Temporary service reductions

In February, the below timetabled weekday trips have not operated:

- From 5-16 Feb: 07:29 Epping-Hornsby via Central
- Since 5 Feb: 17:22 Hornsby-Blacktown

Taylor Swift held four sold-out concerts at Accor Stadium (Stadium Australia) on consecutive nights from Friday 20 to Monday 23 February. With virtually no extra trains ordinarily available to provide extra direct trains between Central and Olympic Park on the Friday and the Monday (without impacting maintenance cycles), around 40 peak trips were withdrawn on both days to provide the required rollingstock.

Lines affected were City Circle, T2 Leppington, T4 Eastern Suburbs/Cronulla, T5 Cumberland, T9 Northern and South Coast line. Also included were many of the peak T8 Macarthur-City via Sydenham and T9 Central-Hornsby express services. Some surrounding T2, T4, T8 and T9 trips had extra stops added to alleviate extended service gaps including Panania and Burwood. Post-pandemic, across weekdays, Mondays and Fridays currently have the lowest patronage on the Sydney Trains network. A small handful of T1 Western and T5 Cumberland line services were either diverted or truncated. **SYDNEY TRAINS**

Sydney Trains: Disruption

The Sydney Trains network appears to be in a phase of increased disruption with increased instances of infrastructure faults or fatalities having a significant impact on service reliability so far this year.

On several afternoons and evenings, the incidents have led to degraded operation for the remainder of the day for some or all suburban/intercity lines.

Often a by-product of these events are the displacement of train crews which leads to extended waiting times at crew depot locations such as Hornsby, Blacktown and Central as train crews require relief. This can lead to a conga line of trains stuck behind said train which has a cascading effect on services (and delays those crews on board) for the remainder of the day. Some more extreme examples of extended wait times are provided below left from a day in early February. **TRANSPORT FOR NSW**

Inner West light rail: Extra services

Transport for NSW (TfNSW) announced on Monday 29 January that from Monday 29 January, more services would be added during high demand periods on the L1 line to run between Central and Dulwich Hill.

The time periods with improved service frequency were reported as:

- 06:00-07:00 - every 10 minutes.
- 07:00-10:00 - every 6 mins.
- 15:00-19:00 - every 6 mins.
- 19:00-21:00 Fridays only - every 10 mins.

The online PDF timetable has been updated effective from the same date.

TfNSW also advised in its announcement that “no light rail service [sic] run between Central Grand Concourse and Dulwich Hill from 11pm (or midnight on Fridays) to 6am; use Trip Planner for alternative transport options”. We can probably concur the overnight Central-The Star casino shuttle trams, which have not operated since the early days of the pandemic, will not be making a return permanently. **TRANSPORT FOR NSW**

Parramatta Light Rail

Testing is ongoing along the Parramatta Light Rail line, while work is also ongoing to complete works on overhead wiring, signalling and electricity substations.

Whilst initial testing was focused on the Carlingford-Camellia section where the line has exclusive right-of-way, testing will expand to the remainder of line from March, which includes long shared road/rail sections.

The line is due to open mid-year. **PARRAMATTA LIGHT RAIL**

Map T2 to Homebush	
Wolli Creek Station	19:14 Platform 1, dwells for 1 min 30m late
International Airport Station	19:30 Platform 1, dwells for 15 min 44m late
Domestic Airport Station	20:04 Platform 1, dwells for 32 min 76m late
Mascot Station	20:10 Platform 1, dwells for 5 min 80m late
Green Square Station	20:28 Platform 1, dwells for 15 min 94m late
Central Station	20:32 Arrives: Platform 21 94m late
Central Station	20:44 Departs: Platform 21, dwells for 13 min 105m late
Museum Station	20:47 Platform 1 105m late
St James Station	20:49 Platform 1 105m late
Circular Quay Station	20:52 Platform 1, dwells for 1 min 105m late
Wynyard Station	22:13 Platform 5, dwells for 78 min 183m late
Town Hall Station	22:35 Platform 1, dwells for 20 min 203m late
Central Station	22:57 Platform 19 220m late
Redfern Station	22:42 Platform 6 Cancelled

Map T2 to City Circle via Town Hall	
Space available	
Strathfield Station	20:27 Platform 7, dwells for 17 min 49m late
Lift at Strathfield Station not available between platforms 7/8 and the concourse - The lift between...	
Burwood Station	20:49 Platform 5, dwells for 20 min 68m late
Croydon Station	21:03 Platform 4, dwells for 11 min 80m late
Ashfield Station	21:50 Platform 3, dwells for 46 min 125m late
Summer Hill Station	21:53 Platform 2 125m late
Lewisham Station	22:09 Platform 1, dwells for 15 min 140m late
Petersham Station	22:11 Platform 1 140m late
Stanmore Station	23:01 Platform 2, dwells for 49 min 188m late
Newtown Station	23:08 Platform 1, dwells for 3 min 193m late
Macdonaldtown Station	23:38 Platform 1, dwells for 29 min 221m late
Redfern Station	23:59 Platform 5, dwells for 19 min 240m late
Central Station	00:05 Terminates: Platform 20 243m late



Metro Trains: Rail replacement Jan/Feb

Steven Haby provides this report on the planned disruption and rail replacement services on the Metro Trains Melbourne network in January and February:

Burnley group

Commencing from 20:30 Tuesday 30 January (first day of school) until the last service on Sunday 4 February, buses replaced all trains between Blackburn, Belgrave and Lilydale due to Level crossing upgrade (LXRA) project works and other track maintenance with some exceptions. Trains were also replaced between Flinders Street and Darling on the Glen Waverley line from 20:30 Friday 2 Feb until last service Sunday 4 Feb.

A mix of express, limited express and all stations services operated throughout the day and as expected heavy traffic caused buses to be delayed.

On the weekend of 3/4 February, buses replaced trains Parliament to Burnley and Parliament to Belgrave, however Lilydale trains ran as normal between Parliament and Lilydale. Therefore Belgrave line passengers could either, from the city, take an express bus from Parliament to Ringwood then onwards to Belgrave or catch a Lilydale train from Burnley and change to a connecting bus at Ringwood. As can be seen on the map below extracted from the works brochure there is no reference to Lilydale services running from Burnley. In fact there was considerable confusion during the week, even with Metro staff, to the point where the brochure was no longer being distributed to passengers.

Commencing Monday 5 February until mid-March, buses replaced trains between Ringwood and Bayswater to take into account LXRA works at Bedford Road. Again, the diagram shown below from the brochure does not indicate that trains operate between Bayswater and Belgrave. Another example of an extremely poorly planned and executed communications strategy.

Meanwhile, Croydon station closed on Monday 30 January due to the removal of the level crossing and relocation of the station resulting in a shuttle bus operating between Ringwood East and Mooroolbark until Spring 2024.

Bus operators noted providing replacement services included Driver Bus Lines, EV Tours & Charter, HG Corporate Buses, Lively Bus, Nuline Charter & Bayside Coaches, Melbourne Premier Buslines, Pan Tour and Quince's. No doubt there would have been others.

Caulfield group

The weekend of 3/4 February saw Pakenham and Cranbourne line trains only running from Caulfield with city bound passengers required to change at Caulfield for connecting services from the Frankston line. Additional services were provided between Cheltenham and Flinders Street providing essentially a 4 to 10-minute service frequency during the day albeit unbalanced, e.g. departures ex Cheltenham at 10:02,

10:06, 10:16, 10:22, 10:26, 10:36 and so on.

Traralgon and Bairnsdale **V/Line** services terminated at Pakenham with coaches onwards to Southern Cross.

