

Top Table Talk:

Table Talk is published monthly by the Australian Association of Timetable Collectors Inc. [Registration No: A0043673H] as a journal of record covering recent news items. The AATTC also publishes *The Times* covering historic and general items.

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News

Melbourne & Victoria

New timetables for both Connex and V/Line are due to commence on Sunday 3rd September. The Connex timetable for the Werribee, Williamstown and Sydenham lines shows an additional train from Watergardens in the morning peak and also an additional service from Werribee at 0809 direct via Paisley. An extra service to Watergardens at

1723 from Flinders St is express from Footscray to Sunshine. Further changes commencing on 20th October are the provision of extra late night services (to 0113) on Fridays and Saturdays.

The V/Line timetables are available on the internet and comprise an extensive expansion of services as reviewed below.



New South Wales

New RailCorp timetables

Version 2 of the 28th May 2006 CityRail Working timetable came into effect on 3rd September 2006 and a new Freight SWTT will be introduced on 2nd October 2006.

Victoria

V/Line 2006 Timetable Review

The long awaited "Regional Fast Rail" timetable was released on 2nd August. The new services are due to commence on 3rd September for all lines except for Gippsland which is undergoing test runs following upgrading works. Completion is expected in October.

Although the Seymour/North East lines were not part of the upgrading, the region has received considerably expanded services. The weekend services will not commence until late 2007 when the Craigieburn electrification is complete.

Overall there is a large increase in the number of services particularly in the evenings and weekends. It is pleasing to see that considerable effort has gone into the provision of more regular frequencies and 'memory' times where possible. The implementation of regular patterns has resulted in an increase in stops and a general slowing of long distance services (see below). The medium distance services offer near regular hourly frequencies on all lines, generally in a stopping all stations alternating with semi-express pattern. Selected stations (Garfield, Drouin and Gisborne) are now served by all trains except 'flagship' express services in some cases.

Running times have been generally standardised for the differing train types although some anomalies exist. Whilst Sprinters and VLocities have been given the same running times on the Seymour and Gippsland services, they vary on the Ballarat, Geelong and Bendigo lines, with Sprinters being allocated slower schedules.

The promised fast trains have been provided with each of the four upgraded lines gaining one train in each direction on weekdays which meet the Government's target times (denoted as Flagship services), although the Gippsland service was amended to meet community wishes and has additional stops.

As a bonus for enthusiasts (and the public), the timetable denotes the type of train (VLocity, Sprinter or loco) on each service. All long distance services remain as loco-hauled although Sale receives a VLocity service on Sundays.

Crossing of trains on the single line sections appear to take place at some hitherto unusual locations, e.g. Morwell. The singling of the Bendigo line beyond Kyneton has resulted in some Down trains having to await Up trains at Kyneton and Castlemaine in addition to slowing for crosses en route. Simultaneous departure times for some Up and Down trains at Castlemaine will require sharp timekeeping, in addition to locations (e.g. Geelong) on other lines.

The only overtaking move noted to date takes place on the Geelong line where the 0704 departure from North Geelong (VLocity express) overtakes the 0701 (loco-hauled 'stopper') further along the line (possibly near Corio?). Geelong station will nearly have three trains at the station early in the morning with a Down VLocity being present from 0652 to 0700 whilst an up train starts at 0658 and an Up VLocity calls from 0659 to 0701.

Comparisons with previous timetables have been used to illustrate the changes brought about by the RFR project. Temporary timetables applying over various periods have generally been excluded.

Journey Times:

1. Long Distance Services:

Journey times for trains to and from Warrnambool, Swan Hill, Albury, Shepparton and Bairnsdale are generally little changed under the new timetable

as they continue to be loco-hauled and are thus unable to utilize increased track speeds. An increase in the number of stops has also affected overall times. The elimination of Winchelsea as a crossing station and subsequent delays to Warrnambool trains has been negated by additional stops. Conversely, certain Albury line trains are now to cross at Riggs Creek loop in lieu of Seymour and are consequently slowed. All Shepparton trains now stop at a number of locations between Southern Cross and Seymour. Most Sunday services on the Bairnsdale line benefit from semi-express running.

