

# VFT TOPICS

TIMETABLES AND FARES

## Timetable and Fares

The quality of service planned to be provided by the VFT will set new standards for Australia. To meet anticipated demand, there will be more than 35 fast trains each way between Sydney and Melbourne on a typical weekday. The fastest trains will take three hours from end to end. Other trains will take longer, depending on the number of intermediate stops. For much of the day, fast services will be provided at half-hourly intervals, with additional services at peak periods. Most intermediate stations will have an hourly service. The frequency of service and the times between stations are shown for the coastal route in Figure 1. Figure 2 shows times between stations on the alternative inland route. Notional timetables (northbound and southbound) are shown in Figures 3 and 4.



Fast, frequent and reliable services on high speed railways overseas have revolutionized people's travelling habits. — SNCF photo

As a private enterprise business, the VFT will be structured so that its services are utilized to the full. Fares will be set to be competitive with alternative

FIGURE 2

### THE INLAND ROUTE: STATIONS AND TRAVEL TIMES

Times shown are for trains stopping at intermediate stations

Stations	Travel Time (minutes)
Melbourne CBD	14
Melbourne Airport	22
Seymour	23
Benalla	9
Wangaratta	13
Albury-Wodonga	27
Wagga Wagga	30
Yass	14
Canberra	20
Goulburn	19
Bowral	15
Campbelltown	29
Sydney Airport	5
Sydney	

modes of travel. The VFT will not rely on price alone to be competitive with other modes, but will also compete through the quality and convenience of its service.

The VFT is intended principally as a transport system connecting the cities of Melbourne, Canberra and Sydney (and, with VFT-N, Brisbane as well). However, the speed of VFT services offers the possibility of commuter services, if fares are acceptable to

commuters and the system has sufficient capacity. Canberra, Goulburn and Bowral will be "closer" to the centre of Sydney — in terms of travelling time — than are many suburbs by existing means of transport. Similarly,

	SYDNEY CENTRAL	Sydney Airport	Campbelltown	Bowral	Goulburn	CANBERRA	Cooma	Bombala	Orbost	Bairnsdale	Maffra	Traralgon	Moe	Warragul	Dandenong	MELBOURNE
SYDNEY CENTRAL		16	17	17	17	34	9+2*	2*	2*	8	8*	8+8*	8*	16*	16	37
Sydney Airport	0:05		16	16	16	16	9*	-	-	8*	8**	8+8**	8**	16**	8	8+15*
Campbelltown	0:24	0:17		17	17	25	9*	2*	2*	11*	8**	8+8**	8**	16**	8+8*	8+15*
Bowral	0:39	0:36	0:13		17	17	9*	2*	2*	7*	7*	8+7**	8**	15**	7+15**	15*
Goulburn	0:58	0:51	0:32	0:19		17	9**	2*	2*	7*	7**	8+7**	8**	15**	7+15**	15*
CANBERRA	0:59	0:56	0:42	0:35	0:16		11	2	2	10	8*	8+8*	8*	16*	15+15*	33
Cooma	1:24	1:42	1:13	1:07	1:48	0:23		2	2	2	2*	8+2*	8*	10*	10*	8
Bombala	1:51	-	1:29	2:01	1:42	0:39	0:14		2	2	2*	2*	-	2*	2*	2*
Orbost	2:17	-	1:55	2:27	2:08	1:05	0:40	0:24		2	2*	2*	-	2*	2*	2*
Bairnsdale	2:08	2:26	2:07	1:52	1:33	1:07	0:55	0:41	0:15		9	9	-	9	9	9
Maffra	2:27	2:45	2:27	2:11	1:52	1:26	1:20	1:04	0:38	0:13		9	-	9	9	9
Traralgon	2:30	2:48	2:29	2:14	1:55	1:29	1:04	1:17	0:51	0:26	0:13		9	17	17	17
Moe	2:45	3:03	2:44	2:29	2:10	1:44	1:19	-	-	-	-	0:08		9	9	9
Warragul	2:56	3:14	2:55	2:40	2:21	1:55	1:30	1:33	1:07	0:42	0:29	0:14	0:09		17	17
Dandenong	2:51	2:44	2:30	2:56	2:37	1:46	1:46	1:49	1:23	0:58	0:43	0:30	0:21	0:14		17
MELBOURNE	3:00	3:07	2:53	2:54	2:35	2:04	1:49	1:47	1:21	1:00	1:06	0:53	0:48	0:37	0:21	

FIGURE 1  
Transit Times And Service Frequencies Coastal Route

Daily number of services in each direction (every asterisk signifies a change of train). When stopping trains leave at about the same time as non-stopping trains, the former have been omitted from this table.

Transit Time (minimum) — hours: minutes

# Timetables and Fares

FIGURE 3: Notional Timetables — Northbound Services

### Non-stop trains

MELBOURNE CBD	0600	0700	1200	1700	1800
SYDNEY Central	0900	1000	1500	2000	2100

### Regular fast trains

MELBOURNE CBD	0535	0605	0635	0705	0730	2105	2205
if coastal route chosen	Dandenong	0558	0628		0728	2128	2228
	Traralgon				0815		
	Bairnsdale			0737			
	Cooma	0651			0921		2356
if inland route chosen	Melbourne Airport	0555	0625		0725	2125	
	Wangaratta				0831		
	Albury-Wodonga	0610		0745			2315
	Wagga-Wagga	0637			0907		2342
CANBERRA	arr	0714	0744	0814	0844	0914	0944
	dep	0716	0746	0816	0846	0916	0946
Campbelltown				0900			
	Sydney Airport					1014	
SYDNEY Central	0815	0845	0920	0945	1019	1045	2419

Repeated every two hours until

### Stopping trains

A regular service will link all the following stations and will connect with the express trains:

#### If coastal route is chosen...

Dandenong	Bairnsdale
Narragul	Orbost
Moe	Bombala
Traralgon	Cooma
Maffra	

#### If inland route is chosen...

Tullamarine
Seymour
Benalla
Wangaratta
Wagga-Wagga
Yass

#### plus, for both routes...

Sydney Airport
Campbelltown
Bowral
Goulburn

### Southbound Services

A very similar timetable will apply in the opposite direction (e.g. a non-stop train leaves Sydney Central at 0600, arriving at Melbourne CBD at 0900).

places such as Bairnsdale, Maffra, Traralgon, Moe and Warragul (or Benalla and Seymour, depending on which route is chosen) would have shorter journey times to Melbourne than many suburbs. The VFT will be exploring ways of meeting demand for commuter journeys, provided the financial viability of the project is not diluted.

Final decisions have not yet been taken on fares. The VFT passenger market study conducted in 1987 was based on fares of about two-thirds the cost of economy air fares, and it is intended that VFT fares will be well below currently prevailing airline fares. First class fares and a range of discount tickets — including off-peak, apex and standby fares — will probably be offered. The VFT's profitability to its private enterprise owners will depend on having very high levels of patronage; the VFT passenger market study has found such levels to be achievable, as with overseas high-speed trains. The fare structure will ensure that the VFT will be a form of travel affordable by average Australians.

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