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# **Australian Bus PANORAMA**

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Sydney Regions 2/15 Changeover  
Victorian Timetable Changes  
NSW Budget Transport Bonanza  
Gold Coast Tram Opens



*In lieu of the usual new bus and coach display, the 2014 BusVic Maintenance Conference featured a display of over 20 preserved Victorian buses. ABOVE: This immaculate 1946 Ansair bodied International was restored by the Kefford family and is now in the ownership of Moonee Valley Coaches (Geoff Foster). BELOW: The latest addition to the extensive Gary Driver collection is Australia's only Golden Eagle coach, which was new to Doug Lever of Queanbeyan. (Jason Lipszyc)*



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*COVER PHOTO: A portable platform lift, provided by the Museum of Fire at Penrith, enabled this unique aerial view of the many preserved buses in attendance at the HCVA's 50th anniversary bus rally held on Sunday 3 August 2014. (Geoff Foster)*

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*An oldie but a goodie. Ould of Moss Vale traded as Southern Highlands Coaches. In the early 1970s the fleet included MO 5252 an early 1960s Denning bodied Albion Viking VK41L. (Geoff Mann)*

## 2014 Busvic Maintenance Conference

The 2014 Busvic Maintenance Conference was held at Moonee Valley Racecourse (possibly for the last time ever) on Wednesday and Thursday 9 and 10 July 2014. The Chair was Robert Wright from Moreland Bus Lines. This year was the 70<sup>th</sup> anniversary of the founding of Busvic and the 60<sup>th</sup> anniversary of the Maintenance Conference.

A special feature offered was a tour of the Kangan Institute Automotive Centre of Excellence at Docklands where delegates had the opportunity to inspect their world class vehicle and engine testing facilities, new workshop spaces, a purpose built auto electrical laboratory and facilities for manufacturing of buses, trucks and trailers. The tour was offered prior to the formal activities on both days.

The conference was opened by The Hon Terry Mulder, Minister for Public Transport and Roads. He detailed the restructuring of the Department of Transport which has occurred during the life of this government and the creation of Public Transport Victoria with its renewed focus on customer service and satisfaction, noting that performance and satisfaction indicators are now at record high levels. He praised the role of Busvic and bus operators in service provision and noted particularly the success of the Trotters Joint Venture and their 45 sub-contractors in providing rail replacement coach services over the last two years during the regional rail line development. He noted that the joint venture had assisted with saving taxpayers over \$900 million with the project running nearly a year early for completion.

The Minister noted that buses now carry almost as many passengers as rail but have to work harder and travel further per passenger. He also indicated that a plan for network redevelopment of road passenger transport would be released later in 2014, following on from the already released rail network plan. He said that the bus industry could expect continued growth over the next decade in both metropolitan and regional centres and that the Government was looking to increase the percentage of rail passengers who arrive and depart stations by bus rather than expanding commuter parking. He noted that operators are currently involved in discussions on the new timetables proposed for April 2015.

He flagged future initiatives including more authorised officers to further reduce fare evasion, the introduction of real time bus tracking systems and apps, a renewed focus on driver safety including cabin screens and a “model commuter” campaign to address poor passenger behaviours..

The Minister also presented Awards to the dual Apprentice of the Year winners, Shane White from Ventura and Daniel Higginson from Moonee Valley Coaches. Industry Achievement Awards were presented to Ron Hamilton for his 40 years of service in the public transport industry (the last 12 were as General Manager of Ventura) and to the Trotters Joint Venture partners for their work on the regional rail coach services.

This year there was a more formal split between the technical and management streams of the conference. The management stream examined topics including Living Under the new Accreditation Regime; Bus Driver and Passenger Safety; National and State Disability Insurance and Transport Programs, How the PTV Conducted the Warrnambool Local Service Review; School Bus Replacements and Seat Belts; Contemporary Scheduling and Performance management.

The Technical Stream featured presentations covering Automotive Training and Kangan Institute; a workshop education panel, workshop safety, handover of a new school bus, issues for purchasing new or second hand buses, best practice maintenance for the accreditation regime; mitigating against bus fires and engine performance and management systems. There were also practical workshops conducted by manufacturers MAN, Mercedes Benz, King Long, Iveco, Volvo Bus Australia, BCI and Hino

On the Wednesday night the Victorian Bus Industry Gala Sit Down Dinner was held. Major sponsors for the event were Volvo Bus Australia, MAN Automotive, Australian Super and Westpac. The conference concluded with the presentation of industry reports by Steave Heanes from the Bus Industry Confederation and Chris Lowe, Executive Director of Busvic. BusVic Noted that investment in metropolitan buses had been treading water over the last four years but that this would soon change.

The Association has submitted a development plan to Government which includes objectives which can be immediately achieved at minimal cost. These includes services to tertiary education and employment clusters, growth areas and outer suburban services, route service improvements identified by local government area and a capitol works program for railway station and other bus interchanges. Busvic has also released an election advocacy document with 10 policy directions proposed. This includes proposals for 10 new SmartBus routes, relaxing distance provisions on rural school services, trialling a double articulated bus on the Skybus service, more local involvement in outer suburban service development and depoliticising infrastructure development.

Busvic also considers that the shrinkage in the number of operators in recent years has now stabilised. Between 2005 and 2013 the number of small operators has shrunk from 508 to 364. Over the same period the number of medium operators went from 81 to 63 and large operators from 6 to 13.

As there was no Bus Expo for new vehicles this year, Busvic chose to showcase Victorian bus preservation (mostly conducted by operators rather than individual enthusiasts). The display was formally opened over lunch on day 1 with short presentations by Gary Driver on bus restoration and by your erstwhile Editor talking about bus enthusiasts and the BCSV. The following buses were displayed representing a good coverage of the Victorian bus and coach industry over the last 80 years. Busvic and BCSV thank all those operators and individuals who provided their vehicles for the display.

1924	Reo	Replica	(Ventura)
1935	Federal	Grummet	(Driver Group)
1950	International	Weber	(Brad Sanders/ McKenzies)
1942	Dodge	Symons & Fowler	(John Usher)
1946	Bedford OB	Grice	(Driver Group)
1946	International KB6	Ansair Coach	Moonee Valley Bus Lines ex Benders)
1947	Bedford OB	GMH/ CAC	(Driver Group)
1948	Ford	Symons & Fowler	(John Usher)
1948	AEC Regal III	Martin & King	(John Phillips)
1952	Ansair Flexible Clipper	Ansair	(Driver Group)
1956	Bedford SB	CAC flat screen	(Ventura)
1957	Bedford SB3	CAC wrap round	(Driver Group)
1963	Bedford SB3	Comair round back	(Sunbury Bus Lines)
1967	Bedford VAM5	Comair	(John Usher)
1968	GMC PD4107	GMC (US)	(Driver Group)
1968	Bedford SB3	Comair	(Dysons)
1972	MCI MC7	MCI Challenger	(Driver Group)
1979	Volvo B10M	Volgren	(Ventura ex Grenda)
1983	Denning denair	Denning	(Dysons)
1983	Denning denair	Denning	(Driver Group)
1987	Austral Tourmaster	Austral	(Moonee Valley)
1988	Elwood	PMC (SA)	(Moonee Valley)
1989	Eagle 10R	Eagle	(Driver Group)
1991	Denning Landseer	Denning	(Geoff Vickers)

Several other collectables from operator's collections were displayed including a 1969 VW beetle, a Peterbuilt truck and a Scania L111 truck. The BCSV display stand (generously donated by Busvic) featured a display of photos of iconic buses and operators from across the 70 years of Busvic and its predecessors. In 2015 the Conference will relocate to the Melbourne Exhibition Centre (Jeff's Shed) and will once again include the National Bus Expo.

## LATE NEWS—CUSTOM COACHES SOLD TO ALLEGRO

Just as this issue closed for printing it was announced on 18 August that the new owners of Customs were the Allegro Group, a consortium involving former owner Mark Burgess. The company will now trade as Custom Bus Australia. Manufacturing will take place only in Sydney with Adelaide downgraded to after sales service. About 160 jobs were lost in the transition. More details next issue.



*Some more of the buses at the BusVic preserved bus expo.*

*TOP: Seen on its first rally outing in many years is McKenzie's 1950 Weber bodied International "pusher".*



*CENTRE: Another rarely seen bus is the Sunbury Bus Lines 1963 Bedford SB3/Comair.*

*BOTTOM: Geoff Vickers of Bayside Coaches provided his Denning Landseer coach which has been restored in Melbright Coaches livery. (All photos by Jason Lipszyc)*



## EDITORS DESK (re ABP30/1 Transdev Greenfields)

Following publication of the item about the Transdev Greenfields proposals (which concluded with an advisory that it was an early proposal which may or may not be reflected in the final result), the following was received from Transdev which we are happy to publish in order to clarify the situation.

*The presentation the article about Greenfields refers to was published on the Glen Eira council website without our permission, following a presentation we did to the Metropolitan Transport Forum. The particular slide about Greenfields was included to show councillors at that forum the concept of a premium network. It came from our original bid document and is likely to change significantly given that that was before we took over operations and at that stage we did not have any information about PTV's other plans for the network. Furthermore, the mapping software we were using didn't allow for multiple routes to be shown along one road as they are 'layered' over the top of each other. This can give the impression that certain routes wouldn't go down a certain road, even if they would. We are currently working with PTV to come up with a new concept plan for the Greenfields network. PTV will have the overall network coordination role, working with all the operators to ensure the best possible customer outcome, within the existing resourcing.*

## Sydney Regions 2 and 15 Changeover

On 1 June the new contracted operators took over service provision in regions 2 and 15. Unlike region 3, the transition appeared to be quite smooth with just a few teething troubles on the first day or two as drivers became familiar with new routes. Ingleburn Bus Service trading as Interline assumed full operation of services in region 2, ending their joint partnership in the area with Busabout. Interline issued new timetables for all services but with only minor amendments. Route 893 Narellan-Camden was renumbered S17. However Busabout took over region 15 buses in Campbelltown and Camden from Busways. There were no route or timetable alterations involved.

Interline are using their existing depot which was expanded. Busabout have a temporary depot in Dunn Road, Smeaton Grange while a new depot is constructed nearby. Details of new buses and those transferred between operators are set out in this issue's Fleet News section. Robert Henderson has kindly provided the following short history of the development of bus companies in south-western Sydney.

The Neville family first became involved with buses in the Liverpool area when they obtained Route 58 from Liverpool to Bringelly in November 1947. They took over Route 94 in April 1955. They later traded as Nevilles Bus Service. The Calabro family first entered the bus industry in August 1951 when they took over Routes 40 and 41. Route 41 went to the Oliveri's in December 1954 and Route 40 Westbus (Bosnjak family) in June 1989. In 1990 they also took over Hawkesbury Valley Bus Service in the Windsor district.

In 1994, the Calabro family took a 50% shareholding in Nevilles Bus Service and changed the trading name to Busabout. The services and depot of neighbouring operator Liverpool Transit were acquired in 1997. In 2001 Calabros got the remaining shareholding of Nevilles Bus Service and united the two operations.

The Oliveri family took over route 102 Campbelltown—Macquarie Fields from Herbert Harrison in 1961 and former Ingleburn Bus Service in 1968. Additional routes were developed as housing expanded in the 1970s and 80s. After a merger with the Oliveri operations in Liverpool in 1989 the companies were separated again in 1993 with the new trading name of Interline being adopted. From 2004-2013 ran area 2 as a joint venture with Busabout.

The first services in Campbelltown started in 1946. After several ownership changes, Dick Rowe, together with Roger Graham and Jim Newport, trading as Campbelltown Transit Co, took over Campbelltown Bus Service (which ran Route 93) in the Campbelltown area in May 1967. It was not until 1970 that the Rowe family became full owners of Campbelltown Transit, adding Higlett's of Camden in 1986 and the Campbelltown—Wollongong service from Farmborough Coaches in 1991. In 1988-89 the various Rowe companies were rebranded as Busways.

## VICTORIAN TIMETABLE CHANGES FROM 27 July 2014

By Craig Halsall

In the lead-up to the November state election, the Victorian Liberal State Government has delivered 3,260 additional weekly bus services across the state (2,670 in Melbourne and 590 in the regions) due to commence on 27 July affecting around 130 services, although the splitting of a handful of routes has likely inflated this number. The changes were made in conjunction with improvements to train services on the Pakenham, Cranbourne & Frankston lines along with changes to inner suburbs tram services. A major investment in bus services just prior to the Victorian State election has become a tradition over the past decade, with the former Labor State Government also introducing significant bus improvements in the lead-up to the 2002, 2006 & 2010 elections. Interestingly, no mention was made of these widespread changes in the 2014-2015 budget announcements, and a look through budget papers only hints at improvements to buses in the Wyndham area to coincide with the Regional Rail Link upon opening next year.

The changes cover much of the metropolitan area along with selected regional towns. In addition to timing changes to meet the revised train timetables, changes also include network revisions in Transdev's operating area (who operate on a separate contract model), implementation of a new network in the north-western suburbs in the municipality of Brimbank, upgrades to local routes serving Melbourne Airport, additional span and Sunday services in Werribee and surrounding suburbs, along with changes to weekday frequencies in south-east to better harmonise with the 20 min weekday off-peak train services on the outer branches of the Pakenham-Cranbourne lines. Selected regional towns will also see improvements.

### Transdev Services – Doncaster and Footscray

A raft of changes took place on the Transdev network as their first major timetable change since taking over the Melbourne bus franchise in August 2013. Significant changes from 27 July include:

#### Johnstone Street Services

Services serving Johnson St, Collingwood, Kew Junction and Kilby Rd, North Kew have been streamlined in a simple easy to understand high-frequency corridor consisting of routes 200 & 207 between the City and Balwyn North, where they branch off into separate corridors to Bulleen (200) and Doncaster Shoppingtown (207). The changes also see 201 becoming a freeway service instead of running via Kew Junction and Johnston St (see below). Weekday only routes 203 & 205 have been discontinued, with Thompsons Rd in Bulleen receiving a boosted 200 service, with all buses again operating via Kew Junction.

Both variations were introduced in 1999, the 203 offering a marginally faster trip into the inner City by skipping congested Kew Junction by operating briefly of the Eastern Fwy, while 205 aimed to offer a door-to-door service to Melbourne University, whose students can continue to catch 200 or 207 a short walk away in Lygon St. The limited peak trips to the Russell St terminus in the City along 313 from Doncaster Park+Ride and 315 from Box Hill have been discontinued, seeing the end of departures from this terminus to the north-eastern suburbs, the traditional departure point prior to the early 1990s. Both routes traversed Kilby Rd before travelling along the freeway and Victoria Pde.

Along with changes to 340 and 479, this sees the end of Russell St as a destination for City buses. Greythorn residents will experience notably extended travel times to the City, and are better off catching an outbound 207 to interchange with freeway services at Doncaster Park+Ride, or alternatively catching 284 to Box Hill.

207 services now operate via Wilmere Rd and Kilby Rd in North Kew instead of duplicating the 48 tram service along High St. Historically, Kilby Rd was a high frequency corridor until changes to 200 in the late 1990s, so this is largely a return to previous service levels'. Also 207 services no longer operate east of Doncaster Shoppingtown to Donvale, thus avoiding duplication with the 902 and 907 SmartBus services along Doncaster Rd. A bonus is AM peak departures towards Kew now depart from the interchange at Doncaster Shoppingtown in, avoiding the need to walk down to Doncaster Junction to board these services. 200 & 207 have been extended in the City from Melbourne Central to the Queen St/Flinders La terminus. These routes previously continued to Queen St between October 1994 and March 1999

Both peak and counter-peak 200 and 207 services now run at 15 minute intervals, combining to a 7-8 min headway between North Balwyn & City via Kew Junction and the City. Weekday inter-peak services on 200 & 207 run every 20 mins, or 10 mins along the inner trunk. Weeknight services run half hourly on both routes until 21:30, both dropping to 40 mins. On Saturdays, daytime buses continue to run every 15 mins along the trunk, and half hourly on the branches, a doubling of Saturday services on 207. Evening services on the trunk have dropped from 15 mins to 20 mins. Similar service levels run on Sundays, significantly upgrading the previous level.

### **Belmore Road.**

Services along Belmore Rd have also been overhauled. 202 short workings between Box Hill & East Kew have largely been extended into the City as the full length 302, while 201 services that operated between Doncaster Shoppingtown and the City via Kew Junction and Johnston St now operate as 304 via Eastern Fwy and Victoria Pde. This allows the routes to be better off-set and share common stops in the CBD. Passengers can change to the 48 tram at Harp Junction or 200/207 at either Willsmere Shops or Victoria Park to reach destinations previously served by 201. The direct connection from Belmore Rd to Kew, Collingwood & Carlton was introduced in October 1999. Both services now terminate at the western end of Lonsdale St. Previously 201 services terminated at Melbourne Central, while 302 operated to the bottom of Queen St, with extensions to Crown Casino at night, a feature of the 1999 network

Weekday peak services have been split between the 302 & 304, with a slight reduction in Box Hill trips toward the City (and vice versa in afternoons). Inter-peak, a combined 15 min service is provided between the City & Mont Albert North, with 30 min services to Box Hill and Doncaster Shoppingtown. Previously, 302 only via the freeway once an hour between hourly 202 services, while 201 ran every half hour. Evening services have been reduced on 304 but expanded on 302.

Daytime Saturday buses run every 15 min along Belmore Rd and half-hourly on the branches (previously the three routes combined to run a rough 20 min service). Saturday evening services all operate as 302. The former 45 min Sunday service along Belmore Rd (201 and 302 each every 90 mins) has been boosted to every 30 mins, or hourly beyond Mont Albert North Three dedicated school specials operate from Koonung Secondary College to Box Hill after school, replacing former short workings on 202

### **Cross Town Services 216, 219 & 220**

Several years of unreliable cross-town services has finally been addressed with new running times introduced. To provide sufficient buses to cater for the new run times, PM peak services departing the City on 220 towards Sunshine have been reduced from 7 – 8 minutes to 10 mins, along with the deletion of two 216 short workings to Sunshine. Late weeknight services on 220 in both directions have been reduced from 15 min to 20 min intervals. An overdue move to simplify routes and avoid duplication with routes 903, 428 & 471, saw the Sunshine Park loop and Sunshine West weekend variation on 219 removed. Buses now terminate in the Sunshine South loop, with the terminus renamed Sunshine West. Despite extensive route rationalisation in other areas served by Transdev, the poorly patronised sections of 216, 219 & 220 south of Elsternwick have not been altered with these changes

### **Fisherman's Bend.**

The previous complex network of services between City and Fishermans Bend, Port Melbourne & Garden City has been simplified with several network changes. Route 232 services to North Altona now exit the City via Collins St, serving Southern Cross Station. Flinders St had been one of many sources of late running, with no adjustment made when the King St overpass was demolished in 2005. All 232 trips now operate via the express variant bypassing Port Melbourne. Williamstown Rd continues to be served by an upgraded 235. Run times on 232 have also been updated to improve service reliability over the congested West Gate Bridge. 232 now operates slightly later on weekends, finishing at 19:50 Saturdays & 19:20 Sundays.

238 loop service along Lorimer & Salmon Sts before extending to Bay St, Port Melbourne and has been removed. This service only operated during the off-peak and at night. 235 now runs all day to compensate for the removal, although services now finish around 9pm instead of midnight. The stop at South Wharf Shopping Centre will no longer be served, saving several minutes on through journeys.



*TOP: One of a batch of new MAN 18.320 HCL-R-NL/ Bustech VST buses delivered to Busabout for the region 15 changeover is m/o 6107, seen at Campbelltown station on 4 August 2014.*

*CENTRE: Former Busways m/o 9647 Scania K230UB/ Customs required only desto reprogramming and a sticker to change its identity.*



*BOTTOM: For the region 2 changeover Interline purchased a batch of 19 Daewoo BS1205N low floors with King Long bodies. Seen leaving Liverpool on a former Busabout route is m/o 5507.*



Routes 235 & 237 now operate to Queen Victoria Market instead of the somewhat ‘temporary’ terminus at Market St, introduced in 2008 when National services were removed from Flinders St to avoid traffic congestion. The majority of passengers using these routes arrive the City by train, so it’s unclear the value in extending them through the City when it would be more logical to terminate them at Southern Cross. At the Fisherman’s Bend end, 235 no longer operates to the western end of Lorimer St, while 237 no longer operates to the terminus at the Boeing Gate in Wharf Rd, giving both routes clearly defined termini and saving excessive kilometres

To compensate for the removal of 232 & 238 from Williamstown Rd and Salmon St, and address over crowding, 235 have received a number of service upgrades. Outbound AM peak services now operate every 12 mins (formerly every 20 mins), while inbound services in the PM peak now depart every 15 mins (instead of 30 mins). Inter-peak services have been introduced, every 20 mins. On Weekends, 235 now runs every 40 mins on Saturdays and hourly Sundays. Previously, only two return trips ran Saturdays catering for a handful of factory workers. The service levels would appear to compensate for the removal of 232 on Williamstown Rd, as it remains to see if there will be sufficient demand in Fishermans Bend to justify full weekend services, as locals and those attending VFL matches are walking distance to the nearby light rail & 234. Peak services on 237 for Fisherman’s Bend workers now operate every 15 mins instead of every 25 mins, which should alleviate over-crowding. Buses now operate into the City before 10am (at half hour intervals), providing residents at the Yarra’s Edge estate in Docklands a useable public transport service on their doorstep for the first time. 237 remains half-hourly off-peak, a more sensible option for the industrial area along Lorimer St than the combined 15 min 237-238 offering .

### **Garden City/ Northland Corridor**

The insoluble riddle of trying to off-set 250 (Garden City – City – La Trobe Uni) with overlapping sections of 246, 251, 253 & 340 across various segments has been answered by making a number of changes to simplify the network.

The weekday extension of 246 between Clifton Hill & La Trobe University has been deleted after nearly 20 years. Passengers wishing to travel in this section can change to the 250 at Clifton Hill, while La Trobe students can also interchange to tram 86 or bus 350. 250 & 251 have been split in the CBD, with the northern half terminating at Flinders La/Queen St. Garden City – City services now operate as 234, terminating at Queen Victoria Market. 253 service has been renumbered 236, and terminates at Queen Victoria Market, rather than continuing to North Carlton. The service now skips the Bay St shops, instead operating along the full length of Pickles St. 340 has reverted back to 350, and now operates to Flinders Lane/ Queen St rather than terminating at the bottom of Russell St.

234 operates every 10 mins peak, 15 mins off-peak, 20 mins weeknights, 15 mins Saturday daytime, 20 mins Sundays & 30 mins weekend evenings, generally matching the previous 250/251 corridor through Port Melbourne. 236 operates every 40 – 45 mins, a downgrade on the previous half-hourly 253. Hourly Saturday services have been introduced however.

Weekday daytime services on 250/251 now operate every 20 mins each, combining to form a 10 min corridor between Thornbury & City. Formerly services ran every half hour or 15 mins combined. The upgrade compensates for the removal of the 246 north of Clifton Hill (previously combined with 250 to provide an average 15 min service) and 253 along Rathdowne St (average 10 min combined service). The frequencies also provide a better peak service along 251 on Victoria Rd into East Preston & Northland. Weeknight services on the combined section now run every 15 mins until 10pm (instead of 8pm), with services on 251 extending by over an hour. As a result however, evening trips on 250 now operate half-hourly instead of every 20 mins.

Saturday daytime services continue to operate every 15 mins to Thornbury and half-hourly beyond, and every 30 mins on 250 at night. Services on 251 now extend to after 7pm instead of finishing around 5pm – 5:30pm. The late night trip on 250 leaving the City around 12:40am has been cancelled, with the last bus now at midnight. Sunday daytime services continue to operate every 20 mins to Thornbury and 40 mins beyond and every 40 mins on 250 at night. 350 services no longer operate between 10:30 & 14:00, although shoulder services run every 20 mins instead of every 30 mins & are generous enough to cater for university classes. rips are off-set with the 20 min frequency on 250 through West Heidelberg.