2. Medium Distance Services: (Flagship services have been excluded from statistical analysis).

Ballarat: This is the line that has benefited most from the project, due particularly to re-alignment. Almost all services are operated by VLocities (there is one Sprinter in each direction on weekdays) and reductions in journey times (average of 10 minutes on weekdays) are substantial despite an increase in the number of stops (up from an average of 4.4 to 6.7) and generally poor suburban paths. The Monday-Friday timetables are illustrated on the front and rear covers of this issue of Table Talk.

Bendigo: The increase in the average number of stops has offset possible gains from higher speeds and there is only a few minutes reduction in average journey times. Between Sunbury and Kyneton, only one track (the East line) will be available for 160 km/h. It is interesting to note that some Sunbury locals are operated by VLocity units.

Geelong: The proportion of stopping trains compared with semi-expresses has generally increased. Of 11 Down semi-express services on weekdays, 7 are loco-hauled and unable to benefit from high speed running. However, the four that are rostered for VLocity operation are given timings close to the flagship service (eg., 1100 and 1640 Down - 46 and 47 minutes).

Traralgon: Only two of the semi-express services are VLocity operated. This, together with the Garfield stop, restricts high speed timings and results in minimal average savings in journey times.

Seymour: Peak hour services remain loco-hauled and thus running times are generally unchanged.



Table Talk



September 2006



Page 3

Frequencies:

Selected main stations showing increase in frequencies including coach services: (note Melton receives a slight reduction in services due to the abolition of off-peak Melton locals).

	Mon - Fri	Sat	Sun
Sunbury	21 → 24	9 → 15	8 → 12
Castlemaine	13 → 19	7 → 15	6 → 12
Bendigo	13 → 19	7 → 15	6 → 12
Melton	23 → 22	8 → 14	6 → 12
Bacchus Marsh	18 → 23	8 → 14	6 → 12
Ballarat	13 → 18	8 → 14	7 → 13
Warragul	14 → 18	7 → 12	4 → 9
Moe, Morwell, Traralgon	13 → 18	6 → 12	4 → 9
Lara	22 → 26	16 → 19	10 → 15
Geelong	26 → 28	19 → 20	11 → 15
Seymour	14 → 20	8 → 15	7 → 13

The top eight stations with the greatest increase in frequencies (highest number of services each way) are:

	Mon – Fri	Saturdays	Sundays
Malmsbury	3 → 11	2 → 10	2 → 8
Clarkefield	6 → 14	3 → 10	0 → 8
Marshall	5 → 13	3 → 11	1 → 10
Wandong	9 → 17	4 → 12	2 → 10
Garfield	10 → 17	5 → 12	3 → 9
Wallan	10 → 17	4 → 12	2 → 10
Kilmore East	10 → 17	4 → 12	4 → 10
Rockbank	9 → 15	3 → 9	0 → 8

Kangaroo Flat drops back from a maximum of two to a single train each day.

Two country towns which benefit from the new stopping patterns are Avenel and Birregurra, which formerly had one train each way, now all stop.

Arrivals and Departures at Southern Cross: Weekday peaks.

Arrivals	Pre and Post 9.06	Departures	Pre and Post 9.06
0700 – 0800	11 → 15	1600 – 1700	11 → 13
0800 – 0900	13 → 16	1700 – 1800	13 → 16
0900 – 1000	11 → 12	1800 – 1900	9 → 10
0725 – 0900	20 → 27	1625 – 1800	21 → 24



Table Talk



Speeds

High speed timings (best times > 100 km/h) over various sections.

The fastest timings noted are for two Up Bendigo VLocity runs (1840 Sat and 1540 Sun). These are given 6 minutes for the 14 km, requiring 140 km/h. Given the short distance, the rounding of times (and the fact that other VLocity runs are given 7 or 8 minutes), these timings have been disregarded.

Section	Distance	Allowance	Approx speed start to start	Train
Ballarat - Ballan	34 km	16 min	128 km/h	various
Warragul – Moe	30 km	14 min	128 km/h	Flagship service
Sunshine – Melton	25 km	12 min	125 km/h	various
Kyneton - Castlemaine	33 km	16 min	124 km/h	1015 Down VL
Bendigo – Castlemaine	37 km	18 min	123 km/h	Flagship service
Nth Melb – Castlemaine	124 km	61 min	122 km/h	Flagship service
Footscray – Lara	51.5 km	26 min	119 km/h	1100 Down VL
Sunshine - Ballan	67.5 km	35 min	116 km/h	1749 Down VL
Ballarat – Nth Melb	112.5 km	58 min	116 km/h	Flagship service
Pakenham – Garfield	17 km	9 min	113 km/h	1425 Down VL
Sunbury – Gisborne	26 km	14 min	111 km/h	various
Nth Geelong – Lara	13 km	7 min	111 km/h	various Sat & Sun
Dandenong – Drouin	61 km	34 min	107 km/h	Flagship service
N Melb – N Geelong & vv	68.5 km	39 min	105 km/h	Flagship service
Bacchus Marsh – Ballan	28.5 km	17 min	101 km/h	various
B'dmdws – Seymour & vv	82 km	49 min	100 km/h	Albury trains

