



# City of Greater Shepparton

Comparative analysis: Bendigo

The economic and social benefits of fast rail service to Melbourne

FINAL



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## Executive summary

SKM was engaged by Greater Shepparton City Council to undertake a broad comparative analysis with the City of Greater Bendigo focusing on socio economic benefits and current rail service provisions.

### Issues and priorities

The purpose of this study is to determine the issues and priorities for providing an improved rail service between Shepparton and Melbourne. These include:

- **Rail timetables between Shepparton and Melbourne do not provide for business travellers wishing to reach either destination before 9am.**  
For Shepparton, the last service leaves at 3.55pm, which does not provide for a full business day.
- **The Seymour/Shepparton bus service extends journey time to unreasonable levels.**  
Not all services are rail only: most rely on a bus between Shepparton and Seymour which extends the journey times between Melbourne and Shepparton to over 3.5 hours.
- **There is an immediate need to provide an improved rail service between Shepparton and Seymour by connecting to all existing Seymour-Melbourne rail services.**  
Leaving roughly every half hour in the morning peak, for example, there are four Seymour services that arrive in Melbourne before 9am that a rail service from Shepparton could directly connect with.
- **An improved rail service to/from Melbourne can provide improved opportunities for young people to access tertiary education, both in Melbourne and Shepparton.**  
This will respond to Shepparton's declining proportion of its population under 20 and its proportionally lower number of residents with a tertiary qualification.
- **Shepparton has a growing aged population, a sector which experiences a lack of mobility to priority services and a lack of social connection.**  
Improved public transport connections to central Melbourne should respond to the increase in demand for local hospital and specialist medical services in Melbourne. There is also a need for improved local transport connections between Shepparton rail station and the local Shepparton community.
- **Tourists and day visitors virtually all travel by car to Shepparton adding to congestion and the risk of accidents on the Hume Freeway.**  
The private car is the most popular mode of travel to tourist events in Shepparton. In the past

VLine has initiated successful tourism promotions for the VLocity cities such as Bendigo but also Seymour. **There are unrealised opportunities to promote tourism in Shepparton using VLine services.**

- **The Victorian and Federal Governments continue to support improved intra city rail connections.**

Current government directions encourage rail transport particularly to regional Victoria. There is on going interest to provide fast rail services to the regions.

### **Benefits**

An improved rail service between Shepparton and Melbourne has the potential to realise the following benefits:

- **Enable Shepparton's business sector to grow.**  
An improved rail service would allow for rail travel time to become productive work thus encouraging people to travel between the cities more frequently. There should be a choice of services that reach Melbourne/Shepparton before 9am and also leave Melbourne/Shepparton after 5.30pm within a two and a half hour journey time frame.
- **Build on the local tourism industry.**  
An improved rail service should support special local events and offer a range of weekend services.
- **Ensure Shepparton's ageing population has better access to medical services.**  
With an improved rail service Shepparton's ageing community could access a range of medical services in Melbourne. The service could also provide reliable transport for Melbourne based medical specialists attending Shepparton.
- **Enable Shepparton's population to have better access to tertiary education, both in Melbourne and in the region.**  
Shepparton's under 20 age group (which is currently declining as a proportion of Shepparton's population) will benefit with improved access to Melbourne based tertiary facilities .

By providing an improved rail service to Shepparton, the extent of benefit will depend on the degree of upgrading. For example, a low cost solution such as adding an additional rail service to arrive in Melbourne before 9am without improving rail travel times will deliver some benefits for the business community but may not service other sectors of the community such as the aged or the tertiary student population.

**A full rail upgrade (designed to get rail travel times significantly less than the car and a comprehensive range of service frequencies) would realise a much greater range of economic and social benefits for the Shepparton community: a full economic case needs to be undertaken.**

# 1. Introduction

In July 2012 SKM was engaged by the Greater Shepparton City Council to undertake a broad comparative assessment of the economic and social benefits of a VLocity service to the City of Greater Bendigo and to determine the levels of disbenefit experienced by Shepparton by having a poorer quality service.

Consistent with the directions identified in recent studies for the Shepparton region<sup>1</sup> The City of Bendigo was identified as being a suitable comparator. Bendigo is:

- a similar distance to Melbourne;
- on the outer limit of daily commuting distance to Melbourne;
- has a sizeable population with a sustainable economy; and
- has established road infrastructure that can provide a viable alternative commute by private car.

The Regional Fast Rail initiative undertaken in the early part of last decade saw rail service quality and frequency of service upgrades for the Cities of Traralgon, Bendigo, Ballarat and Geelong through improvements such as the introduction of VLocity trains, upgrades to track and signalling, and timetable changes. The Shepparton connection was not included in these upgrades: V/line train patronage data collected since 2004 shows very little passenger growth on the Shepparton line (and also Seymour) compared with significant increases in patronage for VLocity routes. The Shepparton line also has a poor frequency and quality of service.

Using existing demographic data and recent consultancy reports, this report is provided as a 'snapshot' in order to flesh out the key issues for Shepparton and to determine a way forward for an improved Melbourne Shepparton rail service.

## 1.1. Context

We undertook a brief review of the existing public transport service to Melbourne from Shepparton:

- the City of Greater Shepparton is serviced by 3 V/Line direct trains and 3 bus/rail services per day with varying journey times: a minimum of 2.5 hours for rail and taking up to 4 hours for bus/rail. These journeys are classified as long haul by V/Line;
- Travel time to Melbourne by car is approximately 2 hours 30 minutes but this varies depending on traffic conditions.

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<sup>1</sup> "Passenger Rail Schedules Social and Economic Benefits study" (Geographia 2011)  
"Hume region passenger and Freight Rail Review for RDV" (2011 GHD)



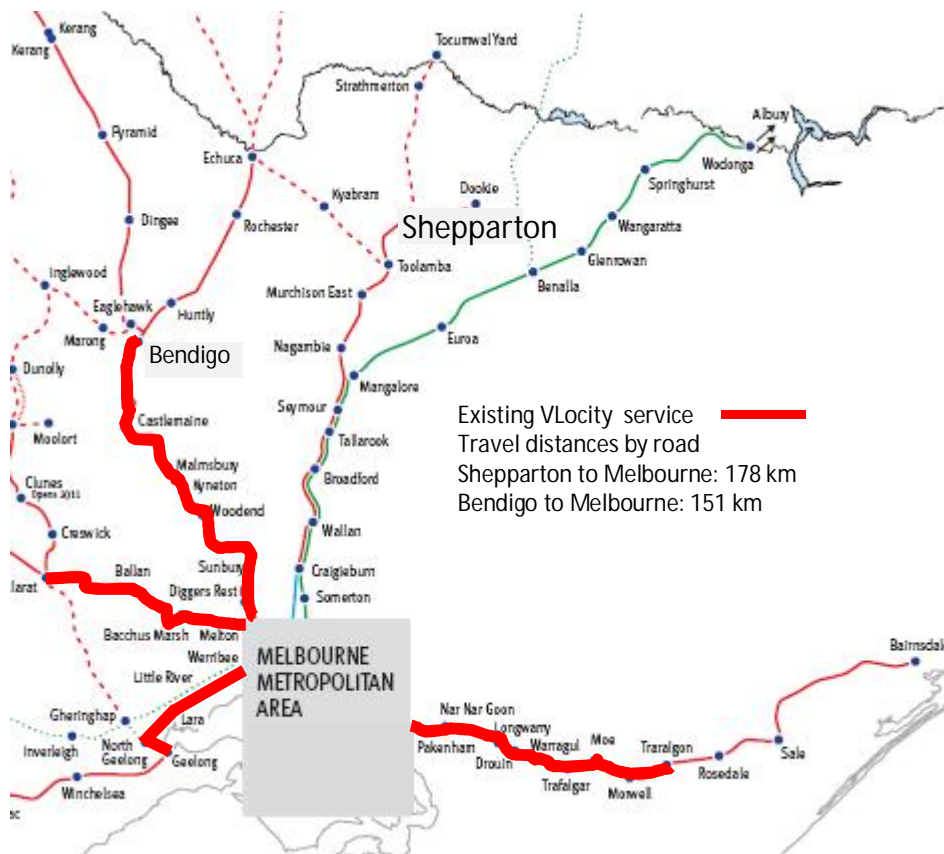
As a comparison with Bendigo:

- rail services to/ from Melbourne are serviced by VLocity trains (and also A class locomotives with N Class carriages) on a short haul service which can take a minimum of one hour and thirty minutes.
- By road the journey is 1 hour 45 minutes.

Figure 1 below demonstrates the remaining three Victorian cities currently serviced by VLocity rail. Minimum rail journey times (due to express services) are:

- Geelong and Ballarat are within a one hour rail journey time frame;
- Traralgon is within a 2 hour 30 minutes rail journey time.

■ **Figure 1: Travel distances to Bendigo. VLocity routes**



As a comparison, the Seymour /Melbourne service is a minimum 1 hour 30 minutes depending on the number of stops. A significant journey time is added on the 84km Seymour-Shepparton leg of the route due to:

- Change of mode to coach which significantly extends journey time of up to 2 hours and thirty minutes;
- The Shepparton-Seymour train does not connect with services running express between Seymour and Broadmeadows. The express services reduces the journey time by up to ten minutes.

## 1.2. Project scope

The project will provide a snapshot of the following:

- Population growth over the last decade on each of the cities and growth projections to 2031;
- Social analysis including household income and employment sector and SEIFA scores;
- Growth in industry by selected type during the last decade;
- Comparing timetables for Bendigo with Shepparton;
- Current government drivers (policy and capital) and issues for delivering rail improvements; and
- Recommendations and future steps to achieving an improved rail service for Shepparton in the short, medium and long term.

## 1.3. Documentation review

SKM has reviewed key recent documents that provide an important context to this study. They include:

<b>"Greater Shepparton City Council: Passenger Rail Schedule Social and Economic Benefits study". Geographia October 2011.</b>	Reviews the feasibility of upgrading the Shepparton – Melbourne rail service from a long haul to a commuter service and uses a systems analysis to model regional planning issues.
<b>"Regional Development Victoria. Hume region passenger and freight rail review". July 2011. GHD</b>	Undertook a demographic analysis and compared Shepparton (as part of Hume RDA) with the cities served by VLocity trains
<b>"Greater Shepparton Greater Future. Developing a dynamic region". Greater Shepparton City Council</b>	Shepparton's Strategic Plan which prioritises an increase in number and speed of daily rail services between Shepparton and Melbourne.



**“Rail service impact on Goulburn Valley Health”.**  
University of Melbourne

Identifies the need for improved rail linkages between Melbourne and Goulburn Valley hospital in order to respond to improved patient services and build on the local employment and economy through a strengthened health sector.

Additional data sources include:

- ABS census data (2006) with some 2011 data included where available.
- Victoria in Future (2012)
- Community Indicators Victoria 'Wellbeing measures'
- Local government statistics
- V/Line timetables
- Emerging policies from DPCD and DoT
- Consultancy reports and documentation provided by the Greater Shepparton City Council .

## 2. Context: The cities and their regions

Regional Victoria varies widely in its economic prosperity and shifts over time.

A brief overview of the local economics and demography of Greater Shepparton and Greater Bendigo is provided below in order to identify similarities in economic and social profiles. The following are provided:

- population and growth rates for 2001, 2006 and 2011;
- population change estimates 2011-2031;
- size and structure of economy;
- economic changes over the last decade; and
- the SEIFA socio economic index.

### 2.1. Population overview: Shepparton and Bendigo

■ **Table 1: Population growth since 2001**

	2001	2006	2011
<b>Greater Shepparton</b>	58,150	59,202	60,449
<b>Greater Bendigo</b>	90,449	96,741	100,617

Source: *Victoria in Future*

The City of Greater Shepparton<sup>2</sup>:

- has experienced slow population growth in the last decade of just over 2000 people (17%) (refer Table 1 above);
- is expected to grow by 13,900 to a population of 77,800 in 2031 (refer Figure 2 below);
- will undergo a decline in its proportion of population aged under 20 in the year to 2031 (a drop from 28.5% to 25.2%) (refer Figure 3 below); and
- will undergo an increase in its proportion of population aged 65 or over in the year to 2031 (an increase from 14.4% to 22.1%) (refer Figure 4 below).