**Routes 270, 271, 286, 303 & 370**

286 (Box Hill – The Pines) has been abolished to remove duplication along Blackburn Rd with the 901 Smart-Bus, with Box Hill passengers having to change to train or modified 271 at Blackburn. Although this is a major service reduction, 901 generally offers the same or enhanced service levels on Blackburn Rd in comparison to those were available in 2010 prior to its introduction. The failure to remove the 286 at the same time the 901 was introduced and 304 upgraded to the 906 SmartBus in 2010 was in many ways an oversight.

Peak hour service 303 (City – North Ringwood) have also been axed. Although only offering four return trips, the service was a popular alternative for those living in North Blackburn & Park Orchards, avoiding the need to transfer to a train service and commute within an hour. A number of complaints have been made on twitter and in local media regarding its demise. Passengers must now take a connecting bus to the nearest station, adding 10 – 15 mins travel time. An official suggestion for Park Orchards locals to transfer to the 907 at Donvale was misguided, as journeys will be up to half-hour longer than the old 303 due to poor connections, with trains the best option. As a result of the deletion of these two services, alternations have been made to 270 & 271. 270 is now the sole service through Kerrimuir & terminates at Mitcham, with a new 370 service operating between Mitcham & Ringwood.

Route alternations to 271 see buses now operating along Whitehorse Rd to Blackburn in lieu of 286, operating in both directions along the full length of Junction Rd (with 270 no longer zig-zagging off Springfield Rd) and skipping Tunstall Square & Roy St in Donvale, with passengers required to change to 902 or 907.

On weekdays 270 has been upgraded to run 10 – 15 mins in peaks, maintaining service levels on the combined section, with off-peak services every 20 mins (previously 15 or 30 mins either side of Springvale Rd). 270 now runs at night in lieu of the 271, every half hour. Saturday services on 270 operate every half hour, maintaining the previous combined service level, while Sunday buses operate every hour, replacing the two-hourly offering on 271 between Box Hill & North Nunawading. 271 services operate every 20 mins during school peaks and half-hourly during the day, while weeknight services through Park Orchards have been extended by two hours until 22:45. Saturday services on 271 now operate every 30 mins instead of hourly, although continue to finish by 6pm. North Ringwood & Park Orchards remain without Sunday services, while Sunday services have effectively been removed along Junction Rd & Whitehorse Rd. The new 370 offering largely maintains existing service levels of the old 270, every 30 mins on weekdays until 7pm & hourly Saturdays until 6pm

**Routes 284 & 285:**

284 from Box Hill & 285 from Camberwell now terminate at Doncaster Park+Ride, with passengers for Doncaster Shoppingtown required to transfer to a connecting 280/282, 207 or 907 service to reach Doncaster Shoppingtown. The return trip is more problematic, as 907 services depart from Doncaster Junction instead of within the Doncaster Shoppingtown Interchange. The change, which is said to remove duplication, is bizarre given Doncaster Shoppingtown is just over 5 minutes down the road, with doubt as to whether a tangible operating saving is being achieved. These routes, previously operated by Quinces as 615 or 731 were traditionally focused on the North Balwyn tram terminus, prior to being altered to serve Doncaster Shoppingtown in 1998.

Direct services along High St to Doncaster Shoppingtown, and from Lower Templestowe & Macedon Square to Camberwell have also gone, which was the emphasis for a previous route change to 285 around ten years ago. Previous school deviations on 285 to Marcellin College & Strathcona Girls School have been replaced by dedicated school services.

Weekday off-peak services on 284 have dropped from half-hourly to every 45 mins, while 285 now operates every 45 mins instead of hourly. The last weekday 284 departure from Box Hill is around an hour earlier at 18:05. Coupled with the deletion of the 315 City service & traditional early finish of neighbouring 612, passengers are forced to walk from east-west routes if finishing in the City much after 5pm. 285 runs slightly later, with the last departure ex Camberwell at 18:25 instead of 18:04. Hourly Saturday services now operate on 285, reinstating Saturday service along Balwyn Rd for the first time since 1991

**Route 295.**

Services now operate solely between The Pines & Doncaster Shoppingtown, with passengers forced to transfer to 281, 293 or SmartBus 903 at Doncaster Shoppingtown to reach Box Hill. On weekdays passengers may also walk to the near-by 279 (the Templestowe branch doesn't run weekends).



*TOP: One of several new buses in PTV livery for the newly renamed CDC, Geelong is (143) BS00RR a single door Volvo B7RLE/ Volgren Optimus (Bradley Matthews)*

*CENTRE: Seen here at the Garden City terminus of what is now the route 236 on 28 July 2014 is (516) of Transdev 2167 AO a 2002 MAN 12.220/ Custom Coaches. (Geoff Foster)*



*BOTTOM: Transdev has started to receive new Gemilang bodied Scania K280UB buses. The first (100) BS00BH is seen working on the now defunct route 253 to Garden City. (Jason Lipszyc)*



Coupled with the removal of 286, this leaves much of Doncaster East without a direct connection to Box Hill. The change has further downgraded services along the Station St and Tram Rd corridor, which until 2010 was also served by 293. It would have been wise to hold off the change until 2015 when 903 is set to gain more frequent off-peak and weekend services. Sunday services on 295 now operate hourly instead of every 120 mins

### **Route 305**

Services on 305 from The Pines now only operate between Doncaster Shoppingtown & City before 10am inbound and between 3:30pm & 7pm outbound. Previously 305 operated to City all day weekdays (supplemented by short workings on George St), and to Bulleen on weekends, where timetabled connections were offered to SmartBus 905. Although Doncaster Shoppingtown is a key destination for local travel, a need for a City connection is critical for the route to remain successful. A direct link to Box Hill via 289 was previously removed from George St in late 2008

Weekend services are timetabled to meet 207 services for City travel, albeit via the slower Kew Junction route. On weekdays however there is no clear connections, with passengers having to choose between the 207 via Kew Junction, 304 via Belmore Rd, or taking a short walk to Doncaster Junction where they can board Smart-Bus 907, which appears to be a faster option. Passengers on Thompsons Rd wishing to travel to Doncaster Shoppingtown must change to the 903, although connections are not timetabled or guaranteed. Manningham Rd travellers wishing to reach the City can do likewise, or travel via Heidelberg Station on 903 then train

A number of additional early morning trips now operate outbound along George St to The Pines daily, allowing access to The Pines prior to 9am for the first time. Weeknight buses now run every half hour instead of the hourly City trips. The short workings allow passengers at Doncaster Shoppingtown on weeknights much easier access to buses home – previously 305 bypassed the centre after 17:30, and any potential passengers had to walk almost a kilometre to board the bus on George St. School peak extensions to/from Warrandyte have been deleted, with affected students having to change between 906 & 305 at The Pines. There is also no longer a one-seat ride from Lower Templestowe to schools to the east, with some students forced to either transfer twice or take indirect options with a single change.

### **Routes 309 and 318**

309 (City-The Pines) has revised timings, with the last departure from the City now at 17:55 instead of 18:10. Despite the removal of off-peak services on 908 between Doncaster Park+Ride & City (see below), services on 309 continue to operate to City all day, providing an hourly one-seat ride along High St. With the changes to 302 & removal of 303, 309 becomes the only freeway service to the Doncaster region departing Queen St, although 350 freeway services now depart here. Return trips on 318 (City-Deep Creek) have been reduced from six to four and the final bus departs the City at 17:41 instead of 17:57.

### **Ringwood Area.**

Yet another change has been made to the Warrandyte terminus of route 364 from Ringwood. After being truncated from Doncaster Shoppingtown to Warrandyte Bridge in October 2010, buses were extended back to the roundabout at Harris Gully Rd in August 2011 to allow easier transfers to SmartBus 906. Services now extend a further 250m to the more logical terminus of Warrandyte Reserve & Skate Park, located opposite West End S.C. and Goldfields Plaza.

Morning peak services running out of Doncaster Depot no longer depart Deep Creek, instead starting at Warrandyte Reserve. The extension now only operates for Warrandyte High bell times. To compensate for the deletion of the thrice daily 906 extension to Ringwood, additional trips now depart Warrandyte during the PM peak with an extra weekend departure at 21.02. Trips have also been retimed to avoid long layovers at Warrandyte. Previously weekend buses had 55 min gaps between trips, resulting in unnecessary dead-running to other locations. The former timetable was largely written around connections with the 906, and although these remain possible under the new timetable, times are also better suited to train connections at Ringwood.

Ringwood – Croydon services 366 & 367 have merged together to form a loop service known as 380. This is a throw-back to how the routes operated during the 1980s. The only clear benefits would appear to a single seat option from Croydon Hills to Maroondah Hospital, as the numerous secondary schools along the route are generally served already by more direct school buses operated by Ventura Lilydale. The Ringwood East half picks up weeknight trips, extending service from 19:32 to 22:15pm ex Ringwood and from 19:51 to 23:09 ex

Croydon. Saturday services have been reduced from 50 to 60 mins to offer a clock face timetable. Buses now run until 9pm, instead of finishing at 6pm. Sunday services run every hour instead of every 2 hours, with service introduced between Maroondah Hospital & Croydon on the eastern half. Dedicated school specials have been added to serve Norwood Secondary College and Tintern Grammar, replacing former peak extras. Selected trips continue to divert via Aquinas College.

### **DART Routes 905, 906, 907 & 908**

The four Doncaster Area Rapid Transit SmartBuses have also received their first timetable change since being introduced four years ago, with revisions to run times. Some minor reductions to peak services have also occurred on 905, reducing peak frequencies along busy Thompsons Rd. Span has been reduced with first City departures & last City arrivals now around half-hour earlier than previously, more closely reflecting service levels of other modes and eliminating excessive service levels such as midnight departures from Warrandyte. 906 no longer extends to Ringwood during peak periods, replaced by additional 364 trips. This extension dates back to the previous 304 and observations suggest very few made use of the through journey to reach Warranwood. 908 services no longer operate into the CBD outside of peak times, with passengers forced to change at Doncaster Park+Ride onto a connecting 907 service. Reports from the first Sunday of operation suggest that heavy loading is now an issue on 907 services down the Eastern Freeway, with weekend frequencies from Doncaster Park+Ride halved from 15 mins to 30 mins

### **Routes 215, 223, 273, 279, 280 to 282, 600, 922 & 923**

The above Transdev services continue to operate to existing timetables despite the timetable changes on most services, although 279 & 281 have updated bay allocations at Box Hill and Doncaster Shoppingtown. These routes remain ripe for review in the next timetable change due to complex route structures and duplication with neighbouring services

### **Western Suburbs – Brimbank Review**

The City of Brimbank sees the introduction of a major network changes as proposed for community consultation at the end of 2013 as outlined in ABP 29/5.

Route 400 (Sunshine-Laverton) services have been upgraded between Sunshine & Derrimut to cater for strong demand for services in this growth suburb, and compensate for the removal of 451 along Forrest Rd through Ardeer. Peak services now operate between Sunshine & Derrimut every 20 – 22 mins instead of half hourly, while services beyond to Laverton via the prisons now operate every 40 – 45 mins. Off-peak & weekend services now operate every 40 mins instead of half-hourly to improve train harmonisation. Evening services between Sunshine & Derrimut now finish around 9pm each night, instead of 7pm weekdays and 6pm weekends

Route 408 (St Albans – Sunshine) operates a modified route in St Albans East and Sunshine North to improve coverage and remove duplication with Smart Bus 903. Buses now operate along Novara Pde in St Albans East, while in Sunshine North buses travel Berkshire Rd, serving a larger portion of the suburb, including new housing at the northern end of Duke St. Saturday afternoon services have been upgraded to run at 20 min intervals instead of half-hourly. Sundays continue to operate once an hour.

418 (St Albans – Caroline Springs) now operates directly between St Albans and Keilor Downs Shops via Aurtur and Alfredia Streete replacing part of route 421. Peak hour services upgraded from 40 to 20 minutes. 419 (St Albans – Watergardens via Sunshine Ave) was replaced in Keilor Lodge by 421 and 419 now operates directly from Watergardens to Sunshine Ave via Bond Rd, Parmellia Ave & Apollo Rd in Taylors Lakes, providing a faster journey and better access to the local secondary college. PM peak services upgraded from 30 to 20 minutes. 421 (St Albans – Watergardens via Keilor Downs) was modified to serve the areas of Kealba and Keilor Lodge previously covered by 418/9 and now operates until 9.00pm daily, also gaining daytime Sunday services for the first time.

The flagship of changes in Brimbank is the new route 420 linking Sunshine & Watergardens via Glengala Rd in Sunshine West, Station Rd in Deer Park & Kings Rd in Delahey, providing direct access to local trip generators, including Brimbank Central. The service replaces large parts of the 451 & 454 and provides services north of Brimbank Central along Kings Rd for the first time. The service is operated by Sita, extending their footprint in the north-west and operates every 20 mins Monday-Saturday and every 40 minutes Sunday.



*Melbourne's Western Suburbs have seen a big shake up with the implementation of the Brimbank route review.*

*TOP: Westrans, Sunshine (95) 9577 AO Volvo B7RLE/ Volgren new in 2013 works the 425 service between Watergardens and St Albans on 7/8/14.*



*CENTRE: A few minutes earlier Sita's newest bus (132) BS00BR, another Volvo B7RLE/ Volgren, is seen working the new high frequency route 420 from Watergardens to Sunshine.*

*(Both photos by Geoff Foster)*



*BOTTOM Bacchus Marsh Coaches 7016 AO is one of three new Volvo B7RLE/ Volgren Optimus units delivered for the enhanced town services which started on 27 July. (Jason Lipszyc)*

422 (St Albans – Delahey) has been discontinued, replaced by a revised alignment for 425 through Kings Park and Delahey, with passengers in the catchment of old 425 within walking distance of the 418 or 421. 423 (St Albans – Brimbank Central Plaza) now operates via Deer Park North, replacing the removed section of 451. It has also no longer operates in side streets in the vicinity of the Victoria Uni St Albans campus. 424 follows a more direct alignment through Kings Park along Main Rd West as a result of the changes to 425 although this may constrain some students travelling to Copperfield College (Junior campus) or Victoria University Secondary College in Deer Park.

Services on 423 & 424 (which were previously through-routed at Brimbank Central) are now off-set at both ends (as there is no longer the need to off-set with 422 on Gillespie Rd) and operate every 40 mins 7 days, including the introduction of Sunday services. Additional peak trips are provided in one direction of the loop, offering a 20 min frequency, following community protests from Deer Park residents about the removal of their 451 service, which operated every 15 mins during peak periods. Weekday span has been extended from 7pm to 9pm, weekends.

New routes 427 and 428 (Sunshine – Sunshine West) form a loop service replacing parts of 451 & 454 expanding coverage in Glengala and operating along Forrest Road. They depart every 25 mins in peak periods, every 40 mins during the day (including weekends) and every hour after 7:30pm, with services finishing around 9pm.

476 (Moonee Ponds – Hillside) now operates through more of the residential sections of Hillside, allowing 460 (Watergardens – Caroline Springs) to operate directly along Melton Hwy with the exception of a school deviation Peak services on 460 have jumped from hourly to every 20 mins, but remain hourly at other times. 476 services remain every 20 mins at peak times. Saturday frequency has dropped from 30 to 40 mins to aid train connectivity, but Sunday services are improved to 40 mins from hourly

### **Tullamarine Bus Lines**

Buses to Melbourne Airport have been streamlined and further improved to complement the previous introduction of 901 in 2010, resolving a long standing complaint of sub-standard public transport from surrounding suburbs. Routes 478 & 479 (Moonee Ponds – Melbourne Airport – Sunbury) now commence at Airport West instead, but now offer a combined 30 min weekday headway to the airport, a massive improvement on the skeleton service previously provided on weekdays. The hourly weekend service is largely consistent with the existing offering, although a second trip to/from Sunbury has been added. Passengers travelling from Moonee Ponds, Essendon or Niddrie can travel via the 59 tram or 477 bus to connect with the truncated routes.

A new hourly industrial peak service known as 482 has also been added between Airport West and Melbourne Airport, serving pockets of Tullamarine currently inaccessible by bus. Route 500 between Broadmeadows and Sunbury has been abolished. TAFE students living in Sunbury going to Broadmeadows can interchange with 901 at Melbourne Airport. The anachronistic route 479 extension into the CBD has been removed some 29 years after the closure of the Sunbury Asylum Mental Hospital for which the service was intended.

### **Wyndham Routes 436, 437, 439, 441 to 449**

New timetables have been introduced for buses connecting at Werribee and Hoppers Crossing with extended runtimes, following continual growth, reduced speed limits on arterial roads and the relocation of the bus interchange at Werribee Plaza. Peak services generally run every 44 mins instead of every 40 mins, an attempt to harmonise with trains every 11 mins & to allow for longer trip durations. 436, 437 & 444 continue to offer high frequencies in peak times. Off-peak and weekend services remain at 40 min intervals, meeting 20 min trains.

Additional evening services have been introduced on routes 437 and 445 (Werribee – Hoppers Crossing), 441, (Westleigh Gardens), 444 (Hoppers Crossing – Tarneit loop), 446 (Hoppers Crossing – Williams Landing) & 449 (Werribee – Manor Lakes). Route 439 (Werribee South) now serves Wyndham Harbour development. Buses also no longer operate a tour of market gardens in Werribee South, where little patronage was generated. Weekday shorts returning from Werribee Open Range Zoo & Werribee Mansion are now off-set 20-40-20 mins, rather than 13-47-13 mins. Hourly Sunday services have been introduced on 441 (Werribee – Westleigh Gardens) & 445 (Werribee – Hoppers Crossing), with all bus services across Werribee & surrounds operating Sundays for the first time. Express running on 445 has also been removed.

### **Other Northern and Western Suburbs**

Route 541 (Broadmeadows-Roxburgh park) now operates a revised alignment in Roxburgh Park to serve growing estates in Greenvale while buses operate more directly from Roxburgh Park Shopping Centre to Meadow Heights Shopping Centre; straight down Somerton Rd. Removed sections of the route along Donald Cameron Dr continue to be served by 544. Route 461 has received an updated timetable and route 465 Essendon-Tullamarine park has had minor alterations in the AM peak.

### **Frankston**

Evening services on routes 770, 771, 775, 782 and 785 received minor adjustments to maintain connections with trains at Frankston. 785 services have been retimed to be off-set with 781 and 784, reinstating the 20 min evening service to Mt Eliza and Mornington, connecting off each train arrival until 22:21.

### **Cranbourne**

Cranbourne Transit have implemented updated timetables designed around the new rail timetables. 799 (Cranbourne – Cranbourne North) now operates every 40 mins weekdays off-peak, instead of every 50 – 55 mins, reinstating 2003 service which were downgraded to allow upgrades on the Frankston – Cranbourne West corridor. 893 (Dandenong – Cranbourne) boosted from 30 mins to 20 mins off-peak, meeting every train at Hallam. Inter-peak 894 (Hallam – Amberley Park) & 895 (Fountain Gate – Narre Warren South) services improved from 45 to 40 mins with through-routing maintained for travel from Hampton Park East to Fountain Gate. 896 (Cranbourne East TrainLink loop) now operates every 20 mins inter-peak instead of every 30 mins meeting the upgraded Cranbourne line timetable. AM peak short workings now originate at Lyall St Interchange instead of Hunt Club estate, providing better access from new estates in the vicinity of Casey Complex & Berwick-Cranbourne Rd

Inter-peak services on 897 (Cranbourne – Central Parkway) & 898 (Cranbourne – Archers Field Dr) now run every 20 mins instead of half-hourly, although peak services remain at 25 - 30 min intervals  
A new 798 service was introduced between Cranbourne & Selandra Rise estate in the expanding suburb of Clyde North, operating on an every 15-20 minute frequency until 10pm Sunday to Friday and until midnight on Saturday. Daytime Sunday services are every 40 minutes and buses meet trains at Cranbourne Station.

### **Dandenong Line Routes.**

Routes 802, 804 & 862 now operate every 40 minutes on weekdays instead of every 45 improving harmonisation with 10 min train services at Dandenong and Oakleigh. Route 828 has had timings adjusted for traffic resulting in the loss of a clock face timetable due to individual trip time variations. Dandenong to Endeavour Hills routes 843, 845, 849 and 861 have had off peak services upgraded from 48 mins to 40 mins, matching peak headways. A bus meets every train arrival at Dandenong, providing a 10 min service along Clow St into Doveton (previously every 12 mins). Evening services have also been retimed, with the last Monday to Wednesday departure ex Dandenong at 21:16 on 849 (previously 20:38). Late night services remain Thursday to Saturday. Berwick Circle services 834 & 835 now operate every 40 mins inter-peak instead of every 30 mins to harmonise with trains every 20 mins, however weeknight services until 10pm now operate every 20 – 25 mins instead of every 30 mins. Services on 841 (Narre Warren North – Cranbourne) have been boosted to run every 30 mins in peak periods and 40 mins inter-peak, an upgrade from former 45 min headways

Route 767 inter-peak services now run every 40 mins instead of every 30 mins, leading to gaps of up to 30 mins along Elgar Rd between Box Hill & Deakin Uni (combined with the 281 every 30 mins and 768 every 50 – 60 mins). This is a bizarre decision as runtimes remain unchanged and connecting trains at Hughesdale are every 10 mins plus services no longer harmonise with 15 min trains at Jordanville or Box Hill. Saturday morning trips continue as half-hourly. Weeknight trips now operate every 40 mins, instead of once an hour

### **Orbital Smart Buses.**

Orbital SmartBus services 901, 902 & 903 have received updated timetables with new running times. This is the first timetable change for these routes since 2010, with existing timetables overdue for review. Minor reductions have been made to peak services between Heidelberg & Mentone on the 903, although longer gaps elsewhere on the route of appear to have been avoided compared to the old timetable. Weekday span of service has been reduced in many segments, with changes to the first buses and last buses of up to 40 minutes.

There are also a number of changes to regional bus services which have been held over to the next issue.

## NEW SOUTH WALES BUDGET TRANSPORT BONANZA

The Coalition Government's pre-election budget for 2014-15 saw the announcement of major transport and road improvements. Minister for Transport Gladys Berejiklian announced a \$91 million boost in the 2014-15 Budget to expand the State's bus network and deliver 199 new buses for customers across Sydney, Western Sydney, the Hunter and the Illawarra. "The new buses mean extra services and four new bus routes to cater for residents in Western Sydney. I am pleased to announce the Budget also includes \$6.5 million to continue the procurement of six new ferries and a new \$2.5 billion fleet of 65 intercity trains".

In 2014-15 there will be 91 new growth buses delivering new routes in Western Sydney, the Hunter and the Illawarra, as well as boosting the frequency of services on 30 bus routes in Sydney, Western Sydney and the Hunter. The budget also provides for replacement of 108 older high floor buses with new air-conditioned, wheelchair accessible buses. The 2013/14 Growth Buses Program: is as follows:

### Western Sydney

#### **New routes**

Route 858 (Oran Park to Leppington)  
Route 706 (Parramatta to Blacktown)

Route 869 (Liverpool to Ingleburn via Edmondson Park)  
Route 729 (Mount Druitt to Blacktown via Minchinbury)

#### **Routes with expanded services**

Route 525 (Parramatta to Burwood via SOP)  
Route M91 (Hurstville to Parramatta via Bankstown)  
Route T80 (Parramatta to Liverpool via T-way)  
Route 603 (Rouse Hill to Glenhaven)  
Route 607X (Rouse Hill to CBD via T-way/ M2)  
Route 615X (Kellyville to CBD via M2 Motorway)  
Route 617X (Rouse Hill to CBD via T-way/ M2)  
Route 601 (Rouse Hill to Parramatta via Kellyville)  
Route T63 (Rouse Hill to Parramatta via Glenwood)

Route M60 (Parramatta to Hornsby via Castle Hill)  
Route T65 (Rouse Hill to Parramatta via T-way)  
Route 521 (Eastwood to Parramatta)  
Route 602X (Rouse Hill to Nth Sydney Via T-way/ M2)  
Route 612X (Kellyville to Milsoms Pt via M2)  
Route 616X (Kellyville Ridge to CBD via M2)  
Route 619 (Castle Hill to Macquarie Pk via M2)  
Route 945 (Hurstville to Bankstown)  
Route 688 (Emu Heights to Emu Plains and Penrith)

### Sydney

#### **Routes with expanded services**

Route 136 (Chatswood to Manly)  
Route 271 (Terrey Hills to Sydney CBD)  
Route M52 (Parramatta to Sydney CBD)  
Route 301 (Eastgardens to Sydney CBD)  
Route 573 (Turramurra to Fox Valley via Warrawee)  
Routes L94 and X94 (La Perouse to Sydney CBD)

Route 194 (St Ives Chase to Sydney CBD)  
Route 418 (Burwood to Bondi Junction via Marrickville)  
Route L88 (Avalon to Sydney CBD)  
Route 348 (Bondi Junction to Wolli Creek via St Peters)  
Route L80 (Dee Why to Sydney CBD)  
Route X40 (Clovelly to Sydney CBD)

### Hunter

New Route 189 (Thornton Station to Stockland Green Hills via Chisholm) and expanded services on routes 263 (Cameron Park to Charlestown) and 267 (West Wallsend to Stockland Glendale)

### Illawarra

New routes 52 (Flinders to Shell Cove) and 41U (Dapto to University of Wollongong)

Significant new initiatives were also announced for the long ignored northern beaches region. A \$400 million package of road projects required for the Northern Beaches Hospital at Frenchs Forest, to open in 2018 includes underpasses on Warringah Road at Forest Way and Wakehurst Parkway; widening and upgrades or improvements to Warringah Road; Frenchs Forest Road, Forest Way and Allambie Road and providing access to the Hospital via the intersection of Warringah Road and Hilmer Street.