The simplification of the junction at Caulfield with the removal of crossovers between the Frankston and Cranbourne and Pakenham lines means that there is no more through running from either sets of lines when there are works between Caulfield and Flinders Street.

Clifton Hill group

Buses replaced trains between Heidelberg and Eltham from Friday 2 February commencing at 20:00 until last service on Sunday 4 February due to works. **Report by STEVEN HABY**

Metro Trains: Rail replacement Feb

During February, there were planned replacement buses or service changes on all Melbourne suburban rail lines except the Alamein and Sandringham lines.

All other lines saw replacement buses or service changes affect services for some or all of the month. Belgrave line was heavily impacted for the entire month with buses operating between Ringwood and Bayswater from February 5 through to mid-March.

After a six-week hiatus, when Pakenham and Cranbourne line passengers may have wishfully thought the years of weekend disruptions had finished, two successive weekends saw service changes or replacement buses. For the weekend of 10/11 February, Metro Tunnel works saw buses replace trains between Caulfield and Westall. The Metro Tunnel runs from South Yarra to South Kensington.

Full details of the myriad of replacement buses and service changes can be found on the planned work page of the Metro Trains Melbourne website. **Report by ROSS MORRISON**

V/Line: Industrial impacts

V/Line have been issuing temporary replacement coach timetables due to protected industrial action by V/Line staff over pay and condition negotiations for a new enterprise agreement.

On Wednesday 13 December, a four-hour strike was conducted with staff walking off the job between 03:00 and 07:00. V/Line reported to passengers that "delays and cancellations will continue across the day" while replacement coaches were organised to operate from 05:30 onward on each line. Later that day, delays occurred along the Bendigo line due to impacts from lightning strikes to infrastructure at Castlemaine and Woodend.

Further strikes of the same time and duration occurred on Thursday 25 January as well as Monday 12, Friday 16, Monday 19 and Friday 23 February, with "a very limited coach replacement" provided across the network between first service and 08:00 on each day, according to V/Line.

The Albury line coach replacement one-page timetable issued for Monday 12 February reads: "Due to industrial

action, a limited number of coaches will replace morning trains for the entire journey between Albury and Southern Cross. Coaches will not stop at Craigieburn, Broadmeadows and North Melbourne. Significant delays are expected so please allow extra time for your journey. Trains will start returning from 8am but delays and cancellations will continue. Please check vline.com.au before you travel.”. **V/LINE, ABC NEWS**

V/Line: Extreme heat timetables

V/Line has a list of ‘extreme heat timetables’ on their website - <https://www.vline.com.au/Timetables/heat> - with each line having its own document. The Seymour, Bendigo and Ballarat lines also have separate ‘partial extreme heat’ timetables.

V/Line explains: During the summer months, parts of V/Line’s network can be subject to extremely hot temperatures and we take extra precautions to make sure our train services run safely. Trains that usually travel at up to 160km/h need to slow down to 90km/h or less because steel tracks expand in the heat. On these days, affected lines will run to an Extreme Heat Timetable. This means journey times may be extended by a few minutes, and some services will be replaced by air-conditioned coaches for all or part of the journey.

V/Line classes temperatures at or above 36 degrees Celsius as ‘extreme heat’. When any of the timetables are enacted, V/Line places a notice on its website. One such notice available on the top of the home page on the afternoon of 12 February about the next day read: Extreme Heat Timetable for Tuesday 13 February - *We are expecting to run to a partial Extreme Heat timetable on the Bendigo, Swan Hill and Echuca lines and a full Extreme Heat timetable on the Seymour and Shepparton lines tomorrow.*

The extreme heat timetables on the website are dated effective 8 December 2023. Excerpts from the Shepparton line are provided on pages 2 and 3.

It is important to note that many (not all?) coach connections do not appear to be adjusted to account for later train arrival times, however the fine print states “Coach Connections will wait for late Train services”. The timetables also add “Services will not operate while a catastrophic fire danger declaration is in place for any fire district that the service travels through”. **V/LINE**

Additional special services

Additional rail and tram services operated for concert-goers attending American popstar Taylor Swift’s sold out concerts at the Melbourne Cricket Ground for Friday 16 to Sunday 18 February, as Steven Haby reports:

Metro Trains ran additional services on all lines Friday, Saturday and Sunday evening from around 23:00 to 00:00 to cater for expected significant patronage with attendance at the three Taylor Swift tours at the MCG.

The additional services will provide a 10-minute frequency either from Flinders Street for northern and western lines (i.e. Craigieburn, Sunbury, Upfield and Werribee lines); Richmond for Belgrave/Lilydale, Glen Waverley, Sandringham and Cranbourne/Pakenham lines and Jolimont for the Mernda/Hurstbridge lines. The exceptions were the Alamein and Williamstown lines which continued their normal frequency.

Yarra Trams extended the Free Tram Zone to the MCG precinct. Parking was extremely limited in the area over the three days and the state government urged anyone attending the concerts to catch PT. **Report by STEVEN HABY**

Yarra Trams: St Kilda Festival

On Sunday 18 February, Yarra Trams routes 1, 3, 5, 6, 12, 16, 30, 35, 64, 67, 72 and 96 had temporary service alterations all day due to the St Kilda Festival. City Circle trams (**30** and **35**) did not operate.

All day, route **1** was split into two sections, with no service between Stop 113 Lytton Street and Stop 14 Arts Precinct, while route **6** was also split, with no trams between Stop 113 Lytton Street and Stop 7 RMIT.

Route **3** operated East Malvern-Stop 32 Havelock St (near Luna Park), **5** Malvern-Stop 8 Melbourne Central station, **16** Kew-Stop 32 Havelock St (near Luna Park), **64** East Brighton-Stop 14 Arts Precinct, and **72** Camberwell-Stop 8 Melbourne Central station.

Route **12** operated Stop 122 Southern Cross station-St Kilda, with passengers advised to consider route 109 trams to connect to Victoria Parade and Collins Street.

From 03:00 until end of service, route **96** operated East Brunswick-Stop 132 St Kilda station, and from 07:00 until end of service, route **67** operated Carnegie-Stop 8 Melbourne Central station.

Additional routes also operated between St Kilda and the city - routes **12a** Southern Cross station-St Kilda/Fitzroy St and **96a** Parliament station-St Kilda station ran from 08:00 to last tram; while route **16a** Flinders Street station-St Kilda Junction ran from 06:30 to last tram. **ROSS MORRISON, YARRA TRAMS**

Yarra Trams: Planned disruption

Due to a major overhaul of the Melbourne University interchange and crossover works at Queensberry Street, the following alterations occurred on Swanston Street routes from 21:00 Friday 2 February until last tram on 22 February:

Swanston Street

- No Route 1 and 6 trams between Stop 113 Lytton Street and Stop 14 Arts Precinct (Route 1) or Stop 7 RMIT University (Route 6).
- Route **3** and **64** trams run between suburbs and Stop 14 Arts Precinct.
- Route **5**, **16** and **72** trams run between suburbs and Stop 8 Melbourne Central Station.
- Route **67** trams run between Carnegie and Stop 7 Flagstaff Station diverting via William St from Stop 20 Anzac Station.

Additional Route 1 and Route 6 service changes

From 21:00 until last tram from Friday 2 Feb to Thursday 22 Feb, no Route **1** and **6** trams ran between Stop 120 Brunswick Road and Stop 14 Arts Precinct (Route 1) and Stop 7 RMIT University (Route 6). Buses replaced Route 1 and 6 trams between Stop 120 Brunswick Rd and a temporary stop at Russell /La Trobe Sts.