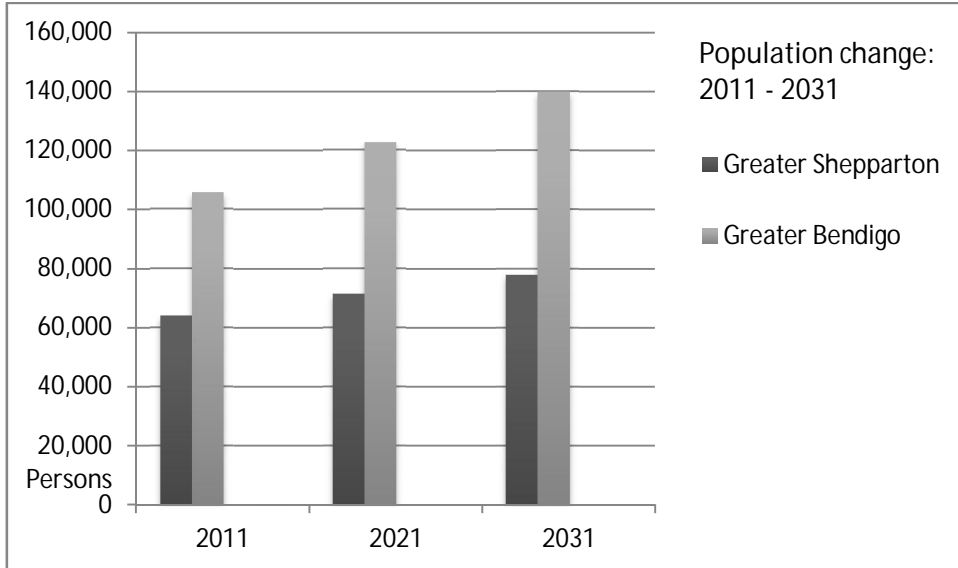
The City of Greater Bendigo<sup>3</sup>:

- has experienced consistent growth of over 10,000 people (24%) in the last decade;
- is expected to grow by 34,200 to a population of 139,800 in 2031;
- will undergo a decline in its proportion of population aged under 20 in the year to 2031 (a drop from 26.7% to 25.2%); and
- will undergo an increase in its proportion of population aged 65 or over in the year to 2031 (an increase from 15.2% to 22.1%).

<sup>2</sup> Victoria in Future 2012

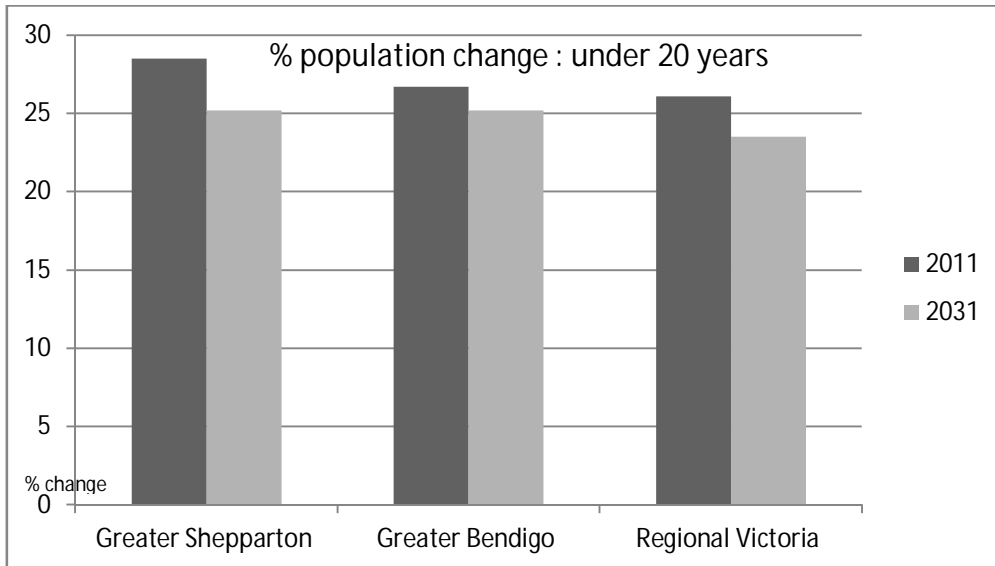
<sup>3</sup> Victoria in Future 2012

• **Figure 2: Population change 2011-2031**



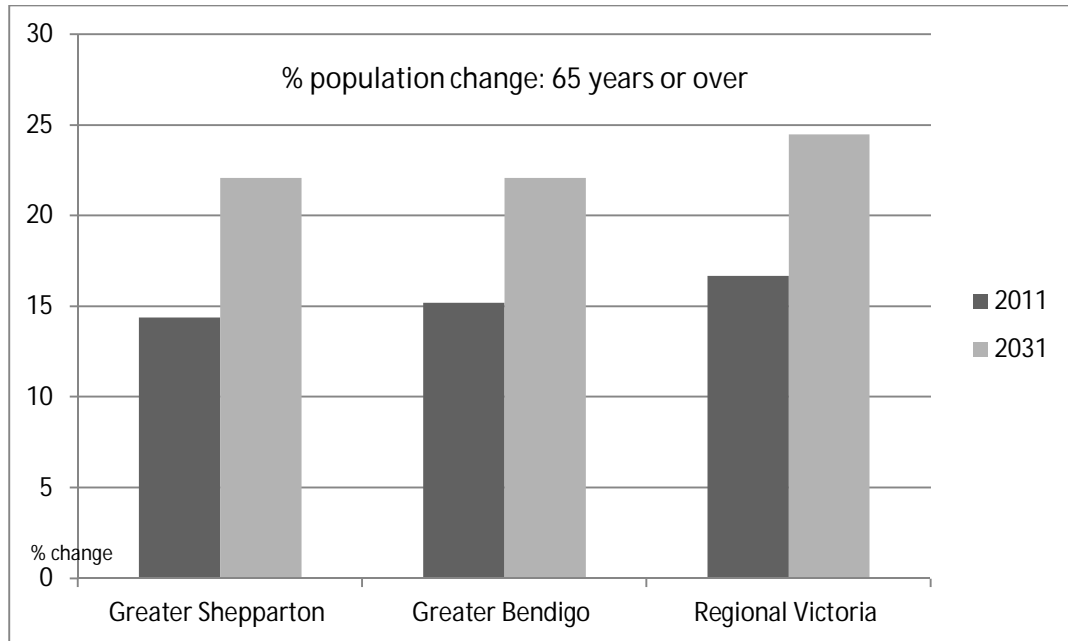
Source: *Victoria in Future*. April 2012

• **Figure 3: % Population change: Under 20 years**



Source: *Victoria in Future*. April 2012

• **Figure 4: % Population change: 65 years or over**



Source: *Victoria in Future*. April 2012

In summary:

- **Both Shepparton and Bendigo have experienced ongoing population growth since 2001.**  
This growth is expected to continue in coming decades: Bendigo is expected to grow by over 30,000 people in the years to 2031 and Shepparton is expected to grow by 13,900 in the same period.
- **Both Shepparton and Bendigo are expected to experience a decline in % of population aged under 20 years.**  
Shepparton's percentage of population under 20 years in 2011 was 28.5%: this is expected to reduce to 25.2% of the population by 2031.  
For Bendigo the percentage change is expected to be less: from 26.7% to 25.2%.  
For regional Victoria, the % of population under 20 years in 2011 was 26.1% with an anticipated decline to 23.5% in 2031.  
Although these patterns are consistent with regional Victoria, Shepparton is expected to experience more extreme shifts in this sector than Bendigo and regional Victoria.
- **Both Shepparton and Bendigo are expected to experience an increase in % of population aged 65 or over.**  
Shepparton's percentage of population is expected to increase from 14.4% in 2011 to 22.1% in 2031.  
For Bendigo the percentage shift is expected to be less: from 15.2% to 22.1% of population.  
For regional Victoria the % of population aged 65 or over 2011 was 16.7% with an anticipated growth to 24.5% in 2031.

Although these growth patterns are consistent with regional Victoria) Shepparton will undergo a more pronounced shift in this sector in coming years.

- **With ongoing population growth, growth in the over 65 age group and the decline in the youth population, Shepparton will require improved infrastructure including local and intra city public transport .**

## **2.2. Economy: Shepparton and Bendigo**

### **2.2.1. City of Greater Shepparton**

The City of Greater Shepparton is located in the heart of the Goulburn Valley and is the fourth largest provincial centre in Victoria. The wider Goulburn Valley produces around 25% of the total value of Victoria's agricultural production. The region has a diverse population, with 15.7% of residents born overseas who are drawn to the region to work in food production.

Shepparton is renowned for its agriculture base of milk products and fruit<sup>6</sup> and other products such as cereal crops, hay, vegetables, and livestock slaughtering. Major businesses which have helped define Greater Shepparton over the years include SPC/ Ardana, Furphy's Foundries, Unilever, SPC, Pental Products, Murray Goulburn (includes Bega Cheese), Fonterra, Visy and Amcor.

The Victorian and Australian Governments have invested \$1.216 billion in funds for irrigation renewal to support the Murray Goulburn Food Bowl<sup>8</sup>. This major investment supports the region's role as a major food producer into the future.

The size of Shepparton's economy has grown by over \$243 million or 11% since 2001. (Refer Figure 5 below) This can partly be attributed to the growth in manufacturing, health care and the construction sectors in particular. Figure 6 further demonstrates this point.

The City's economic pillars include:

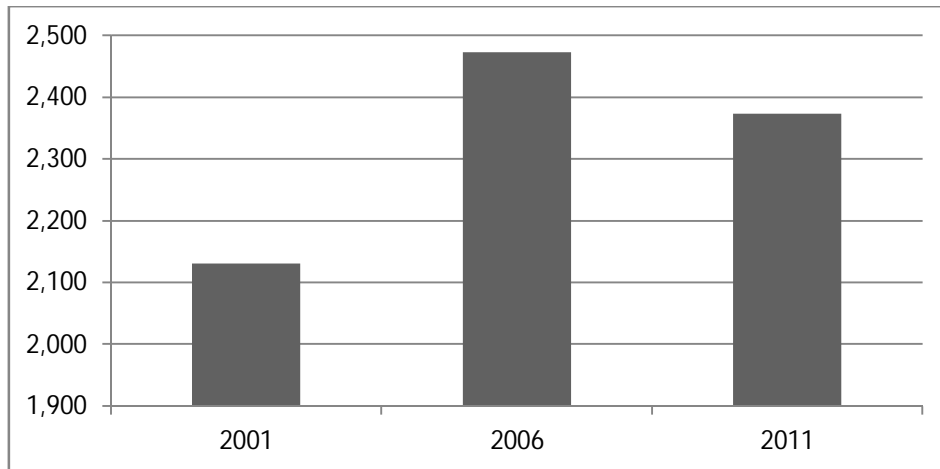
- agriculture, forestry and fishing;
- manufacturing;
- construction and wholesale trade; and
- health care and social assistance.

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<sup>6</sup> Not citrus or grapes

<sup>8</sup> NVIRP: Northern Victoria Irrigation Renewal Project

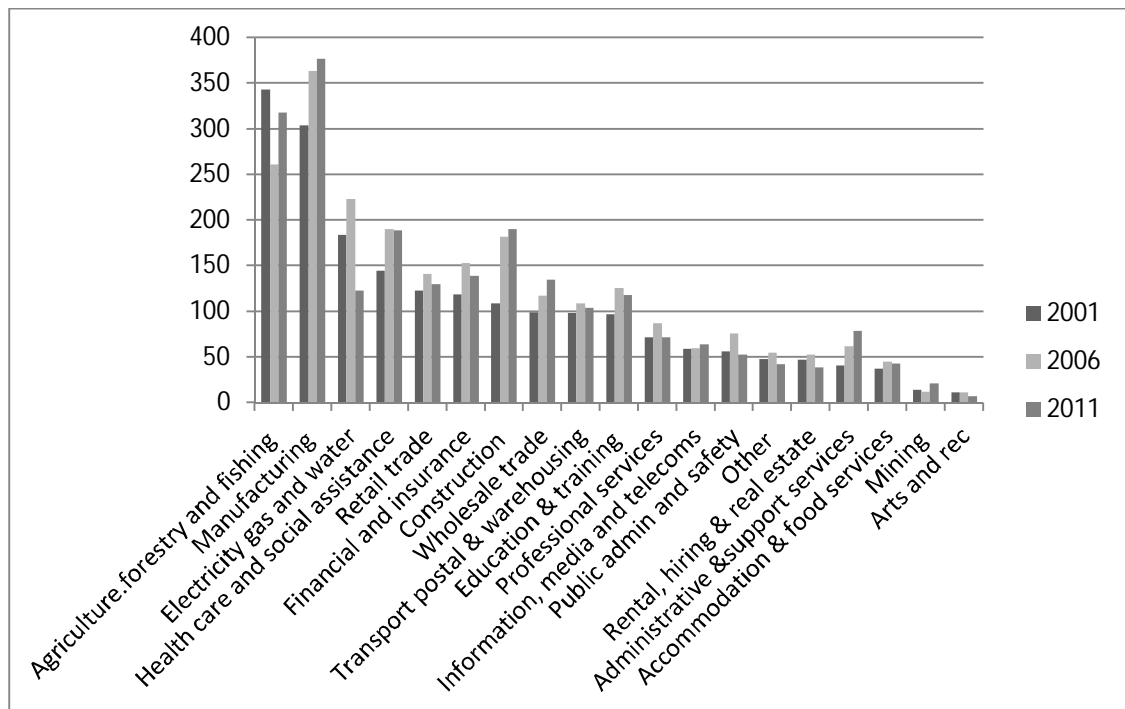
■ **Figure 5: Shepparton: Size of economy (\$millions) Headline gross regional product**