Also included is a feasibility study for a tunnel from Seaforth/Burnt Bridge Creek Deviation to the Warringah Freeway, and a possible future tunnel continuing onto Balmain/WestConnex: There will also be widening of Narrabeen Bridge to 6 lanes (including bus lanes in both directions).



*TOP: Surfside Buses (343) 006 RWI Bustech CDi double decker is seen at the Gold Coast University Hospital terminus on 4 August 2014. (Scott Mitchell)*



*CENTRE: One of the new GoldLink trams snakes its way across the Gold Coast Highway during the final weeks of testing. (Hayden Ramsdale)*



*BOTTOM: Surfside (707) 164 IPQ Volvo B12BLE/ Bustech VST is seen at Southport interchange on the high frequency service between Main Beach and Helensvale Station on 4/8/14. (Scott Mitchell)*

For buses there will be upgrades to L88 and L80 services and the development of Bus Rapid Transit allowing Turn Up and Go services all day every weekday, extended operating hours on weekends, road upgrades, indented bus bays, and continuous bus lanes. There will be five new transport 'interchanges' at Mona Vale, Dee Why, Brookvale, Mosman and Northern Beaches Hospital plus upgrades to facilities at Collaroy, Warriewood, Narrabeen, Seaforth, Manly Vale, Neutral Bay and Frenchs Forest. Commuter car parks will be provided at Mona Vale, Warriewood, North Narrabeen, and Brookvale

The Government is also proposing to fund a feasibility study into a tunnel under Military Road. Following completion of the road upgrades, the missing links of the AM and PM peak period bus lane network will be completed with Transit Lanes converted to bus lanes. Rapid bus services will run along the kerbside BRT on a turn up and go frequency with an average wait of no more than five minutes all day on weekdays.

## **GOLD COAST TRAM OPENS**

The new Gold Coast tram/ light rail service opened for business on Sunday 20 July 2014, following months of live testing of the system. The tram commences at Broadbeach South Station, traversing north-south through Broadbeach, Surfers Paradise and Southport before turning east-west to the Gold Coast University and Hospital complex. Free travel was offered on the opening day resulting in crush loads and the need for bus supplementation!. Fares were charged from the Monday and the system soon settled down.

After several years of disruptions to traffic and other services plus several instances of motorists straying onto tram tracks and becoming stuck, the "opening" of the line descended into high farce. It was originally promoted by the operator, GoldLinQ, that the line would open in "mid 2014" and many believed that an early June date was possible. Then a date of 12 July was suggested with several traders and the council proceeding to organise events to be held in conjunction with the opening. However this was delayed for a further week due to difficulties obtaining sign off from utilities over issues with "stray current". New network maps which adorned the new stops were all removed and plenty of barricades appeared to prevent any accidental pedestrian access. Bus stops had additional orange stickers "coming soon" affixed to the previously posted notices outlining the changes to their services.

The service operates every 15 minutes on weekdays from 5.00am to 7.00 am and from 7.00pm to midnight and every 7.5 minutes between 7.00am and 7.00pm. On weekends the frequency is 30 minutes midnight to 5.00am; 15 minutes 5.00am to 7.00am; 10 minutes 7.00am to 7.00pm and 15 minutes 7.00pm to midnight. Fares for the full trip vary between \$4.14 to \$6.10. Go Card users receive some discounts.

The proposed second stage of the light rail, connecting Griffith University with Helensvale Railway Station or a purpose-built facility at Parkwood, is expected to cost between \$100 million and \$500 million. In May, the State Government opened tenders for early planning for a Burleigh to Tugun link expected to go via Varsity Lakes Railway Station. No timeline, funding or routes have been decided but MPs are pushing for the system to run along West Burleigh Rd to connect with heavy rail at Varsity Lakes. A route south from Burleigh Heads is thought to be prohibitively expensive because of engineering difficulties in extending the track across Tallegudgera and Currumbin creeks.

Following on from the extensive changes made to the Gold Coast bus network in January, there were further significant changes made, aimed primarily at forcing business onto the tram and significantly reducing the number of buses passing through Surfers Paradise.

The most significant change is the requirement for north-south passengers on the main road, including those going to and from the Gold Coast Airport, to change modes at Broadbeach South, which will test both the capacity and the reliability of the new tram route. One could speculate that one or more of the bus routes (most likely the 777) might be reinstated through Surfers in the future but that remains to be seen.

The 709 has improved night and weekend services north of the university, however, apart from a few extra trips, there has been no improvement to services around Coomera and Nerang which had afternoon peak hour and evening services castrated in the January changes.

The revised bus routes and route and timetable changes, effective from Monday 21 July, are as follows:

- 700 Tweed Heads – Broadbeach South station. Route shortened from Southport to Broadbeach South except for overnight services outside of tram operating hours which will extend to Surfers, Southport and Gold Coast University Hospital. Daytime frequency will be every 8 minutes on weekdays and 10 minutes on weekends. Other main road routes 701 and 703 have been deleted while the Airport service 702 is now designated as 777.
- 704 Seaworld/Main Beach – Helensvale via Harbour Town. High frequency route every 15 mins daily.
- 705 Seaworld/Main Beach – Broadbeach South station via Surfers. Extended from Pacific Fair. Operates every 10-15 minutes daily.
- 709 Uni/Hospital – Helensvale via Harbour Town. New route running every 15 minutes daily.
- 710 Uni/Hospital – Helensvale via Parkwood (no longer services Parklands Drive – Southport)
- 711 Sanctuary Cove – Southport via Runaway Bay. Route unchanged. Timetable changed.
- 712 Coombabah – Southport via Harbour Town. Route unchanged. Timetable changed.
- 713 Paradise Point – Southport via Harbour Town. Route unchanged. Timetable changed.
- 714 Uni/Hospital – Helensvale via Pacific Pines (no longer services Parklands Drive-Southport)
- 715 Southport – Helensvale via Arundel, Pacific Pines. Route unchanged. Timetable changed.
- 716 Studio Village – Helensvale station. Route unchanged. Timetable changed.
- 717 Pacific Pines – Helensvale station. Route unchanged. Timetable changed.
- 718 Santa Barbara – Helensvale via Oyster Cove. Route unchanged. Timetable changed.
- 719 Paradise Point – Southport via Uni/Hospital. Route unchanged. Timetable changed.
- 720 Coomera – Helensvale via Theme Parks. Route unchanged. Timetable changed.
- 721 Coomera – Ormeau via Coomera Springs, Pimpama. Route unchanged. Timetable changed.
- 722 Coomera – Ormeau via Coomera Rivers, Pimpama. Route unchanged. Timetable changed.
- 723 Coomera – Helensvale via Oxenford. Route unchanged. Timetable changed.
- 725 Coomera – Helensvale via Upper Coomera. Route unchanged. Timetable changed.
- 726 Coomera – Coomera Waters. Route unchanged. Timetable changed.
- 727 Coomera – Helensvale via Upper Coomera. Route unchanged. Timetable changed.
- 728 Beenleigh – Ormeau via Yatala, Jacobs Ridge. Now services Eggersdorf and Maidenwell Roads, Ormeau in lieu of Jacobs Well Road. Timetable changes.
- 729 Beenleigh – Ormeau via Yatala, Ormeau Hills. Route unchanged. Timetable changed.
- 731 Broadbeach South station – Southport via Isle Capri. Extended from Pacific Fair to Broadbeach South.
- 735 Southport – Nerang station via Ashmore. Route unchanged. Timetable changed.
- 736 Broadbeach South station – Nerang via Highland Park. Extended from Pacific Fair to Broadbeach South.
- 737 Ashmore – Southport via Southport Park. Route unchanged. Timetable changed.
- 738 Broadbeach South station – Uni/Hospital via Ashmore. Extended from Pacific Fair to Broadbeach South.
- 739 Uni/Hospital – Nerang via Ashmore. Now starts at GCUH and has minor route changes.
- 740 Surfers Paradise – Nerang via Ashmore. Now does a clockwise loop through Surfers Paradise servicing Cypress Ave in lieu of Ferny Ave and Peninsular Drive. Frequency increased to 15 mins 7am – 7pm daily.
- 741 Broadbeach South station – Southport via Ashmore, Keebra Park. Extended from Pacific Fair to Broadbeach South Station and timetable changed.
- 742 Molendinar – Southport via Ashmore. Route unchanged. Timetable changed.
- 743 Broadbeach South station – Nerang via Carrara. Extended from Pacific Fair to Broadbeach South and now does a clockwise loop through McKenzie Drive, Nerang. Timetable changed.
- 744 Broadbeach Sth station – Nerang via Highland Pk. Extended from Pacific Fair to Broadbeach Sth Station.
- 745 Nerang station – Broadbeach South station. No longer services Broadbeach Mall, Jupiters Casino or Surfers Paradise.
- 746 Nerang West – Nerang Station. No change.
- 747 Southport – Robina via Bundall. Route unchanged. Timetable changed.
- 748 Nerang – Robina via Gilston, Worongary, Mudgeeraba. Route unchanged. Timetable changed.
- 749 Clearwater – Nerang Station. Route unchanged. Timetable changed.
- 750 Robina – Broadbeach South station via Bond University. Extended from Pacific Fair to Broadbeach South and frequency increased to every 15 minutes daily. No longer services Broadbeach Mall or Jupiters Casino.

751 Broadbeach South station – Robina via Mermaid Waters. Extended from Pacific Fair to Broadbeach South Station. Timetable changed.

752 Broadbeach South station – Robina via Robina Woods. Extended from Pacific Fair to Broadbeach South Station. Timetable changed.

753 Broadbeach South station – Burleigh Heads via Robina, Varsity Lakes. Extended from Pacific Fair to Broadbeach South Station. Timetable changed.

754 Broadbeach South station – Burleigh Heads via Mermaid Waters. Extended from Pacific Fair to Broadbeach South Station. Timetable changed.

755 Broadbeach South station – Robina via Merrimac. Extended from Pacific Fair to Broadbeach South Station. Timetable changed.

756 Broadbeach South station – West Burleigh via Miami. Extended from Pacific Fair to Broadbeach South Station. Timetable changed.

757 Reedy Creek – Burleigh Heads via Varsity Lakes. Route unchanged. Timetable changed.

758 Merrimac – Robina via Mudgeeraba. Route unchanged. Timetable changed.

759 Robina – Reedy Creek via Varsity Lakes station. Route unchanged. Timetable changed.

760 Tweed Heads – Robina via Airport, Varsity Lakes station (renumbered ex 761). Timetable changed.

763 Lakewoods – The Pines via Elanora. Route unchanged, Timetable changed.

764 Burleigh Heads – Currumbin Park via The Pines. Route unchanged, Timetable changed

765 The Pines – Robina via Burleigh Heads. Route unchanged, Timetable changed

766 Currumbin Waters – The Pines. Route unchanged, Timetable changed

767 Tugun – The Pines via Currumbin. Route unchanged, Timetable changed

768 Tweed Heads – The Pines via John Flynn Hospital. Route unchanged, Timetable changed

777 Airport – Broadbeach South station (former 702) Truncated from Sea World to Broadbeach South Station requiring a change to tram or to bus 705 in order to reach Broadbeach, Surfers Paradise, Main Beach or Seaworld. Frequency increased from 20 mins to 15 mins.

N732 Surfers Paradise – Nerang via Ashmore. Terminus moved from Appel Park to Cypress Ave.

N750 Broadbeach Sth station – Robina, Bond Uni Truncated from Surfers Paradise to Broadbeach Sth Station.

TX1 Tweed Heads – Mermaid Beach, Theme Parks Express. No longer services Bel Air at Broadbeach.

TX2 Broadbeach/Surfers Paradise – Movieworld/Wet'n'Wild Express. Terminus changed from Pacific fair to Broadbeach South Station and route changed through Main Beach.

TX3 Broadbeach/Surfers – Dreamworld. Terminus changed from Pacific Fair to Broadbeach South Station and route changed through Main Beach.

## NATIONAL NEWS ROUNDUP – NORTHERN TERRITORY

### **Darwin B.S privatisation Announced.**

On 7 July it was announced that Transit Systems will become the new provider of public bus services for the Greater Darwin area from later this year after successfully tendering for the contract. Transit Systems Chief Executive Officer Clint Feuerherdt said the company will take over operation of the Darwin Bus Service depot but the assets will still be owned by the Territory Government. There is no change to the route/ school services currently operated by Buslink.

### **City Interchange works**

Darwin Bus Interchange was closed from 20 April until 11 May to allow urgent maintenance works to take place. Inbound services terminated at the Hilton Hotel stop on Mitchell St while outbound trips departed on Cavenagh St outside Woolworths.

## QUEENSLAND

### **Atherton Tableland**

From 8 October 2013 a new weekday Hail and Ride service commenced between the Atherton Tableland towns of Atherton, Malanda, Peeramon, Kairi, Tolga and Herberton. The service is operated by Emerson's Bus Service using two Mercedes LO815/ Custom Coaches low floor midi buses.



*TOP: One of Ventura's newest is Dandenong based (1068) BS00PC Volvo B7RLE/ Volgren Optimus seen heading for Brighton on route 812 on 8 June 2014.  
(Jason Lipszyc)*



*CENTRE: Skybus have taken delivery of four new MAN 28.360 51 seat Volgren artics for the City to Airport service. The first was (92) BS000E seen in West Melbourne on 8 June.  
(Jason Lipszyc)*



*BOTTOM: New for Bourke of Nathalia in 2009 was 7815 AO Volvo B7R/ Coach Concepts seen on its school run into Echuca on 24/4/14  
(Hayden Ramsdale)*

### **South Burnett Services.**

Brisbane Bus Lines service from Brisbane to Murgon has been under threat of closure from the end of this month (June), but thanks to a last minute deal struck by the Council, the service will now continue in a truncated form. Previously there were 10 services each week from Brisbane Roma Street to Murgon via Yarraman and Kingaroy. From July the service operates once daily between Murgon and Caboolture connecting at Caboolture with trains to and from Brisbane.

## **NEW SOUTH WALES**

### **Operation Hamly**

Police and Roads and Maritime Services officers conducted Stage 1 of Operation Hamly at Busways depots in Blacktown and Penrith and also at transport interchanges in the region on 20 June. During the operation 210 buses were inspected with 14 defects identified including one “major” defect for non working brake lights. A second operation was conducted on Monday 30 June involving Busabout vehicles in the Campbelltown/ Camden region. In this case it was reported that 32 buses were found with defects out of a fleet of 88 including issues with suspension, steering, tyres, brakes, and warning lights. Six buses were identified as having major defects.

The trigger for the blitz appears to have been an incident on Sunday June 15<sup>th</sup> when Busways (1068) m/o 6293 Volvo B7RLE/ Volgren crashed through the side of a house at Glenmore Park, coming to a stop at its back fence whilst working a route 797 service to Penrith. No passengers were injured but it was reported that the driver had suffered a medical emergency. Acting Assistant Commissioner Stuart Smith said” the blitz was targeting bus driver fatigue and vehicle standards following a spate of serious bus crashes earlier this month”. In both blitzes, police also carried out drug and alcohol tests which both companys’ drivers all passed

A further operation was carried out on Friday 11 July targeting State Transit Port Botany and Hamilton (Newcastle) depots plus Premier Illawarra at Wollongong. A further 34 defects were discovered plus two STA drivers failed preliminary drug tests, but were later cleared. STA Leichhardt and Punchbowl Bus Co followed two weeks later with only one major defect found. It is expected the operation will continue through at least August.

### **Busways changes**

Western Sydney services operated by Busways in Region 1 received revised timetables on 18 May to improve on time running, in conjunction with the introduction of two new services. 751 offers half hourly AM peak and hourly PM services linking Blacktown and Colebee along Richmond Rd serving the Stonecutters Ridge housing estate while a full time 794 service has been introduced between Penrith and Glenmore Park providing access to Mulgoa Rise housing estate. Services run half hourly during peaks and hourly at other times. Interpeak services on T70 have also been extended from Norwest Business Park to Castle Hill. The proposed runtimes for the new 794 timetable caused some unrest among drivers, with a group of walking off the job for four hours on 30 April to protest run times on this and other timetables.. The Transport Workers Union fears this could lead to a major crash. Early indications however suggest buses on 794 are largely keeping to timetable. Drivers previously took similar industrial action in 2009.

Meanwhile, Busways’ Central Coast operation added an additional 0845 Route 33 service between Gosford and Mains Rd West Gosford on 5 May, along with a Route 54 service ex Umina Beach Shops at 0700 to Woy Woy. Timing adjustments were also made to two Route 92 services towards Lake Haven in the AM peak.

### **CDC Expands**

On 6 August 2014 CDC announced their intention to take over Blue Mountains Bus Co, subject to regulatory approvals.

### **Hillsbus**

Hillsbus have added yet more weekday services across their network as of 2 June, including extra trips on routes 607X, 610, 619, 630, 642X, 700, 705 and T65 (extra 1-2 trips on each). Some minor changes have also been made to adjacent trips on routes 630, 700 & 705.

Improvement works to four existing bus stops along the M2 motorway began on 5 May and will continue until June. During the works, stops close with passengers for Hillsbus Routes 602X, 607X, 611, 613X, 616X, 617X and Busways 740 required to travel on a special shuttle bus operating along adjacent Junction Rd to the nearest open stop.

### **Opal Rollout.**

From Monday 30 June, the Opal Rollout gained a further milestone with 600 Hillsbus buses on 69 routes being activated. These routes carry some 15 million passengers per annum, many on M2 motorway services to the city. More than 300, 000 Opal Cards had been registered by the end of June. Opal was further extended to Transit Systems buses in region 3 from 14 July and to Punchbowl Bus Co vehicles from 16 July, followed in August by STA Brookvale and Mona Vale and Busways Region1..

### **Sydney Olympic Park network changes**

Online travel advice for the Super Rugby match at ANZ stadium on 28 June noted that Special Event Routes 2B (Glebe via Gladesville) & 3 (Macquarie via Ryde and Macquarie Park) would no longer be operating from that weekend onwards due to historically low passenger loadings.. It is believed that this change will apply for all future special events held at Sydney Olympic Park.

### **Forest improvements**

Forest introduced new TNSW format timetables across their network on 30 June. Key changes include:

- Additional peak services on 194 (St Ives Chase – City), 270 (Terry Hills – City) & 271 (Austlink – City)
- Additional three afternoon peak services on 260 departing North Sydney for Terry Hills, with span extended from 1700 – 1840 to 1610 – 1910. Services also retimed to better meet employee knock-off times
- The last 274 now departs the City for Davidson at 1910 instead of 1830, with evening 271 services also retimed to better meet Davidson connections
- Daytime weekend services on 278 (Killarney Heights – Chatswood) replaced with the Killarney Heights shuttle bus that previously only operated during weekday inter-peak times. Services run every 20 mins with onward connections to Chatswood, City and Warringah Mall at Jamieson Square in Forestville. This is a real boost for local residents, with services previously hourly on Saturdays and every 2 to 3 hours on Sundays.
- Thursday night shopping trips on 280 between Warringah Mall and Forestway Centre now run Monday to Friday, extending span by over 2 hours until 20:49 ex Forestway Centre and until 21:15 ex Warringah Mall
- Sunday services on 280 (Warringah Mall - Chatswood) now operate every 30 mins instead of hourly

### **SanLink boost**

An improved timetable on Transdev's 589 (Hornsby – Seventh Day Adventist Hospital (the SAN)) 'SanLink' service commenced on 30 June. On weekdays, three additional morning trips along with an extra afternoon bus have been added in both directions, eliminating the previous four-hour gap between 0830/0900 & 1230/1300, as well as offering a trip an hour later, leaving the SAN at 1900. Saturday services now extend from Thornleigh to Seventh Day Adventist Hospital with an additional trip added around midday, with five trips now running in each direction. Services on 573 (Turramurra – Fox Valley) which also serves the SAN are unchanged.

### **Hunter Valley upgrades**

Hunter Valley Coaches introduced a new 189 service on 30 June, linking Rutherford and Aberglasslyn, providing service to McKeachie's Run residents. Services run approximately hourly Monday to Saturday and every two hours on Sundays. Timed connections are offered with Route 181 (Aberglasslyn – Woodberry via Rutherford Shops and Maitland). Weekend services on 278 (Morisset – Silverwater) & 279 (Morisset – Sunshine) have been boosted with a two-hourly service now operating on Saturdays and three new Sunday services. Additional weekday and new Saturday services will also be introduced on route 280 between Cooranbong & Morisset, with some trips also operating via Morisset Industrial Area.

### **Ways and Works.**

On 7 July, Transport for NSW announced improvements to bus stops and traffic arrangements would start in coming weeks to boost the reliability of bus services for the Inner West Bus customers. Work started in August to relocate bus stops on the Princes Highway at Tempe, King Street, Enmore Road, City Road in Newtown and Broadway. The changes impact more than 30 routes including - L23, L28, M30, 422, 423, 426, 428.

From 5 June the Moore Park busway has been closed on weekdays between 9.30am and 3.00pm owing to construction of a shared pathway over Anzac parade. Services normally using the roadway have been diverted via Allison Road and Anzac Parade. This is expected to continue until February 2015.

The introduction of a right turn ban from Central Ave into Little St in Lane Cove from 2 June has seen Sydney Buses 261 City services now operate the loop in reverse, while 265 to McMahons Wharf now operates directly along Longueville Rd.

### **Country Services.**

From 10 June 2014, Greyhound Australia ceased offering its Sydney-Canberra-Adelaide service, thus removing another of the former key planks in the national coach network. Originally daily it had been cut back to four days a week in recent years but, according to Greyhound, was no longer commercially viable. Greyhound continues to operate other services between Sydney and Canberra and has introduced a new day return service between Adelaide and Mildura via Renmark, leaving Adelaide at 9.00am and Mildura at 3.15pm. Another service to cease was that previously offered by Buses R Us between Broken Hill and Mildura.

Australia Wide Coaches announced they would commence a new express service between Canberra and Orange from July 2014. It is some years since this option has been available, having been tried by several previous operators.

As from 1 July 2014 the Bombala to Canberra service was upgraded to run daily in lieu of the previous three days per week. The route has also been diverted to service Dalgety and Jindabyne, significantly extending the on board time for Bombala residents.

Many of the NSW Trainlink (formerly known as Countrylink) Rural Coach Service contracts expire on 31/12/14. Currently there are tenders open for 18 separate contracts. This covers 29 former separate parts. Contracts have been bundled together to reflect how the contracts have generally been won on past tendering. The tenders close on 15/8/14 with new contracts to start 1/1/15.

### **Sid Fogg Anniversary.**

Late July saw the 25<sup>th</sup> anniversary of ownership of the Sid Fogg business operation by Kathy and Graham Hapgood. They recreated a first day photo taken inside a coach for the Newcastle Herald. The family's current involvement also includes their son Michael and daughter Katie. The original fleet of 15 has grown to 40 on local charter and long distance touring, including transporting the Newcastle Knights team and supporters.