Replacement buses serviced either temporary bus stops or existing PTV bus stops where possible. **Report by STEVEN HABY, source YARRA TRAMS**

NEW ZEALAND



Auckland: Disruption

Auckland has experienced disruption to services recently as a result of weather and infrastructure issues.

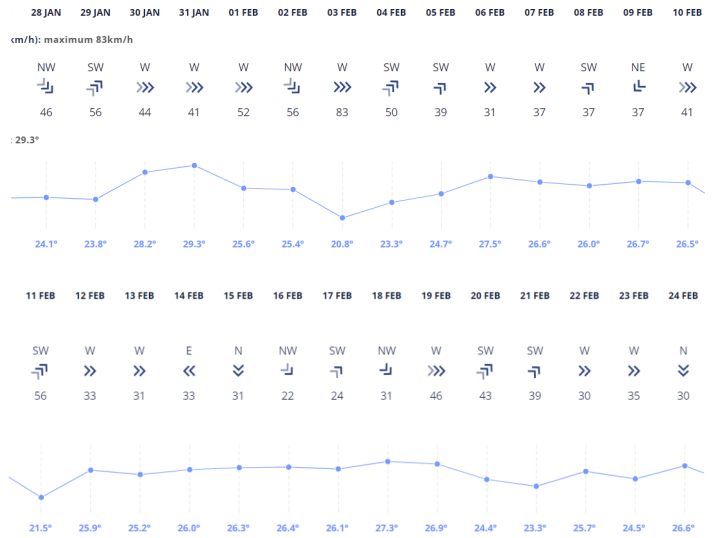
Nearly 200 services were cancelled between Monday 12 and Wednesday 14 February, many a result of ongoing heat-related issues which had been plaguing the city's rail network for a number of weeks.

Mayor Wayne Brown called Monday's disruption "badly handled" then summoned the heads of public transport agency Auckland Transport, rail maintainer KiwiRail and operator Auckland One Rail (a UGL Rail/CDC joint-venture) to a meeting on the Wednesday to discuss these issues, with a spokesperson also saying that the Mayor wanted to more clearly define the boundaries of responsibility between the parties. Mr Brown later said "The hot rails was just the last straw on the camel's back. There's been quite a few things that aren't right."

Mr Brown wrote "The communication between all three of your agencies has been muddled, often blamed each other, and been described to me as an 'omnishambles'. I could use other language to describe it. I'm asking you three to meet with me to explain how these disruptions keep happening and what is being done to both fix it and quickly restore public confidence."

Cause of cancellations:	Mon 12 Feb	Wed 14 Feb
Temp. speed restrictions	30	24
Heat speed restrictions	24	
Train managers and/or crew unavailable	15	9
Train passenger alarm at Newmarket causing immobilised train	11	-
Points failure	-	45

KiwiRail implemented heat speed restrictions across parts of the network to maintain safe operations, while KiwiRail said it was immediately conducting additional maintenance work to fix around 4 kilometres of track impacted by the heat issues as a result of the rails recording temperatures in excess of 40 degrees celsius. A check of MetService temperature data shows Pukekohe's temperatures hovering in the mid to late 20s (charts top right). Auckland Airport temperatures show some peaks in the late 20s but more days at several degrees lower than Pukekohe.



Manurewa-Papakura ward councillor Daniel Newman, whose area is served by the Southern line [Pukekohe is on the line] where the heat delays are happening, said his constituents are "thoroughly pissed off with any disruptions to services whether it be trains, buses, or road closures. Auckland is becoming a harder place to live, a harder place to travel. I'm not sure whether this is a money question, or a management question, or an accountability of management question. I'm sure money will always be an issue, but quite frankly it doesn't seem to matter how much money is allocated, I question whether we're getting value for money."

On Tuesday 13 Feb, KiwiRail executive David Gordon told Radio New Zealand that the heat restrictions were all in an area where it has not had an opportunity to do works - "We can't control the temperature of the sun, what we can control is the quality of the track as much as possible and clearly in this one we've let the side down."

Another issue affecting operations has been the installation of a new signalling system in January for the expanded Britomart station by City Rail Link teams which has caused delays since 22 January by adding one to two minutes each way for trains entering and exiting the station, according to Auckland Transport director of public transport Stacey van der Putten.

On the train manager/crew cancellations, Auckland One Rail said it expected those to be resolved by 11 March.

On Thursday 22 Feb, the network ground to a halt for around 30 minutes in the morning due to a signalling system issue, with flow-on delays for much of the day. To free up trains and crews for other lines, Onehunga line services were subsequently suspended until afternoon peak. **STUFF ONLINE (2) (3), METSERVICE**

Wellington: Interactive projects map

Metlink has released an interactive map and information about completed, ongoing and upcoming public transport projects across Wellington at metlink.org.nz/intime.

INTERNATIONAL

UK: London off-peak fares on Fridays

London Mayor Sadiq Khan has unveiled plans to trial the charging of off-peak all day on Fridays over 12 weeks on the London rail network, with talks ongoing between Transport for London (TfL) and the rail operators.

Whilst the Mayor has identified March as the month for the trial to start, it appears this may be a touch ambitious as talks with the rail operators continue through February. Also of note is the date of London's next mayoral election - 2 May.

TfL collects fares via the Oyster smartcard, contactless bank and travel cards, with an agreed sum apportioned to the train operators for the journeys passengers make on their services, meaning that there needs to be mutual agreement to ensure the operators can continue to cover their operational costs.

TfL says that London patronage in the middle of the week is at 78 per cent of pre-pandemic levels, while on Fridays, the number is at 60 per cent. The move follows Sydney's move last October to commence offering all-day off-peak fares and the weekend fare cap on Fridays.

Meanwhile, over in Scotland, ScotRail scrapped the charging of peak fares back on 2 October last year as they conduct a nearly nine-month trial. Their super "off-peak" fares were also scrapped as part of the trial allowing a small claw-back in lost revenue. At trial start, ScotRail said its patronage was averaging around 70 per cent of pre-pandemic levels.

The trial sees peak-time travel between Edinburgh and Glasgow drop from £28.90 to £14.90 - comparing Anytime Day Return fares from before the trial.

ScotRail says on its expectations, "We anticipate the trial will encourage more people to use ScotRail services, with cheaper fares early in the day attracting more people to consider travelling by rail. We have every available carriage out on the network, with seven or eight carriage services operating during traditional peak hours on the Edinburgh-Glasgow via Falkirk High route, and additional carriages between Airdrie and Balloch, and on the Argyle Line. We do not have any more diesel trains to increase capacity on the routes where they operate, for example between Glasgow/Edinburgh and Aberdeen/Dundee/Inverness. **BBC NEWS (2)**

Sweden: MTR replaced

A Go-Ahead Group/ComfortDelGro Corporation joint-venture, Connecting Stockholm, has been awarded the new 11-year contract to operate and maintain Stockholm's Tunnelbana metro network and fleet which contains seven routes and 100 stations.

The new tender winner replaces MTR from 2 May 2025. MTR had been operating the network since 2009.
INTERNATIONAL RAIL JOURNAL

ENDS

NATIONAL



Greyhound

Timetables are available in PDF format from the Greyhound Australia website at <https://www.greyhound.com.au/travel-information/printable-timetables> with each direction having its own PDF timetable.