Data source: Greater Shepparton City Council <http://economy.id.com.au/default.aspx?id=272&pg=12210>

(Note: Headline Gross Regional Product (GRP) is a measure of size or net wealth generated by the economy. Changes in this figure over time can represent changes in employment, productivity or the types of industries in the area)

■ **Figure 6: Shepparton: Value added by industry sector over time (\$millions)**



Data source: Greater Shepparton City Council <http://economy.id.com.au/default.aspx?id=272&pg=12210>

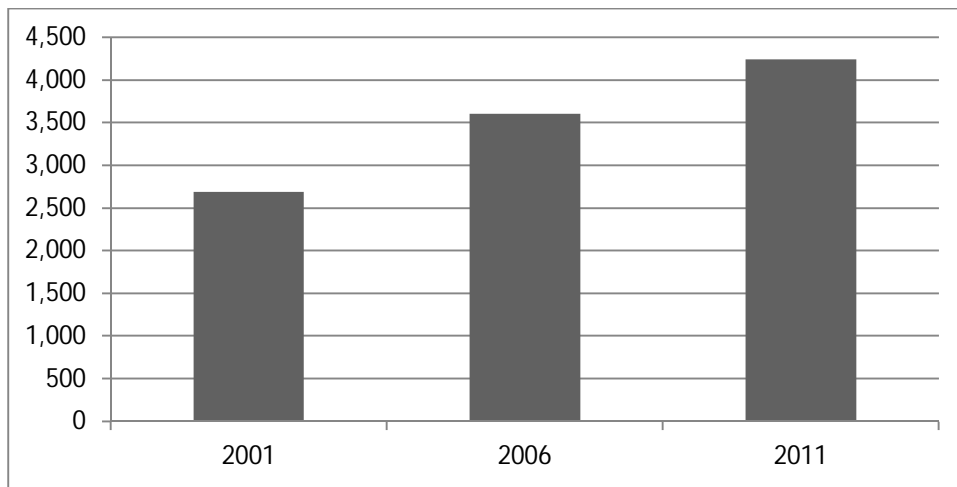
**2.2.2. City of Greater Bendigo**

Second only to the City of Greater Geelong with a population of 210,875 (2011 census), the City of Greater Bendigo is Victoria's largest regional city with a population of 105,567.



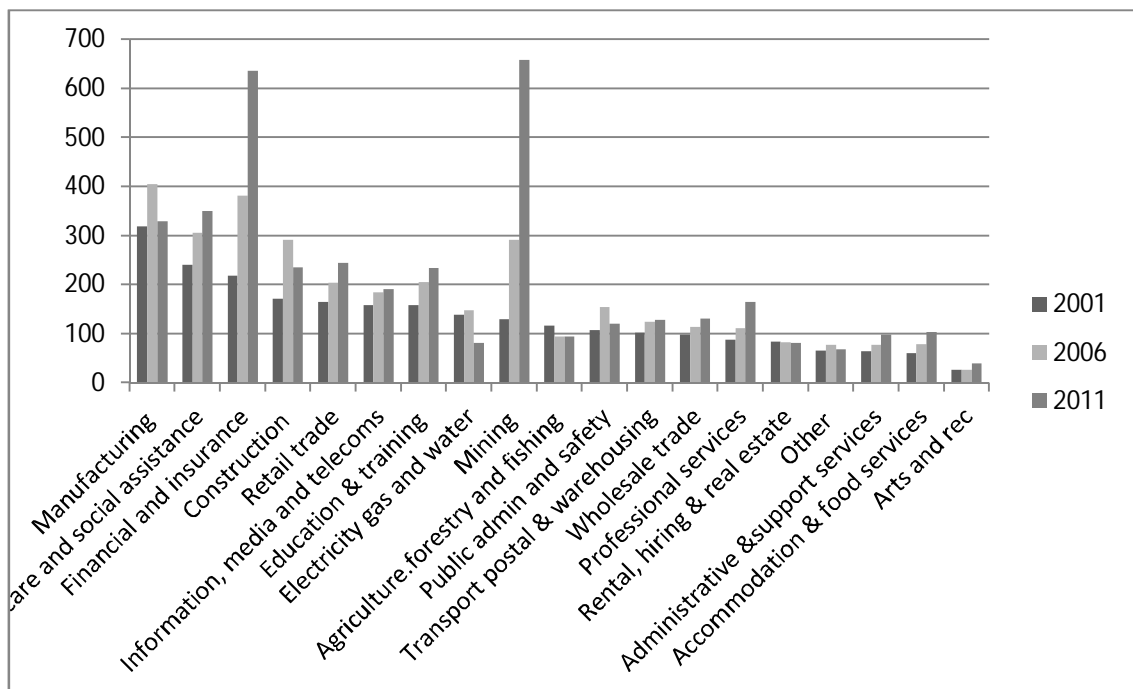
Reflective of this substantial population base, since 2001 the City of Greater Bendigo's economy grew by a substantial \$1,553million or 57.6%. This very high growth can be attributed to substantial growth in mining and financial and insurance sectors. Greater Bendigo's traditional reliance on manufacturing has diminished in recent years, with the development of a strong health, education and retail sector in the city. Key changes in businesses include Bendigo Bank's substantial growth and merger with Adelaide Bank, the establishment of its head office in central Bendigo (which now accommodates around 1000 staff) and growth in gold mining operations such as the Bendigo, Mandalay and Fosterville gold mines.

■ **Figure 7: Bendigo: Size of economy (\$millions) Headline gross regional product**



Source: City of Greater Bendigo. <http://economy.id.com.au/default.aspx?id=134&pg=12210>

■ **Figure 8: Bendigo: Value added by industry sector over time (\$millions)**



Source: City of Greater Bendigo. <http://economy.id.com.au/default.aspx?id=134&pg=12330>

The City's economic pillars include:

- Financial and insurance services
- Mining and
- to a lesser extent professional, scientific and technical services, health care and social assistance contributed substantially to Greater Bendigo's economy.

**Overview:**

The pronounced growth in Bendigo's economy over the last decade will have no doubt benefitted from the provision of a good quality rail service to Melbourne. V Line travel statistics identified in Section 2.5 below note that the busiest times for rail travel between Bendigo and Melbourne are in the mornings and evenings with 40% of travellers doing so for business purposes. These travel statistics are discussed in Section 3.4.

For Shepparton the proportion of those travelling for business purposes is similar but the volumes are significantly lower.

**2.3. Building approvals: Shepparton and Bendigo**

A city's economic health is also measured by the numbers of building approvals issued over a period of time.

Table 2 and Figures 9 and 10 below demonstrate:

- a decline in the numbers of building approvals in Shepparton over the last decade and a corresponding decline in the proportional value to regional Victoria;
- consistent growth in the building sector in Bendigo over the same period with very high growth in the period from 2006 with a very high proportional (9%) value to regional Victoria.

**Table 2: Shepparton and Bendigo: \$ value of building approvals and % change**

	2001-2002	2006-2007	2011-2012
Greater Shepparton (\$millions)	229,131	160,943	133,823
Greater Shepparton as a % of Regional Victoria	4.6%	4%	2.9%
Greater Bendigo (\$millions)	177,628	256,518	408,972
Greater Bendigo as a % of Regional Victoria	6.8%	6.3%	9%

Sources: City of Greater Bendigo. <http://economy.id.com.au/default.aspx?id=134&pg=12221>;

Greater Shepparton City Council <http://economy.id.com.au/default.aspx?id=272&pg=12221>

## 2.4. Overview of Shepparton and Bendigo: The SEIFA index

The Australian Bureau of Statistics' SEIFA index<sup>11</sup> is an index that measures the socio economic conditions of people living in an area. The SEIFA scores demonstrate local 'disadvantage' variables such as low income, low education levels, unemployment, dwelling numbers of public housing, proportion of the community aged over 65 and aged over 75 living alone, single parent families, low English proficiency and so on. (Refer Tables 4 and Figure 9 for further comparative data supporting the SEIFA index)

Greater Shepparton<sup>12</sup>:

- has 23.3% of its young population (aged 15 to 19) population not engaged in school, work or further education/ training compared with 19% for regional Victoria;
- has an unemployment rate of 7.2%, higher than the state average of 5.8%; and
- nearly 20% of the employed population are semi skilled or unskilled workers; and
- has a higher than average multicultural mix.

Greater Bendigo:

- has 20% of its young population (aged 15 to 19) population not engaged in school, work or further education/ training compared with 19% for regional Victoria;
- has an unemployment rate of 5.9%, higher than the state average of 5.8%; and
- nearly 20% of the employed population are semi skilled or unskilled workers;
- has a higher than average multicultural mix.

The table below demonstrates 2006 and 2001 SEIFA rankings for the Cities. As a point of reference:

- the 2006 SEIFA score for regional Victoria was 986;
- the highest/ lowest Victorian scores were the City of Boroondara/ Central Goldfields Shire with scores of 1142 (wealthy) and 876 (disadvantaged) respectively.
- The City of Greater Shepparton has a comparatively low state ranking compared with Bendigo and Wodonga.

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<sup>11</sup> Socio-Economic Index for Areas

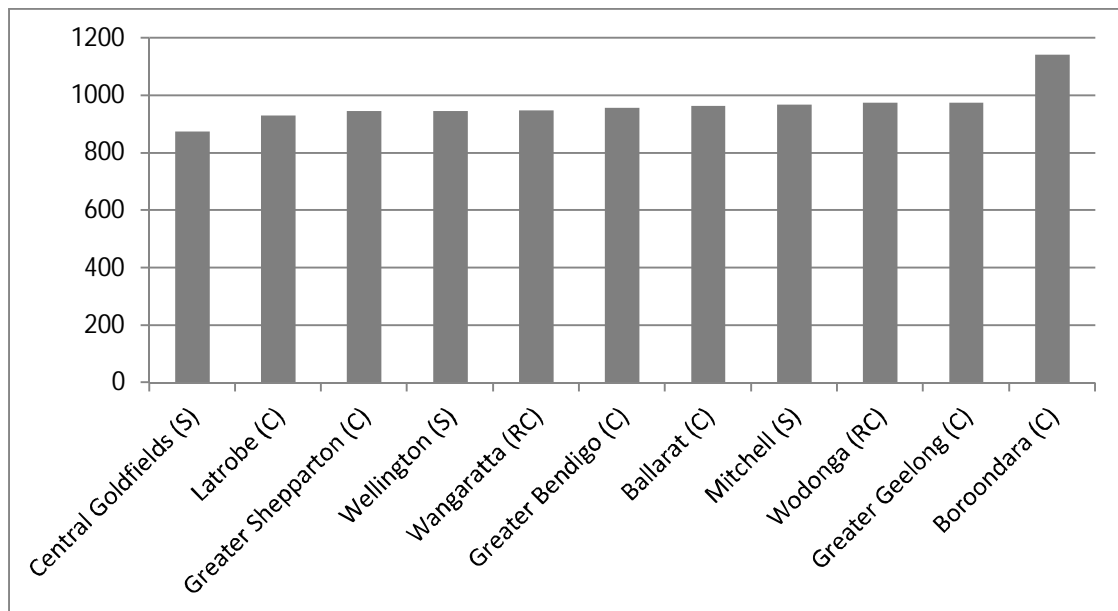
<sup>12</sup> DPCD 2011. Change and social disadvantage in the Hume region. Part 3/5

■ **Table 3: The SEIFA index (expressed as municipality)**

Comparison type	Greater Shepparton	Greater Bendigo
Relative socio economic disadvantage score 2006	945	958
Relative socio economic disadvantage score 2001	950	960

Source: ABS SEIFA index 2006 Note: The 2011 ABS (SEIFA) statistics will be available 28 March 2013.

■ **Figure 9: The SEIFA index: A range of Victorian municipalities**



Source: ABS 2006

A number of municipalities are noted in this graph in order to show a broader range of socio economic statuses across Victoria:

- **All LGAs with a VLocity service:** Geelong (SEIFA: 976), Bendigo (SEIFA: 958), LaTrobe (Traralgon) (SEIFA: 932), Ballarat (SEIFA: 965). Note that LaTrobe's SEIFA ranking is lower than Shepparton's despite the VLocity service. This is due to the decline in the coal industry.
- **Hume RDA LGAs with cities serviced by the Wodonga/Melbourne rail service:** Wodonga (SEIFA: 976) Wangaratta (SEIFA: 950), Mitchell (for Seymour with a SEIFA score of 968) : these cities have higher SEIFA scores than Shepparton. Mitchell shire also includes land within Melbourne's urban growth boundary which would improve its SEIFA ranking.
- **Highest and lowest for Victoria:** Central Goldfields has the lowest Victorian SEIFA score of 876 and Boroondara has the highest Victorian SEIFA score of 1142.

The SEIFA scores show that Greater Shepparton has a low SEIFA score compared with other Victorian regional cities. This indicates:

- Fewer economic opportunities for residents particularly for unskilled workers;
- Population change that is putting a resultant pressure on services such as transport and medical.