## **SOUTH AUSTRALIA**

*(see NSW section for details of changes to Greyhound Australia services between Adelaide and Mildura)*

### **State Budget 2014-15**

Transport related items in the 2014-2015 State budget were:

- Purchasing just 7 new buses to bring the Adelaide Metro fleet to 1,000 vehicles
- Continued refining of Adelaide Oval Express services to cater for 50-70% of crowds attending games there.
- Developing a new inner city depot at the vacant site on Currie Street opposite the existing Clarendon Street bus park in conjunction with University of South Australia
- Trialling the first Double Decker Service in Metropolitan Adelaide since the days of trolleybuses.
- Implementing new on-time running methodology and procedures to measure benchmarks using new fleet monitoring software.
- Implementing new service design principles to improve the efficiency of the Public Transport network
- Extending the rollout of real-time information to include real-time tracking of buses, trams and trains within a 40 and subsequently 60 minute window.
- Optimising the Adelaide Metro website journey planner and integration with Google technology; and
- Improve traffic light coordination for trams in the CBD to improve operational efficiency

### **Fare Evasion and Performance Audits**

The percentage of bus passengers getting a free ride on public transport has increased substantially.

The surge in fare evasion was observed during the public transport audit of more than 200 services and coincided with industrial action taken by the bus drivers union over a pay dispute. Drivers declined to sell tickets or enforce their validation from January and the State Government said no one would be fined for fare evasion on any bus service during the industrial action over rostering at Southlink and Light City Buses (which was finally settled in May). Tram fare evasion rates were steady at around 15% while fare evasion on trains declined from 6.21% to 5.51%

There has been a 57% increase in Transport Department service orders slapped on bus operators over issues such as driver quality, route signage and ticket information. The number of audits increased from 816 in the previous quarter to 1288. In the latest report almost 11% of audits involved problems with driver quality, 14% with signage and 16% with wrong ticket information.

The North-South routes run by Light-City Bus had the worst record for running on-time with 25% off schedule compared to 16% of total services. The East-West routes improved from 82.2% in January-March 2013 to 85.2% in the same period this year. All contractors exceeded their performance benchmarks for trips run, connections met, vehicle conditions and driver quality

### **Timetable Changes from 20 July**

A new Seaford line timetable was introduced with revisions based on customer feedback. Some southern area bus routes received minor timetable adjustments in order to maintain rail connections. These were routes 645 (Seaview Downs – Marion Centre) & 646 (Seacombe Heights – Marion Centre) ; 681 (Hallett Cove Beach – Flinders Uni), 682 (Hallett Cove Beach – Sheidow Park) & 683 (Hallett Cove Beach – Hallett Cove South); 740 (Seaford – Colonnades Centre), 741 (Maslin Beach – Colonnades Centre), 750 (Sellicks Beach – Seaford), 751 (Aldinga – Seaford Centre), 752 (McLaren Flat – McLaren Vale), 755 (Aldinga Beach – Seaford Centre) & 756 (Port Willunga – Seaford Centre); 743/744 (Noarlunga Centre – Huntfield Heights loop); 745/747 (Seaford Circuit)

Changes were also made to northern suburbs routes 451 & 452 (Munro Para Centre – Elizabeth Interchange), 461 (Munro Para Centre – Munro Para West loop) & 462 (Munro Para Centre – Angle Vale replacing the previous dial a ride service); 491 (Hewett Circuit), 492 (Gawler East Circuit), 493 (Gawler South Circuit) & 494 (Gawler South Circuit) and 500 (Elizabeth – City), 501 (Mawson – City), 502 & N502 (Salisbury – City) plus Aelaide Hills routes 823 (Crafters – Cleland Wildlife Park), 840X, T840 860F, 864 & N864 (Mt Barker – City), 863 & T863 (Aldgate – City); 830F (Lobethal – City), 834 (Lobethal – Verdun) & 835 (Lobethal – Mt Barker); 837 (Nairne – Mt Barker) & 841F, 842X & T842 (Nairne – City); 838 (Mt Barker East loop) & 839 (Mt Barker West loop); 850 (Macclesfield – Aldgate) & 852 (Strathalbyn to Mt Barker) and 861 (Glen Osmond – City) & N864 (Mt Barker – City)

### **Northern Route Review.**

Changes to routes in the Northgate area are being considered for early 12015. Proposals include new route 206 via Hampstead Rd and Folland Ave, reintroduction of route 207, reduced 208 services and a revised route 504.

## **WESTERN AUSTRALIA**

### **June changes**

Transperth introduced a new Route 512 service on 1 June, linking Murdoch and Spearwood via North Lake and Coolbellup. A 15 to 30 min frequency is offered during peaks with hourly headways at other times. Route 513 (Murdoch – Fremantle) has been modified, no longer operating along Waverley Rd, Romeo Rd or Cordelia Ave, with the Alonso St deviation cancelled and deviations to Hale House and Rinaldo Cr subject to future patronage reviews. An additional shoulder peak trip operates in either direction. Timetable adjustments have also occurred on 511 (Murdoch – Fremantle), 525 - 526 (Cockburn Central – Hammond Park) while 522 (Cockburn Central – Spearwood) has been reduced to two return services from the existing 90 to 120 min frequency, although extensions to Workpower have been retained.

### **TransWA.**

In late June, TransWA announced that a new East Perth to Geraldton via Jurien Bay service would be commencing from August 1<sup>st</sup>. This will in part compete with the Integrity Coach Lines service.



*TOP: Sydney Buses (1129) Mercedes 0405CNG/ Custom Coaches is seen working tram replacement duties at Lilyfield on 1 May 2014.*



*CENTRE: 568 MVF of Sunbus, Townsville is a 2010 Bustech XDi seen on a route 208 service to the City on 2 August.*

*BOTTOM: Stonestreet, Toowoomba 13 PHX Denning Gold Phoenix new in 2013 is seen at the Cloncurry lookout, Qld on 1 August while transporting rail fans between inland trains. (All photos by Scott Mitchell)*





*Photos from the HCVA Golden Jubilee Rally. TOP: One of the many buses preserved by the Parker family is m/o 7505 a Custom Coaches MAN 16.240 maintained in its former Busways livery.*



*CENTRE: Smithfield bodied Leyland Leopard (1765) was one of several buses which turned up at Olympic Park but did not take part in the full rally.*



*BOTTOM: Ex State Transit (2558) Mercedes 0305G/ PMC is now registered m/o 025 for Scott Wilson's Ley-AEC Transport. (All photos Geoff Foster)*



*TOP: Jonathan Stuart has probably the lowest mileage preserved bus in Australia with just 420,000kms on this ex Harris Park 1991 Hino RG197K/ Custom Coaches, seen here taking passengers to the lunch stop.*

*CENTRE: Another of the newer preserved buses is Adam Green's ex STA 3119, a 1989 Mercedes 0405/ PMC.*



*BOTTOM: Mk IV Mercedes 0305/ PMC ex STA 2800 is owned by Forest Miniatures London Transport Heritage Centre and was formerly the Xmas bus at Brookvale depot. (All photos Geoff Foster)*





*TOP: on 4 January 2013, Greyhound Australia SB71GD a Mercedes OH1830/ Irizar is seen on arrival into Toowoomba from Dalby. (Hayden Ramsdale)*



*CENTRE: Highway Tours, Ipswich new MAN 18.360 Irizar coach 609 SWN seen on a charter to East's Leagues Club on 31 January 2014. (Leon Sharpe)*



*BOTTOM: Buslink Vivo (185), seen at Volgren on 4 January 2014 is one of nearly 100 Mercedes OH1830 mine buses delivered in the last 18 months (Hayden Ramsdale).*

## VICTORIA

### Interchange upgrades

Werribee Plaza bus stops were relocated to the north-eastern end of the centre adjacent to Derrimut Rd on 14 April to allow the old interchange to the south of the centre, parallel to Heaths Rd to close as part of a major extension of the complex. Timetables were unchanged, although customer advice suggests delays may be expected, compounding delays as a result of recent reductions to speed limits from 70km/h to 60km/h on local arterial roads in Wyndham Route 437 services towards Werribee no longer traverse Barber Dr however the only stop closed was located at the corner of Derrimut Rd.

Centre expansion has also commenced at Northland, with the interchange moving from north of the centre to a new location adjacent to Murrays Rd on 28 April. This new interchange will speed up trips on the Red Orbital 903 service by removing the significant detour to serve the former interchange.

Planning is also underway on a \$13 million upgrade of the Young St bus interchange at Frankston which will see the consolidation of bus bays to north of the station exit (currently there are 15 bays stretching over 250m from south of Wells St to Ross Smith Ave East, some which are only used once or twice an hour), use of a nearby layover facility to prevent buses clogging the smaller interchanges, replacement of a pedestrian crossing outside the station with two scatter crossings at intersections, wider footpaths and landscaping works. The plans however fall short of initial promises made by the Liberal government in opposition that would have included an upgraded station building, multi-story commuter parking, improved access to the TAFE and affordable housing in the precinct.

Meanwhile, \$406,000 is being spent to give the interchange at Moorabbin a long overdue facelift, as part of a state and Kingston council partnership.

### Rowville Corridor Stage Two

In June the Victorian Government released the Stage two report into the Rowville Corridor. Whilst retaining the concept of a rail corridor as a long term option (to be implemented only following the completion of the proposed new CBD and Airport lines), the interim report focusses on interim plans for the upgrading of bus services based on recommendations from Public Transport Victoria.

It is recommended that current route 703 be split into two routes Blackburn-Clayton and Clayton-Middle Brighton, thus avoiding the Clayton Railway Crossing bottleneck but requiring a change of vehicle for many passengers. The inter peak deviation into Forest Hill Chase shopping centre would also be discontinued. The northern half would be upgraded to a 10 minute frequency to match the inter peak train frequency while the route along Centre Road would be reduced to every 20 minutes, reflecting the lesser patronage offering on that section.

A second recommendation is for upgrading the entire length of route 900 (Caulfield-Rowville) to a 10 minute frequency with further improvements to bus priority and bus stop infrastructure along Wellington Road and upgraded bus interchanges at Stud Park and Huntingdale Station. There is no mention of any eastwards extension to Ferntree Gully or of limited stop services. In neither case is there any mention of improvements to weekend service frequencies, which it is assumed would be unchanged. A press release by Transport Minister Terry Mulder ruled out any service reduction along Centre Road, unsurprisingly as this passes directly through the very marginal seat of Bentleigh. The Centre Rd portion of the 703 is not considered part of the SmartBus network - the original 2002 pilot was only between Blackburn and Clayton (as was 888/9 only north of Springvale). None of the recommendations were funded in the State budget or included in the July changes.

### Myki

Changes to two-hour fares were introduced in August 2014. The two-hour fare will apply for exactly two-hours after a myki is touched on. Under the previous system the two-hour period was rounded up to the nearest hour. For instance, if a customer touches on at 9.35 am, the fare expires at 12.00 pm. Under the new system, if a customer touches on at 9.35 am, the two-hour fare will expire at 11.35 am.

With the current Myki contract ending in June 2016, the Government is to spend \$1 million over the next three years to search for a better operating system to support Myki. The Government is looking for innovative technologies including using mobile phones to swipe on readers, pay and wave use of credit cards, receiving tickets via SMS and a phone App to purchase tickets.

### **Geelong footy buses dropped**

It appears that special footy buses trailed after evening AFL games at Simmonds Stadium in Geelong during the 2013 season proved unsuccessful, with no special services provided for the 23 May game between Geelong and North Melbourne.

### **RRL Services**

Transdev once again provided additional unscheduled services on Route 216 and 220 between Sunshine and City during the Regional Rail Link shutdown that took incorporated the three working days between Easter and Anzac Day. Unofficial reports however suggest the number of extra trips that ran was hampered due to a lack of available buses and drivers due to the latest works occurring on school weekdays. Easttrans extended their 601 shuttle service from Huntingdale to Oakleigh on 17 April due to weekday rail replacement buses being in operation between Oakleigh and Dandenong as part of grade separation works at Springvale

The last major shut down of the rail system for RRL construction took place during the July school holidays when the Ballarat, Bendigo and Seymour Lines were shut down with coach replacement services provided. On certain days, Warrambool passengers had to change to and from coaches at Geelong and the midday services to and from Albury were also replaced by coaches. On this occasion, however there were no disruptions or replacements for metropolitan rail services apart from some evening services. The closure extended two days into school term 3 which made vehicle sourcing rather more challenging than for some previous closures. The Trotters/ Dom Sita joint venture has performed very well over this two year series of closures with able assistance from many other operators from both Melbourne and country centres.

### **A bus to a campus with no students**

The Liberal State government was left red-faced in late May when Nine News exposed the government had continued funding Route 670 buses to operate to the gates of Swinburne University and TAFE's closed Lilydale campus, which shut in July 2013. Buses had previously been boosted in October 2010 to offer a 15 min peak service on weekdays, eliminating the 1km walk for student to the nearby station and providing a link to neighbouring suburbs along Maroondah Hwy. The PTV website timetable was quickly updated to amend to show the route as terminating at Lilydale Marketplace, the intermediate stop between Lilydale Station and the closed campus, although at the time of writing the route map had yet to be updated.

### **More Springvale works**

The Queens Birthday long weekend saw further grade separation works at Springvale affecting road traffic, with Springvale Rd closed from 8pm 6 June until lunchtime on 9 June. Northbound buses on 813, 814 and 902 once again diverted via Westall Rd, however southbound buses operated as normal other than a detour to use an additional rail bridge on the down side of Springvale Rd built as part of the project. Transdev once again operated a special shuttle bus from the northern side of the works site to Springvale Junction following the 902 timetable. Works continue on constructing new bus bays outside the station, however buses on 885 have begun utilising the new overpass between Sandown Rd and Lightwood Rd in lieu due to a permanent reversal of the one-way direction of Sandown Rd.

### **World Cup buses red-carded**

A decision by City of Melbourne not to telecast any of the overnight World Cup soccer matches at Federation Square during June or July meant that PTV decided not to offer any additional overnight services for fans that choose to watch games at smaller public venues screening the action. During the 2010 tournament, to cater for the thousands of fans braving the cold to watch early morning games at Federation Square, special overnight NightRider buses and extra outbound trains were offered for those wishing to witness Australia's matches.

### **Wangaratta Coachlines sold.**

The Dyson Group of companies has bought Wangaratta Coachlines from the Joyce family. Don and Brenda Joyce started the business in 1987, Don having been previously associated with Hoys Roadlines. It has grown to have about 40 staff to run a fleet of 40 buses. The business operates 23 government contracts, school

services, and an “extensive” coach charter operation. Dysons will take over operations at Wangaratta from September. The Joyce family will continue to operate eight of the school services at Wangaratta, from a separate depot.

### **CDC Rebranding.**

From mid July the Benders and Davis names started to disappear forever with the operations being rebranded as CDC Geelong and CDC Ballarat respectively. The Melbourne branding will change to CDC Melbourne from sometime next year. There are several new PTV liveried buses which have entered service at Geelong.

## **FLEET NEWS - NATIONAL**

**Carbridge:** (63) Denning Phoenix relocated to Melbourne. (58) 1844 AO MAN/ Customs repainted into Qantas livery replacing (43) 7328 AO repainted to white. (23) TC 6319 MAN 15.220/ A.B. Denning sold from Perth to Sydney Ground Transport as TV 7896. (61) TC 6854 Daewoo/ Northcoast has body no (591 12/10).  
**City Sightseeing:** Acquired for winter operation of the Canberra City Explorer service was (202) ACT mo 368 Toyota Coaster (12/04) B21C ex Wunanbri Pre School, Alexandria, NSW AE15HS 5/14. (430) TV 7052 Anka open topper reregistered 141 TDH in Cairns.  
**Greyhound Australia:** Further new Volvo B13R/ Irizar Century C54FTL units are (353) SB81HA, (357) SB90HA, (358) SB68HL, (362) SB59HO and (371) SB80HR. Also new is (330) SB10HZ Volvo B7R/ Irizar Century C48FT. Withdrawn are (433) 433 DOG Motorcoach Classic III, (603) 603 DOG, (604) 604 DOG and (606) 606 DOG all Scania K113TR/ Austral-Denning; (652) 652 DOG Scania K113TR/ QCC. 076 TLD Scania/ Irizar is (532).

## **AUSTRALIAN CAPITAL TERRITORY**

**ACTION:** New deliveries of Scania K320UB/ Custom Coaches CB80 B48Dw units to Belconnen were  
 BUS 541 1888342/ D720-03 5/14                      BUS 542 1888353/ D720-03 5/14  
 BUS 543 1888324 D720-05 5/14                      BUS 544 1888338/ D720-06 5/14  
 Also new is 215-046 Fuso Rosa (3/14) B17CL special needs bus replacing withdrawn BUS 007 Hino AC140K. Transferred to Belconnen 6/14 was 874. Withdrawn 6/14 were Renault PR100.2: 858 and 990

## **VICTORIA – Melbourne Metropolitan**

**Action Tours, Somerton:** Acquired were 0432 AC Scania K113TR/ PMCSA (4736 8/88) C46FT ex Golden Lotus Valley Tours. Withdrawn were 2207 AC MAN SL200/ Ansair and 2223 AC Denning double decker.  
**Australiner:** A new legal name of Manningham Coaches has appeared on 5604 AO Denning Landseer.  
**Bacchus Marsh Coaches:** Transferred from Sunbry Bus Lines were (26) 7026 AO Mercedes OH1418/ CC (93-101 7/93) C49Fex (4) 3304 AO and (25) 7025 AO Mercedes OH1418/ Newnham (92-257 5/93) C49F ex (5) 3305 AO.  
**Bayside/ Nuline, Moorabbin East:** Acquired from Crown Coaches were (4) 4142 AO Toyota Coaster (6/95) B21C ex 4142 AO; (7) 4102 AO Toyota Coaster (4/95) B21C ex 4102 AO and (6) 4153 AO Toyota Coaster (3/96) B21C ex 4153 AO. (73)0673 AO BCI traded to Crown Coaches. Renumbered were Mercedes Sprinters (6) 6724 AO and (7) 8807 AO to (74) and (73) respectively and Iveco Turbo Daily (74) 9674 AO to (60). Acquired from Brisbane Transport were (50) 5860 AO Volvo B10M/ Austral (B02128 9/93) B49D ex (345) 345 BVK and (52) 5862 AO Volvo B10M/ Austral (B02129 12/93) B49D ex (346) 346 BVK. Sold (23) 6723 AO Volvo B7R/ CC to Gold Bus, Ballarat and (25) 6725 AO Volvo B9R/ Coach Concepts to Lodge, Culcairn, NSW. Former (52) 5862 AO Volvo B10M/ Centurion withdrawn. Geoff Vickers’ preserved Denning Landseer is now reg BS00GV

**Broadway Tours, Reservoir:** Acquired was (5) 9791 AO Scania K124EB/ Coach Design (314 2/03) C50FTB ex Firefly Coaches (45).

**Crown Bus Charter/ Rentals:** Operates 9137 AO MAN 18.290/ King Long which has body no C6800022 of 7/12 and ZAL 563 Fuso Rosa (00065 12/06) C24C.

**Crown Coaches, Nunawading:** Withdrawn were (16) 4116 AO Toyota Coaster; (32) 4132 AO Toyota Coaster; (41) 4141 AO Isuzu FSR/ Volgren; (72) 4172 AO Toyota Coaster; (82) 4182 AO Nissan Civilian.

Acquired was (32) 4132 AO Toyota Coaster (6/98) B21C. (63) 4163 AO Toyota Coaster was sold to Allen's Rentals, as BS00 HF

**Diamond Coaches, Greensborough:** New is (61) 9797 AO Bonluck President 14.5m (LA9C6BRY4EBJXK164 3/14) C71F.

**Di Di Coach, Glen Waverley:** Additional are 0890 AO Toyota Coaster (2/98) B21C which carries signage for The Lamplighter Motel in Oakleigh and 2448 AC Mitsubishi Rosa (00309 12/03) C24C, ex Bounti Tour Coaches, Sunshine 4367 AO

**Dineen Group – Panorama Coaches:** The unused ex Hawkesford's TV 5118 BCI PK6830AT has been sold to an unidentified new owner and is now reg BS00LS BCI PK6850AT (LSFC030857C001750 7/07) C33F. Withdrawn was (13) 3013 AO MAN/ King Long. New route buses in PTV livery are (67) 3067 AO MAN 18.320/ King Long 6122AU (HVAB13-030 4/14) B46Dw and (68) 3068 AO MAN 18.320/ King Long 6122 AU (HVAB13-031 4/14) B46Dw. Fleet nos for the ex Reilly's Toyota Coasters are (100) 0382 AO, (101) 0386 AO, (102) 0391 AO and fleet nos for Rosas are (103) 5038 AO (ex 67), (104) 5039 AO (ex 68), (105) 5058 AO and (106) 5088 AO. **McKenzie:** Transferred in from Cann, Corowa was 1840A O Scania K124IB/ Autobus (222 6/00) C54FT ex TV 1729, from Martyr came 8009 AO Toyota Hi Ace (4/07) and from Warragul Bus Lines came 1815 AO Mercedes 0500RF/ Express (416 4/06) C57F ex 5812 AO.

**Downunder, Thornbury:** 1014 AC MCA/ MCA sold. Operator believed to have ceased.

**Driver Group, Notting Hill:** New is (83) BS00OZ Denning Silver Phoenix (4/14) C57F.

**Evergreen Coaches, Kensington:** Acquired was 1860 AC Toyota Hi Ace B13C.

**Executive Coach Travel, Oakleigh:** Additional are 8330 AO Fuso Rosa (00770 11/07) C24C ex Tasmania and BS00KY Fuso Rosa (10273 6/11) C24C.

**Firefly, Maidstone:** Former (45) 9791 AO Scania K124EB/ Coach Design was sold to Broadway Tours.

**Forbes Bus Lines (Melbourne), Collingwood:** Operates school runs and winery tours with BS00CX Fuso Rosa (00617 9/07) C24C-reg 20/12/13 and BS00FB Mercedes 814/Alan.B.Denning (82236 20/11/98) C32F ex Newtons, Rochester I641 AO.

**GLV Tours:** Sold 0432 AC Scania K113TR/ PMCSA to Action Charters.

**Harlan, Brunswick:** 5588 AO MAN/GBW dereg and sold.

**Jethus:** Additional is 9614 AO Toyota Hi Ace (8/06) ex ?

**Mee, West Heidelberg:** Withdrawn/ sold were (19) 3750 AO Mitsubishi Select, (35) 3752 AO Hino FD164/ Newro; (42) 2780 AO Hino FD164/ Newro; (55) 2789 AO Hino FD166L/ Newro. UBC body nos for Hino RB8s are (88) 6688 AO (060085 12/07) and (89) 6889 AO (060086 12/07). New are BS00SF Hino FD240/ P&D (5/14) C34FL and BS00SI Hino FD240/ P&D (6/14) C34FL

**Melbourne On The Move:** Sold 1173 AC Fuso Rosa to Victorian Touring Coaches.

**Northern Transit Holdings:** Transferred from Kastoria to Seymour P.S. in Nationwide tours liveries were: - (29)1429 AO Mercedes OH1830/ Mills Tui is now (50) 6450 AO; (32)1427 AO Mercedes 0500RF/Autobus is now (51) 6451 AO and (33)6457 AO Mercedes OH1830/ Mills Tui is now (52) 6452 AO. These appear to have replaced the sold Hino/ P&Ds on Assumption College runs.