SUMMARY:

Of the 81 daily weekday departures of medium and long distance services from Southern Cross on the four upgraded lines, only four achieve the journey times publicized so heavily in media announcements. Whilst this was not unexpected, given that patronage could not sustain unwarranted levels of service, potential marketing of faster services has been compromised by many others being slower than previously. Of the 81 weekday trains, 52 are VLocity operated, but most stop too frequently for high speed timings.

Sprinters, restricted to 130 km/h are scheduled on 10 services whilst loco-hauled trains (19) comprise nearly 25%. These have a maximum allowed speed of 115 km/h and cannot utilize any high speed sections. Any difficulties in timetable adherence due to only one track of former double lines being fully upgraded (and consequent need to operate as two single lines with crossovers) will only become apparent when the new timetable commences.

Geoff Mann

Bus

Sydney

Most Sydney Buses timetables were re-issued to take effect on 13th August 2006. Some major rearrangements and some cancellations occurred. Full details will be contained in the October issue of Table Talk.

Manly Hop Skip & Jump Bus Service

Early in 2006, Manly Council introduced a free
Table Talk

local bus service, centered around the Totem Shopping Centre in Balgowlah (which is being redeveloped) to allow existing customers of the Centre to shop elsewhere. The service is funded by the Totem re-developers, Stockland. Brochures and printed timetables are available from the Council.

Customer usage of the community bus service peaked during July 2006, with school holidays contributing to a record 4,398 passenger journeys

made in one week. The number of passenger journeys made during July was 17,655 of which 14,009 (79.3%) travelled on the Manly / Fairlight route. This represented a daily average over the month of 569 passengers on all runs, compared to a daily average of 477 during June 2006. By the end of July, after twenty weeks of operation, a total of 61, 880 passenger journeys had been made.

Following a comprehensive review of the service, a number of formal route changes were planned to take effect from 22nd August, including:

Manly/Fairlight

- a minor variation to the Little Manly Beach loop to meet demonstrated demand in the Skiff Club/Gocher Court area:

Seaforth/Balgowlah

- the introduction of a new section in the Wanganella St/Kitchener St area, in response to significant resident demand, and the removal of an under-patronised section in the Edgecliff Esplanade area:
- a minor deviation between Baranbali Ave and Koobilya St (Seaforth) to avoid a corner regularly congested by parked cars: and
- the introduction of a direct Totem Interchange\Jarringah Mall route, three times daily Monday to Friday.

Timetable changes from 22nd August 2006 are

also planned that:

- reduce the morning and afternoon hours of operation, including on weekends to better reflect levels of demand:
- adjust the Seaforth/Balgowlah and Balgowlah Heights/Clontarf services to an alternating (60 minute) basis, with a minor reduction in morning/afternoon hours, in recognition of the lesser usage of these services:
- provide for a second service to Manly/Fairlight between 9.30 am and 4.30 pm, operating in the opposite direction to the existing service:
- introduce Monday to Friday services to Warringah Mall at 9.00 am, 11 .00 am and 1.30 pm: and
- allow for the introduction at a later date of a direct Seaforth Oval/Manly Wharf commuter service between 7.00 am and 9.00 am and between 4.30 pm and 7.00 pm, Monday to Friday.

Formal printed timetables for each service will be made available to passengers on the buses and via other promotional outlets from mid-August.