**A coordinated approach by Governments is needed that incorporates a range of interventions to reduce social disadvantage. These include upgraded essential services such as health, education, and transport: all of which will reduce barriers to economic development and improve social inclusion in Greater Shepparton.**

## 2.5. Overview

Comparing the socio demographic and economic attributes of Bendigo cities does not necessarily demonstrate a nexus between the presence of an efficient rail service and a City's prosperity. The economies of these cities differ substantially in their nature and future directions.

There are opportunities to improve the economic and social wellbeing of the Shepparton community through the provision of an improved rail service. Such as service would:

- **Support the business community**, in particular the growing manufacturing sector enabling improved connections and communications and ensuring no loss of productive time by providing a conducive working environment whilst travelling.
- **Provide for greater opportunities for Shepparton's youth** through better access to tertiary education in Melbourne and conversely encourage skilled staff to visit Shepparton on either a weekly or sessional basis. This may encourage Shepparton's youth to remain and help build Shepparton's future.
- **Enable the ageing population in the 65+ age group to be more mobile** for social and wellbeing reasons including access to hospitals and specialist services in Melbourne. An improved rail service will also provide for visiting medical specialists attending Shepparton.
- **Support the tourist industry** and build on Shepparton's weekend economy.

■ **Table 4: 2011 census data by regional City (expressed as municipality)**

<b>Comparison type</b>	<b>Greater Shepparton</b>	<b>Greater Bendigo</b>	<b>Victoria</b>	<b>Comment</b>
<b>Resident Population</b>	60,449	100,617		
<b>Median age</b>	38	38	37	Median age for Shepparton is the same as Bendigo.
<b>% of residents with tertiary education</b>	12.6%	20.7%	21.6%:	Shepparton has a comparatively low level of tertiary education compared with Bendigo and Victoria
<b>Median weekly household income</b>	\$980	\$991	\$1,234	Shepparton has a lower household income than Bendigo
<b>Median monthly mortgage repayments</b>	\$1,300	\$1,300	\$1,700	Mortgage repayments for Shepparton are the same as Bendigo.
<b>Average people per household</b>	2.5	2.5	2.6	Av people per household for Shepparton are the same as Bendigo.
<b>Average no of motor vehicles per dwelling</b>	1.8	1.8	1.7	Av.no of vehicles for Shepparton is the same as Bendigo.



### **3. Comparative analysis: V/Line service provision**

Bendigo has had the benefit of varying levels of road and rail infrastructure upgrades over the last decade that has contributed to its economic efficiency and level of social inclusion. Usage of public transport is also reflective of:

- The quality of rail service;
- Frequency and duration of service;
- Public transport connections to the main railway station; and
- Quality of road infrastructure (and other forms of transport) to Melbourne.

SKM has reviewed consultancy reports provided by the City of Greater Shepparton. The table below provides an annotated summary of rail service provision data for Bendigo and Shepparton based on this and other data.

■ **Table 5: Comparative assessment of rail services by regional City (expressed as municipality)**

Comparison type	Greater Shepparton	Greater Bendigo	Comment
Resident Population <sup>13</sup>	63,900	105,600	
V/Line passenger population <sup>14</sup> ratio (2010-2011)	4	25	Shepparton has a very low level of usage given the size of the City. This is further reflected in the passenger population ratio.
Rail passenger numbers @ 2010/2011 <sup>15</sup>	262,304	2,663,182	
Annual population growth estimates to 2021 <sup>16</sup>	1.1%	1.5%	Bendigo is expected to have pronounced growth in the future.
VLocity service	No	Yes	The introduction of a VLocity service has led to a dramatic increase in patronage on the Bendigo line.
Journey type and duration by rail <sup>17</sup>	Long haul. 2 hours 33 mins . Minimum (morning peak)  4 hours, 5 mins (late morning) Depends on rail or rail/bus modes)	Short haul 1 hour 58 mins or 1 hour 31 mins	Despite actual kilometre distance being similar, travel times can vary dramatically due to the requirement to change at Seymour to a bus service to reach Shepparton on some services. Track upgrades to Seymour were funded in the 2011-2013 State budget and are currently underway.

<sup>13</sup> Source: Victoria in Future 2012

<sup>14</sup> Source: Geographia, 2011

<sup>15</sup> Source: Geographia, 2011

<sup>16</sup> Source: Geographia, 2011

<sup>17</sup> Source: August V/Line 2012

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Comparison type	Greater Shepparton	Greater Bendigo	Comment
<b>Kilometre distance</b>	178km	151km	
<b>Number of services to Melbourne (total)<sup>18</sup></b>	5 services to Melbourne (+ additional service to Melbourne Friday @ 6pm) and 5 services to Shepparton	19 to Melbourne and 19 to Bendigo (+ additional service to Bendigo Friday @ 6pm)	Service provision Shepparton to/from Melbourne is very low compared with the VLocity service to Bendigo. For Shepparton the service is for some services is bus/rail. (At the time of writing the Traralgon service is bus only due to track repairs)
<b>Ticket price<sup>19</sup></b>			
<b>Return. Economy. Peak</b>	\$39.40	\$50.40	Ticket prices vary. No peak / off peak fare applies for Shepparton.
<b>Return. Economy. Off peak</b>	\$39.40	\$35.20	
<b>Return. First class. Peak</b>	\$51.40	\$62.40	
<b>Return. First class. Off peak</b>	\$51.40	\$47.40	

<sup>18</sup> Source: V/Line, August 2012

<sup>19</sup> Source: V/Line September 2012

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### 3.1. Shepparton rail service

The City of Greater Shepparton is situated along the Seymour regional railway line which runs from Melbourne to Shepparton and Wodonga. The municipality is served by four stations - Mooroopna, Shepparton, Toolamba and Violet Town.

Greater Shepparton is 178km from Melbourne with a minimum travel time of 2 hours 33 minutes and a maximum travel time of 4 hours 5 minutes by rail and bus/rail.

The rail service is classified as long haul and provides only 5 services to Melbourne (+ additional service Friday @ 6pm) and 5 services to Shepparton. This route is significantly underserved compared with Bendigo.

■ **Figure 10: Shepparton-Melbourne route**



Shepparton has relatively low V/Line annual passenger numbers of 262,304.<sup>20</sup>

#### *Morning rail services from Shepparton to Melbourne*

There is currently no rail service which ensures arrival in Melbourne before 9am during the week. In the morning the earliest service from Shepparton to Melbourne arrives at 9.34am with the latest service leaving Southern Cross at 6.33pm and arriving in Shepparton at 8.57pm.

#### *Rail services from Seymour to Melbourne*

A proportion of Melbourne bound Shepparton passengers drive 84 kilometres to Seymour to connect to the short haul rail service to Melbourne. (This may explain the high passenger population ratio of 28.58 for the Seymour township.) Their desire to travel by private car may be due to the limited time tabling from Shepparton or the fact that a bus service is provided for some of the services to Seymour. There is also a large commuter parking facility at Seymour with bus interchange.

<sup>20</sup>Geographia. 2011

In comparing travel times, the Seymour /Melbourne service is a minimum 1 hour 30 minutes depending on the number of stops en route. A significant journey time is added on the (relatively short trip by road) 84km Seymour-Shepparton leg of the route due to:

- Change of mode to coach which significantly increases journey times by 2 hours and thirty minutes (meaning total journey times can be up to 4 hours);
- The Shepparton-Seymour train does not connect with services running express between Seymour and Broadmeadows. The express services reduces the journey time by up to ten minutes.

Travelling from Seymour also provides more train services:

- There are four services from Seymour to Melbourne which will reach Southern Cross before 9am on weekdays, the earliest leaving at 5.34am
- Between 4.31pm and 6.33pm there are 5 rail services from Southern Cross to Seymour with the final service leaving at 11.42pm to arrive in Seymour at 1.01am

#### *Morning services from Melbourne to Shepparton*

In the morning the earliest rail/bus service from Melbourne to Shepparton arrives at 10am with the earliest dedicated rail service arriving in Shepparton past mid day at 12.22pm with the latest return journey possible at 15.35pm. This leaves only a 3 hour gap for business and social activities in the Shepparton region. (On Fridays an additional service to Melbourne is provided leaving Shepparton at 6pm). The timetabling limitations do little to support the growth of business in Shepparton and means that an overnight stay in Shepparton becomes a necessity if travelling by rail.

#### *Vulnerable user groups: the elderly*

In a recent study<sup>21</sup> on the need for improved rail services between Shepparton and Melbourne to service both patients, staff and visiting professionals at the Goulburn Valley hospital, positive impacts on patient services, sourcing employment and potential economic benefits were identified: Shepparton has a growing aged population with health services being the third largest employer in the region. The detailed survey noted:

- 86% of patients would use an improved rail service if scheduling was improved.
- Existing train services were not accessible due to poor local transport to the train station.
- Reasons for driving included the need for convenience, flexibility and privacy.

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<sup>21</sup> "Rail service impact on Goulburn Valley Health". University of Melbourne: Summer Jie Chen, Lily Huili Li, Huitng Wang, Raine Ninyu Zhang

### 3.1.1. Infrastructure quality

**Rail:** Rail track quality is of a lower standard on the Shepparton-Seymour line and this affects the type of rolling stock able to be provided on the route. As a result Shepparton to Melbourne service line is serviced with N class train sets pulled by A Class locomotives. The route is not capable of accommodating Vlocity trains.

Track upgrade works are currently nearing completion on the Seymour line which were funded in the 2011-2012 State budget. The upgrades will mean a smoother and marginally faster rail journey to Seymour and involve track and sleeper replacement particularly on bridges.<sup>22</sup>

**Road:** Shepparton is located at the intersection of the Goulburn Valley and Midland Highways with linkages to Melbourne on the Hume Freeway. The journey by road takes 2 hour 50 minutes. The recent upgrades to the Goulburn Valley Highway have added further incentive to travel by private car to Melbourne rather than by rail.

### 3.2. Bendigo rail service

The City of Greater Bendigo is situated on the Bendigo railway line which runs from Melbourne to Swan Hill and Echuca. It is 151 km from Melbourne with a minimum travel time of 1 hour 31 minutes by VLocity rail service. The service is short haul and provides 19 daily services to and from Melbourne with an additional service to Bendigo on Fridays at 6pm.

Kangaroo Flat, Bendigo and Eaglehawk stations are situated along the Bendigo line. A number of V/Line operated regional coach services operate in the area including routes to Shepparton and Heathcote. A local Vline bus service also operates in Bendigo and Eaglehawk connecting to the Vlocity service.

■ **Figure 11: Bendigo-Melbourne rail route**



Bendigo has a very high commuter population ratio of 25.227<sup>23</sup> which is comparable with Ballarat which has a population of 93,501 and a commuter population ratio of 29.04<sup>24</sup>.

Rail passenger numbers were high for the 2010/2011 year: 2,663,182 persons with ongoing demand expected for this service into the future.

<sup>22</sup> <http://www.mmg.com.au/local-news/shepparton/rail-upgrade-soon-on-seymour-line-1.12725>

<sup>23</sup> Refer Table 1. Appendix 1. For V/Line passenger population ration (2010-2011)

<sup>24</sup> Geographia page 16



The immediate VLocity rail catchment for the City of Greater Bendigo includes suburbs such as Eaglehawk to the north and Spring Gully to the south and townships such as Heathcote. The population and geographic size of the City of Greater Bendigo suggests considerable agglomeration advantages to the VLocity service: commuters can board at Eaglehawk, Kangaroo Flat and further south at Castlemaine to reach Melbourne. In turn these relatively contained communities receive the benefits of an efficient rail service to Melbourne and strong economic and social connections.

### 3.2.1. Infrastructure quality

**Rail:** Track upgrades were undertaken as part of Regional Fast Rail in the early part of last decade to Geelong, Traralgon, Bendigo and Ballarat lines to accommodate VLocity trains. Improvements included signalling, level crossing upgrades and track upgrades.

**Road:** By road the City of Greater Bendigo is connected to Melbourne by the Calder Freeway. The journey takes 1 hour 45 minutes. Over the years the Calder has been upgraded with the most recent being the M80 intersection. It is likely that more and more commuters will be drawn to using the VLocity service due to the reduced journey times and competitive price (\$50.40 per return/peak/economy ticket) which is low considering fuel and CBD parking costs.

### 3.3. Impact of VLocity rail service and usage

The chart below shows that the upgrades generated substantial growth in the use of rail by commuters but these steep growth curves were not seen for Shepparton, Seymour and Albury Wodonga lines.

A budget allocation of \$92.3million<sup>25</sup> in the 2012-2013 State budget for the acquisition of additional VLocity rolling stock applies to the existing VLocity routes only.