**Quince's Scenicruisers, Oakleigh:** New is 0561 AO King Long 6930AU (LA6A1EBC1EB101524 6/14).

**Sita Bus Lines, West Footscray:** Withdrawn/ sold were (220) 2715 AO, (221) 2320 AO and (222) 2700 AO all Volvo B10M/ Comeng-QBB plus (107) 7335 AO Volvo B10M/ Volgren to an unidentified operator in Sunshine. Also sold were (259) 2735 AO Toyota Hi Ace; (271) 2371 AO Toyota Hi Ace; (258) 2319 AO Toyota Hi Ace; (260) 2360 AO Toyota Coaster and (256) 7368 Toyota Coaster. Sold (234) 2704 AO Scania L113/ Volgren to M. Presta. Acquired from Brisbane Transport at auction were Volvo B10L/ APG B41Dw units (219) BS00PJ (4272610 6/98) ex (581) 581 IJO; (220) BS00RK (4282710 6/98) ex (582) 582 EKA; (221) BS00OX (B005950 1/00) ex (595) 595 FDL; (222) BS00PG (B005830 4/99) ex (583) 583 EZY; and (223) BS00OW (7670610 3/98) ex (563) 563 JVZ). Also acquired were (241) BS00OI Toyota Coaster (9/04) B20C and (249) BS00OD Mitsubishi Rosa (00532 6/04) B24C.

**Skybus, Tullamarine:** New are (92) BS00OE MAN 28.360 artic/ Volgren VG3740 (5/14) AB51Dw with similar units (93) BS00OF (VG3741 5/14); (94) BS00OG (VG3742 6/14) and (95) BS00OH (VG3743 6/14) plus 898 TJK MAN 18.320/ MCV Elite (2013) B45Dw.

**Skylight Tours:** Acquired (31) 1846AO Scania K94IB/ BCI TOST (288 3/02) C57F ex Police Victoria with (18) former 1846 MO MAN 11.190/ Newnham deregistered. 9970 AO Mitsubishi Rosa is (28).

**Sunbury B. L.:** (4) 3304 AO and (5) 3305 AO Mercedes OH1418/ CCs t/ferred to Bacchus Marsh Coaches.



*TOP: Seen in Canberra's Civic in September 2013 is local operator Capital Touring Service mo 222 a 1986 Mercedes OC1617/ Austral previously with Goodwin of Warwick, Qld. (Geoff Foster)*



*CENTRE: Darwin Bus Service (121) 8.121 Scania L94UB/Volgren of 2006 seen working a special service at Hidden Valley. Operation of the DBS fleet will pass to Transport Systems later in 2014.*

*BOTTOM: Yes folks it is actually a bus. This 1942 Studebaker is used on a themed tour around Darwin based on the wartime bombing of the city by the Japanese. (Both photos by Adam Jones)*



**Ventura Group:** New Volvo B7RLE/ Volgren B44Dw units are:

(1037) 8640 AO (VG3685 10/13) at Dandenong	(1038) BS00AR (VG3690 10/13) at Dandenong(1046)ng
(1039) BS00AS (VG3691 10/13) at Dandenong)	(1040) 9695 AO (VG3696 11/13) at Cardinia
(1046) BS00HP (VG3710 2/14) at Croydon	(1047) BS00NT (VG3714 2/14) at Croydon
(1048) BS00HQ (VG3689 2/14) at Croydon	(1049) BS00NS (VG3703 2/14) at Oakleigh
(1050) BS00HI (VG3736 2/14) at Croydon	(1051) BS00NU (VG3737 2/14) at Cardinia

New at Peninsula is (1219) 8643AO Fuso Rosa. New at Portsea in 2013 were (1041) 9419 AO King Long 6102 AO (HVAB11-026 3/13) C45FL and (1042) 9454 AO King Long 6102 AU (HVAB12-011 3/13) C45FL both for the Penbus service.

Sent for scrap have been Scania L113/ Volgrens (1130) 2621 AO, (1131) 2547 AO, (1132) 2541 AO and (1137) 2512 AO to scrap plus Cardinia (156) 4737 AO Mercedes 0405/ Ansair. (1165) 2681AO Scania L113/ Volgren transferred from Croydon to Oakleigh replacing (1139) 2550AO moved from PTV contract and now part of the general charter fleet. Deregistered and withdrawn for scrap were (24) 3624 AO MAN 18.290/ Volgren (77) 4677 AO Volvo B10B/ Volgren (456) 2607 AO Mercedes LO812/ PMCA (1216) 2585 AO Scania L113/ Volgren and (1231). (61) 3661 MO Nissan Civilian, (1106) 3637 MO MAN 16.290/ Volgren, (1107) 3638 AO MAN 16.290/ Volgren & (1109) 3652 AO Nissan Civilian all ex Monbulk Depot dereg ready to be scrapped and Cardinia (168) 4747 AO Mercedes OH1418/ Volgren.

**Victorian Touring Coaches, Moorabbin East:** Acquired was (60) 1173 AC Fuso Rosa (00397 2007) C24C ex Melbourne on the Move 1173 AC since re-registered 7160 AO replacing withdrawn (60) 7160 AO Toyota Coaster. (62)7162 AO Hino AC140 withdrawn for sale. The two Volvo B13R/ Coach Concepts were rereg 23/5, (38) BS00HU to 6238 AO and (39) BS00NQ to 6239 AO. (64) 7164 AO Coaster is from 8/99 and is B24C and (66) 7166 AO Coaster is 12/95 and is also B24C.

## COUNTRY OPERATORS

**Alpine Spirit, Myrtleford:** Acquired was 7741 AO Mercedes 0500RFx3/ Coach Concepts (017 9/05) C48FT ex Langley, Dubbo TV 3909.

**Balfour, Mooroopna:** Additional is (6) 9770 AO Fuso Rosa (00256 4/08) C24Cex RAAF R08177 1/14.

**Ballarat Coachlines:** New is (B24) BS00SR Scania K320IB/ Coach Design (812 6/14) C57F.

**Bendigo Airport Service:** Sold 7444 AO Mitsubishi Rosa to Driver Group.

**Cardwell, Numurkah:** Acquired was 2073 AC Toyota Coaster HZB50R (4/98) B21C. Sold were 1142 AC and 1343 AC Toyota Hi Aces.

**Christians:** New is 2483 AO Scania K320IB/ Coach Design (810 6/14) C48FTL depot location unknown.

**Cole's Coaches, Warrnambool:** New are BS00MW Volvo B7R/ Express (4/14) C57F ex stock and BS00OS Fuso Rosa (10031 6/14) C24C both at Grovedale depot.

**Cullen, Wangaratta:** Reregistered were WHM 688 Toyota Hi Ace to 2094 AO and 9416 AO Mitsubishi Rosa to 2090 AO.

**Dineen Group – Westernport Road Lines:** New ex stock is 8820 AO King Long 6900AU

(LA6R1DSCBB300433 1/12) C—FL. **Warragul Bus Lines:** 2014AO is a new MAN 12.190/ Custom Coaches (5/14) with previous 2014 AO Toyota Coaster transferred to Corowa. New are 2076 AO Scania K320IB/ Higer A30 (5/14) C57F and 2035 AO Scania K320IB/ Coach Concepts (208 1/14) C57F. 5812 AO Mercedes 0500RF/ Express transferred to McKenzie, Healesville.

**Fallon Group - Falls Creek Coach Service.** Noted was (84) 9293 AO Mitsubishi Rosa (00095 3/03) B29C-reg 29/1/13 with perimeter seating on the single seat side. New is (42) BS00SE MAN 18.360/ Coach Design (811 6/14) C57FT – depot location unknown to date.

**Fords, Shepparton:** New are BS00DF BCI Classmaster 13.5M (6KT2DC118EX000594 6/14) C57FT and BS00HK Volvo B7R/ Volgren (VM0328 3/14) C57F. Acquired were 1863 AO Toyota Hi Ace (3/96) and 1864 AO Mercedes 0500RF/ Express (307 3/04) C44FTB ex Adams/ Australian Pinnacle Tours, Perth (65) TC 5088. TVR 637 Toyota Hi Ace reregistered 9772 AO and RGW 761 Toyota Hi Ace rereg 5746 AO.

**Gillicks Buses, Bairnsdale:** Acquired was BS00RU Scania K124EB/ Coach Design (298 9/02) C48DT ex Lake, Barham TV 4809 on 23/5/14. Withdrawn was 1799 AO Hino BC144M/ PMCA.

**Gold Bus, Ballarat:** New 5/14 are Optare Solos B30Fw BS00OU (SABTW4AF0ES290810) and BS00OV (SABTW4AF0ES290809). Acquired was GOLD-32 Volvo B7R/ Custom Coaches (06-173A 7/07) C57F ex Nuline (23) 6723 AO.

**Graham, Lake Bolac:** 0125 SO Hino Ac140K was sold to Faith Lutheran School, Tanunda SA as SB86AB.  
**Hazelwood Coaches:** 1528 AC MCA/ Denning deregistered.

**Heard, Horsham:** 0108 SO Hino BC144K/ PMCSA was sold to Faith Lutheran School, Tanunda SA as SB59AS.

**Holland, Avoca:** Acquired was BS00MZ Motorcoach Classic III (B500 12/99) C50FT ex Stonestreet, Toowoomba Qld 27 KAS.

**Jacobsen, Mooroopna:** Sold (12) 1695 AO Toyota Coaster. BS00BV Scania/ Higer has body no 12Y2D009 6/13. 5748 AO Volvo B7R/ Volgren is (131).

**Latrobe Valley Bus Lines:** Withdrawn was (86) 6286 AO Iveco Metro/ Volgren. New is 9616 AO Volvo B7RLE/ Express (5/14) C41Fw.

**North East Coachlines, Wangaratta:** Acquired were 9827 MO Denning Landseer (1341 6/89) C48FT ex Buslink, Darwin (599) mo 3169 with small frontal signage for Hothambus/ FallsBus and 9298 AO Toyota Coaster B21C.

**Purcell, Yarrawonga:** New is 0891 AO Scania K320IB/ Higer A30 (12Y2D0019 6/13) C57F previously a stock unit on loan to Driver during 2013 as ZCK 372.

**Rutherglen Bus & Tour:** Sold 1976 AO Toyota Hi Ace non psv.

**Seymour Passenger Service:** Sold to Cresswell's Coaches, Hobart was (53) 6453 AO Hino RK260/ P&D.

**Sticks and Stones Adventures, Yackandandah:** Charlie and Tory Wilcox registered this company on 17/8/05 as Hicks Island Retreat Pty. Ltd. Vehicle owned is XWQ 591 OKA 4wd (90171 4/94) C11C-reg 6/8/12.

**Sunraysia Bus Lines, Mildura:** New Mercedes 0500LE/ express units are BS00RV and BS00RW.

**Swan Hill Bus Lines:** BS00NM Mercedes/ Irizar is (139). New is BS00HW Iveco Euro rider/ Irizar Century. Took over the run of Sutton, Berriwillock with 8160 AO MAN 18.250/ Express (106 2/00) B49F.

**Terang Bus Lines:** Sold 0662 AC Mercedes OH1418/ CC to Gordonvale Coaches, Qld.

**Trotters, Hamilton:** Former Tuffinell, Hamilton Hino RG230/ABM 1413AC has been deregistered as has Trotter's Mercedes OH1418/ CC 0803AO. 8422 AO Mercedes OH1830/ Coach Concepts is (68); BS00BF Mercedes OH1830/ Coach Concepts s (80) and ex Campe's 0811AO MCA Marathon is (61).

**Wangaratta Coachlines:** Reregistered have been 0631AO Scania K320/ Higer A30 to 0683AO; 0632AO Scania K320/ Higer A30 to 0682AO; 0637AO Scania K270IB/ Volgren to 0687AO; 0639AO Scania K320/ Higer A30 to 0689AO; 0640AO Scania K330IB/ Coach Concepts to 0690AO; 0688AO Scania K280IB/ Higer A30 to 0637AO; 0690AO Scania K94IB/ Mills Tui to 0640AO and 0761AC Mercedes 0404-3/ Coach Design to 0685AO. Fleet numbers changed with regos e.g. 31 is now 83.

## TASMANIA

**Creswell, Hobart:** Withdrawn is former (6) CG 5955 Mercedes OC1617/ PMCSA.

**Jump Tours, Hobart:** Additional are C29CA Toyota Hi Ace B12C and EU 0847 Toyota Coaster (2001) B21C ex Walker, Orford & Hobart.

**Launceston Coaches:** EG 8259 Mercedes 0303/ MCA has been sold.

**Manion, Beaconsfield:** Acquired then advertised for resale without being used was Scania K112TR/ Austral (1419 3/88) C48FT ex Buses R Us, Adelaide (45) XMA 482.

**B. Saintry, Launceston:** FJ 8684 MCA/ Austral deregistered.

**Tassielink, Hobart:** Withdrawn have been (11) FL 6422 Scania K93CRB/ PMCA; (32) EU 3151 Toyota Coaster; (34) FP 8905 Volvo B10M/ Volgren; (52) FH 3123 Volvo B10M/ Volgren; (54) B14KD Dennis Dart/ Volgren; (58) C58EI Dennis Dart/ Volgren and (83) CN 4914 Mercedes 0303/ Austral.

**Walkers Coaches, Orford & Hobart:** Sold EU 0847 Toyota Coaster to Jump Tours, Hobart.

**Wisby, Margate:** Sold B86JN Scania/ Ansair to Goodluck. Also sold NPSV were FM 0706 Volvo B10M/ PMCSA artic and EN 8335 Scania K92CR/ PMCSA. Ex ACTION Renault artic 987 was registered D86PH.

**Wynyard Coaches:** Sold were (3) CZ 6852 and (4) DM 4172 Toyota Coasters for campers, (9) DR 4278 Mercedes OF1417/ Newnham to a school and (25) A86 WY Hino RG197K/ PMCA. Acquired was (29) A06TY Iveco Delta/ Volgren (VP0731 6/09) C57F ex Moreton, Wynyard.

## SOUTH AUSTRALIA – Adelaide Metropolitan

**Billabong Tours, Para Hills.** Acquired was SB42HW Mercedes 0404-3/ Autobus (236 8/00) C48DT ex Go West, Bunbury WA TC 6916 previously Dysons (210) and Cobb & Co (69). It has replaced the Denning Landseer now held unreg along the the previous Austral Tourmaster.

**Buses R Us:** Sold (45) XMA 482 Scania K112TR/ Austral to Manion, Beaconsfield, TAS. (19) BB83RA Mitsubishi Rosa transferred to Murtons, Broken Hill. Withdrawn was (55) SB55AT Scania K112TR/ PMCSA.

**Chook's Little Winery Tours:** Operates 1728 SV Ford Transit with the slogan Poultry in motion!

**Farnham Roadlines:** SB69EA Mercedes OH1316/ Centurion withdrawn and for sale.

**Kanga Coachlines, Mawson Lakes:** New is SB13HW Volvo B7R/ Marco Polo Audace (5/14) C57F. Sold were SB47FJ Scania/ Coach Design to Langley, Dubbo; KABOOM2 Volvo B6/ CC to Party Rock Entertainment, Andrews Farm and S767AUH Toyota Hi Ace to new operator Aussie School Buses. Acquired was S133BBA Toyota Hi Ace of 5/14. Sold XIL 013 Toyota Hi Ace (ex Prime Mini Tours) to Warrigal Coaches, Wollongong, NSW.

**Light City Buses:** New is (1814) SB88HS Scania K280UB/ Customs (944071 2014) B45Dw. Purchased by LCB was (1347) SB38HG MAN NL202/ PMCA B41D ex WJM 986.

**Party Rock Entertainment, Andrews Farm:** Acquired was KABOOM2 Volvo B6LE/ CC (970212 9/98) B42Fw ex Kanga Coachlines.

**Premier Stateliner:** Acquired was (242) SB44GT Scania K114IB/ Coach Concepts (021 10/05) C48DT ex Coach Charter Specialists, Sydney TV 4861.

**Road King, Port Adelaide:** Acquired was SB81FD Denning Landseer (DL1392-1081-91 2/91) C46FTB ex Dysons (93) 4256 AO. Previous report of this operator having ceased appears to have been incorrect.

**Southlink:** Transferred to Link SA, Angaston were (2510) WPO 018 and (2511) WPO 019 both Scania L94UB/ Volgrens, New are Scania K280UB/ Customs CB80 units (3234) SB96GV 1882837/ 941017 6/13) B—Fw at Aldgate; (2401) SB98HY (944072 2014), (2524) and (2525). (R806) SB41GP, (R807) SB69GT and (R808) SB37GS all Scania K360UA/ Customs rail replacement buses now transferred to Torrens Transit.

**Torrens Transit:** Transferred from Southlink ex rail replacement fleet were (R806) SB41GP, (R807) SB69GT and (R808) SB37GS Scania K360UA/ Customs. (R806) has body no (945046 4/13)

## WESTERN AUSTRALIA - Perth Metropolitan – TransPerth Fleets

**Deliveries:** Volvo B7RLE/ Volgren Optimus B41Dw

TP 2342 164426 2/14 to Path, Kalamunda	TP 2343 164461 2/14 to Path, Kalamunda
TP 2344 164462 2/14 to Path, Kalamunda	TP 2345 164829 3/14 to Path, Kalamunda
TP 2346 164934 3/14 to Path, Kalamunda	TP 2347 164591 3/14 to Path, Kalamunda
TP 2348 165077 3/14 to Path, Kalamunda	TP 2349 165587 3/14 to Path, Kalamunda
TP 2350 165597 3/14 to Path, Kalamunda	TP 2355 166709/ VP1278 4/14 to Path
TP 2356 166725/ VP1279 4/14 to Path	TP 2438 164425 2/14 to Path, Karrinyup
TP 2439 164830 3/14 to Path, Midvale	TP 2440 165053 3/14 to Path, Midvale
TP 2441 165078 3/14 to Path, Midvale	TP 2442 165080 3/14 to Path, Midvale
TP 2443 165588 4/14 to Path, Midvale	TP 2444 165590 4/14 to Path, Midvale
TP 2445 166075 4/14 to Path, Midvale	TP 2446 166076 4/14 to Path, Midvale
TP 2447 166378 4/14 to Path, Midvale	

Further to the deliveries listed in AP 29/6, Transdev Volvo B7RLE/ Volgrens 2250-2253 went to Rockingham whilst 2254-1157 went to Palmyra.

**Transfers:** Volvo B7RLEs TP 2314, TP 2324 and TP 1462 all to Malaga.

**Conversions:** Transdev TP1800, TP 1814 and TP1817 Mercedes 0405NH (CNG)/ Volgrens converted to Westport gas injection system.

**Reinstated:** Swan Transit 673 Mercedes 0305G/ Porter

**Disposals:** Renault PR100.2: Swan Transit 545 to private buyer, Serpentine; Path Transit: 606, 623 and 636 all purchased by Path for spare parts use.



*TOP: Adam's Coachlines of Malaga, Perth (C40) and (C41) were a pair of Anhui Ankai 56 seat coaches new in 2010. (C40) has since been sold to Spence of Dubbo.*

*CENTRE: Seen on Geraldton town route 20 on 18/8/2012 is TransGeraldton (1300) TP 1300 a 1999 Mercedes 0405NH/ Volgren ex Perth.*

*BOTTOM On 10/9/12 South West Coach Lines TC 6438 a 2010 Mercedes 0500RFx3/ Coach Design is seen in the vicinity of Bunbury Hospital working a service to Busselton. (All photos by Adam Bernet).*

## Private Operators

**Adams:** Sold were (C47) TC 6803 Mercedes 0500RF/ Mills Tui to Bosfor, Sydney and (C21) TC 5997 Scania/ APG to Broome Travel. Sold (65) TC 5088 Mercedes 0500RF/ Express to Ford, Shepparton, Vic.

**Aussie Perth Tours:** Additional is TC6848 Tarago;

**Belridge, Heathridge:** Sold TC 4331 Mercedes 0305/ Boltons to Transwest.

**Buswest:** Additional is 1DPW294 Mitsubishi Rosa B24C.

**Capricorn Sea Kayaking:** Operates 1EDD363 Ford Transit.

**City Maxis:** Sold TC 4988 Hino Ac140K.

**Clyde's Bus Charter, Beechboro:** Acquired was TC 6064 Mercedes 0405/ PMC 160 (7652 6/90) B49D ex STA, Sydney (3381).

**Forestrail, Maddington:** Operator has ceased. The four Mercedes 0305s and the Leyland Panther have all been sold with 1DQP008 0305 passing to Metropolitan.

**Mclaren's Fleetspec Hire, Osborne Park:** Additional is 1DUU 546 Toyota Coaster.

**Metropolitan Omnibus Co, Willetton:** Acquired were TC 5475 Mercedes 0305/ Boltons (7/83) B49D ex Go West, Bumbury ex TP 417 and 1EDI845 Mercedes 0305/ Howard Porter (6/85) B43D ex Forestrail 1DQP008.

**Midland Bus Co, Bellevue:** TC 4782 Nissan Civilian dereg and plates to an ex T/Perth Mercedes 0305.

**Pat's Bus Charters, Malaga:** Acquired TC 4273 Mercedes 0305G/ Boltons (8/79) AB69T ex Russell's Tours.

**Prestige Bus Hire:** Added was 1CZY049 Mitsubishi Rosa.

**Russell's Tours:** Sold TC 4273 Mercedes 0305G/ Boltons to Pat's Bus Charters.

**Transwest, Willetton:** Acquired was TC 4331 Mercedes 0305/ Boltons (3/79) B41D ex Belridge ex TP 261.

**Valentino Holidays, Belmont** New is TC7268 Fuso Rosa C24C.

## QUEENSLAND – Brisbane Metropolitan

**Bribie Island Bus Lines:** **Bribie Island Bus Lines:** Reregistered were (4) 177 ISI Mercedes 0500LE/ Bustech to 494 TUK; (9) 177 CWH Mercedes OH1418/ Northcoast to 617 TST; (11) from 611 FLT Scania L94UB/ CC to 618 TST; (17) 476 EVE Mercedes OC1621/ CC to 867 TST; (25) 887 LMY Mercedes 0500LE/ Bustech to 493 TUK and (26)170 LTY Mercedes 0500LE/ Bustech to 868 TST.

**Busabout Charters, Hillcrest:** New is 221 TVG Yutong ZK6129HCA (LZYTATF6581006367 9/13)

C55F. Acquired was 766 TNQ MAN 18.280/ Hi Com (2008) C57F ex Wests National, Nambour 08 WNC.

**Bus Queensland:** At Westside withdrawn was 16 WBC Dennis Dart/ Northcoast. Former Park Ridge PRT 036 MAN SL252/ Hi Com sold to Cooloom Coaches.

**Cavbus, Logan Village:** Acquired were 137 TSI Volvo B10M/ Austral (B02098 7/93) B45D ex Brisbane Transport (316) 316 BRU and 660 TUU Volvo B12R/ Northcoast (179 4/98) C49FT ex Aust Defence Forces.

**E&D Specialty Coach Charter, Archerfield:** 069 REY Volvo B7R/ Coach Design reseated C46FT to C50F.

**Hornibrook Bus Lines:** New are (156) 360 TWL Mercedes 0500LE/ Volgren Optimus (VG3781 6/14) B45Dw and (157) 361 TWL Mercedes 0500LE/ Volgren Optimus (VG3780 6/14) B45Dw. Withdrawn are (88) 088 EUF Mercedes 0405/ Volgren and (92) 092 EZS Mercedes 0405/ Volgren with the last high floor (94) 243 JNG Mercedes OH162/ Volgren to be replaced by year's end. Depot allocations as of 7/14 are as follows:

Clontarf 97, 98, 99, 100, 105, 106, 107, 108, 109, 110, 112, 113, 114, 115, 116, 117, 118, 119, 120, 123, 129, 131, 133, 136, 139, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156 and 157.

Lawnton: 94, 104, 529, 530, 531, 533, 534, 1020, 1021, 1022, 1023, 1024 and 1025.

North Lakes: 121, 122, 124, 125, 126, 127, 128, 130, 132, 134, 135, 137, 138, 140, 141.

**Kangaroo BL, Burpengary:** Have bought three Buslink NT Denning Silver Phoenix C57F units (15111 16/12/09) ex (303), (15112 2/10) ex (304) and (15113 1/10) ex (305). Acquired from Rothery, Rockhampton was KBL 81 Motorcoach Classic II/ Motorcoach (B558 6/03) C57F ex 621 TQL ex 03 RCR. Former 81 KBL MCA Marathon reregistered 420 TTP. New is (100) KBL 100 Denning Gold Phoenix of 2014.

**Logan City B.S.:** Sold 32 CBS Hino RG197K/ Motorcoach to Koala Coaches, Gold Coast.

**PTG, Brisbane:-** Operates 459 KPW Toyota Coaster (2007); 288 LDH Toyota Hi Ace (2008) B13C and 777 JME Toyota Hi Ace Commuter (2006) B13C.