The current timetables (at 5 February) are as follows:

- Adelaide-Alice Springs effective 1 October 2023 to 6 April 2024
- Adelaide-Alice Springs effective 7 April 2024
- Alice Springs-Darwin effective 28 October 2023
- Brisbane-Cairns effective 1 January 2024
- Brisbane-Cairns effective 15-28 April 2024
- Brisbane-Cairns effective 29 April 2024
- Brisbane-Charleville effective 28 October 2023
- Brisbane-Miles effective 22 January 2022
- Brisbane-Mt Isa effective 11 December 2023
- Brisbane-Sydney effective 8 January-3 March 2024
- Brisbane-Sydney effective 4 March-6 April 2024
- Brisbane-Sydney effective 7 April-28 April 2024
- Brisbane-Sydney effective 29 April 2024
- Brisbane-Toowoomba effective 14 November 2023
- Broome-Darwin effective 26 October 2023
- Sydney-Melbourne effective 21 August 2023
- Tennant Creek-Townsville effective 10 June 2022
- Longreach-Rockhampton effective 11 Dec 2023
- Miles-Rockhampton effective 26 October 2023
- Mt Isa-Townsville effective 26 October 2023

Report by STEVEN HABY

QUEENSLAND



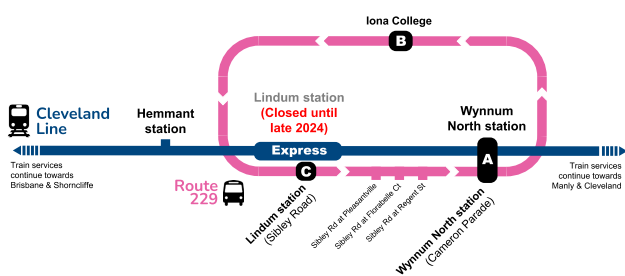
Brisbane: Various changes and reductions

Staff availability continues to impact some parts of the Brisbane network, with recent impacts in the **Redlands**

region for the week of 12-16 February. Routes impacted with cancellations were **243** (1 trip daily), **250** (1 daily, 1 Tue-Fri), **251** (1 Wed-Fri), **252** (1 Wed-Fri), **253** (2 Thu & Fri, another 2 on Fri), **263** (1 Fri), **265** (1 daily), **267** (1 daily, a 2nd on Fri), **275** (1 daily, 1 Thu & Fri), **276** (1 daily), **277** (1 Thu & Fri), **279** (1 daily) and **281** (1 Tue-Fri).

For the week of 19-23 Feb, the following cancellations were planned: **243** (1 trip Thu & Fri), **250** (2 Thu & Fri, another 3 on Fri), **251** (1 Tue & Thu), **252** (1 Tue & Thu), **253** (2 Thu & Fri, another 2 on Fri), **263** (1 Fri), **265** (1 Mon, Tue, Thu & Fri), **267** (1 Mon, Tue, Thu & Fri, a 2nd on Fri), **272** (2 Fri), **275** (1 daily, 1 Thu & Fri), **276** (1 Mon, Tue, Thu & Fri), **277** (1 Thu & Fri), **279** (1 daily) and **281** (1 Thu & Fri).

Meanwhile, effective from Thursday 8 February, temporary route **229** (Wynnum North-Lindum station) loop service has changed the direction of service by now running in an anti-clockwise direction (see below), which Translink says has been done to improve service reliability. A new PDF timetable has been issued.



Routes 223 and 224 also operate close to Lindum station and may provide additional travel options. Please visit [translink.com.au](https://www.translink.com.au) or call 13 12 30 for further information.

Diagrammatic Map – Not to Scale

Notably for local school students, some additional school services in the afternoon continue to operate in the clockwise direction until further notice, with morning school services having changed direction from the same date.

Since Monday 22 January, Routes **700** and **777** have had various trip time adjustments. Selected route 700 trips now depart stops a few minutes earlier or later than the previous timetable with a bus running every 10 minutes between 06:00 and 19:00. Route 777 trips depart stops up to 11 minutes earlier or later than the previous timetable.

Since Monday 5 February, the route **605** and **615** timetable has had trip time adjustments, including minor extended trip times which Translink says will improve connections with trains at Landsborough.

From Monday 12 February for a period of eight weeks, some buses depart from different bus stands at Indooroopilly bus station due to improvement works.
TRANSLINK

Port Douglas-Cairns

A new public bus service commenced operating in the state's north, between Port Douglas and Cairns, on Monday 29 January. The trial weekday service, operated by FNQ Bus Lines, is an unsubsidised service for the public that previously operated as a school run.

The shared public/school limited stops service departs FNQ's bus depot at 06:30, serves a number of other local stops, arrives James Cook University (JCU) Smithfield 07:45 then serves a number of local schools

before ending at Cairns Central 08:30.

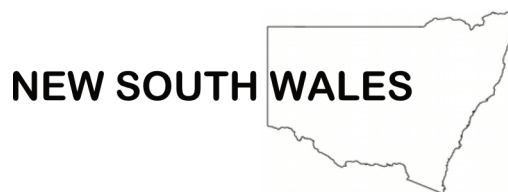
The return trip departs Cairns Central at 14:30 to arrive back in Port Douglas around 16:30 and ends at the bus depot at 16:56. The operator recommends that bookings be made ahead of time to "avoid disappointment".

This 2024 timetable is available at <https://www.fnqbuslines.com.au/jcu-and-cairns-services> (dated 1 December 2023) for this service as well as the company's Wonga Beach-JCU service which also does a return trip each weekday and has also been converted into a shared public/school service. The website includes a link to the Translink website to search for services running from JCU into Cairns.

In early February, the company's operations manager, Mark Johnson said that initial signs of patronage had been "encouraging" - "Uptake from locals is slow, but it's happening", but confirmed that the service would not operate during school holidays and public holidays as it is not viable without the school students. Mr Johnson warned that growth would need to continue to ensure continuation of the public service - "At the moment it pays for itself to get to Smithfield, but that leg from Smithfield to Cairns including TAFE, isn't. So yes, we'll run it [for now], we're not losing money [overall], we're just not making as much."

The company says it will continue the trial for the remainder of the year.

Local news outlet Newsport writes that around 70 students were facing the need for satellite classes due to significant road repair works along the Captain Cook Highway, but the operator confirms the bus services can operate with delays of up to 20 minutes. Mr Johnson said "But we can still get them there before the bell rings usually". The additional travel time has been included in the 2024 timetable. **FNQ BUS LINES, DOUGLAS SHIRE NEWSPORT (2)**



Blue Mountains adjustments

Transport for NSW (TfNSW) announced on 30 January that some Blue Mountains Transit public and school bus routes have adjusted timetables and routes effective from Tuesday 30 January.

TfNSW said the changes would deliver improvements in efficiency and passenger comfort whilst large volumes of school students are moved onto NSW TrainLink Intercity as well as dedicated school bus services.

Route **690K**'s 14:15 trip ex Carrington Hotel in Katoomba now departs 10 mins earlier with adjusted running times.

Route **691**'s 07:30 trip ex Westfield Penrith now terminates at Blaxland railway station and no longer services two local schools.

Some **692W**, **685**, **685H** trips have adjusted routes and running times.

The morning trip has been removed from school routes S8110, S8114, S8219, and S8234. The afternoon trip has been removed from routes S8604, S8611, and S8643.

New morning trips/routes created are S8130, S8249, S8652, and S8653, while new afternoon trips/routes created are S8544, S8650, S8651, S8654, and S8738.

Other assorted adjustments impact school bus routes S8126, S8204, S8220, S8520, S8529, and S8613.
TRANSPORT FOR NSW

Kinetic expands into Murwillumbah

Kinetic has acquired three more bus operators, this time in northern New South Wales.

The acquisition of Parsons Bus Service, Singh's Bus Service, and their joint-venture operation, Murwillumbah Bus Company adds 33 vehicles and 39 employees to Kinetic, which already operates services around the Tweed Coast.