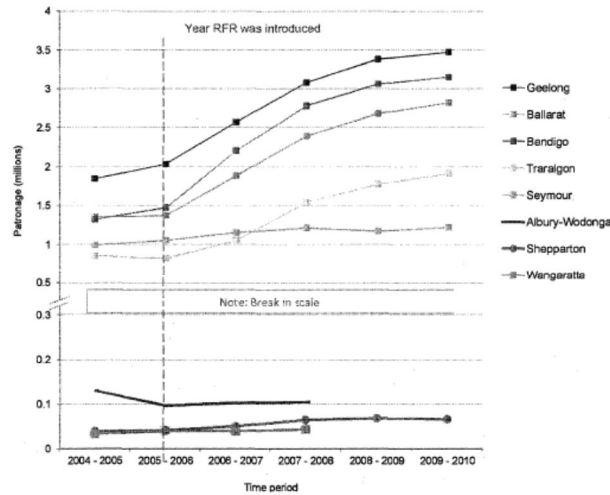
There are approximately 8,700 people who frequently travel from Shepparton to Melbourne (at least once a fortnight) with over half travelling by car. With a service improvement and assuming population growth and increased passenger take up, numbers are expected to grow to 12,890 by 2021.<sup>26</sup>

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<sup>25</sup> [http://budget.vic.gov.au/CA2579B200132B63/WebObj/BP3Ch2DoT/\\$File/BP3Ch2DoT.pdf](http://budget.vic.gov.au/CA2579B200132B63/WebObj/BP3Ch2DoT/$File/BP3Ch2DoT.pdf)

<sup>26</sup> Geographia 2011

■ **Figure 12: Trend in train patronage**



**Figure 16: Trend in train patronage between 2004 and 2010 (V/Line 2010a; V/Line 2011a)**

Source: GHD. 2011

**3.4. VLine comparative travel statistics**

VLine has provided statistics on patronage numbers from October 2011 to September 2012 in Tables 5 and 6 below.

In summary:

- The busiest times for V/Line travel are in the morning and afternoon peak periods (around 40% of reasons to travel with V/Line from either Shepparton or Bendigo to Melbourne are associated with business)
- Following business reasons, accessing education in Melbourne is the second most common reason for people to travel to Melbourne on the train.
- Personal business, visiting friends and family and leisure trips were the third most popular reason to travel on V/Line. V/Line believe that this is an untapped opportunity particularly as these travellers are likely to travel in the off peak period.

■ **Table 6: VLine: Total trips: Bendigo and Shepparton (Oct 2011 to Sep 2012)**

Reason for travelling	Total trips	Inbound	Outbound
<b>Shepparton</b>	114,460	101,870	12,590
<b>Bendigo</b>	3,354,768	2,985,743	369,025

■ **Table 7: VLine: Reasons for travel: % of total trips**

Reason for travelling	Shepparton: In bound	Shepparton Outbound	Bendigo Inbound	Bendigo Outbound
Cultural event	2	0	3	2
Education	10	5	24	13
Leisure activity	11	10	10	9
Personal business	13	8	9	6
Shopping	8	1	4	3
Sporting event	3	0	2	1
Tourism/Holiday	2	5	1	2
Visiting friends and family	11	45	8	36
Work	41	25	40	27

There are significant opportunities to improve relationships between VLine and Shepparton through coordinating tourism and local business agendas.

**3.5. Rolling stock**

Rolling stock by route is noted below:

■ **Table 8: Rolling stock by route**

	Shepparton	Bendigo
<b>Rolling stock type</b>	Bus: Shepparton to Seymour. N class train sets	Vlocity A Class with N Class carriages

■ **Figure 13: V/Line Vlocity trains:**



Source: V/Line , 2012

■ **Figure 14: A class V/Line trains**



Source: V/Line , 2012

■ **Figure 15: N class V/Line trains**



Source: V/Line , 2012

■ **Figure 16: N class carriages**



Source: V/Line , 2012

### 3.5.1. V Locity

The VLocity trains run the majority of trains between Southern Cross and Traralgon, Bendigo, Ballarat and Geelong. They provide:

- Economy/first class options
- A passenger information system;
- Wide seating with adjustable armrests for up to 76 people in each VLocity car;
- Air-conditioning and heating;
- Toilets (one DDA compliant);
- Full wheelchair access;
- Luggage racks;
- Limited storage; and
- Drinking fountains.

No wi fi is currently provided on any V/Line route.

### **3.5.2. A class**

The A Class diesel electric locomotive was rebuilt from the B Class locomotives between 1982 and 1984. There are four A Class Locomotives in the fleet which operate on the Ballarat and Bendigo commuter services and can reach a top speed of 115km/h. These locomotives pull N class carriages.

### **3.5.3. N class locomotives and carriages**

The N Class diesel electric locomotive has been operating since 1985. They are the core of V/Line's operating fleet and reach a top speed of 115km/h.

N class carriages feature:

- Economy class carriage: 3+2 seating configuration provides seating for up to 88 passengers.
- First class carriage: larger, rotating and reclining seats in a 2+2 arrangement for up to 52 passengers. The first class option is provided for the Shepparton service.
- Air-conditioning
- Toilets
- Most N-Set carriages are wheelchair accessible
- Luggage storage areas
- Drinking fountains
- Snack bar / buffet facilities on some long distance services: (Shepparton)
- Number of carriages

### **3.5.4. Additional local services**

The V/Line ticket can be used on local town buses serviced by the Vlocity service:

- Traralgon/Moe/Morwell
- Geelong, North Geelong and South Geelong and Marshall
- Ballarat
- Bendigo, Eaglehawk.

No free local bus service is provided in Shepparton or Seymour.

## 4. Government directions

### 4.1. Policy

A brief synopsis of current government policy direction is provided below and in Table 6. Current and emerging policy across the jurisdictions demonstrate:

- strong support for improved and efficient transport connections in the region to major centres;
- that Shepparton is a significant regional city with substantial growth prospects from an urban and economic development perspective;
- an ongoing interest in high speed rail exemplified by the Federal Government through the current High Speed Rail study;
- the ongoing need to reduce the reliance on car use on the State's highways from the following perspectives: sustainability, safety, environmental and social inclusion; and
- the ongoing need to support the regions through promoting growth, reducing economic and social disadvantage and curbing Melbourne's population growth through providing affordable lifestyle options in Victoria's regional cities.

### 4.2. Infrastructure

The Commonwealth Government is completing a 2 stage study on the feasibility and benefits of a High Speed Rail link between Brisbane, Sydney and Melbourne.

Stage One identifies the short listed rail corridor which includes the Goulburn Valley/ Shepparton as a potential 'parkway' or non urban station. In the assessment of net benefits by corridor, the report determines that a route via Tumut, Albury Wodonga and Shepparton would have the highest economic benefits compared with other routes between Canberra and Melbourne. These benefits include user benefits, operator net benefits and externality benefits in the order of \$2billion, \$1.4billion and \$1.4billion respectively. "The additional travel delay for passengers travelling from Canberra to Melbourne is offset by travel time savings for passengers joining at Shepparton"<sup>32</sup>

The modelling for the project assumed 2036 being the indicative operational year for the project. This is a long way off considering the immediate demand for a fast rail service between Melbourne and Shepparton.

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<sup>32</sup> [http://www.infrastructure.gov.au/rail/trains/high\\_speed/files/HSR\\_Phase1\\_Report\\_Appendices.pdf](http://www.infrastructure.gov.au/rail/trains/high_speed/files/HSR_Phase1_Report_Appendices.pdf)



■ **Figure 17: High Speed Rail: Boundary of Short listed corridors**



Source: Infrastructure Australia, 2012

The Phase 2 study, currently underway, is expected to be completed in late 2012. The report will be considerably broader and will confirm a recommended route and station locations, an environmental, social and economic appraisal and, amongst other things, a commercial and financial feasibility of the project.

#### 4.2.1. Infrastructure upgrades and improvements in the pipeline

**Track upgrades:** The 2012-2013 Victorian State budget provided substantial funds to upgrade tracks on the Seymour line. The works will involve the replacement of track and super structures on 10 bridges, replacing track over four major bridges, repairing of mud holes, a new bridge between Wallan and Kilmore East, and platform works at Donnybrook, Wallan, and Broadford.

“These works are a continuation of our strategy to bring the Seymour line to a standard comparable to the Geelong, Ballarat, Bendigo and Gippsland lines” and “When completed passengers should notice not only a smoother ride, but a marginally faster and more reliable trip as speed restrictions are lifted from areas of track this work will fix.”<sup>33</sup>

**Additional services:** A recent statement by the Victorian Transport Minister, Mulder, noted the possibility of adding an additional morning service on the Shepparton/Melbourne route to arrive before 9am at Southern Cross<sup>34</sup>. Whilst this has not been confirmed by Public Transport Victoria, such a service would be a positive step forward in responding to Shepparton’s business community.

<sup>33</sup> <http://www.vline.com.au/about/news/mediareleases/141501327/Article.aspx>

<sup>34</sup> Shepparton News March 21, 2012



■ **Table 9: Government policy directions**

Strategy	Policy direction	Implication
<b>FEDERAL</b>		
<b>Australian Infrastructure Progress and action. A report to COAG from Infrastructure Australia June 2012</b>	Seeks to integrate land use directions with public transport.	Reinforces the significance to the nation that transport corridors are economic infrastructure that leads to economic growth in a region. <sup>36</sup>
<b>National Urban Policy, 2011</b>	Improve accessibility and reduce dependence on private vehicles	Reinforces the important of improving transport options.  Note that Shepparton is not one of the 18 capital/major cities that are subject the liveable cities program. In Victoria, only Melbourne, Geelong and Wodonga are included.
<b>VICTORIAN GOVERNMENT</b>		
<b>Emerging policy “Metropolitan Planning Strategy”</b>	Key strategic principle: ‘Regional Cities and a polycentric model’. This principle seeks to reinforce the role of employment in selected activity clusters in suburban Melbourne and in regional centres to make the most of infrastructure and support economic growth, housing and urban renewal, and activity, growth and regional areas. <sup>37</sup>	State government support for improved connections to regional cities. Recognised need to support regional growth and limit social and economic disadvantage
<b>Emerging “Transport strategy”</b>		In regional Victoria use of public transport (rail and coach) has increased by 96% between 2005 and 2011 <sup>38</sup>
<b>Regional Development Australia: Hume Regional Growth Plan (July</b>	Capitalising on key transport assets to attract new industries that prosper from efficient, fast and strategic transport links. High quality	Regional support for improved transport linkages. Recognised future major growth opportunities in the Goulburn Valley sub regions/

<sup>36</sup> [http://www.infrastructureaustralia.gov.au/2012\\_coag/files/P195\\_IACOAG%202012\\_FullReport\\_WS.pdf](http://www.infrastructureaustralia.gov.au/2012_coag/files/P195_IACOAG%202012_FullReport_WS.pdf)

<sup>37</sup> Source: <http://www.planmelbourne.vic.gov.au/consider>

<sup>38</sup> [http://www.planmelbourne.vic.gov.au/\\_data/assets/pdf\\_file/0011/97373/Fact-Sheets-Transport.pdf](http://www.planmelbourne.vic.gov.au/_data/assets/pdf_file/0011/97373/Fact-Sheets-Transport.pdf)  
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Strategy	Policy direction	Implication
2012)	provision of transport and integration.  Efficient and sustainable settlements	regional city of Shepparton and Mooropna.
<b>Northern Victoria Regional Transport Strategy</b> DoT/ DPCD 2009	Identifies the current service provision for Northern Victoria and reinforced the inadequate service provision for the region.	Improved transport links such as Regional Fast Rail are important in stimulating growth in parts of regional Victoria. Major infrastructure including improvements to railway stations and interchanges can be important in supporting economic development.  Strategy 8 specifically recommends: "Provision of higher frequency, fast passenger service on key routes" as a high priority.
<b>LOCAL GOVERNMENT</b>		
<b>"Greater Shepparton Greater Future. Developing a dynamic region"</b> . City of Greater Shepparton	Shepparton's Strategic Plan which prioritises an increase in number and speed of daily rail services between Shepparton and Melbourne.	Reinforces social and economic disadvantage created by poor rail connection to Melbourne.
<b>Greater Shepparton Planning Scheme</b>	Clause 21.07-1 Prioritises a fast train link to Melbourne	

## 5. Comparative Analysis

Quantifying the levels of social and economic disadvantage experienced by Greater Shepparton since VLocity services were introduced in the early part of last decade requires a comprehensive social and economic analysis, including tourism. An improved regional rail service may not be the only reason why Bendigo in particular may have experienced growth.

By providing an improved rail service to Shepparton, the extent of benefit will depend on the degree of upgrading. For example, a low cost solution such as adding an additional rail service to arrive in Melbourne before 9am without improving rail travel times will deliver some benefits for the business community but may not service other sectors of the community such as the aged or the tertiary student population.