**Transdev, Capalaba Park:** Withdrawn and dereg at the Yatala depot by 5/14 were 405 JUX MCA-Cummins/ Austral; 576 EHG Volvo B10M/ Austral; 563 DEP Hino CM277K/ MCA; 571 DEP Hino CM277K/ PMCSA;

577 EKK Volvo B10M/ MCA and 077 JJN MAN 14.232/ P&D. 199 FVX Austral Allstar may also be withdrawn at Capalaba.

## COUNTRY OPERATORS

**Amis, Maryborough:** Sold 983 HMG Mercedes Sprinter/ Mills Tui to Tate, Moura.

**Ava Tours, Gold Coast & Cairns:** Operates 049 RFN, 680 RAW, 565 MYF all Fuso Rosas

**Barefoot Tours, Cairns** Operates 618 SHW Toyota Coaster HZB50R C21C in orange livery

**Birch, Kingaroy:** New is 128 TLX MAN 18.290/ MCV Elite S120 (2013) B57F.

**BrytStar, Dimbulah/ Mareeba:** Operates 591 RLB Higer Road Boss (LKL1KSJ5AB538470 3/10) C57F and 345 LTB Mercedes LO814/A.B. Denning (82192 11/97) B27F ex Hastie Innisfail.

**Bus Queensland, Toowoomba:** 696 IWQ Leyland Leopard/ PMCA was rereg 621 RCK but later withdrawn.

**Cairns Bus Charters:** Sighted on the road were 148 HVT Mitsubishi Rosa and 920 MFA Fuso Rosa.

**Cairns Colonial Club:** The Dennis Dart sold to Tasmania was replaced by 906 JEX Toyota Coaster HZB50R.

**Calypso, Townsville & Cairns:** Acquired from Murrays Coaches were 214 RJK Scania K113TRBL/ PMCA (2403 7/94) C61DT ex (752) 208 ROM Scania K113TRBL/ PMCA (2402 7/94) C61DT ex (751) and 768 EBN (2419 4/95) C61DT ex (768). Has ex Murrays Coaches (783) 4 axle Scania 293 MCV done up as band touring coach to be used by the Rolling Stones and other bands. Also provided the coach for the Love Comes to Town TV show which was a Scania/ Coach Design Also has 292 SOE Higer Road Boss (LKL1KSK5CB579824 10/12) C57F.

**Campbell, Townsville:** The unreg Denning Phoenix (15202 7/13) is C61F and reg 833 TDK.

**Christensen, Kilcoy:** 546 PEJ Hino AC140K withdrawn.

**Clariss, Wandoan:** Additional new vehicles are 03 PKC Yutong ZK6129HCA (LZYTMTF65D1047494 9/13) C51F; 04 PKC Yutong ZK6930H (LZYTCTD65D1043287 9/13) C39F and 367 TAA Hyundai AT220

(KMNJNA18KPBC 900210)/ Quality Bus & Coach (2013) C39F.

**Coral Reef Coaches, Mossman:** Noted were 515 MDA and 695 TLM Toyota Hi Aces, 733 STP an Autobus bodied coach and 165 MQI BCI PK6930A (LGG5SKCM47H001502 2007).

**Crisp, Warwick:** 545 SXM MAN/ GBW reregistered BY50LD. Acquired was 041 MXG MAN 12.190/ CC (95-169 12/95) B37F ex Carbrook Coaches AIA-02. 365 KZS Volvo B10M/ Volgren and 663 MZM Volvo B10M/ Comeng both withdrawn.

**Detours, Townsville:** Sold have been 218 GYN and 803 FXA Toyota Coasters and 103 PSL Scania/ CWI. Added were Toyota Coaster HZB50R B21Cs 051 JXB, 564 LOT, 612 SGU, 910 SUW, 991 TKG, 424 MBY and Fuso Rosa C24Cs 032 ROV and 709 MFL plus 013 TSM Scania K124EB 1830092/ Autobus 144 8/98 C60FT ex Peters, Toowoomba RDP 10

**Downunder, Cairns:** 346 SDL is a Toyota Coaster.

**Emerson, Malanda:** Additional is (28) 948 ITW Mercedes 815D/ Custom Coaches reregistered 676 THA.

**Fassifern Coaches, Boonah:** 774 RDH Mercedes LO812/ Superior sold.

**Goddard, Booral:** Withdrawn by 5/14 was 039 JHV Hino BX341/ PMCSA.

**Gordonvale Coaches:** Does not own 810 SLA BCI but does have 508 SGE Mercedes OH1418/ CC (93-261 4/94) C49F ex Terang Bus Lines Vic 0662 AC (still fully signwritten as such!)

**Haidley, Warwick:** Acquired was 03 WCB Volvo B7RLE/ Bustech (02-43 12/02) B49Fw ex Sawtell B.S. 1965 MO.

**Herbert River B.S Ingham:** Additional are 596 JRQ Fuso Rosa C24C and 560 TBQ Higer Munro 28 seater.

**Hills, Rosedale:** New is 762 TUM Daewoo BH117L/ Chiron (120554AB 5/14) B51F.

**JTB, Cairns:** Noted 6/14 were (P5) 105 JNF Toyota Hi Ace; (P11) 354 LTW BCI PK6830AT; (G7) 035 TBH a Bonluck and (D3) 142 H?? a BCI; (D12) 460 SFP Fuso Rosa C24C and (D2) 212 RJJ BCI

**Loves, Cairns:** Depot moved around the corner to 84C Aumuller Street (next to the old Murrays depot). New BCI Classmaster B57F units are 806 TWR (6KT2CC11XDX000565 2014), 807 TWR (6KT2CC116DX000562 2014), 808 TWR (6KT2CC116CX000349 2014), 809 TWR (6KT2CC115CX000360 2014); 810 TWR (6KT2CC118DX000562 2014); 000 SVO (6KT2CC114CX000351 2013); 005 SVO (6KT2CC112CX000347 2013); 006 SVO (6KT2CC112CX000350 2013); 007 SVO (6KT2CC114CX000348 2013); 008 SVO (6KT2CC116CX000349 2013).

Withdrawn by 5/14 were 406 JRQ and 407 JRQ both Mercedes OH1418/ PMCSA, 173 LGR Mercedes OH1418/ Newnham and 346 LOX Volvo B6/ Volgren with accident damage.

**Mackay Transit Coaches:** Withdrawn was (35) 375 DOV Mercedes LO814/ A.B. Denning. New are (134) 051 TAL Mercedes 0500LE/ Volgren (VQ1019 2013) B45Dw; (143) 763 TUM Daewoo BH117L/ Chiron (120554AB 5/14) B61F and (144) 764 TUM Daewoo BH117L/ Chiron (120541AB 6/14) C48FT. Sold was (6) 466 ACT MCA/ MCA.

**Nanango Motors:** New is 720 TQU Denning Silver Phoenix (15218 3/14) C57F.

**North, Bajool:** Acquired was 541 ITW Volvo B7R/ Coach Design (409 6/05) C49FT ex Aries Tours, Gold Coast.

**Outback Aussie Tours, Longreach:** Operates (at least) 948 MVJ Mercedes 0500RFx3/Coach design (475 8/06) C48DT ex Top End Escapes, Darwin; 149 TND Toyota Coaster ex 093 HDU and 388 KZK MAN 13.280 4x4/ Coach Design. A previous vehicle was 166 BMC Denning denair (1064) ex Polley, Gympie.

**Palmer, Miles:** Former Pegasus Sydney 5929 AO Scania/ Coach Design is now registered 683 TTU.

**Polley's, Gympie:** New is 741 TSB Denning Silver Phoenix (15214 4/14) B61F.

**Range Charter Coaches, Crows Nest:** Withdrawn was 227 IVA Hino AC140K.

**Stonestreet, Toowoomba:** The three ex AAT Kings Mercedes/ Mills Tuis 276 RUT, 277 RUT and 085 SAE plus 694 RYA Scania/ Northcoast are being traded to Iveco on new units. Sold 27 KAS Motorcoach Classic III to Holland, Avoca. (Axor1) 440 TLT is Mercedes Axor 2008 model/ Coach Design (399 2002) C27F ex Outback Experience Mercedes Atego chassis and (AXOR2) 441 TLT is Mercedes Axor 2008/ Coach Design (405 2002) C27F ex Outback Experience Mercedes Atego chassis. 285 SEW Mercedes/ Irizar reregistered 911 TUM. New is 505 TUM Iveco Eurorider/ Irizar i6 (251 652 8/13) C52FT reg 4/14. Acquired were 158 JKM Mitsubishi Rosa (01554 2006) B24C, (Prado)230 SEK Mitsubishi Prado -5- and (Valente 2) 992 TFJ Mercedes Valente. 422 SMY Volvo/ Irizar has body no (251015 4/12) and is C53FT.

**Sunbus, Cairns:** 2702 102 HZK reported as withdrawn after a fire has been reinstated to service on its original plates.

**Sunbus Townsville:** Both depots closed and all operations relocated to a new facility off Woolcock Street service Road near the corner of Hamill Street. (3118) 203 BKL returned from Magnetic Island. (1519) 034 GOF transferred ex M.I. (3403) 830 GHK Mercedes 0405NH/ Bustech reregistered 194 MTE.

**Tate, Moura:** Acquired was 983 HMG Mercedes Sprinter/ Mills Tui (PBDCA0127 10/1/04) C25F ex Amis, Maryborough.

**The Airport Flyer P/L, Drayton:** Operates (31) 074 JCM and (32) 300 JLP both Toyota Hi Aces. Operates a scheduled Toowoomba-Brisbane Airport services.

**Trans North, Ingham:** There have been several transfers from the Bowen fleet to Ingham including 219 TLH Mercedes 1418/ Volgren ex 824 KNT and 213 TLH Rosa. New at Ingham is 053 IDF BCI Classmaster C57F.

**Trans North Innisfail:** Added were: 204 TLH Hino/ TOST transferred ex Bowen; 067 DTN is a MAN/ Coach Design; 005 DTN is a Daewoo/ Chiron and 053 IDF is a BCI 57 seater.

**Tropic Wings, Cairns:** New is (41) 501 SWZ Higer Munro (LKLS1C585BA567737 3/12) C28F s/written Jungle Bus. New Yutongs sighted are (Y1) 665 TLM C51F; (Y2) 908 TNB C51F of 2011; (Y3) 769 THQ C39F and (Y4) 196 TIQ (LZYTMTC29C1006511 2012) C28F.

**Vassallo, Sarina:** New is 760 TUM Daewoo BH117L/ UBC-Chiron (120552AB 5/14) C49F replacing withdrawn 537 GHT Leyland Tiger/ PMC..

**Watts, Gin Gin:** Withdrawn/ dereg was 623 JQV Mercedes OH1418/ Ansair.

**West Warwick Coaches:** 863 DON MCA/ MCA deregistered and plate to a car.

**Whitsunday Transit, Cannonvale:** 787 SYR MAN/ MCV has fleet no (244).

**Wide Bay Tours, Maryborough:** New is (107) 202 TSU Denning Silver Phoenix (15217 4/14) B61F.

**Wilderness Challenge, Cairns:** Acquired was 665 TQP Mercedes Sprinter 313 C13C.

## NEW SOUTH WALES – Sydney Metropolitan

*(State Transit notes held over to next issue for space considerations)*

**Australian Coach & Tour Service:** New is TV 7202 BCI Proma C33F

**Australian Coach Tours:** TV 6663 Denning Landseer advertised for sale through Jeff Nance (dlr)

**Aus Trek, Leppington:** TV 3842 Mercedes 0305/ PMC deregistered by 6/14.



*TOP: Seen at Franklin Square, Hobart is Red Decker Co D35QG a 1980 MCW Metrobus which came from Katoomba, NSW.*



*CENTRE: Acquired by Millington of Bagdad was D70NC a 1998 Kia Cosmos with Rogers body ex Wheatley of Katanning WA.*



*BOTTOM: On 17/1/14 Brighton operator Midland Coaches was taken over by O'Driscoll's of Hobart. One bus involved was FR 9647 a 1986 PMCA bodied Mercedes OH1316. (All photos by Bruce Tilley)*

**Australian Luxury Coach Travel, Bonnyrigg:** Former Buslines Northern Rivers (3) MAN 16.240/ PMC (1954 3/90) B53F originally purchased for parts has now been registered as TV 7685.

**Bankstown Coaches:** Dereg and stored by 12/13 was TV 5391 Mercedes 0305G/ PMC. Sold to private buyer, Kellyville were TV 7641 and AZ09AC both Mercedes 0305/ PMC. Acquired was ZEX 627 Mercedes 0305/ PMC (5096 2/79) B43D ex Marcellin College ex STA 2061.

**Bob's Airport Shuttle & Minibus, Glendenning:** Sold was TV 5575 Toyota Coaster after rereg to BV80XO. Acquired was TV 4716 MCA-Cat 3208/ MCA (B002 1986) B57F ex Good Az Gold.

**Bosfor Travel:** Acquired TV 7947 Mercedes O500R/F Mills Tui (PCAA0190 2/05) C49DT ex Adams Coachlines, Perth (C47)

**Busabout, Narellan:** New MAN 18.320 HOCL-NL/ Bustech VST B49Dw units for region 15 contract reg April-May were:

m/o 6105 (13-149 2/14)	m/o 6106 (13-147 2/14)	m/o 6107 (13-148 2/14)
m/o 6108 (13-146 2/14)	m/o 6109 (13-150 2/14)	m/o 6110 (13-151 2/14)
m/o 6111 (13-152 2/14)	m/o 6113 (13-153 3/14)	m/o 6114 (13-154 3/14)
m/o 6115 (13-155 4/14)	m/o 6118 (13-156 4/14)	m/o 6276 (13-158 5/14)
m/o 6277 (13-159 5/14)	m/o 6278 (13-157 5/14)	

Transferred from Busways with region 15 operations on 1/6/14 were:

**Scania K230UB/ Custom Coaches:** m/o 1957 (06-171A 2007) ex 808, m/o 9613 (06-172A 2007) ex 810, m/o 9612 (06-169A 2007) ex 811, m/o 9614 (06-143A 2007) ex 812, m/o 9634 (07-083A 2007) ex 816, m/o 9635 (07-082A 2007) ex 817, m/o 9629 (07-084A 2007) ex 818, m/o 9681 (07-086A 2007) ex 819, m/o 9680 (07-085A 2007) ex 820, m/o 9684 (07-088A 2007) ex 822, m/o 9682 (07-089A 2007) ex 823, m/o 9690 (07-094A 1/08) ex 828, m/o 9627 (07-095A 1/08) ex 829, m/o 9643 (07-106A 5/08) ex 840, m/o 9645 (07-107A 5/08) ex 841, m/o 9647 (07-108A 5/08) ex 842, m/o 9677 (07-105A 6/08) ex 843, m/o 9712 (07-128A 2008) ex 861, m/o 9711 (07-129A 2008) ex 862, m/o 9713 (07-131A 2008) ex 863, m/o 5221 (07-132A 2008) ex 864, m/o 9723 (07-130A 2008) ex 865, m/o 9742 (07-133A 2008) ex 866 and m/o 9601 (07-114A 2008) ex 867

**MAN 18.310HOCL-R-NL/ Bustech VST:** m/o 8556 (09-048 10/09) ex 910, m/o 8558 (09-050 10/09) ex 911, m/o 8560 (09-049 10/09) ex 912, m/o 5021 (09-052 10/09) ex 913, m/o 5022 (09-053 10/09) ex 914, m/o 5023 (09-054 10/09) ex 915, m/o 5024 (09-056 10/09) ex 916, m/o 5026 (09-058 10/09) ex 917, m/o 5025 (10-057 10/09) ex 918, m/o 5027 (09-060 10/09) ex 919, m/o 5028 (09-125 11/09) ex 920, m/o 5029 (09-059 10/09) ex 927, m/o 5035 (09-051 11/09) ex 933, m/o 5036 (09-135 11/09) ex 934, m/o 5037 (09-055 11/09) ex 935, m/o 5039 (09-137 12/09) ex 936, m/o 5040 (09-127 11/09) ex 937, m/o 5041 (09-136 11/09) ex 938, m/o 5042 \*09-156 1/10) ex 957, m/o 5043 (09-157 1/10) ex 958, m/o 5044 (09-158 1/10) ex 959, m/o 5046 (09-159 1/10) ex 960, and m/o 5047 (07-160 2010) ex 962

**MAN 18.320HOCL-R-NL/ Bustech VST:** m/o 5086 (10-193 2011) ex 1033, m/o 5087 (10-194 2011) ex 1034, m/o 5058 (10-195 2011) ex 1035, m/o 5091 (10-191 2011) ex 1036, m/o 5090 (10-187 2011) ex 1037, m/o 5997 (13-051 9/13) ex (1184)

**MAN 18.320 HOCL-R-NL/ Custom Coaches CB80:** m/o 5111 (12-015 2012) ex 1057 and m/o 5112 (12-017 2012) ex 1058 .

Transferred from the Wagga Wagga operation were 7078 MO Volvo B10M/ Newnham (92-228 2/93) B49F; 7079 MO Volvo B10M/ CC (93-117 9/93) B49F; 7080 MO Volvo B10M/ Newnham (93-16 5/93) B49F.

Transferred from Hawkesbury Valley, Windsor were m/o 5235 Volvo B10B/ Volgren (VG623 9/94) B45D; m/o 5467 Volvo B10B/ Volgren (VG575 4/95) B45D; m/o 7486 Volvo B10M/ Volgren (VG1083 1/99) B53D.

Acquired (leased) from CDC (Hillsbus) m/o 7098 Volvo B10B/ CC (97-11 8/97) B53F; m/o 822 Volvo B10B/ CC (96-411 8/97) B53F and Mercedes 0405/ CC B53D units m/o 7156 (97-152 9/97); m/o 7160 (97-199 11/97); m/o 7164 (97-198 10/97); m/o 7166 (97-170 10/97) and m/o 7168 (97-200 11/97).

All of Busabout's previous low floor buses, except for the five built in 2001, were transferred to Interline (see below) and the high floor buses retained.

Region 15 services are being operated from a temporary depot at 10 Dunn Road, Narellan pending the construction of a new depot in nearby Bluett Drive.

**Busways:** New at Blacktown in 2014 are MAN 18.320/ Customs B50Dw units (1187) m/o 6273 (D719-01); (1188) m/o 6284 (D719-02); (1189) m/o 6102 (D719-03); (1190) m/o 6103 (D719-04); (1191) m/o 6104 (D719-05); (1192) 6279 and (1193) m/o 6280. Missing Customs body nos on MAN 18.320s are (1039) m/o 5096 (11-097); (1040) m/o 5097 (11-098); (1041) m/o 5098 (11-099); (1042) m/o 5099 (11-100); (1043) m/o 5101 (11-101); (1044) m/o 5102 (11-102); (1045) m/o 5104 (11-104); (1046) m/o 5103 (11-103); (1057) m/o 5111 (12-015 2012) and (1058) m/o 5112 (12-017 2012).

Transferred to Busabout with region 15 services from 1 June 2014 were

Scania K230UB/ Custom Coaches: 808, 810, 811, 812, 816-820, 822-823, 828, 829, 840-843. 861-867, (24)  
 MAN 18.310HOCL-R-NL/ Bustech VST: 910-920, 927, 933-938, 957-960, 962 (23)  
 MAN 18.320HOCL-R-NL/ Bustech VST: 1033-1037, 1184 (5)  
 MAN 18.320 HOCL-R-NL/ Custom Coaches CB80: 1057, 1058 (2)

Other transfers are Mercedes 0405NH/ CC: (444) m/o 5175, (445) m/o 7392; (446) m/o 7398 Blacktown to Mulgrave; Scania/ CC (827) m/o 9691 Blacktown to Mulgrave; Mercedes 0405/ CC: (277) m/o 6226 Mercedes 0405/ CC transferred Penrith to Blacktown in exchange for (279) m/o 5139. (287) m/o 8919, (564) m/o 5226 Camden to Blacktown; (480) m/o 5217, (481) m/o 5218, (482) m/o 5219, (528) m/o 5210, (582) m/o 5229 and (583) m/o 5209 all Camden to Port Macquarie; (484) m/o 7827, (485) m/o 7828; (486) m/o 7829 and (760) m/o 97309 all Campbelltown to Port Macquarie; (576) m/o 6206, (585) m/o 5227 and (741) m/o 5228 Camden to Penrith; (584) m/o 5208, (761) m/o 6213 and (771) m/o 5211 all Camden to Mulgrave; (292) m/o 9170, (293) m/o 9169 Campbelltown to Mulgrave

Correcting previous entry, correct rego of (201) is m/o 6223 and (289) is m/o 6262. (742) 5491 MO rereg m/o 9746. All of these are Mercedes 0405/ CC.

**CDK Hillsbus, Westbus & Charterplus:** New Volvo B7RLE/ Volgren Optimus (2014) B44Dw units to Hillsbus, Foundry Road are: m/o 6127 (VG3763 3/14); m/o 6129 (VG3764 3/14); m/o 6130 (VG3765), m/o 6131 (VG3766), m/o 6132 (VG3767), m/o 6134 (VG3768), m/o 6137 (VG3769), m/o 6138 (VG3770), m/o 6140 (VG3771), m/o 6141 (VG3772), m/o 6143 (VG3773), m/o 6144 (VG3774), m/o 6145 (VG3775), m/o 6146 (VG3777), m/o 6147 (VG3778), m/o 6148, (VG3779), m/o 6149 (VG3790), m/o 6150 (VG3791), m/o 6151 (VG3792) m/o 6152 (VG3793), m/o 6153 (VG3800) and m/o 6154 (VG3801).

Not previously noted is that Charterplus buses are now based at both the Bonnyrigg and St Marys depots but will over coming months consolidate into St Mars after which Bonnyrigg depot may be sold off. A substantial transferring of buses has occurred within the group in the last three months as follows:

To Charterplus from Newcastle fleets were TV 988 Volvo B7R/ Volgren; TV 989 Volvo B12R/ APG; TV 996 Denning Landseer; TV 1684 Volvo B12R/ A.B. Denning; TV 2088 Volvo B7R/ Autobus whilst from Q.City Transit came 6627 MO Scania K124/ Coach Design.

To Westbus from Newcastle fleets were m/o 7509 Volvo B10M/ CC to Bonnyrigg; m/o 8116 Volvo B10M PMC 160; 4066 MO Hino RG197K/ PMCA; 4074 MO Hino CM277K/ PMCA; 4367 MO Mercedes LO814/ CC; 4369 MO Isuzu LT1-11P/ CC; 4388 MO Volvo B10M/ CC; 4391 MO Csepel/ Ansair and 4392 MO Isuzu LT1-11P/ PMC all to St Marys.

To Q.City Transit from Sydney were m/o 1014 Volvo B10M/CC; m/o 5232, m/o 7873, m/o 8205 and m/o 8208 all MAN 15.220/ CC. Transferred to Newcastle and reregistered were m/o 288, m/o 680, m/o 468, m/o 144, m/o 1051 and m/o 8649 all Csepel/ CC plus m/o 7128 and m/o 7129 Mercedes OH1418/ Austral-Dennings. Loaned/ sold? to Busabout by 1/7/13 were m/o 7098 and m/o 822 Volvo B10B/ CC plus m/o 7156, m/o 7160, m/o 7164, m/o 7166 and m/o 7168 all Mercedes 0405/ CC.