Melbourne

- The Rowville Smartbus is to be numbered Route 900 and is due to commence on Sunday 1st October. It will be jointly operated by Eastrans and Grendas. (ATDB)



Ferry and Shipping

Sydney

On 27th July, the NSW Government announced the appointment of another Rear Admiral, Geoffrey Smith, to head Sydney Ferries, replacing Rear Admiral Chris Oxenbould, who had been acting as interim head since the resignation of Sue Sinclair. Admiral Smith said that his catchwords for the position were to be "Security, service and safety,"

Meanwhile, disruptions and cancellations on the Manly service continue unabated. A temporary timetable was introduced from 24th July 2006 on account of the closure of one side of the Manly wharf for rebuilding. Some Jet-cat services were cancelled and some ferry services had times altered by up to 10 minutes, to allow Jetcats and ferries to use the same side of the wharf. This has resulted in some very heavy loadings on the ferries, with some peak hour services filling up to their 1000 passenger capacity. The temporary timetable is available on the web, but only via a Macromedia Flash Plyer plug-in, and is not available as a PDF like other Sydney Ferries timetables, despite previous Sydney Ferries

assurances to AATTC and despite the links shown on the web-page. A sample page appears on page 7 of this issue. Printed versions were handed out to travellers during trips in the week prior to the change, and were available in the August AATTC Distribution List.

On top of this, breakdowns and unexplained cancellations continue, exacerbated by the fact one Freshwater class ferry has always been in Newcastle for the fitting of "black-box" data loggers over recent months. At least one breakdown required the services of a tug to return the incapacitated *Freshwater* from Manly Wharf to Balmain. This took several hours and resulted in both ferries and Jetcats accessing the Manly Wharf across the decks of the disabled ferry. The NSW Opposition has promised to build a 4th ferry for this run, but the Government has ruled this out.

At a transport forum in August, then head of Sydney Ferries Chris Oxenbould, raised the possibility of privatising Sydney Ferries, but this was immediately scotched by Transport Minister John Watson.

- [Home](#)
- [Timetables](#)
- [- Network Map](#)
- [- Ferry Cruises](#)
- [- Temporary Manly Timetable](#)
- [Tickets & Fares](#)
- [Using Sydney Ferries](#)
- [Harbour Attractions](#)
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Online Poll

What is your favourite Sydney Harbour destination?

- Manly
- Watsons Bay
- Balmain
- Darling Harbour
- Circular Quay
- Parramatta

[View Results](#)

Timetables [Print PDF version](#)


From 24 July Sydney Ferries will operate a Temporary Timetable for Manly Ferry and JetCat services. See [Temporary Manly Timetable](#) for more information.

See [Breaking News](#) for information on major event days and service updates.

Timetable: Manly Ferry and JetCat

Route:

[Download Timetables \(pdf\)](#) | [Fares Information](#)



Services from Circular Quay to Manly Monday to Friday

Route:	TimePeriod: AM											
Circular Quay	6:00	6:15	6:45	7:15	7:35	8:05	8:35	9:00	9:30	10:00	10:30	11:00
Manly	6:30	6:45	7:15	7:45	8:05	8:35	9:05	9:30	10:00	10:30	11:00	11:30

Route:	TimePeriod: PM											
Circular Quay	11:30	12:00	12:30	1:00	1:30	2:00	2:30	3:00	3:30	4:00	4:30	5:05
Manly	12:00	12:30	1:00	1:30	2:00	2:30	3:00	3:30	4:00	4:30	5:00	5:35

Route:	TimePeriod: PM											
Circular Quay	5:20	5:55	6:20	7:00	7:35	8:10	8:55	9:30	10:15	11:00	11:45	
Manly	5:50	6:25	6:50	7:30	8:05	8:40	9:25	10:00	10:45	11:30	12:15	

Services from Circular Quay to Manly Saturday and Public Holidays

Route:	TimePeriod: AM						TimePeriod: PM					
Circular Quay	8:00	8:45	9:30	10:00	10:30	11:00	11:30	12:00	12:30	1:00	1:30	
Manly	8:30	9:15	10:00	10:30	11:00	11:30	12:00	12:30	1:00	1:30	2:00	

Route:	TimePeriod: PM										
Circular Quay	2:00	2:30	3:00	3:30	4:00	4:30	5:00	5:30	6:15	7:00	7:30
Manly	2:30	3:00	3:30	4:00	4:30	5:00	5:30	6:00	6:45	7:30	8:00

Route:	TimePeriod: PM					
Circular Quay	8:10	8:50	9:30	10:15	11:00	11:45
Manly	8:40	9:20	10:00	10:45	11:30	12:15

A Short Note...