**There is a much more urgent need for a substantial rail service designed to get rail travel times down to significantly less than the car. This would potentially involve upgrades to stations and stops, track and signal quality, rolling stock type and complementary modes such as local buses. Further analysis of the VLine services and time tabling is also needed.**

**A full rail upgrade would realise the full range of economic and social benefits for the Shepparton community.**

### 5.1. Defining a ‘poor rail service’

Feature	Discussion
<p><b>A long journey time that can extend to 4 hours between Shepparton and Melbourne</b></p>	<p>Shepparton is classified as a long haul service with a minimum journey time of 2.5 hours compared with the short haul services with a minimum of 1.5 hours currently provided for Bendigo.</p> <p>As a comparison, the Seymour /Melbourne service is a minimum 1 hour 30 minutes depending on the number of stops. A significant journey time is added on the 84km Seymour-Shepparton leg of the route due to:</p> <ul style="list-style-type: none"> <li>• poorer track quality, signalling and level crossing treatments on this leg of the route;</li> <li>• change of mode to coach for many of the services which significantly extends journey time up to 2 hours and thirty minutes making the journey 4 hours in total between Melbourne and Shepparton;</li> <li>• the Shepparton-Seymour train does not connect with</li> </ul>

Feature	Discussion
	<p>services running express between Seymour and Broadmeadows. The express services reduces the journey time by up to ten minutes.</p>
<p><b>Nearly 4 times the number of rail services for Bendigo than Shepparton</b></p> <p><b>Lower frequency &amp; timetable inadequacies</b></p>	<p>5 services to Melbourne (with additional service Friday @ 6pm) and 5 services to Shepparton compared with 19 from Bendigo (with additional Friday evening services for each).</p>
<p><b>Shepparton and Seymour are not serviced with higher quality 'VLocity' rolling stock</b></p>	<p>Shepparton is serviced with N class train sets and not VLocity. VLocity trains travel at higher speeds than N Class with A class locomotives. Some Shepparton services rely on bus between Shepparton and Seymour.</p>
<p><b>Shepparton/Melbourne rail journeys do not service the business community wishing to arrive at either destination before 9am</b></p>	<p>No Shepparton service currently arrives at Southern Cross before 9am.</p> <p>No service enables arrival at Shepparton before 9am.</p> <p>No dedicated rail service arrives at Shepparton before midday.</p>
<p><b>Poor connection to other public transport services at Shepparton station</b></p>	<p>A free local VLine bus service for VLocity passengers living in Ballarat, Bendigo, Geelong and Traralgon is provided. No free bus service is provided in Shepparton or Seymour by Vline . Taxi rank is not regularly attended. Local buses are not interlined.</p>
<p><b>Poor commuter services at Shepparton</b></p>	<p><b>Shepparton:</b> A small area of commuter parking with 50+ spaces. No parkiteer cage. No taxi rank</p> <p><b>Seymour:</b> Recently upgraded commuter parking with 50+ spaces, taxi rank and bus interchange. Well lit taxi rank on Station Street.</p> <p><b>Bendigo:</b> Parkiteer, bus services, 200 commuter parking spaces.</p>

## 5.2. Summary: economic and social disadvantage

Aspects of disadvantage are discussed below:

Type of disadvantage	Discussion
<p><b>Shepparton has poor connectivity and rail service provision compared with Bendigo and Seymour</b></p>	<p>'Disadvantage' of a lower quality rail service in Shepparton is principally evidenced by:</p> <ul style="list-style-type: none"> <li>• The very low V/Line passenger population ratio of 4.2 people in Shepparton compared with 25.227 for Bendigo</li> <li>• The very high take up of rail usage from Bendigo (and other VLocity routes) when RFR was introduced in the last decade with only a slight increase in rail usage recorded for Shepparton.</li> </ul> <p>A service increase is expected to increase the numbers of passengers by 3,150 by 2021 and grow the number of Shepparton residents by 1,500 by 2021.</p>
<p><b>The Shepparton/Melbourne business communities cannot arrive in either destination by rail before 9am and work a full business day.</b></p>	<p>The absence of a service to arrive before 9am at either Southern Cross or Shepparton suggests that a commute to / from Shepparton for business reasons must rely on private transport.</p> <p>As a comparison: 24% of Bendigo V/line travellers travel on V/line to access tertiary education and 40% travel for business purposes</p> <p>Despite Shepparton's consistent economic growth over the last decade, there is an untapped potential to build on the region's new emerging economies of manufacturing, construction and health care and at the same time continue to grow its agriculture base following Victoria's decade long drought.</p>
<p><b>The majority of visitors to Shepparton travel by private car.</b></p> <p><b>The elderly and young and those who cannot drive have reduced access to goods and services.</b></p>	<p>Greater Shepparton has a low SEIFA score compared with other Victorian regional cities and Bendigo.</p> <p>Shepparton is not included in the recent 'Guilt trip' campaign.</p> <p>In the case of Bendigo, personal business and leisure trips were the third most popular reason to travel on V/Line.(10%). This is an untapped opportunity particularly as these travellers are likely to travel in the off peak period.</p> <p>A recent study of the Goulburn Valley Hospital identified a strong need to increase the number of services per day as a means of improving the access to specialist health care in Melbourne.</p>

Type of disadvantage	Discussion
<b>The rail service is not maximised for the environmental benefits it can bring to the region by reducing cars on the road.</b>	<p>The train is currently not the preferred mode of travel between Shepparton and Melbourne: there is a low level of passenger usage with reliance on the car to reach Melbourne. Environmental sustainability standards are not being met.</p> <p>The Shepparton/ Melbourne route is best serviced by rail given a reduction in greenhouse gases.</p>
<b>The rail service is not maximised to achieve higher standards of liveability and social inclusion it can provide to the elderly and young.</b>	<p>Although the Goulburn Valley Highway and the Hume Freeway provide an efficient road connection to central Melbourne, safety and liveability is compromised through the risk of traffic accidents and the lack of choice, particularly for the elderly and those unable to drive.</p> <p>An improved rail service would be of great benefit to the health sector, providing a resource for health professionals and consultants travelling from Melbourne.</p>

## 6. Recommendations

Recommendation	Discussion
<p><b>Undertake a more detailed study which examines the impact of regional fast rail on the Goulburn Valley</b></p>	<p>This should include:</p> <ul style="list-style-type: none"> <li>• patronage demands which considers Shepparton as a growth corridor and within the broader region. Commuters travelling for tourism, business and education are worthy of further investigation;</li> <li>• travel time benefits and costs for passengers and the level of government subsidy required to ensure ticket prices are competitive with other Victorian regional cities;</li> <li>• levels of anticipated private sector investment over time;</li> <li>• existing metropolitan growth plans and infill development in the region and their impact on the project's feasibility;</li> <li>• opportunities for social and economic development such as the creation of additional and diverted trips based on the potential attraction of linkages between centres and regions; and</li> <li>• the potential for new trip production from both regional areas and metropolitan centres.</li> </ul>
<p><b>Consider the capacity of the rail network, particularly between Seymour and Shepparton</b></p>	<p>Explore the issues of deficiencies and limited capacity in the network. Matters include:</p> <ul style="list-style-type: none"> <li>• accessing train paths for more services into Melbourne</li> <li>• Aligning timetables from Shepparton to connect with Seymour express trains into Melbourne.</li> </ul>
<p><b>Update primary data sources</b></p>	<p>Consider updated 2011 census data as it becomes available.</p> <p>Consider the Federal government's High Speed Rail report when it is released in early 2013 to determine possible time frames for this service and to confirm preferred route.</p>
<p><b>Determine future road travel efficiencies</b></p>	<p>Consider traffic volumes/ numbers of accidents on the Hume Freeway between Melbourne and Seymour and the Goulburn Valley Highway Seymour and Shepparton to determine current safety levels</p>



Recommendation	Discussion
	for road based trips.
<p><b>Continue to develop intergovernmental relationships</b></p>	<p>Liaise with the Department of Transport, Department of Planning and Community Development and Regional Development Australia with regard to the importance of an improved rail service between Shepparton and Melbourne.</p> <p>Ensure the priorities of regional fast rail for the Goulburn Valley are incorporated into the emerging Victorian Metropolitan Strategy.</p> <p>Review government documents (such as High Speed Rail) and any recent reviews and reports and regional economic development strategies.</p>
<p><b>Build strong business and marketing relationships with VLine</b></p>	<p>There are significant opportunities to increase rail patronage between VLine and Shepparton through coordinating tourism and local business agendas.</p>
<p><b>Consider a suite of incremental capital improvements</b></p>	<p>These include:</p> <ul style="list-style-type: none"> <li>• ongoing track and signalling improvements;</li> <li>• level crossing upgrades and possible grade separations;</li> <li>• provision of improved commuter facilities such as car parking, transport connections, bike cages and retail facilities that complement the transport operations;</li> <li>• new rolling stock and carriage improvements such as wi fi to enable people to use rail travel time as business time;</li> <li>• improved service provision such as a continual service (without bus mode change at Seymour) to reach Southern Cross before 9am weekdays;</li> <li>• improved service provision on weekends to capture local tourism and people travelling for personal business and leisure;</li> <li>• improved service provision for Shepparton bound travellers to reach Shepparton before 9am and to return to Melbourne leaving Shepparton in the afternoon peak without mode change</li> </ul>

**Recommendation**

**Discussion**

at Seymour;

- introduction of more frequent services from Shepparton to Seymour/ Melbourne with an ultimate view of introducing regional fast rail/short haul services between Shepparton and Melbourne by the end of the decade.

## 7. References

**Goulburn Valley Sub Regional Plan 2010-2020.** Regional Development Victoria.

July 2010

[http://www.rdv.vic.gov.au/\\_data/assets/pdf\\_file/0007/67831/GoulburnValleySubRegionalPlan.pdf](http://www.rdv.vic.gov.au/_data/assets/pdf_file/0007/67831/GoulburnValleySubRegionalPlan.pdf)

**2006 and 2009 Australian Bureau of Statistics. Census data**

**Greater Shepparton Greater Future. Developing a dynamic region.** City of Greater Shepparton

**Market Profile year ending December 2010 “Gippsland”** Tourism Victoria.

Tourism Victoria. Market Profile year ending December 2010 “Shepparton”

**Greater Shepparton City Council: Passenger Rail Schedule Social and Economic Benefits study.** Geographia October 2011.

**Rail service impact on Goulburn Valley Health.** University of Melbourne: Summer Jie Chen, Lily Huili Li, Huitng Wang, Raine Ninyu Zhang

Regional Development Victoria. **Hume region passenger and freight rail review.** Final report. July 2011. GHD

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**Northern Victoria Regional Transport Strategy 2009** Aecom

**Community Indicators Victoria:**

[http://www.communityindicators.net.au/wellbeing\\_reports/greater\\_shepparton](http://www.communityindicators.net.au/wellbeing_reports/greater_shepparton)

**Infrastructure Australia**

[http://www.infrastructureaustralia.gov.au/2012\\_coag/files/P195\\_IACOAG%202012\\_FullReport\\_WS.pdf](http://www.infrastructureaustralia.gov.au/2012_coag/files/P195_IACOAG%202012_FullReport_WS.pdf)

[http://www.infrastructure.gov.au/rail/trains/high\\_speed/index.aspx](http://www.infrastructure.gov.au/rail/trains/high_speed/index.aspx)

**Northern Victoria Regional Transport Strategy 2009** Aecom

**Victoria in Future 2012** Population and household projections 2011 – 2031 for Victoria and its regions. Victorian Department of Planning and Community Development

## 8. Abbreviations

DoT	Department of Transport
DPCD	Department of Planning and Community Development
RDV	Regional Development Victoria
RFR	Regional Fast Rail
HSR	High Speed Rail

## 9. Appendices

- Shepparton/ Melbourne rail service timetables
- Seymour/Melbourne rail service timetables
- Bendigo/ Melbourne rail service timetables