Westbus to Dural: Csepel/ CC m/o 7200 ex Bonnyrigg and Mercedes 0405NH/ CC m/o 7236 ex Windsor Mercedes OH1418/ Austral-Denning m/o 812; Mercedes 0405/ CC m/o 7350 and m/o 7628 ex Bonnyrigg. Dural to Foundry Road Volvo B7RLE/ Volgren: m/o 6043-6048, m/o 6054-55; Scania L94UB/ Volgren: m/o 9306, m/o 9308-9316, m/o 9463



*TOP: Hillsbus have taken delivery of around 20 new Volvo B7RLE/ Volgren Optimus route buses during mid 2014. One is m/o 6134 seen here at Castle Hill.*



*CENTRE: Seen on rail duties at Wollongong is Shellharbour City Tours TV 8077 a 1997 Volvo B10L/ APG Orana ex Brisbane Transport (555).*



*BOTTOM: Another former Government bus on the same set of rail replacement duties was Pegasus Tours TV 7881 ex Buslink, Darwin (158) mo 2072 Mercedes 0405NH/ Volgren of 1999 which was acquired in May 2014.  
(All photos by Dave Copley).*

## Dural to Bonnyrigg:

Volvo B10B/ CC: m/o 407, m/o 818

Volvo B10M/ CC m/o 821, m/o 8038, m/o 8594, m/o 8887, m/o 8888

Mercedes 0405/ CC: m/o 7158, m/o 7159, m/o 7350

MAN 12.220/ CC: m/o 7877, m/o 7923

Mercedes 0405NH/ CC: m/o 7192, m/o 7236, m/o 7282, m/o 9652, m/o 9654, m/o 9656

Dural to Newcastle: Csepel/ CC: m/o 4500, m/o 7200, m/o 8477; Mercedes 0405NH/ CC: m/o 7243; Volvo B10B/ CC: m/o 7367 and Volvo B10Ms m/o 799 and m/o 821.

Dural to St Marys: Volvo B10M/ CC m/o 7493, m/o 8030, m/o 8117, m/o 8122, m/o 8379

## Dural to Northmead

Volvo B10BLE/ CC: m/o 1091, m/o 1450, m/o 1451, m/o 1458, m/o 8470-71, m/o 8682, m/o 8334-35

Mercedes 0405NH/ ABM: m/o 898

Mercedes 0405NH/ CC: m/o 8417, m/o 7284-86, m/o 7345, m/o 7347, m/o 7357, m/o 7359, m/o 7518, m/o 7520, m/o 7543, m/o 7545, m/o 8442, m/o 8444, m/o 8446

Volvo B10M/ CC: m/o 1048, m/o 1052 (the latter rereg to 7591 MO)

Volvo B7RLE/ Volgren: m/o 5385-m/o 5391; m/o 6013-m/o 6017; m/o 6022-6041; m/o 6054

Volvo B7RLE/ Volgren: m/o 6057-58, m/o 6060-6068, m/o 6083-6085

## Dural to Seven Hills:

Volvo B10M/ CC m/o; m/o 799, m/o 800, m/o 807 (check whether these are actually to WB St Marys)

Volvo B10BLE/ CC: m/o 1054-1057; m/o 1061, m/o 1086, m/o 1088, m/o 1090-91, m/o 1094, m/o 1096, m/o 8335, m/o 8338, m/o 8339, m/o 8340-8342, m/o 8344, m/o 8465

Volvo B7RLE/ CC: m/o 8334

Foundry Road to Dural: Mercedes 0405NH/ CC: m/o 7525; Mercedes 0405/ CC: m/o 7549, m/o 7584, m/o 7608, m/o 7610, m/o 7626, m/o 7630, m/o 7632-33, m/o 7708, m/o 7713, m/o 7745; Scania K230UB/ Volgren: m/o 9900-9911, m/o 9914-9916, m/o 9919, m/o 9921, m/o 9924, m/o 9951-9953

Foundry Road to Northmead: Volvo B7RLE/ CC: m/o 1476-1480, m/o 8434, m/o 8452-53, m/o 8460-61

Foundry Road to Seven Hills: Volvo B10BLE/ CC: m/o 1440-43, m/o 1447-48

Foundry Road to Bonnyrigg: m/o 7876 MAN 12.220/ CC

Northmead to Dural: Mercedes 0405/ CC: m/o 7636, m/o 7646, m/o 7350, m/o 7652, m/o 7678, m/o 7689, m/o 7694, m/o 7715, m/o 7718; Scania K94UB/ Volgren: m/o 9337-9341, m/o 9350-9355, m/o 9357, m/o 9358, m/o 9361, m/o 9363-64; m/o 9401, m/o 9420-28, m/o 9545-49; Scania K230UB/ Volgren: m/o 9571-9573, m/o 9575, m/o 9847-77, m/o 9886-9899, m/o 9925, m/o 9927, m/o 9929, m/o 9936-9941, m/o 9948-50, m/o 9958

Northmead to Foundry Road: Volvo B7RLE/ Volgren: m/o 5309-5311; Scania K94UB/ Volgren: m/o 9346, m/o 9347

Northmead to Bonnyrigg: Mercedes 0405/ CC m/o 7628; MAN 12.220/ CC m/o 1046

Northmead to St Marys: Volvo B10M/ CC m/o 7893, m/o 7957, m/o 8016; MAN/ CC m/o 8200, m/o 8203, m/o 8217

Seven Hills to Bonnyrigg: MAN 12.220/ CC m/o 7874

Seven Hills to Dural: Mercedes 0405NH/ CC m/o 7521

Seven Hills to St Marys: Volvo B10M/ CC: m/o 8024, m/o 8034, m/o 8036

St Marys to Bonnyrigg: Mercedes OH1418/ Austral-Denning: m/o 801, m/o 812; Volvo B10M/ CC m/o 947, m/o 966, m/o 8402

St Marys to Dural: Scania K94UB/ Volgren: m/o 9365-67, m/o 9371, m/o 9412-9419, m/o 9544; Scania K230UB/ Volgren: m/o 9574

St Marys to Foundry Road: Scania L94UB/ Volgren m/o 8801-8804, m/o 9321-24, m/o 9327

St Marys to Northmead: Volvo B7RLE/ CC: m/o 8430-31, m/o 8439

Withdrawals from Hillsbus, Charterplus and Westbus, Sydney fleets are:

Volvo B10M/ CC: m/o 466, m/o 969, m/o 7254, m/o 7296, m/o 7314, m/o 7371, m/o 7457 (donated to Sydney bus museum), m/o 7461, m/o 7474, m/o 7475, m/o 7478, m/o 7510-11; m/o 7587-88; m/o 7591, m/o 7593, m/o 7594 (sold to WA); m/o 7597, m/o 7599, m/o 7601, m/o 7612-3, m/o 7663, m/o 7686 (PMC body), m/o 7884-7887, m/o 7959-60, m/o 7564-65, m/o 7569; m/o 8018, m/o 8022, m/o 8028, m/o 8033, m/o 8039, m/o 8092, m/o 8113, m/o 8124-5, m/o 8129, m/o 8132, m/o 8145-49, m/o 8151, m/o 8157-8164, m/o 8253, m/o 8255, m/o 8354-5, m/o 8360, m/o 8364-5, m/o 8367, m/o 8396, m/o 8401-2.

Volvo B10M/ Volgrens: TV 5606, TV 5723 (sold to WA), TV 5724, TV 5937 (sold to WA), TV 5938 and TV 5944. Mercedes 0405/ CC: m/o 8095, m/o 8096-97, m/o 8099 – 8101; m/o 8105-8109, m/o 8112, m/o 8463, m/o 8464 Hino CG277K/ CC: m/o 8879. Volvo B6M/ PMCSA: m/o 611, m/o 794, m/o 823; Metrotech/ CC: m/o 706; Isuzu LT1-11P/ PMCSA: m/o 796, m/o 7974; Isuzu LT1-11P/ CC: m/o 1087, m/o 8549; Mercedes OH1418/ Austral-Denning m/o 9569; Mercedes 0400/ P&D m/o 570

**Compass Coaches, St Marys:** Acquired was 7641 MO Mercedes 0405NH/ Volgren (VG949 11/97) B37Dw ex Buslink, Darwin (161) NT mo 2113. 4770 MO Hino/ CC reregistered TV 7877.

**Concord Coaches, Lidcombe:** Acquired was TV 7434 Mercedes Sprinter 616CDi/ A. B. Denning (61002 29/6/02) C25F ex Nolan, Glen Innes 1264 MO. Operation sold 8/14 to North Sydney Bus Charters.

**Condor Coaches, Kingsgrove:** TV 4766 Volvo B12R/ Austral-Denning C48FT reregistered TV 4800.

**Cumberland Coaches, St Marys:** Acquired was (31) TV 7321 Mercedes OH1728/ Mills Tui (PBH0358 3/06) C57F ex Go West, Bunbury WA 1EJY611 ex C48F.

**Dixon, Bankstown:** TV 5497 MCA/ MCA deregistered.

**Eagle Tours, Alexandria:** New in 2014 are TV 7851 and TV 7894 Toyota Hi Aces C13C.

**Fangia Bus Lines:** Dereg 5/3/14 was BR36US MAN 10.155/ CC (96-325 3/97) B41F ex Transdev (141) m/o 1234.

**Forest Coach Lines, Terry Hills:** New were m/o 6281 Mercedes 0500LE/ Custom Coaches (D724-01 6/14) B50Dw, m/o 6282 Mercedes 0500LE/ Custom Coaches CB80 (D724-02 6/14) B50Dw; m/o 6234 Volvo B7RLE/ Custom Coaches B50Dw and m/o 6323 Volvo B7RLE/ Bustech VST (14-004) B49Dw.

**Good Az Gold, Oakville:** Sold TV 4176 MCA/ MCA to Bob's, Glendenning. Acquired were BZ94CC Volvo B10M/ Austral (B02025 2/92) B49D ex Adz Towing, Raymond Terrace ex Brisbane Transport (243) 243 BLE and SJK 695 Volkswagen Caravelle 9seater of 2010.

**Grand Australia International t/a Grand Australia Tour, Bankstown:** This is a new company registered 18/5/10 that does inbound tours in Sydney. Noted have been Victorian registered buses 9618 AO Yutong ZK6930H (LZYTC7D61B1035460 12/11) C39F - reg 26/6/13; 9666 AO Mitsubishi Rosa (01056 7/05) C24C-reg 11/7/13, ex Tannum Sands State High School, Gladstone, Qld, 147 MCV 7/13; 9668 AO Mitsubishi Rosa (01614, 8/06) C24C reg 19/6/13 and 9696 AO Toyota Coaster (9/08) B20C reg 31/10/13.

**Group Charters, Berkshire Park:** Acquired was TV 7497 MAN 10.180/ Coach Design (009 10/92) C29FT ex Port Stephens Buses (unused) ex Murphys Commercial, Newcastle ex Dysons Melbourne 9215) 4013 AO.

**Hawkesbury Valley Bus Lines, Oakville:** Transferred from Wagga by 4/14 were TV 3049 Mercedes 0404-3/ Coach Design (223 1/01) C52FT; 1699 MO Volvo B10M/ Volgren (VG218 9/98) B57F; 6644 MO Volvo B10M/ Volgren (VG214 9/88) B57F; 6645 MO Volvo B10M/ Volgren (VG217 9/98) B57F. Transferred to Busabout Region 15 were m/o 5235 Volvo B10B/ Volgren; m/o 5467 Volvo B10B/ Volgren and m/o 7486 Volvo B10M/ Volgren (VG1083 1/99) B53D.

**Hens Bus, Lidcombe:** HENBUS Volvo B10M/ Austral ex Brisbane Transport (268) now reg BY 34 SW, still in pink and white.

**Interline, Glenfield:** Further Volvo B7RLE/ Bustech VST B49Dw units are m/o 6308 (14-002 4/14); m/o 6320 (14-003 4/14); m/o 6326 (14-007 7/14); m/o 6327 (14-008 7/14) and m/o 6325 (14-009 7/14). New are the following Daewoo BS120SN/ King Long (2014) B46Dw units: m/o 5505; m/o 5507, m/o 5509, m/o 5512, m/o 6496, m/o 6497, m/o 6498, m/o 6499, m/o 6504, m/o 6505, m/o 6506, m/o 6507, m/o 6508, m/o 6509, m/o 6510, m/o 6511, m/o 6512 and m/o 6523.

Withdrawn were (13) m/o 7743 Csepel/ ABM, (14) m/o 9999 MAN 10.555/ Volgren; (15) m/o 7623 Csepel/ Volgren; (16) m/o 1966 Csepel/ Volgren; (30) m/o 8315 Renault/ Ansair; (32) m/o 8726 Renault/ Ansair and (33) m/o 8727 Renault/ Ansair.



*TOP: Light City Buses (612) SB87FZ is a 1993 Volvo B10M/ Austral-Denning is Brisbane Transport (241) seen in King William Street on a route 239 service to Arndale Shops. (Dave Copley)*



*CENTRE: Goolwa Bus & Coach (55) SB90FA a 2012 Higer Ryder 41 seat coach seen at the Torrens Parade Ground in Adelaide, on 4th December 2013. (Matthew Jennings)*

*BOTTOM: Serving still is Corstan's Coaches WEJ 807 a 1990 Denning Landseer seen at home base in Two Wells, SA on 4/5/14. (Scott Mitchell)*



Acquired from Busabout were the following Mercedes 0500LE/ Bustech B51Dw units

m/o 5183 (09-107 9/09)	m/o 5184 (09-109 9/09)	m/o 5185 (09-108 9/09)
m/o 5186 (09-104 9/09) B44Dw	m/o 5187 (09-105 9/09)	m/o 5188 (09-106 9/09)
m/o 5187 (09-105 9/09)	m/o 5188 (09-106 9/09)	m/o 5198 (10-039 5/10)
m/o 5200 (10-040 5/10)	m/o 5201 (10-038 5/10)	m/o 9499 (07-035 4/09) B55Fw
m/o 9500 (09-033 4/09) B55Fw	m/o 9501 (09-034 4/09) B55Fw	m/o 9503 (09-099 9/09)
m/o 9504 (09-100 8/09)	m/o 9617 (09-101 8/09)	m/o 9618 (09-103 9/09)
m/o 9619 (09-102 8/09)		

Acquired from Busabout were the following Volvo B12BLE. Bustech units

m/o 5445 (12-019 5/12) B49Dw	m/o 5446 (12-020 5/12) B49Dw
m/o 9064 (05-100 11/05) B55Fw	m/o 9065 (05-102 11/05) B55Fw
m/o 9066 (05-101 11/05) B55Fw	m/o 9077 (06-025 5/06) B55Fw
m/o 9078 (06-024 5/06) B55Fw	m/o 9470 (07-063 7/07) B55Fw
m/o 9471 (07-062 7/07) B55Fw	

Acquired from Busabout were the following Volvo B7RLE/ Bustech

m/o 9447 (08-060 8/08) B51Fw;	m/o 9450 (08-043 2008) B51Fw;
m/o 9451 (08-044 2008) B51Fw	m/o 9763 (09-029 5/09) B51Dw

**Kingsford Smith Bus Service, Botany:** (62) TV 6523 MAN/Denning has been re-reg'd TV 7766. TV 4291 Volvo B58/ PMCSA dereg ad withdrawn. TV 4980 Toyota Coaster sold to Con X Ion, Melbourne. Acquired was TV 5192 MAN 12.190/ PMCA (2611 3/95) C34FT ex Murrays Coaches (811). Acquired were (13) TV 7889 Mercedes 0405/ PMC (7405 4/88) B43D ex STA 3132 and unreg Mercedes 0405/ PMC (7510 5/89) B47F ex STA 3237.

**Kingsgrove Bus Co:** The ex Kangaroo Bus Lines Denning Landseer became (4) m/o 364.

**McDermotts Charters:** Acquired was 2660 MO APG Classic III/ APG (LAS443 5/97) C50FTB ex Sapphire Coast Buslines.

**Noel's Charter, Cranebrook:** Acquired were TV 7874 Volvo B10M/ Austral (B02079 11/92) B47D ex Brisbane Transport (197) 297 BQP (was leased to South West Suburban Transit) and TV 8064 Volvo B10M/ Austral (B02105 10/93) B47D ex Brisbane Transport (323) 323 BWK.

**North Sydney Bus Charters Pty. Ltd, North Ryde.** Dereg were TV 5446 Mercedes 0305/ PMC, TV 5644 Mercedes 0305/ PMC, TV 6241 Mercedes 0305/ PMC, TV 5717 Mercedes 0305/ PMC. TV 5995 Mercedes 0305/ PMC sent to auction following accident damage. Acquired was TV 7806 BCI PK6930AT (LGG5SKCMX7H001505 4/07) C37F ex Keating, Gunnedah 4168 MO. TV 7173 Mercedes 0303-3/ Denning reregistered TV 7562. Took over Concord Coaches in August 2014.

**Oliveri's Metro Link:** Dereg by 4/14 were (26) m/o 5421; (28) m/o 8084 and (29) m/o 8088 all Leyland Tiger/ PMC plus (48) m/o 7533 Volvo B10M/ CC.

**Opal Coaches, Botany:** Acquired in 2013 was TV 7844 Fuso Rosa (6/09) C24C ex Ballarat Coachlines (4) 3778 AO.

**Paramount Coaches:** Sold TV 4003 Mitsubishi Rosa to Auslink, Alexandria by 9/13.

**Pick of the Crop Coach Tours, Riverstone:** Acquired was TV 7673 Scania K113TRBL/ PMCA (2410 12/94) C61DT ex Murrays Coaches (759). Withdrawn was XWN 649 Mercedes 0305/ PMC.

**Punchbowl Bus Co, Narwee:** Former m/o 4199 MAN/ PMCA damaged by fire in 2013 sent for scrap by 3/14.

**Red London Bus, Smithfield:** A new operator with TV 5454 AEC Routemaster/ Park Royal (L5631 12/65) H40/32R ex London Bus, Billinudgel originally London Transport RML2353 and unreg AEC Merlin/ MCW (10/68) B50F ex preservation at Drouin. Vic, ex Pioneer, Ipswich, Qld OUT 697 ex London Transport MB306.

**Sydney Coachlines, Kingsgrove:** TV 3011 Denning denair withdrawn for refurbishment.

**Sydney Ground Transport:** Acquired were TV 7896 MAN 15.220/ A.B. Denning (VM083 6/4/04) C25F ex Carbridge, Perth (23) TV 6319 and TV 3987 Toyota Hi Ace (2005) C13C. TV 2716 Hino BC144K/ PMCSA

**Transdev, NSW:** New at Mt Kuringai are Volvo B7RLE/ Bustech VST B49Dw units m/o 6321 (14-006 4/14) and m/o 6322 (14-005 4/14) B49Dw. Withdrawn from Bankstown was (417) m/o 9660 Volvo B12BLE/ CC.

**UAP Tours:** Sold TV 4868 BCI to Sydney Ground Transport.

**Westside Mini Buses Rooty Hill:** Another recent airport shuttle /charter operator from Sydney's far western suburbs, commencing in 2011. Has TV 5796 Toyota Hi Ace (2004) B13C-reg 24/12/10.

**Yifei & Lu, Kingsgrove:** Acquired ex unknown operator WA TC 6748 was TV 7051 Volvo B10M/ A.B. Denning Galaxy (14023 10/99) C48FT since reregistered TV 7620. New is BS63LL Yutong Blue Tongue ZK6930H (2520 2012) C40F carrying advertising for Jarressa Estate.

## NEWCASTLE

### **CDC Hunter Valley Buses, Thornton, Edgeworth, Toronto, Morisset & Singleton:**

New are 7332 MO Volvo B7RLE/ Volgren Optimus (VG 3802 2014) B44Dw and 7333 MO Volvo B7RLE/ Volgren Optimus (VG 3804 2014) B44Dw.

Transferred from Sydney were: 4691 MO Csepel/ CC ex m/o 288; 4692 MO Csepel/ CC ex m/o 680; 4693 MO Csepel/ CC ex m/o 468; 7694 MO Mercedes OH1418/ Austral-Denning ex m/o 7128; 4695 MO Mercedes OH1418/ Austral-Denning ex m/o 7129; 4696 MO Csepel/ CC ex m/o 8649; 4697 MO Csepel/ CC ex m/o 144; 4698 Csepel/ CC ex m/o 1051; 4694 MO Mercedes OH1418/ Austral- Denning ex m/o 801; 7586 MO Mercedes OH1418/ CC ex m/o 7125; 7587 MO Mercedes OH1418/ CC ex m/o 7126, 7558 MO Csepel/ CC ex m/o 4500; 7589 MO Volvo B10M/ CC ex m/o 821; 7590 MO Volvo B10M/ CC ex m/o 799; 3654 MO Mercedes OH1418/ Austral-Denning ex m/o 812; 3655 MO Mercedes 0405NH/ CC ex m/o 7243; 3656 MO Volvo B10B/ CC ex m/o 7367; 3657 MO MAN 12.220/ CC ex m/o 7998; 3658 MO Csepel/ CC ex m/o 7200; 3659 MO Csepel/ CC ex m/o 8477; m/o 7350 Mercedes 0405/ CC and m/o 7628 Mercedes 0405/ CC.

Withdrawals from Newcastle fleets are: 2494 MO Mercedes OH1316/ Nambucca; 2455 MO MAN 12.220/ CC (accident damage); 3562 MO Mercedes OH1316/ CC; 3585 MO Hino CM277K/ PMCA and 4395 MO MAN 16.240/ PMC; 4359 MO Hino RG197K/ PMCA; 4360 MO Hino RG197K/ MCA – some of these now stored at Bonnyrigg/ St Marys.

Transferred from Newcastle fleets to Charterplus, Sydney were TV 988 Volvo B7R/ Volgren; TV 989 Volvo B12R/ APG; TV 996 Denning Landseer; TV 1684 Volvo B12R/ A.B. Denning; TV 2088 Volvo B7R/ Autobus and transferred to Q.City Transit, Queanbeyan were TV 2095 Volvo B7R/ Autobus and 3590 MO Mercedes LO812/ CC. Transferred Newcastle to Westbus, Bonnyrigg were m/o 8116 Volvo B10M/ PMC 160 and 4066 MO Hino RG197K/ PMCA. Sold via Charterplus was ex Toronto B.S. TV 2277 Denning denair to G.Price, Newcastle then to Barrett, Kitchener.

## COUNTRY OPERATORS

**Apple Transport Services, Tumarumba:** Sold to Dick White (dlr) 6/14 were 3782 MO Kia Cosmos/ P&D and 3783 MO Mercedes LO814/ A.B. Denning. New is a Daewoo BH117L/ UBC-Chiron (2014) C57F.

**Bensleys Coaches, Braidwood:** Now has a Canberra depot in Copper Crescent, Beard. Acquired 5/14 was TV 7335 Mercedes O500RF 4.5m/ Mills-Tui (PCAA0178 9/04) C65DT ex AAT Kings (45A) NT mo 2546.

**Blinman, Yass:** 4447 MO Mercedes LO814/ A.B. Denning sold to Wellington Men's Shed.

**Buslines Group: Ballina:** Not previously recorded was new (137) 5284 MO Volvo B7R/ Bustech SBV (08-017 3/09) B61F. Also (138) was 5285 MO Volvo B7R/ Bustech now (52) at Northern Rivers. **Bathurst:** (18) 2163 MO Hino RK260/ P&D transferred to Griffith as 917). **Berrima:** (36) 4846 MO Nissan RB30/ Newnham sold to Qld for camper conversion. **Griffith:** (6) 4889 MO Hino RG197K/ CC dereg and being used for parts. Transferred from Bathurst was (17) 2163 MO Hino RK260/ P&D (398 2/08) B61F ex (18). **Picton:** (27) 4887 MO Mercedes OH1418/ PMC sold to Maryborough Qld for camper conversion.

**Busways, North Coast:** At Kempsey, (426) m/o 6128 Toyota Coaster reregistered 4236 MO.

**Byron Bay Tours, Ewingsdale:** Acquired was TV 1982 Scania K93CR/ PMCA (2254 1/93) C48FT ex Southern Cross Coaches, West Gosford.

**Cann Bus Management, Corowa:** TV1729 Scania/ Autobus relocated to Dineen's McKenzies, Healesville depot and rereg 1840AO.. Additional is 7565 MO Toyota Coaster (8/01)B15CL ex Warragul Bus Lines, 2014 AO. 1931 MO Scania/CC, 2121 MO Hino Cub/ PMC and 2115 MO Hino/Ansair are still reg (correction).