At 11.38pm Friday night 26th August, our Editor Steven Haby became the very proud father of Dominic Luis Adam Haby – 5 weeks early and courtesy of a caesarean. Dominic weighs around 6 pound. Dominic and Anna, Steven’s partner, are doing well, but a 4-5 day hospital stay will be required. Due to the somewhat unscheduled rather early arrival and the hospital stay Steven has had had to put everything else on hold and help Anna and little Dominic. This is why your Table Talk this month is briefer and focuses mainly on one or two topics. It has been edited by Geoff Mann and Geoff Lambert. On behalf of AATTC, its Committee and its members, we congratulate Anna and Steven and welcome little Dominic to the world of time table collecting.

NEW TIMETABLE BEGINS OPERATION IN EARLY SEPTEMBER 2006

From Melbourne

MONDAY TO FRIDAY

Train Type	VLocity	Sprinter	VLocity	VLocity	VLocity	VLocity	VLocity	VLocity	VLocity	VLocity	Sprinter	VLocity	Loco
Southern Cross	06:25	07:13	08:05	09:08	10:08	11:08	12:08	13:08	14:08	15:08	15:33	16:05	16:12
North Melbourne u								13:11	14:11	15:11	15:36	16:08	16:15
Footscray u	06:33	07:21	08:13	09:16		11:17		13:17		15:17	15:41		16:20
Sunshine u	06:39	07:27	08:19	09:23	10:23	11:23	12:23	13:23	14:23	15:23	15:47	16:21	16:26
Ardeer	06:42	07:30	08:22	09:26		11:26		13:26		15:26	15:50		16:29
Deer Park	06:45	07:33	08:25	09:29		11:29		13:29		15:29	15:53		16:33
Rockbank	06:53	07:41	08:35	09:35		11:35		13:35		15:35	16:01		16:42
Melton	07:05	07:54	08:40	09:40	10:35	11:40	12:35	13:40	14:35	15:40	16:07		16:49
Bacchus Marsh	07:19	08:07	08:51	09:51	10:51	11:51	12:51	13:51	14:49	15:50	16:18	16:47	17:02
Ballan	07:36		09:08	10:08	11:08	12:08	13:08	14:08	15:08	16:07		17:05	
Ballarat an	08:03		09:31	10:32	11:32	12:32	13:31	14:27	15:25	16:26		17:24	
Ballarat dep	+		09:36		+		13:36			+			
Beaufort			10:01				14:01	+					
Ararat			10:26				14:26						
Travel Time (mins)	38	54	141	84	84	84	138	79	77	78	45	79	50

Friday Only

Train Type	VLocity	Loco	VLocity	Loco	Loco	VLocity	Loco	Sprinter	VLocity	VLocity	Sprinter	VLocity	VLocity
Southern Cross	16:36	16:46	17:03	17:12	17:24	17:49	17:52	18:07	18:25	19:25	20:25	21:55	23:25
North Melbourne u	16:39	16:49	17:07	17:16	17:28	17:52	17:56	18:10	18:28	19:28	20:28	21:58	23:28
Footscray u		16:54		17:21	17:33		18:00	18:15	18:33	19:33	20:33	22:03	23:33
Sunshine u		17:00	17:20	17:29	17:41	18:03	18:07	18:21	18:41	19:39	20:39	22:09	23:39
Ardeer		17:03			17:44			18:24		19:42	20:42	22:12	23:42
Deer Park		17:07			17:48			18:28		19:45	20:45	22:15	23:45
Rockbank		17:16			17:57			18:36		19:51	20:54	22:21	23:51
Melton		17:23		17:51	18:04		18:25	18:42	18:54	19:55	21:00	22:25	23:55
Bacchus Marsh		17:30		18:05	18:16		18:37	18:56	19:03	20:06	21:10	22:33	00:03
Ballan			17:58			18:38			19:20	20:23	21:30	22:50	00:20
Ballarat an	17:40		18:17			18:56			19:39	20:42	21:54	23:09	00:39
Ballarat dep	+					19:01			+			+	+
Beaufort						19:26							
Ararat						19:51							
Travel Time (mins)	64	56	74	53	52	122	45	49	74	77	89	74	74

Ⓜ Extra Stops
+ Additional Services
 🕒 Later Night Services
🎒 School Considerations
🚩 Flagship Service
u - stops to pick up only