# Shepparton – Melbourne

**Shepparton to Melbourne** includes Griffith, Tocumwal and Cobram

Service No. Train/Coach Seating/Catering Wheelchair Reservation	MONDAY – FRIDAY								FRI	SATURDAY				SUNDAY				
	C320	C020	C322	C801	C028	8322	C324	C026	C326	C320	C020	C324	C024	C300	C020	C328	C320	C026
GRIFFITH dep	02:45					IC				02:45								12:55
Darlington Point	03:08u									03:08u								13:18u
Coleambally	03:30									03:30								13:40
Jerilderie	04:20									04:20								14:30
Finley	04:50									04:50								15:00
TOCUMWAL dep	05:09		07:00							05:09								15:19
Koonoomoo	05:16									05:16								15:26
Barooga			07:15															
Cobram Stn	05:30		07:25	09:10				14:30		05:30		14:50		05:50				15:40
Yarroweyah	05:35		07:30	09:15				14:35		05:35		14:55		05:55				15:45
Strathmerton	05:40		07:35	09:20				14:40		05:40		15:00		06:00				15:50
Katunga	05:50	E	07:45	09:30	E			14:50	E	05:50	E	15:10	E	06:10	E			16:00
Numurkah	06:05		08:00	09:40				15:00		06:05		15:20		06:25				16:15
Wunghnu	06:10		08:06	09:45				15:10		06:10		15:25		06:30				16:20
Tallygaroopna	06:20		08:14	09:55				15:15		06:20		15:30		06:40				16:30
Goulburn Valley Hospital			08:27															
Tatura (1)		06:55			09:30				15:50		07:02		16:03		07:13			17:00
Shepparton (1)			08:30		09:50													
SHEPPARTON Stn arr	06:40		08:35	10:20	09:55			15:35		06:40		15:50		07:00				16:45
Service No.	8308			C028				8330		8308		8330		8308				8330
CHANGE SERVICE	TRAIN			COACH				TRAIN		TRAIN		TRAIN		TRAIN				TRAIN
Wheelchair Reservation				♿														
Seating/Catering	★☕							★☕		★☕		★☕		★☕				★☕
IC				E				IC		IC		IC		IC				IC
Shepparton Stn dep	07:01		08:45	10:40	10:40	12:57	15:55		18:00	07:04		16:05		07:15		13:42		17:05
Mooroopna Stn	07:08					13:04	16:02			07:11		16:12		07:22				17:12
Murchison		07:08	09:07	11:07	11:07			16:03	18:32		07:15		16:16		07:26	14:07		17:13
MURCHISON EAST Stn arr		07:15						16:10		GVL	07:22		16:23		07:33		GVL	17:20
Service No.		8308						8330			8308		8330		8308			8330
CHANGE SERVICE	GVL	TRAIN						TRAIN			TRAIN		TRAIN		TRAIN			TRAIN
Seating/Catering		★☕						★☕			★☕		★☕		★☕			★☕
IC								IC			IC		IC		IC			IC
Murchison East Stn dep	07:29	07:29				13:25	16:23	16:23		07:32	07:32	16:33	16:33	07:43	07:43			17:33
Nagambie Stn	07:44	07:44				13:40	16:38	16:38		07:47	07:47	16:48	16:48	07:58	07:58			17:48
Nagambie			09:30	11:30	11:30				18:56									14:32
SEYMOUR Stn arr	08:04	08:04	09:55	11:55	11:55	14:00	16:58	16:58	19:20	08:07	08:07	17:08	17:08	08:18	08:18		14:57	18:08
Service No.			8314	8318	8318				8630									8620
CHANGE SERVICE			TRAIN	TRAIN	TRAIN				TRAIN									TRAIN
Seating/Catering									★☕		GVL							★☕
IC									IC									IC
Seymour Stn dep	08:06	08:06	10:14	12:14	12:14	14:02	17:00	17:00	19:47	08:09	08:09	17:10	17:10	08:20	08:20	15:12	18:10	18:10
Tallarook			10:20	12:20	12:20													
Broadford Stn	08:22	08:22	10:30	12:30	12:30	14:18	17:16	17:16		08:25	08:25	17:26	17:26	08:36	08:36			18:26
Kilmore East	08:31	08:31	10:37	12:37	12:37	14:27	17:24	17:24		08:34	08:34	17:34	17:34	08:44	08:44			18:34
Wandong	08:38	08:38	10:44	12:44	12:44	14:34	17:30	17:30		08:41	08:41	17:42	17:42	08:52	08:52			18:42
Heathcote Junction			10:46	12:46	12:46													
Wallan	08:46	08:46	10:51	12:51	12:51	14:40	17:36	17:36		08:49	08:49	17:48	17:48	08:58	08:58			18:48
Donnybrook			10:59	12:59	12:59													
Craigieburn			11:06d	13:06d	13:06d													
Broadmeadows	09:09d	09:09d	11:13d	13:13d	13:13d	15:02d	17:56d	17:56d	21:11d	09:09d	09:09d	18:08d	18:08d	09:20d	09:20d	16:03d	19:08d	19:08d
North Melbourne	09:27d	09:27d	11:27d	13:27d	13:27d													
MELBOURNE																		
(Southern Cross) arr	09:34	09:34	11:34	13:34	13:34	15:29	18:21	18:21	21:40	09:28	09:28	18:29	18:29	09:39	09:39	16:35	19:29	19:29

**Legend**  
 ★ – First Class available. ☕ – Catering available. ♿ – These services are wheelchair accessible and require reservations at least 24 hours in advance.  
 arr – Arrive. dep – Depart. d – Stops to set down passengers only. u – Stops to pick up passengers only. Red times represent coach services.  
 Black times represent train services. GVL - 'Goulburn Valley Limited'. IC – Inter-City Service. E – From Moama/Echuca. ☐ Reservation required on these services.

**Coach stop locations**  
**Barooga** – General Store. **Coleambally** – Opposite Bendigo Bank. **Darlington Point** – Countrylink coach stop. **Finley** – Cnr Murray & Wells Streets. **Griffith** – Visitors Centre, Cnr Banna & Jondarayan Avenue. **Jerilderie** – Caltex Roadhouse. **Katunga** – General Store/Post Office. **Koonoomoo** – Highway. **Murchison** – Adjacent Murchison Bakery, Milk Bar. **Nagambie** – Ray White Real Estate, High Street. **Numurkah** – Corner Quinn and Micklejohn Streets. **Shepparton** – Bus Stop, Wyndham Street. **Strathmerton** – Newsagent. **Tallygaroopna** – Fowler Street. **Tatura 1** – Cafe, Fraser Street. **Tocumwal** – Morris Street. **Wunghnu** – Post Office Store. **Yarroweyah** – Corner Murray Valley Highway and Kokoda Road.

For more information and reservations visit [ptv.vic.gov.au](http://ptv.vic.gov.au) or call 1800 800 007 (6am – midnight daily)



# Melbourne – Shepparton

**Melbourne to Shepparton** includes Cobram, Tocumwal and Griffith

Service No.	MONDAY – FRIDAY								SATURDAY				SUNDAY				
	8303	8309	8309	8319	8321	8325	8333	8333	8309	8309	8333	8333	8309	8309	8323	8333	8333
Train/Coach	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN
Seating/Catering		★☺	★☺	★☺			★☺	★☺	★☺	★☺	★☺	★☺	★☺	★☺		★☺	★☺
		IC	IC	IC			IC	IC	IC	IC	IC	IC	IC	IC		IC	IC
		GVL	GVL	GVL			GVL	GVL	GVL	GVL	GVL	GVL	GVL	GVL		GVL	GVL
<b>MELBOURNE</b>																	
(Southern Cross) dep	07:16	09:50	09:50	12:48	14:32	16:31	18:33	18:33	09:12	09:12	18:32	18:32	09:30	09:30	15:12	18:32	18:32
North Melbourne				12:52u	14:36u	16:35u	18:37u	18:37u									
Broadmeadows Stn	07:34u	10:08u	10:08u	13:06u	14:49u	16:55u	18:51u	18:51u	09:31u	09:31u	18:49u	18:49u	09:48u	09:48u	15:29u	18:49u	18:49u
Craigieburn Stn	07:44			14:57u											15:38u		
Donnybrook	07:49			15:02	17:06										15:43		
Wallan Stn	07:59	10:30	10:30	13:30	15:11	17:16			09:51	09:51	19:12	19:12	10:08	10:08	15:52	19:12	19:12
Heathcote Junction	08:04			15:16	17:23										15:57		
Wandong Stn	08:06	10:37	10:37	13:37	15:18	17:26			09:58	09:58	19:19	19:19	10:15	10:15	15:59	19:19	19:19
Kilmore East Stn	08:12	10:44	10:44	13:44	15:24	17:32			10:04	10:04	19:26	19:26	10:21	10:21	16:05	19:26	19:26
Broadford Stn	08:20	10:52	10:52	13:52	15:31	17:41			10:12	10:12	19:35	19:35	10:30	10:30	16:12	19:35	19:35
Tallarook	08:29			15:40	17:50										16:21		
SEYMOUR Stn arr	08:41	11:08	11:08	14:12	15:53	18:02	19:43	19:43	10:27	10:27	19:51	19:51	10:46	10:46	16:32	19:51	19:51
Service No.	C337			C321	C323										C329		
<b>CHANGE SERVICE</b>	<b>COACH</b>			<b>COACH</b>	<b>COACH</b>										<b>COACH</b>		
Wheelchair Reservation	☺			☺													
Seymour Stn dep	08:50	11:13	11:13	14:17	16:05	18:10	19:48	19:48	10:32	10:32	19:56	19:56	10:51	10:51	16:40	19:56	19:56
Nagambie Stn		11:32	11:32	14:36			20:07	20:07	10:51	10:51	20:15	20:15	11:10	11:10	20:15	20:15	20:15
Nagambie	09:15			16:30	18:35										17:05		
Murchison East Stn arr			11:48					20:23		11:07		20:31		11:26			20:31
Service No.			C021					C029		C021		C027		C021			C027
<b>CHANGE SERVICE</b>			<b>COACH</b>					<b>COACH</b>		<b>COACH</b>		<b>COACH</b>		<b>COACH</b>			<b>COACH</b>
Wheelchair Reservation	☺		☺					☺		☺		☺		☺			☺
Murchison East Stn dep		11:48	11:55	14:52	16:50d		20:23	20:30	11:07	11:15	20:31	20:40	11:26	11:35		20:31	20:40
Murchison			11:58	16:53	18:58		20:33	20:33		11:18	20:43	20:43		11:38	17:28		20:43
Mooroopna Stn		12:08		15:12			20:43		11:27		20:51		11:46			20:51	
Shepparton (1)	09:57d																
SHEPPARTON Stn arr	10:00	12:22		15:25		19:30	20:57		11:41		21:05		12:00		18:00	21:05	
Service No.	C801	C325		C371			C327		C325		C327		C325			C327	
<b>CHANGE SERVICE</b>	<b>COACH</b>	<b>COACH</b>		<b>COACH</b>			<b>COACH</b>		<b>COACH</b>		<b>COACH</b>		<b>COACH</b>			<b>COACH</b>	
Wheelchair Reservation	☺	☺		☺			☺		☺		☺		☺			☺	
Shepparton Stn dep	10:20	12:35		15:45	17:25		21:05		11:50		21:15		12:10			21:15	
Shepparton (1)	M			15:50	17:30												
Goulburn Valley Hospital				17:33													
Tatura (1)			12:13	16:10				20:48		11:33		20:58		11:58			20:58
Tallygaroopna		12:50	E	E	17:40		21:20	E	12:05	E	21:30	E	12:25	E		21:30	E
Wunghnu		12:55			17:46		21:30		12:15		21:40		12:30			21:40	
Numurkah		13:00			17:58		21:35		12:20		21:45		12:35			21:45	
Katunga		13:10			18:07		21:45		12:35		21:55		12:50			21:55	
Strathmerton		13:20			18:15		21:55		12:40		22:05		13:00			22:05	
Yarroweyah		13:25			18:20		22:00		12:45		22:10		13:05			22:10	
COBRAM Stn arr		13:30							12:50				13:10				
Cobram Stn dep					18:30		22:07				22:15					22:15	
Barooga					18:33												
Koonoomoo							22:21				22:29					22:29	
TOCUMWAL arr					18:50		22:28				22:36					22:36	
Finley							22:47				22:55					22:55	
Jerilderie							23:17				23:24					23:24	
Coleambally							00:07				00:14					00:14	
Darlington Point							00:29d				00:34d					00:34d	
GRIFFITH arr							00:52				00:59					00:59	

### Legend

★ – First Class available. ☺ – Catering available. ☺ – These services are wheelchair accessible and require reservations at least 24 hours in advance. arr – Arrive. dep – Depart. d – Stops to set down passengers only. u – Stops to pick up passengers only. Red times represent coach services. Black times represent train services. IC – Inter-City Service. E – To Moama/Echuca. GVL - 'Goulburn Valley Limited'. M – Murraylink to Mildura. ☺ Reservation required on these services.

☺ Peak services.

### Coach stop locations

**Barooga** – General Store. **Coleambally** – Opposite Bendigo Bank. **Darlington Point** – Countrylink coach stop. **Finley** – Cnr Murray & Wells Streets. **Griffith** – Visitors Centre, Cnr Banna & Jondarayan Avenue. **Jerilderie** – Caltex Roadhouse. **Katunga** – General Store/Post Office. **Koonoomoo** – Highway. **Murchison** – Adjacent Murchison Bakery, Milk Bar. **Nagambie** – Ray White Real Estate, High Street. **Numurkah** – Corner Quinn and Micklejohn Streets. **Shepparton** – Bus Stop, Wyndham Street. **Strathmerton** – Newsagent. **Tallygaroopna** – Fowler Street. **Tatura 1** – Cafe, Fraser Street. **Tocumwal** – Morris Street. **Wunghnu** – Post Office Store. **Yarroweyah** – Corner Murray Valley Highway and Kokoda Road.