- Casino Bus Service (Kellam):** Sold for a motor home was 5777 MO Mercedes 0305/ PMC.
- Clark, Bonalbo:** 6187 MO Mercedes 814D/ A.B. Denning dereg by 1/14.
- Coffs Harbour CoachTours:** TV 1172 Mercedes 0303-3/ MCA deregistered.
- Cowan, Sandy Hollow:** 4260 MO Hino/ MCA deregistered.
- Dorrigo Bus Service:** Acquired was 2000 MO MCA Classic II/ MCA (TMA434 12/96) C53F ex Underwood, Brisbane 01 UBS.
- Duncan, Grawin:** AE66GN Mitsubishi Rosa is either sold or rereg.
- Edwards, Armidale:** Sent to auction were 6195 MO Mercedes 0305/ PMC and 7504 MO Mercedes 0405/ PMC. Sold to Wolters, Narrabri was 6404 MO Austral Tourmaster.
- Forbes Bus Lines:** 4146 MO Hino BC144M/ PMCA dereg by 1/14. Sold out to Hennock, Forbes 1/2/14 with all vehicles (see below) except for 4141 MO Hino BD186K/ P&D.
- Forster B.S.:** (21) 5848 MO Mercedes 0305/ PMC from the Ski Rider fleet withdrawn and sold by 5/14. Sold (49) TV 578 Volvo B12R/ Northcoast to Nicholls, Narragin WA 5/13.
- Grace, Coolah:** Acquired was 5483 MO Hino RK176K/ Superior (B492 2/89) B51F ex Sexton, Paterson.
- Hahn, Moree:** 4705 MO Fuso Rosa sold to a new operator O'Dempsey, Moree.
- Hannaford, Tamworth:** Sold 3274 MO MCA-Cummins/ MCA to Red & White, Brisbane 5/14.
- Hennock, Forbes:** New is 3351 MO Hino RN8J/ CC (2014) B57F. Acquired the business of Forbes Bus Lines 1/2/14 with 3353 MO MAN 15.220/ Volgren (VG1217 12/99) B32Dw; 4138 MO Hino AK176K/ PMCA (2246 6/93) B42F; 4140 MO Fuso Rosa (2008) B24C; 4142 MO Hino RN8J/ UBC Chiron (100336AC 11/10) B57F; 4143 MO Hino RK260/ P&D Coachworks (351 9/06) B57F; 4144 MO Fuso Rosa (2009) B24C and 4145 MO Mercedes OH1418/ CC (12/97) B56F.
- James, Trangie:** Acquired was 5858 MO Fuso Rosa (00042 2002) C24C ex Langley, Dubbo.
- J&B Buses, Murwillumbah:** Acquired were (8) 5142 MO MAN 18.360/ Coach Design (254 10/01) C57F ex F.J. Tours, Sydney TV 3246 and (Q) 866 JPB (since rereg 457 MFH) Scania K93CRB/ Austral Denning Aspire (CA00970 7/96) C48FT ex T.P. Oceania, Cairns ex Sandringham & Brighton Coaches, Melbourne 4342 AO. 5856 MO Irisbus Eurorider/ P&D is (5).
- Keating, Gunnedah:** 4168 MO BCI PK6930AT sold to North Sydney Bus Charters as TV 7806.
- KMET (Roadcoach), Moss Vale:** New is TV 7815 Volvo B7R/ Marcopolo Audace (2014) C57F.
- Lake, Barham:** Sold TV 4809 Scania K124EB/ Coach Design to Gillick, Bairnsdale.
- Langley, Dubbo:** Sold were 5858 MO Mitsubishi Rosa to James, Trangie, 7059 MO Toyota Coaster to a meat-works at Scone and TV 3909 Mercedes 0500RF/ Coach Concepts to Alpine Spirit, Myrtleford Vic. Acquired was TV 7519 Scania K94IB/ Coach Design (380 11/04) C53F ex Kanga Coachlines, Adelaide SB47FJ. Former Premier, Adelaide VBU 442 Denning decker reregistered TV 7306. New is 7031 MO Bonluck Cooper (JXX112 1/14) C33F.
- Loader, Grenfell:** Sold former (2) 4492 MO Toyota Coaster for motor home. New (2) 7201 MO Denning Phoenix correct body no is (15201 7/13).
- Lowe, Bourke:** New is unreg King Long 6900AU (2014) C35F.
- Mallon Partnership, Queanbeyan:** Operates TV 6980 Mercedes Sprinter C10C.
- Marshall, Moruya:** 2223 MO and 2229 MO Daewoo/ Chirons are B61F not B57F.
- Martin, Albury:** Acquired was (130) TV 6876 Mercedes 0500RF/ Coach Design (416 8/08) C48FT ex Dysons (315) 8439 AO.
- McMahon, Cobar & Narrabri:** Sold 1386 MO Isuzu FSR/ P&D to Tinonee Bus Co circa 2012.
- Merimbula B. L.:** Correcting prior entry TV 4116 MAN/ Coach Design is (366) ex Pinnacle Tours (59) TC 5069.
- Murphy, Tabulam:** Sold school runs and buses to Simes, Lismore.
- Murtons, Broken Hill:** Some restructuring has occurred within Murton's whereby Geoff Grantham of Buses R Us has been given a minority share in the company with the possibility of a later take over indicated. Mercedes 0405/ PMCs 7427 MO is (16), 7428 MO is (17) and 6396 MO is (18). Acquired was TV 6870 Mitsubishi Rosa (00003 2/03) C17CL ex Buses R Us (19) BB83RA.
- Murwillumbah Bus Co:** New is 5231 MO Denning Silver Phoenix/ P&D (525 2014) B43Fw.
- Nolan, Glen Innes:** Sold 1264 MO Mercedes Sprinter/ A.B. Denning to Concord Coaches, Sydney as TV 1734.



*TOP: AAT-Kings TV 004 a Scania K440EB/ Coach Concepts of 2011 in Contiki livery, seen on tour in Brisbane on 8th August 2012.*



*CENTRE: Roos of Tenterfield, NSW is an operator who changes his bus over more frequently than most. His latest is 3819 MO a 2013 Volvo B7R/ P&D Coachworks seen in Tenterfield on 9 March 2014.*



*BOTTOM: One of Brisbane's small but long standing charter operations is Phil Dunn's Tours, a smaller version of the previous Dunn's Bus Service. 194 ADQ is a 1988 Mercedes OC1617/ Custom Coaches bought new. (All photos by Nick Wilson)*

**Nowra Coaches/ Premier Motor Service:** New is TV 7488 Scania K440IB/ Coach Design (802 3/14) C54FTL. Acquired was TV 7195 Volvo B12R/ Northcoast (180 4/98) C48FT ex Defence Forces. Sold to Warrigal Coaches, Wollongong were 2405 MO Scania K93CR/ PMCSA and TV 4606 Toyota Hi Ace.

**Oberon Mini Bus Service:** Added was AA73FV Mitsubishi Rosa (00122 11/00) B24C. Dereg was TV 7737 Mercedes 0305/ PMC.

**O' Dempsey (SM&) t/a O'Dempsey's Charters & Local Tours, Moree:** A new operator who has acquired 4705 MO Fuso Rosa (00658 2008) C24C ex Hann, Moree.

**Ogden's Coaches.:** Took over the business of Café, Mudgee c5/14 with 1582 MO MAN 18.280/ King Long (KLA08-032 10/08) C57F; 2287 AO Csepel 854.03/ P&D (056 12/95) B57F; 2288 MO Mercedes OH1725/ CC (02-047 8/02) B61F; 2290 MO Hino AK176K/ PMCA (2234 9/92) B52F and 7045 AO Csepel 854.03/ P&D (060 4/96) B57F. Sold by 5/14 was (27) 4792 MO Toyota Hi Ace. New is 4989 AO Fuso Rosa (00193 2014) C24C.

**Outback Spirit, Albury:** New is unreg Mercedes OH1833 4x4/ Coach Design (803 4/14).

**PBC Goulburn:** For sale via e-bay is 2820 MO Hino-PMC 160

**Pitt, Taralga:** Sold was 2743 MO Toyota Coaster by 5/14.

**Priest, Wagga:** Sold TV 5892 Autobus-Cummins/ Autobus to South East Tours, Brisbane.

**QCity Transit / Transborder Express (CDC Group), Queanbeyan and Yass:** The use of fleet nos is being discontinued and the old ones will eventually be removed from vehicles. 6627 MO Scania K124IB/ Coach Design has been transferred from Queanbeyan to Sydney. Transferred from Hunter Valley Buses were TV2095 Volvo B7R / Autobus (182 5/99) C57F and 3590 MO Mercedes LO812/ CC. 4557 MO Volvo B6LE/ Express has been refurbished and in a refreshed LocalLink livery the same as 7528MO. Rereg were Volvo B10M/ CCs m/o 474 to 7558 MO m/o 798 to 7553 MO and m/o 814 to 7555 MO.

Withdrawn were mo 97 (ACT) Volvo B10M/ MCA; 4511MO (NSW) Volvo B10M/ MCA; m/o 8151 Volvo B10M/ CC; 4525 MO Mercedes 0305/ Ansair; mo 11 Leyland Tiger/ Ansair; mo 12 Leyland Tiger/ Ansair; 4503 MO Leyland Tiger/ PMCSA; 4505 MO Hino RG197K/ Ansair and 1795 MO Volvo B10M/ CC hyliner.

Q.City has gained several rural school contracts previously operated by Keirs. These run to Majura, Uriarra and Tidbinbilla. Q.City also retained their existing Hall run. MAN 15.220/ CC midibuses transferred from Seven Hills depot to operate the additional runs from 1 July 2014 were 7552 MO ex m/o 8207 7556 MO ex m/o 7873, 7554 MO ex m/o 5232 and 7557 MO ex m/o 8205.

**Rixon, Mogo:** Acquired was 1133MO M.A.N. 12.190/ PMCA (2631 5/95) C34F ex Adventure Tours ex Tropic Wings (70) ex Murrays (831). This replaced a previous 1133 MO Mitsubishi Rosa ex Scarlett, Bega.

**Robertson, Goolgowi:** 1284 MO Mitsubishi Rosa replaced by 5378 MO Fuso Rosa (10162 2013) B24C.

**Rylstone Charter & Tour Buses:** Sold (6) 4955 MO BCI PK6850 to Southern Highlands Tourist Coaches.

**Sapphire Coast Buslines, Sth Pambula:** Sold (104) 2660 MO APG Classic III to McDermotts Charters, Sydney. (124) 2647 MO Hino BC144K/ PMCA dereg for sale 2/14.

**Scarlett, Bega:** 1133 MO Mitsubishi Rosa was sold to Rixon, Mogo.

**Sexton, Paterson:** Sold 5483 MO Hino RK176K/ Superior to Grace, Coolah.

**Simes, Lismore:** Acquired the runs of Murphy, Tabulum with 2954 MO Mercedes OH1418/ P&D Coachworks (097 6/98) B57F and 2955 MO Mercedes OF1315/ Superior (B575 7/94) B47F.

**Southern Highlands Tourist Coaches, Mittagong:** Acquired was TC 6524 BCI PK6850 (LSFC030897C005258 11/11/07) C29F ex Rylstone Charter & Tour Buses.

**Summerland, Byron Bay:** Additional is TV 6072 Toyota Hi Ace (2005) C13C.

**Tinonee Bus Co, Taree:** Acquired (19) 1386 MO Isuzu FSR550/ P&D (267 4/04) B43F ex McMahan, Narrabri 2012.

**Waller, Nimbin:** Sold for a motor home was 5441 MO Mercedes OH1316/ CC.

**Ward, Maclean:** Acquired was 5687 MO Daewoo BH117L/ UBC-Chiron (080164AA 7/08) B57F ex WA demonstrator.

**Wolters, Narrabri & Wee Waa:** Acquired was 6404 MO Austral Tourmaster DC122 (B315 7/85) C57F ex Edwards, Armidale Sex 938 MO.

## NORTHERN TERRITORY

**Adventure Tours/ Intrepid Travel, Darwin:** Additional are m/o TV39C Fuso Canter/ Able (2010) C15FV; m/o TV40C Fuso Canter/ Able (2009) C15FV; m/o TV42C Fuso Canter/ Able (2010) C15FV; m/o TV55C Fuso Canter/ Able (2010) C15FV and m/o TV76D Mitsubishi Canter/ Able (2003) C15FV.

**ATG Downunder:** Has several new Mercedes 0500RF/ King Long units one of which is reg SB80HW

**Bombing of Darwin Tour:** A new operator using mo 1942 Toyota Hi Ace.

### Buslink, Berrimah & Alice Springs:

New are Mercedes OH1830/ Volgren Qld SC222 C57F

(46) m/o 3765 (VQ1162 2013) (47) m/o 3766 (VQ1165 2013) (48) m/o 3767 (VQ1161 2013)  
(49) m/o 3768 (VQ1163 2013) (50) m/o 3769 (VQ1164 11/13) (51) m/o 3770 (VQ1166 11/13)

New are Mercedes OH1830/ Volgren Dandenong SC222 C57F

(52) m/o 3452 (VG3598 6/13) (53) m/o 3456 (VG3596 6/13) (54) m/o 3454 (VG3597 6/13)  
(55) m/o 2987 (VG3356 2/12) (56) m/o 2897 (VG3120 11/10) (57) m/o 3343 (VG3121 11/10)  
(58) m/o 3347 (VG3125 11/10) (59) m/o 3346 (VG3126 11/10) (60) m/o 3344 (VG3132 2010)  
(61) m/o 3345 (VG3133 2010) (63) m/o 2779 (VG3036 2010) (64) m/o 2796 (VG3037 2010)  
(65) m/o 2778 (VG3038 2010) (66) m/o 2795 (VG3039 2010) (67) m/o 2780 (VG3040 2010)  
(68) m/o 3367 (VG3041 2010)

New are Mercedes 0500LE/ Volgren CR228L B45Dw

(179) m/o 2785 (VG3075 2010) (180) m/o 2786 (VG3082 2010) (181) m/o 2787 (VG3078 2010)  
(184) m/o 2790 (VG3081 2010) (186) m/o 3541 (VG3583 2013) (187) m/o 3451 (VG3585 2013)  
(189) m/o 3528 (VG3582 5/13) (191) m/o 3453 (VG3581 2013) (192) m/o 3760 (2013)  
(193) m/o 3759 (2013) (194) m/o 3758 (2013)

Noted in Alice Springs was (157) m/o 2781 (2009) ex (553) m/o 2781 possibly replacing the Mercedes O405NH which carried that number.

New are Toyota Coaster XBR50 B20C

(314) m/o 2874 (2012) (315) m/o 3609 (2013) (404) m/o 3303 (2009)  
(406) m/o 2972 (2012) (414) m/o 3501 (2013) (425) m/o 3053 (2010)  
(426) m/o 3356 (2010) (427) m/o 2971 (2012) (452) m/o 3499 (2013)  
(516) m/o 3266 (2010) – at Alice Springs

New are MAN 16.250/ Volgren Dandenong CR228L C33Fw

(428) m/o 3719 (VG3599 10/13) (429) m/o 3718 (VG3602 10/13) (430) m/o 3717 (VG3603 10/13)

Renumbered/ rereg were (301) m/o 528 Mercedes OH1418/ Volgren to (322) m/o 3083, then to (32) m/o 3083 and (302) m/o 527 Mercedes OH1418/ Volgren to (33) m/o 3082 – possibly had another fleet number in between. Both are now sign written & used as driver training buses. (406) m/o 2214 Mitsubishi Rosa to (511) and transferred to Alice Springs, though since withdrawn and (416) m/o 2370 Isuzu FSR500/ MBS to (515), transferred to Alice Springs, and now appears to be withdrawn at the rear of Humpty Doo depot.

Sold (599) mo 3169 Denning Landseer to North East Coachlines, Wangaratta and (161) mo 2113 Mercedes 0405NH/ Volgren to Compass Tours/ Penrith Bus Co, Sydney; (303) mo 3304, (304) mo 3313 and (305) mo 1370 Denning Silver Phoenixes all to Kangaroo Bus Lines, Brisbane with (301) mo 3228 and (302) 3246 Denning Gold Phoenixes sold to Peters Coaches, Toowoomba. Sold Mercedes 0405NH/ Volgrens (158) mo 2072 to Pegasus, Sydney, (156) mo 1700 and (160) mo 2196 both to Baxter, Sydney.

Withdrawn are 1997 Mercedes 0405NH/ Volgrens (156) m/o 1700, (157) m/o 2073, (158) m/o 2072, and (160) m/o 2196 and 1996-98 Mercedes OH1418/ APG Starliners (82) m/o 2651, (83) m/o 2119, (84) m/o 2118, (85) m/o 2116, (86) m/o 2115, (87) m/o 2117 and (88) m/o 2114.

**Buslink VIVO, Howard Springs:** New are (94) m/o 3500 Toyota Hi ace (2013); (95) m/o 3508 Toyota Hi ace (2013); (96) m/o 3485 Toyota Coaster XZB50R (2012) B20C and (98) m/o 3??? Toyota Coaster XZB50R B20C.

New were the following Mercedes OH1830/ Volgren SC222 C53F units

(100) m/o 3513 (VG3504 2012)	(101) m/o 3514 (VG 3500? 2012)	(102) m/o 3512 (VT0274 2013)
(103) m/o 3516 (VT0273 2013)	(104) m/o 3517 (VG3501 2012)	(105) m/o 3518 (VG3502 2012)
(106) m/o 3507 (VG3503 2012)	(107) m/o 3515 (VG3505 2012)	(108) m/o 3469 (VG3554 2013)
(109) m/o 3474 (VG3549 2013)	(110) m/o 3467 (VG3550 2013)	(111) m/o 3475 (VG3551 2013)
(112) m/o 3468 (VG3552 2013)	(113) m/o 3600 (VG3553 2013)	(114) m/o 3471 (VG3555 2013)
(115) m/o 3470 (VG3556 2013)	(116) m/o 3472 (VG3557 2013)	(117) m/o 3599 (VG3558 2013)
(118) m/o 3466 (VG3559 2013)	(119) m/o 3473 (VG3560 2013)	(120) m/o 3598 (VG3561 2013)
(121) m/o 3465 (VG3562 2013)	(122) m/o 3464 (VG3563 2013)	(123) m/o 3550 (VG3564 2013)
(124) m/o 3549 (VG3565 2013)	(125) m/o 3548 (VG3566 2013)	(126) m/o 3547 (VG3567 2013)
(127) m/o 3511 (VG3568 2013)	(128) m/o 3546 (VG3569 2013)	(129) m/o 3545 (VG3570 2013)
(130) m/o 3544 (VG3571 2013)	(131) m/o 3543 (VG3587 2013)	(132) m/o 3542 (VG3588 2013)
(133) m/o 3595 (VQ1109 2013)	(134) m/o 3506 (VG3600 2013)	(135) m/o 3491 (VG3604 2013)
(136) m/o 3492 (VG3605 2013)	(137) m/o 3487 (VG3606 2013)	(138) m/o 3458 (VQ1110 2013)
(139) m/o 3497 (VG3609 2013)	(140) m/o 3596 (VQ1111 2013)	(141) m/o 3591 (VQ1112 2013)
(142) m/o 3594 (VQ1113 2013)	(143) m/o 3592 (VQ1114 2013)	(144) m/o 3691 (VQ1115 2013)
(145) m/o 3692 (VQ1116 2013)	(146) m/o 3693 (VQ1117 2013)	(147) m/o 3762 (VQ1118 2013)
(148) m/o 3498 (VG3629 2013)	(149) m/o 3694 (VQ1119 2013)	(150) m/o 3695 (VQ1120 2013)
(151) m/o 3746 (VQ1121 2013)	(152) m/o 3597 (VG3630 2013)	(153) m/o 3696 (VQ1122 2013)
(154) m/o 3697 (VQ1123 2013)	(155) m/o 3698 (VQ1124 2013)	(156) m/o 3699 (VG3632 2013)
(157) m/o 3716 (VG3631 2013)	(158) m/o 3590 (VQ1148 2013)	(159) m/o 3589 (VQ1149 2013)
(160) m/o 3588 (VQ1150 2013)	(161) m/o 3763 (VQ1151 2013)	(162) m/o 3764 (VQ1152 2013)
(163) m/o 3757 (VQ1153 2013)	(164) m/o 3756 (VQ1154 2013)	(165) m/o 3713 (VQ1155 2013)
(166) m/o 3738 (VQ1156 2013) and	(167) m/o 3742 (VQ1157 2013).	

These were followed by Mercedes OH1830/ Volgren Endura C53F units:

(168) m/o 3714 (VQ1169 2014)	(169) m/o 3715 (VQ1170 2014)	(170) m/o 3747 (VQ1171 2014)
(171) m/o 3721 (VQ1172 2014)	(172) m/o 3722 (VQ1173 2014)	(173) m/o 3723 (VQ1174 2014)
(174) m/o 3724 (VQ1175 2014)	(175) m/o 3??? (VQ1176? 2014)	(176) m/o 3741 (VG3724 2014)
(177) m/o 3740 (VG3725 2014)	(178) m/o 3739 (VG3726 2014)	(179) m/o 3743 (VG3727 2014)
(180) m/o 3704 (VG3728 2014)	(181) m/o 3744 (VG3729 2014)	(182) m/o 3745 (VG3730 2014)
(183) m/o 3??? (VG3731 2014)	(184) m/o 3705 (VG3732 2014)	(185) m/o 3706 (VG3733 2014)
(186) m/o 3??? VG3734 2014)	(190) (VG3573 2014)	(191) VG3574 2014)

with further deliveries of these units on-going up to at least (200)..

Transferred to Buslink Vivo Darwin from Caval Ridge Qld

(300) 213 SIK Mercedes OH1830/ Volgren SC222 (VG3255 2012) C53F ex VIVO 13  
 (301) 291 SEW Mercedes OH1830/ Volgren SC222 (VG3251 2012) C48F ex VIVO 10  
 (303) 266 SIK Mercedes OH1830/ Irizar Century (262534 9/12) C48F ex VIVO 15  
 (305) 145 SYE 2013 Mercedes OH1830/ Irizar Century (262867 8/12) C53F ex VIVO 26  
 (306) 212 SIK Mercedes OH1830/ Volgren SC222 (VG3254 2012) C53F ex VIVO 12  
 (307) 214 SIK Mercedes OH1830/ Volgren SC222 (VG3252 2012) C53F ex VIVO 14  
 (308) 867 SUP Mercedes OH1830/ Irizar Century (262692 1/13) C53F ex VIVO 22  
 (309) 868 SUP Mercedes OH1830/ Irizar Century (262689 8/12) C53F ex VIVO 23  
 292 SEW Mercedes OH1830/ Volgren SC222 (VG3253 2012) C53F ex VIVO1  
 265 SIK Mercedes OH1830/ Irizar Century (262535 2012) C53F ex VIVO 25  
 707 SYR Mercedes OH1830/ Irizar Century (2013) C53F ex VIVO 25

**Charter Central, Alice Springs:** TC 709 Mercedes 0303-3/ Denning ex Dyson (205).

**Darwin and Wartime Experience:** A new operator doing a history tour 3-4 times a day with TV 24E a 1943 Studebaker 20 or so seater previously registered ZSU 484 in Victoria. VIN US631356.

**Wayoutback Safaris, Darwin:** Operates m/o TV14D Mitsubishi Canter 4WD/ Able (2006) C15FV.



*TOP: An additional bus for Trotter of Hamilton is (72) 0660 AC a 2004 Express bodied Scania K94IB acquired with the run of Tuffnell. (Mick Kane).*

*CENTRE: Hornibrook Bus Lines (156) 360 TWL and (157) 361 TWL a pair of Mercedes 0500LE/ Volgren Optimus new 6/14 are posed on the foreshore at Redcliffe on 28 June. (Matthew Browne)*



*BOTTOM: This Optare Tempo demonstrator was doing the rounds of the Brisbane operators in June 2014. It is seen here working for Hornibrook on the 315 express route to Scarborough. (Leon Sharpe)*





*ABOVE: The TransPerth fleets are about to see the introduction of a new generation of low floor articulated buses which will replace the remaining high floor artic. The first of the batch of Volvo B8RLEAs is seen pre delivery at Volgren, Dandenong in mid August 2014. (Mick Kane). BELOW: Brisbane Transport Eagle Farm depot based (2103) 246 TPG a Volvo B7RLE/ Volgren Optimus, new in February 2014, departs the Cultural Centre bus stop, South Brisbane for New Farm on the BUZ route 199 on the morning of 1 June 2014. (Geoff Foster)*