Kinetic's south east Queensland executive general manager, Martin Hall, said "With Kinetic having extensive operations across the Gold Coast and Tweed, we are excited to bring regional synergies and the support of our broader business to these great services in Murwillumbah." *PAUL BROWN, ABC MAGAZINE*

CDC's North Coast rebrand

CDC's operation on the Far North Coast of the state operated through subsidiaries Blanch's Bus Company and Brunswick Valley Coaches have now been rebranded under the CDC NSW banner (the official take up date was Monday 29 January), with timetables for those services now revised to reflect the rebrand and are dated January 2024. *CDC NSW*

Bourke: Flexible bus trial update

Updating our previous article (June 2023, p. 9), the Wilba flexible bus trial in Bourke has now been extended following the confirmation of further state government funding.

In announcing a two-year extension, the state government said that usage expectations had been exceeded since the trial commenced last February.

On 31 July, a mishap occurred with phone lines going down for part of the day, with the 'on demand' bus resorting to running a standard loop service around "regular stops" until phone connectivity returned.

A second misadventure occurred when the sole 12-seater bus was stolen during a break-in at the depot and later found torched in the outskirts of the town. By the following week, the service had arranged a hire vehicle to recommence with a reduced service until a permanent arrangement was later sorted.

Since 1 February 2024, the service's operating hours have been adjusted to now cease two hours earlier on Mondays and Wednesdays (at 17:30) while the Saturday service has been withdrawn. *NSW GOVERNMENT, WILBA, THE WESTERN HERALD*



Saturday timetable enhancement

The territory government announced in early February that it had reached agreement with employee representatives for a new Transport Canberra enterprise agreement, which it says will allow for extra buses to run on routes on Saturdays from April.

The territory's transport minister, Chris Steel, said that the additional trips on Saturday afternoons will cater for increased demand being seen across the city.

The agreement provides for an additional 15 per cent penalty rate for permanent drivers that work over six weekend shifts in a year. The penalty is applied from the seventh such shift onwards.

A new allowance will also be paid for maintenance staff in recognition of the skills acquired to successfully integrate and maintain new electric vehicles being progressively delivered into the bus fleet.

Out of the 67 per cent of staff that voted on whether to accept the agreement, 95 per cent voted in favour. *THE CANBERRA TIMES*

CDC: Timetable adjustments

Some adjustments took affect across CDC Canberra's school bus network effective from start of term one of the new school year - Monday 29 January.

School routes S116, S223 plus morning trips on S250 and S269 have been withdrawn, while S195 and S197 have been introduced. Time and/or route path changes impact routes S100, S117, S127, S128, S129, S130, S131, S139, S145, S147, S155, S173, S208, S211, S212, S213, S217, S222, S252, S253, S254, S255, S259, S260, S263, S264, S267, S268, S270-73, S275, and S277.

Meanwhile, minor adjustments also came into effect on regular routes **832**, **835** and **838** from Tuesday 30 January, while some buses depart from different stands at Queanbeyan Bus Interchange from the same date. *CDC CANBERRA*

Canberra: 16-18 Feb free public transport

Transport Canberra made buses and trams fare-free for the period 16:30 Friday 16 to end of service Sunday 18 February for the National Multicultural Festival. MyWay cards were still required to be tapped on and off for validation. Trams operated to an enhanced timetable from 18:30 on the Friday until 17:30 on the Sunday.

A low-floor and free shuttle bus was introduced for this years' festival, operating to a 20-minute frequency on the Friday (17:00-23:00), Saturday (10:00-23:00) and Sunday (10:00-17:00). The route was an anti-clockwise loop to the north-east of city centre serving six stops (City Interchange platform 3, corner London Circuit/Constitution Avenue, Binara Street near Crowne Plaza

Hotel, corner Coranderrk St/Constitution Ave, Ainslie Place at Canberra Centre, and corner George/Bunda Sts). **TRANSPORT CANBERRA**

VICTORIA



Ventura effects sale

Despite earlier resistance to chatter about selling the business, such a sale of Ventura is now going through, with the company to be purchased by a Singaporean asset manager Keppel Infrastructure Trust (KIT) under a near \$AU600 million deal. The deal includes the Cornwall family retaining a 1.4 per cent stake in the business, while Andrew Cornwall will be retained as the Chief Executive Officer, with the transaction to go through by June.

KIT representative Kevin Neo said “Ventura takes the pole position in Victoria for commuter bus services and has an excellent service and reliability record. Providing an essential service, Ventura is a good match for KIT’s portfolio as it generates stable, recurring and predictable cash flows. As the market leader, Ventura is well-placed to support the evolving public transportation needs of the fast-growing population of Melbourne, with a strong commitment to sustainability. We look forward to working closely with Andrew and the management team, who have built a successful bus service business. As the new owner, KIT will further the successes of the Ventura team as the business enters its next phase of growth, supporting the Victorian Government’s drive for zero-emission bus services.”

Mr Cornwall said “This is an exciting new direction for our family business that has been providing bus services for 100 years to Victorian commuters. We are happy to join KIT, which shares our customer-centric and service-first values. Our new journey with KIT will provide our executives, staff and stakeholders with confidence in aspiring to a new level of sustainability, in our growing community. I am delighted to continue my leadership role with the support of our new investors.”

Keppel remarks that Ventura generates over 80 per cent of its revenue from long-term government bus route contracts which it calls “inflation-protected”, while Ventura operates around 530 out of circa 1,200 Melbourne bus routes with a fleet of 900 buses and 12 depots. Keppel also says it now manages assets worth \$AU9.8 billion. **RICHARD TALBOT, KEPPEL INFRASTRUCTURE TRUST**

Moonee Valley Coaches

Effective from close of business on Thursday 29 February, long established northern Melbourne bus company Moonee Valley Coaches (MVC) relinquished their route operations to the Dyson Group. MVC operated commuter routes **503** (Essendon - East Brunswick tram terminus) and **506** (Moonee Ponds - Westgarth).

Interestingly, both routes do not operate Sundays and have not done so for decades. In fact the routes themselves have remained static with very little

modifications. Further route details can be found on the Bus & Coach Society's website at <https://bcsv.org.au/vm/melbourne-private-bus-routes-until-1990-500-599/>.

This move now leaves Ryan's Bros Bus Service and Sunbury Bus Service as the last of the original family-run companies in the Moonee Ponds and Essendon areas of Melbourne. MVC says it will continue with its school and charter operations. **Report by STEVEN HABY**

V/Line: Albury coach changes

V/Line coach services between Wangaratta, Albury and Seymour have adjustments from Saturday 24 February, with a new Albury line timetable issued to show these changes.

On **weekdays**, the 05:21 Albury-Seymour departs 10 minutes earlier and makes extra stops at Wangaratta and Benalla, while the 11:09 Seymour-Albury also makes additional stops at Benalla and Wangaratta.

On **weekends**, an extra return coach operates Albury-Seymour, and two extra return coaches operate Albury-Wangaratta. **V/LINE**

BusBiz

This operator runs the Swan Hill town service (see below the timetable which was offered in the January 2024 Distribution List) and a number of regional routes across northern Victoria. Interestingly, BusBiz publish their own timetables rather than using the PTV formatted timetables and are available at <https://www.busbiz.net.au/regional-bus-services>.

Outside Swan Hill, routes include (and all are dated 1 January 2022):

- Sea Lake-Swan Hill via Ultima (Thursdays only)
- Tooleybuc-Swan Hill via Piangil (two return trips Mondays to Saturdays with an additional return working on Tuesdays and Thursdays)
- St Arnaud-Stawell via Marnoo (Fridays only)
- St Arnaud-Stawell via Ararat (Tuesdays only)
- Wycheproof-Swan Hill via Lalbert (Thursday only)
- Woomelang-Bendigo via Wycheproof (operates the first Saturday of the month only)
- Ultima-Swan Hill via Lake Boga (Fridays only)
- Donald-Horsham via Minyip (Wed and Thu only)

Report by STEVEN HABY

Hampton Bus Interchange

Public Transport Victoria advises that a new bus interchange at Hampton opened on Sunday 4 February, with minor flow-on effect to routes 708 and 828. No timetable changes have been reported. **PTV**

WESTERN AUSTRALIA



Perth: Various adjustments

From Sunday 14 January to Thursday 25 April, additional Sunday/public holiday trips operate on route **990** which Transperth says is in response to increasing patronage. The extra trips depart Scarborough Beach for Perth Busport at 19:02, 19:27, 19:58 and 20:29. Transperth said the changes did not appear on mobile travel applications or the website Journey Planner until Monday 29 January.

From Monday 12 February, route **490** has had an extra school day AM trip added. The trip commences from Butler railway station at 07:33 and will service both Two Rocks Primary School and Atlantis Beach Baptist College. Transperth says the trip is “untimetabled”, but will remain in place until the opening of the Yanchep Rail Extension later in the year.

From Monday 19 February, **School Special 731** has timing and route changes to improve the servicing of the area around Lexington Avenue in Canning Vale. The change includes five additional bus stops on the route and adds five minutes to end-to-end travel times in both the morning and afternoon.

Effective from Sunday 3 March, route **37** extends its route from Albany Hwy near Baillie Ave to Curtin University Bus Station via Oats Road.

From the same date, **Purple CAT** has additional trips added on weekday peaks to improve service frequency, while there are minor timing adjustments to Saturday services. Additional trips are also added on Saturday evenings, with the last trips in either direction now departing around 23:00.

From Tuesday 5 March, route **233** has minor trip time changes on weekday mornings to accommodate St John Bosco College students.

On top, Transperth announced that from Monday 5 February until the end of the school year, all primary and secondary school students with a valid student SmartRider now travel for free on all Transperth services on weekdays. **TRANSPERTH**

Yanchep bus changes

The state government has released draft plans for the bus network for when the \$1 billion Yanchep Rail Extension opens later this year. The introduction of new routes and adjustments to existing routes will be set to improve network coverage for Tamala Park, Jindalee, Alkimos, Eglinton & Yanchep, and extend to cover Two Rocks.

Overall, suburbs from Clarkson to Two Rocks are set to be affected by the changes, which may change after a round of community consultation recently closed. A

number of the planned changes however will be deferred until development of the local road network around the fringes.

New route **479** is set to run between Clarkson railway station and Mindarie Marina with services running every 20 minutes in peak, half-hourly off-peak and hourly on weekends. *Source supplied by HILAIRE FRASER, source WA GOVERNMENT, PERTH NOW*

Integrity Coach Lines

The operator’s current timetable is dated 1 March 2023 on their website (www.integritycoachlines.com.au/timetable) but when printed the date is shown as 1 March 2020.

Two routes are operated - coastal to Broome and inland via Mt Magnet and Meekatharra to Port Hedland only. Coastal services northbound operate Sundays, Tuesdays and Thursdays commencing at Midland station at 18:00 before running into Perth and then northwards. The Sunday service terminates at Port Hedland at 03:35 whereas the Tuesday and Thursday services ex Perth arrive Broome at 06:15 on Thursdays and Saturdays. This service would be one of the longest in Australia.

The inland route operates weekly with the northbound departure on Tuesday at 22:30 arriving Port Hedland Wednesdays at 08:30. *Report by STEVEN HABY*

NEW ZEALAND



Hawke’s Bay update

Hawke’s Bay bus services have resumed operating to the full timetable from Monday 29 January.

A reduced timetable has been in operation on selected routes variously since November 2022, while all Sunday trips were temporarily withdrawn from 28 August last year (*Table Talk*, September 2023, p. 12) due to driver shortages. Operator GoBay said that the return to the full timetable brings back the remaining 341 trips per week onto the network.

The move means that route **10** (Napier-Hastings) commuter express resumed, route **12** (Napier-Hastings via EIT) is back to running a bus every 20 minutes during peak periods, and Sunday services have returned for routes **12**, **20** (Hastings-Flaxmere) and **21** (Hastings-Havelock North).

GoBay announced the good news on 23 January, with the website having the new timetables from the night of 28 January while physical timetable copies would be available on board its buses from 29 January. **GOBAY**



Hamilton adjustments

Effective from Monday 5 February, the Hamilton bus network is running to a boosted timetable, with an extra 102 trips per week and new timetables issued for routes.

The adjustments provide for service frequency improvements. During peak periods, most routes now operate every 30-40 minutes including routes **5** and **12**. Hourly trips have returned on weekends and public holidays such as for routes **14** and **17**.

The Meteor and Comet services also have adjusted trip times to improve connections with the Te Huia train at Rotokauri.

Councillor and Deputy Chair of the Future Proof Public Transport Subcommittee Angela Strange says frequency has improved patronage consistently over the last few years - "We keep seeing improvements to our numbers with the likes of the *Comet* and *Meteor* so we are confident that these changes will affect these services in a similar way".

Council's Team Leader Customer Focus, Public Transport Services, Sandra Sesto-Dekic, said the adjustments took public feedback into account and represent the most substantial alteration to the timetable since the pandemic - "The transport team has looked at the whole network holistically to streamline key connections and timeframes and improve the way the bus routes work alongside Te Huia at the Rotokauri Transport Hub, making transferring between bus and train services smoother and easier". She also said that more morning services and shorter waits between services (under an hour) emerged as two key themes from feedback and passengers should notice these improvements across the network.

Operator BUSIT does not appear to provide any PDF timetables, instead supplying current timetable information directly on the route webpage, with passengers otherwise pushed into using mobile phone application Transit. **WAIKATO REGIONAL COUNCIL, BUSIT**

Hamilton: New regional trial routes

From Monday 12 February, Waikato Regional Council is running trial weekday bus services between Hamilton and the regional centres of Tauwhare Pa, Matangi and Tamahere for a period of two or three years (depending on how patronage develops), allowing time to assess passenger uptake and feedback before making further decisions.

The trial includes routes **27** (University of Waikato-Tauwhare Pa) and **28** (University-Matangi-Tamahere) operating using smaller 14-seater Sprinter buses. The operator website shows a limited service with six return trips operating on route 27 and seven return trips on route 28. The seventh trip on route 28 enables it to run to a 100-minute service frequency throughout the day, whereas route 27 has larger daytime service gaps.

The buses appear to effectively run a loop starting at University of Waikato out to Tauwhare Pa or Tamahere, three minute dwell time, then operate the return trip back to the university. The span of operating hours is roughly 07:00 to 17:30. The services also use BeeCard ticketing in alignment with other Hamilton buses.

Councillor and Deputy Chair of the Future Proof Public Transport Subcommittee Angela Strange said "Frequency keeps coming up as people's main request of our public transport services and we believe six and seven trips a day will work well here."

If successful, Council would approach New Zealand Transport Agency for funding to make the services permanent. **WAIKATO REGIONAL COUNCIL, BUSIT**

ENDS

FERRY & SHIP NEWS



South Moreton Bay update

On Sealink's South Moreton Bay Island ferry, effective from Monday 22 January, the 15:18 service from Redland Bay Marina platform 4 now departs at 15:15, with the first stop now being Russell Island. Translink says the change better meets "school travel demand". The pre-existing 15:15 trip departing from platform 3 at the Marina is not affected by the change.

Sealink has issued a revised timetable from this date. **TRANSLINK, SEALINK**

ENDS

AIR NEWS

DOMESTIC



Bonza changes

Budget airline Bonza has announced it will commence flying between Sunshine Coast in Queensland and Launceston, Tasmania from 29 March 2024 with twice weekly flights (Mondays and Fridays). *Source supplied by ROSS MORRISON, source BONZA*

Rex: Extension of service reductions

Domestic operator Regional Express has extended their previous service reductions (*Table Talk*, October 2023, p. 12) for a further seven months until 27 October 2024, citing continued supply chain issues with spare parts. The previously-claimed labour issues were resolved once a new employment agreement with pilots was agreed to back in November.

Rex's general manager of network strategy, Warwick Lodge, said "Rex never cancels a flight last minute for expediency or for cash flow purposes or to hoard airport slots, and this explains why Rex's cancellation rate is 600 to 1,000 per cent lower than its two larger competitors".

Meanwhile, the carrier said it would be increasing flights on the Brisbane-Cairns route from March. *SYDNEY MORNING HERALD*

INTERNATIONAL



American, Delta to serve Brisbane

American Airlines says it is adding a second route between Australia and the United States following strong demand for travel to North America from the Asia Pacific.

From 27 October 2024, American Airlines will operate a daily flight per direction, departing Dallas-Fort Worth at 22:35, with the flight from Brisbane departing 22:00. The route will be the airline's longest non-stop route and will use Boeing 787-9 aircraft. *Australian Aviation* notes that this will be a seasonal service.

American Airlines' vice president international operations, Jose Freig, said "We've had an incredible response from travellers looking to venture to North America and beyond from Australia, so we're excited to

be further strengthening our Asia-Pacific footprint as we add sunny Queensland to our growing list of destinations. With our new route and our partnership with Qantas, we hope to open-up the world even more to customers. With this new route, our customers in Brisbane will have access to our largest US hub, from where they can connect to explore unexplored and much-loved destinations around the world; from sunny Miami, to the deep South in Sao Paulo and beyond."

The joint business agreement between American Airlines and Qantas provides a strong network connecting North America and Australasia, according to Brisbane Airport. Next northern winter, the partnership offers services from Los Angeles (LAX), San Francisco (SFO), New York (JFK) and Vancouver, Canada (YVR), to four major Australasian gateways: Brisbane (BNE), Melbourne (MEL), Sydney (SYD) and Auckland (AKL), while passengers will be able to connect to more than 200 destinations across the United States, and nearly 70 destinations across Australia, New Zealand and the South Pacific - which American Airline says is more than any other partnership.

Meanwhile, fellow American airline Delta announced in late February that it too would commence flying to Brisbane in late 2024.

From 4 December, Delta will operate three flights per week between Los Angeles and Brisbane using Airbus A350-900 aircraft.

Brisbane Airport said in a statement that by Christmas it will be the home to four North American giants - American, Delta, United and Air Canada, with seat capacity between Brisbane and North American destinations climbing to 144 per cent of pre-pandemic capacity.

The Queensland state government has supported these deals through their \$200 million Attracting Aviation Investment Fund. *Source supplied by ROSS MORRISON, source BRISBANE AIRPORT (2) with AUSTRALIAN AVIATION*

Top Ten Capacity Routes of 2023

Samchui.com has compiled a list of the top ten routes in the world by seat capacity across last year, combining data between the many airlines. Most of the routes are actually domestic routes.

- Jeju Int'l - Seoul Gimpo, S Korea (13.7m)
- Sapporo New Chitose - Tokyo Haneda (11.9m)
- Fukuoka - Tokyo Haneda, Japan (11.3m)
- Hanoi - Ho Chi Minh City, Vietnam (10.9m)
- Melbourne - Sydney, Australia (9.3m)
- Beijing - Shanghai Hongqiao, China (8.4m)
- Tokyo Haneda - Okinawa Naha, Japan (8.0m)
- Jeddah - Riyadh, Saudi Arabia (7.9m)
- Mumbai - Delhi, India (7.3m)
- Jakarta - Denpasar Bali, Indonesia (7.2m)

SAMCHUI.COM

ENDS

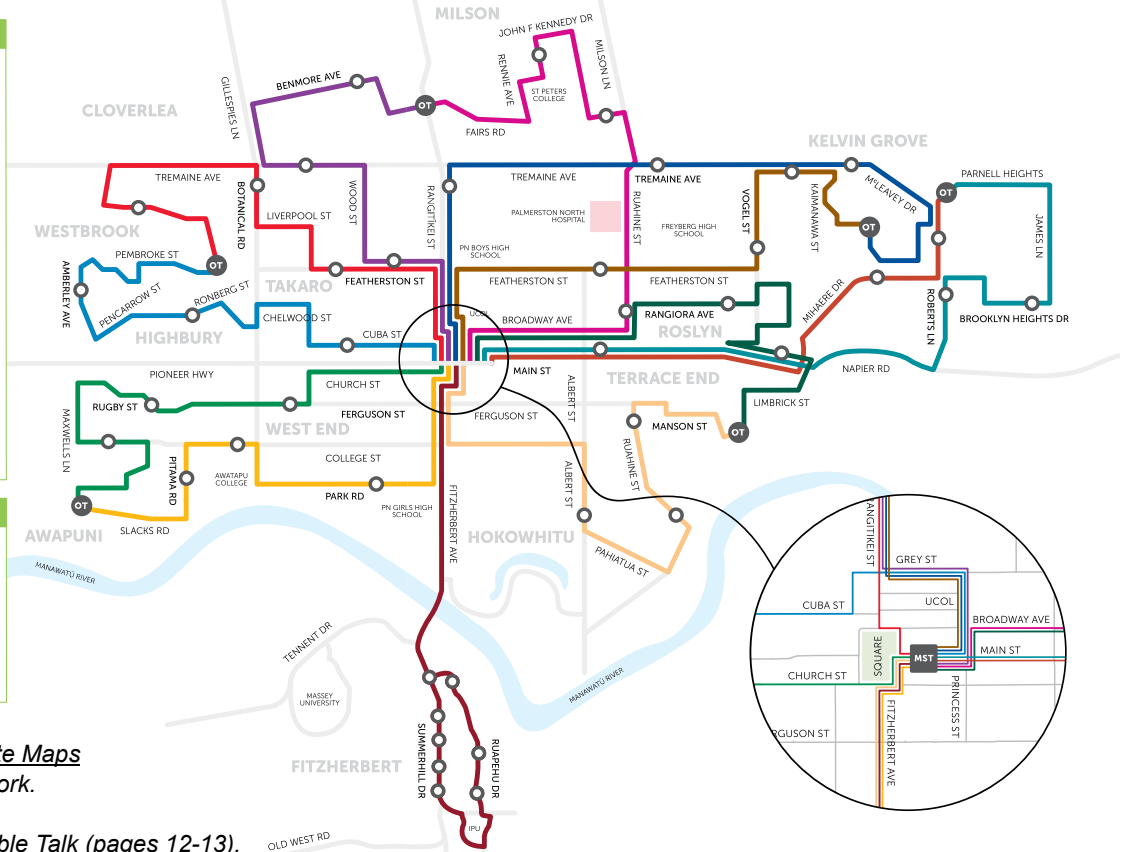
Palmerston North

Palmerston North Bus Routes

- 101 Awapuni via Park Road
- 102 Awapuni via Rugby St
- 103 Highbury via Cuba St
- 104 Takaro via Featherston St
- 105 Cloverlea via Wood St
- 106 Milson via Ruahine St
- 107 Kelvin Grove via Tremaine Ave
- 108 Roslyn via Featherston St
- 109 Roslyn via Rangiora Ave
- 110 Terrace End via Brightwater Terrace
- 111 Kelvin Grove via Fernlea Ave
- 112 Kelvin Grove via Parnell Heights
- 113 Summerhill via Ruapehu Dr

Key

- Key bus stops
 - Outer Terminals (OT)
 - Main St Terminal (MST)
- All routes are complete loops, once the bus departs the Main St Terminal (MST), it will travel in either a clockwise or anticlockwise direction until it arrives back at the Main St Terminal.



Palmerston North Bus Route Maps

Above is the previous network.

Below is the new network.

See item in last month's Table Talk (pages 12-13).

Palmerston North Public Bus Services



Bus Routes

- 101 Airport to Massey
- 102 Maxwells Line to Roberts Line
- 103 Cloverlea to Hokowhitu
- 104 Clarke Ave to James Line
- 105 Milson to Summerhill
- 106 Kelvin Grove to Pioneer Hwy
- 107 Terrace End to Westbrook
- 111 Atawhai to City
- 114 Ashhurst Connector
- 121 City East to Massey
- 122 City West to Massey
- 123 Summerhill to Massey

Key

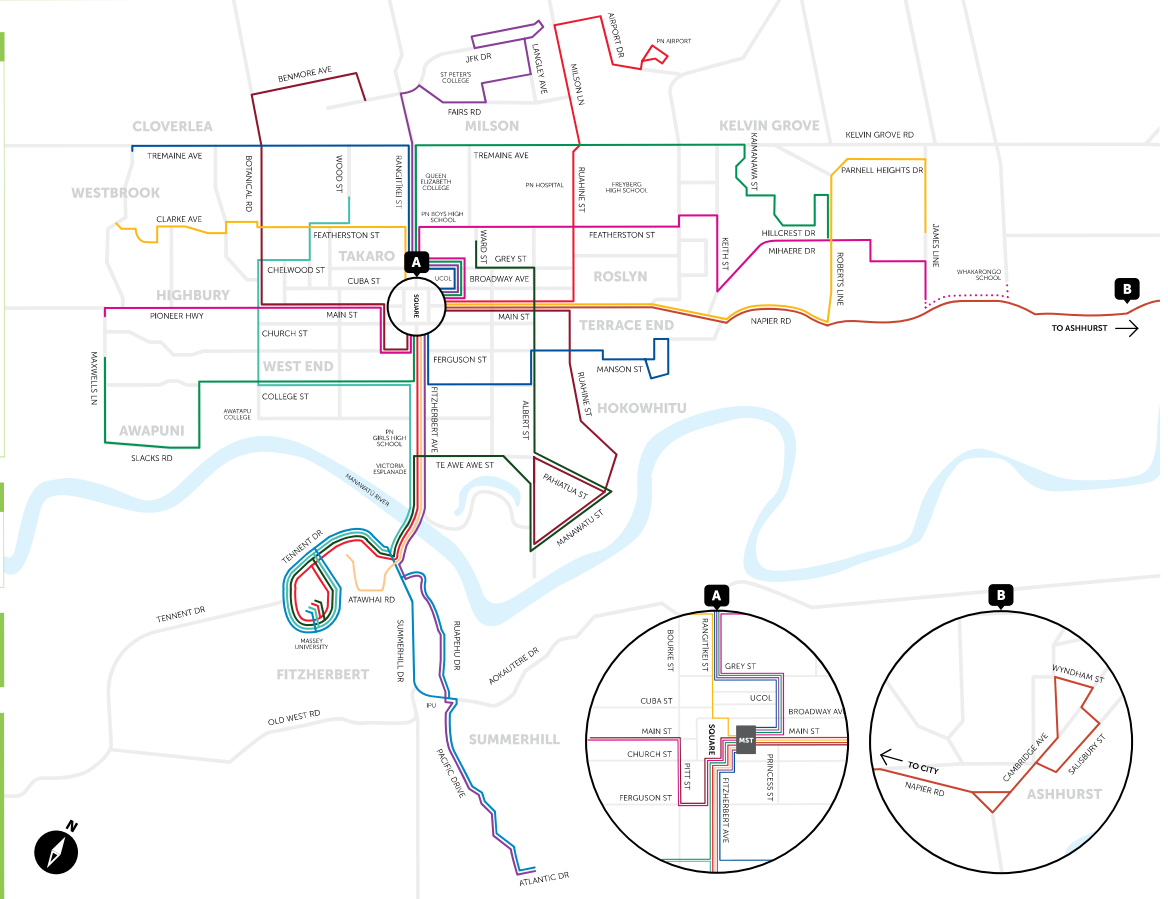
- Main St Terminal (MST)
- Whakarongo School Extension

Download the Transit app for real-time tracking



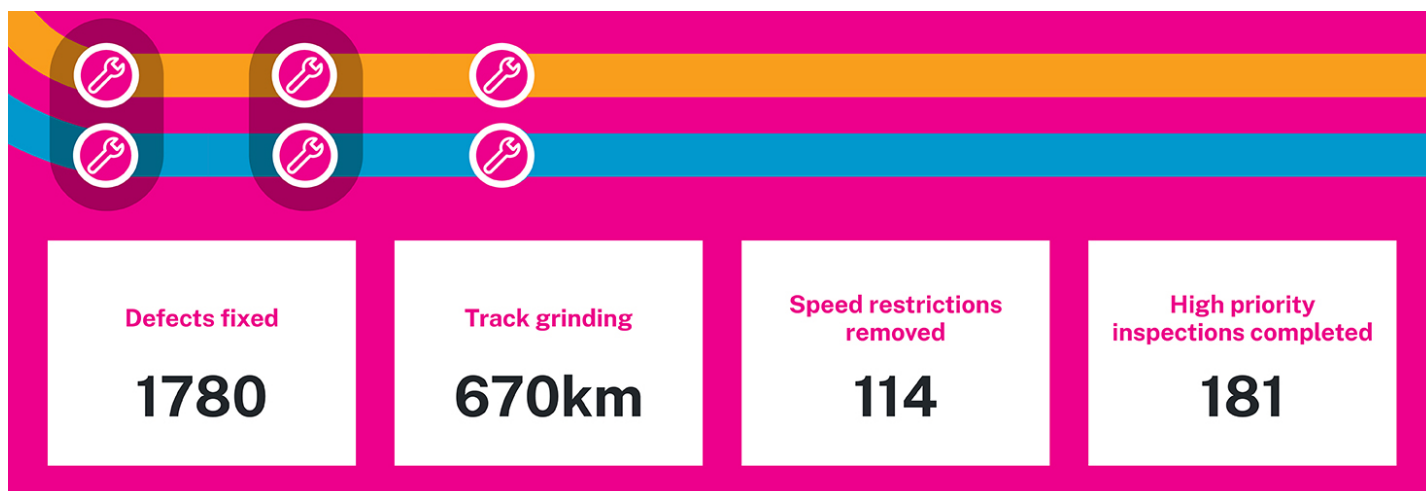
Valid from 19 February 2024

Compiled 21 December 2023



Sydney: Rail Repair Plan

Transport for NSW provides the below information on works and outcomes out of the enhanced trackwork plan across Sydney's rail network in recent months as at early February. These numbers and a list of upcoming planned trackwork is updated on the following website: <https://transportnsw.info/getting-sydney-back-on-track>.



Source: Transport for NSW.

Front Cover: Perth CAT bus network and service frequency guide dated 5 Nov 2023 (courtesy Transperth).

About Table Talk

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