# Melbourne – Bendigo

## Melbourne to Bendigo

		MONDAY – FRIDAY													
Service No.		8003	8005	8007	8009	8011	8013	8015	8017	8019	8021	8023	8025	8027	8029
Train/Coach		TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN
Seating/Catering						★☪									
		IC													
MELBOURNE															
(Southern Cross) dep		06:12	06:31	07:09	07:31	07:42	08:09	09:15	10:15	11:15	12:15	13:15	14:15	15:15	15:48
North Melbourne											12:19u	13:19u	14:20u	15:19u	15:53u
Footscray		06:21u	06:40u	07:17u	07:39u		08:18u	09:24u		11:24u		13:24u		15:25u	15:58u
Sunshine		06:27u	06:48u	07:24u	07:46u		08:24u								16:04u
Ginifer				07:49p											
St Albans		06:32u	06:54u	07:31u	07:52u		08:30u								16:09u
Watergardens		06:38u		07:38u	07:58u	08:11u	08:36u	09:38u	10:37u	11:38u	12:37u	13:38u	14:37u	15:39u	16:15u
Diggers Rest		06:44		07:44	08:04		08:42	09:44		11:44		13:44		15:45	16:21
SUNBURY		06:50	07:15	07:50	08:13	08:24	08:51	09:50	10:47	11:50	12:47	13:50	14:49	15:51	16:30
Clarkefield		06:57		07:57				09:57		11:57		13:57		15:58	
Riddells Creek		07:02		08:02				10:02		12:02		14:02		16:03	
Gisborne		07:08		08:08		08:41		10:08	11:01	12:08	13:01	14:08	15:03	16:09	
Macedon		07:12		08:12				10:12		12:12		14:12		16:13	
WOODEND		07:18		08:18		08:51		10:18	11:09	12:18	13:09	14:18	15:10	16:19	
KYNETON		07:26		08:27		09:01		10:26	11:18	12:26	13:18	14:26	15:17	16:26	
Malmsbury		07:32		08:33				10:32		12:32		14:32		16:32	
CASTLEMAINE		07:45		08:47		09:26		10:48	11:35	12:48	13:35	14:47	15:34	16:45	
Kangaroo Flat		08:05		09:08				11:04	11:57	13:04	13:56	15:03	15:51	17:01	
BENDIGO arr		08:14		09:15		09:54		11:13	12:06	13:13	14:05	15:12	16:00	17:10	
BENDIGO dep						09:59						15:17		17:20	
EAGLEHAWK arr						10:08						15:30			
		SH													
		E													

		MONDAY – FRIDAY														FRI
Service No.		8031	8033	8035	8037	8039	8041	8043	8045	8047	8049	8051	8053	8055	8057	
Train/Coach		TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	
Seating/Catering									★☪							
		IC														
MELBOURNE																
(Southern Cross) dep		16:15	16:31	16:52	16:59	17:17	17:36	17:48	18:17	18:33	19:15	20:15	21:15	22:15	23:45	
North Melbourne		16:19u	16:36u	16:56u	17:03u	17:21u	17:39u	17:52u	18:21u	18:36u	19:20u	20:18u	21:18u	22:18u	23:48u	
Footscray		16:24u	16:41u		17:08u	17:26u		17:56u		18:41u	19:25u	20:23u	21:23u	22:23u	23:53u	
Sunshine			16:48u		17:17u	17:33u		18:03u		18:47u						
Ginifer																
St Albans			16:55u		17:24u	17:40u		18:09u	N	18:52u						
Watergardens			17:01u							18:58u	19:39u	20:37u	21:37u	22:37u	00:07u	
Diggers Rest			17:08			17:55		18:20		19:04	19:45	20:43	21:43	22:43	00:13	
SUNBURY		16:47	17:17			18:04		18:28	18:52	19:10	19:51	20:49	21:49	22:49	00:19	
Clarkefield		16:54			17:44			18:38		19:18	19:58	20:56	21:56	22:56	00:26	
Riddells Creek		16:59			17:49			18:43		19:23	20:03	21:01	22:01	23:01	00:31	
Gisborne		17:05			17:55		18:22	18:52	19:10	19:30	20:09	21:07	22:07	23:07	00:37	
Macedon		17:09			17:59			18:58		19:35	20:13	21:11	22:11	23:11	00:41	
WOODEND		17:15			18:05		18:29	19:06	19:22	19:41	20:19	21:17	22:17	23:17	00:47	
KYNETON		17:22			18:13		18:37	19:20	19:33	19:55	20:26	21:24	22:24	23:24	00:54	
Malmsbury		17:28			18:19				19:45			21:30		23:30	01:00	
CASTLEMAINE		17:41		17:59	18:32		18:55		19:57		20:43	21:43	22:41	23:43	01:13	
Kangaroo Flat		17:57			18:48		19:11		20:17		21:00	21:59	22:57	23:59	01:29	
BENDIGO arr		18:06		18:19	18:57		19:20		20:29		21:09	22:08	23:06	00:08	01:38	
BENDIGO dep									20:34							
EAGLEHAWK arr									20:43							
		SH														

### Legend

★ – First Class available. ☪ – Catering available. arr – Arrive. dep – Depart. u – Stops to pick up passengers only. p – Stops at Ginifer to pick up school students only. Will not stop during school holidays. Black times represent train services. IC – Inter-City. SH – To Swan Hill. E – To Echuca. N – The 'Northerner'.   Peak services.   Reservation required on these services.





# Melbourne – Bendigo

## Melbourne to Bendigo

SATURDAY															
Service No.	8007	8011	8071	8017	8021	8023	8025	8031	8027	8047	8045	8049	8051	8055	8057
Train/Coach	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN
Seating/Catering		★☕									★☕				
		IC	IC						IC		IC				
MELBOURNE															
(Southern Cross) dep	07:16	08:36	09:36	10:36	12:16	13:36	15:16	16:16	17:16	17:56	18:36	19:20	20:50	22:20	23:50
Footscray	07:25u		09:45u	10:45u	12:25u	13:45u	15:25u	16:25u	17:25u	18:04u		19:29u	20:59u	22:29u	23:59u
Watergardens	07:39u	08:59u	09:59u	10:59u	12:39u	13:59u	15:39u	16:39u	17:39u	18:18u	18:59u	19:43u	21:13u	22:43u	00:13u
Diggers Rest	07:45		10:05		12:45		15:45		17:45	18:24		19:49	21:19	22:49	00:19
SUNBURY	07:51	09:12	10:11	11:09	12:51	14:09	15:51	16:49	17:51	18:30	19:12	19:55	21:25	22:55	00:25
Clarkefield	07:58		10:18		12:58		15:58		17:58	18:37		20:02	21:32	23:02	00:32
Riddells Creek	08:03		10:23		13:03		16:03		18:03	18:42	N	20:07	21:37	23:07	00:37
Gisborne	08:09	09:29	10:29	11:23	13:09	14:23	16:09	17:03	18:09	18:48	19:30	20:13	21:43	23:13	00:43
Macedon	08:13		10:33		13:13		16:13		18:13	18:52		20:17	21:47	23:17	00:47
WOODEND	08:19	09:39	10:39	11:31	13:19	14:30	16:19	17:10	18:19	18:58	19:42	20:23	21:53	23:23	00:53
KYNETON	08:27	09:49	10:47	11:39	13:27	14:37	16:26	17:17	18:26	19:05	19:52	20:30	22:00	23:30	01:00
Malmsbury	08:33		10:53		13:33		16:32		18:32	19:11		20:36	22:06	23:36	01:06
CASTLEMAINE	08:47	10:11	11:09	11:58	13:46	14:56	16:46	17:34	18:46	19:26	20:14	20:49	22:19	23:49	01:19
Kangaroo Flat	09:03		11:25	12:14	14:02	15:12	17:02	17:54	19:02	19:42		21:09	22:35	00:05	01:35
BENDIGO arr	09:16	10:40	11:31	12:22	14:10	15:21	17:14	18:02	19:07	19:50	20:38	21:17	22:43	00:13	01:43
BENDIGO dep		10:45	11:41						19:17		20:43				
EAGLEHAWK arr		10:54									20:52				
		SH	E						E		SH				

SUNDAY														
Service No.	8011	8071	8017	8021	8023	8025	8031	8027	8047	8045	8051	8055		
Train/Coach	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	
Seating/Catering	★☕										★☕			
		IC	IC						IC		IC			
MELBOURNE														
(Southern Cross) dep	08:36	09:36	10:36	12:16	13:36	15:16	16:16	17:16	17:56	18:36	20:20	22:20		
Footscray		09:45u	10:45u	12:25u	13:45u	15:25u	16:25u	17:25u	18:04u		20:29u	22:29u		
Watergardens	08:59u	09:59u	10:59u	12:39u	13:59u	15:39u	16:39u	17:39u	18:18u	18:59u	20:43u	22:43u		
Diggers Rest		10:05		12:45		15:45		17:45	18:24		20:49	22:49		
SUNBURY	09:12	10:11	11:09	12:51	14:09	15:51	16:49	17:51	18:30	19:12	20:55	22:55		
Clarkefield		10:18		12:58		15:58		17:58	18:37		21:02	23:02		
Riddells Creek		10:23		13:03		16:03		18:03	18:42	N	21:07	23:07		
Gisborne	09:29	10:29	11:23	13:09	14:23	16:09	17:03	18:09	18:48	19:30	21:13	23:13		
Macedon		10:33		13:13		16:13		18:13	18:52		21:17	23:17		
WOODEND	09:39	10:39	11:31	13:19	14:30	16:19	17:10	18:19	18:58	19:42	21:23	23:23		
KYNETON	09:49	10:47	11:39	13:27	14:37	16:26	17:17	18:26	19:05	19:52	21:30	23:30		
Malmsbury		10:53		13:33		16:32		18:32	19:11		21:36	23:36		
CASTLEMAINE	10:11	11:09	11:58	13:46	14:56	16:45	17:34	18:46	19:26	20:14	21:49	23:49		
Kangaroo Flat		11:25	12:14	14:02	15:12	17:01	17:54	19:02	19:42		22:05	00:05		
BENDIGO arr	10:40	11:31	12:22	14:10	15:20	17:12	18:02	19:07	19:50	20:38	22:13	00:13		
BENDIGO dep	10:45	11:41						19:17		20:43				
EAGLEHAWK arr	10:54									20:52				
		SH	E					E		SH				

### Legend

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# Bendigo – Melbourne

## Bendigo to Melbourne

		MONDAY – FRIDAY														
Service No.		8000	8002	8004	8006	8008	8010	8012	8014	8016	8018	8020	8022	8024	8026	
Train/Coach		TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	
Seating/Catering															★☺	
EAGLEHAWK	dep			05:46											IC	IC
BENDIGO	arr			05:54											E	09:10
BENDIGO	dep		05:14	05:56			06:12		06:31			07:45			08:35	09:21
Kangaroo Flat			05:18				06:16		06:35			07:49			08:49	09:24
CASTLEMAINE			05:35	06:15			06:33		06:52			08:06			09:06	09:48
Malmsbury			05:47				06:45								09:20	
KYNETON		05:17	05:55				06:53		07:11	07:20		08:25			09:28	10:13
WOODEND		05:25	06:03				07:01		07:19	07:30		08:33			09:36	10:24
Macedon		05:31	06:09				07:07		07:25	07:36					09:42	
Gisborne		05:35	06:13	06:41			07:11		07:29	07:41		08:41			09:46	10:35
Riddells Creek		05:40	06:18				07:16		07:34	07:47					09:51	
Clarkefield		05:45	06:23				07:21		07:39	07:53					09:56	SH
SUNBURY		05:53	06:32		07:04	07:18		07:38		08:04	08:21		09:08	10:05	10:53	
Diggers Rest		05:57	06:36		07:08	07:22		07:43		08:09	08:25		09:12	10:09		
Watergardens													09:21d	10:18d	11:06d	
St Albans		06:09d	06:49d		07:21d	07:35d	07:43d	07:59d	08:03d	08:23d	08:37d					
Ginifer																N
Sunshine		06:14d	06:54d		07:26d			08:07d		08:29d	08:42d					
Footscray		06:20d	07:00d		07:34d	07:51d	07:58d	08:16d		08:36d	08:47d		09:35d	10:34d		
North Melbourne		06:25d	07:05d	07:22d	07:39d	07:56d	08:03d	08:21d	08:23d	08:41d	08:52d	09:21d	09:40d	10:39d	11:23d	
MELBOURNE																
(Southern Cross)	arr	06:32	07:12	07:27	07:46	08:04	08:12	08:28	08:30	08:48	08:59	09:29	09:47	10:46	11:30	

		MONDAY – FRIDAY														
Service No.		8028	8030	8032	8034	8036	8038	8042	8040	8056	8046	8044	8048	8050	8052	8054
Train/Coach		TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN
Seating/Catering								★☺								
EAGLEHAWK	dep							IC								
BENDIGO	arr							14:53		15:45						
BENDIGO	dep	10:27	11:38	12:27	13:36	14:26		15:05		16:02		16:20	17:18		18:44	20:37
Kangaroo Flat		10:31	11:42	12:31	13:40	14:30				16:06		16:26	17:22		18:51	20:41
CASTLEMAINE		10:48	11:59	12:48	13:57	14:47		15:32		16:23		16:44	17:40		19:13	21:00
Malmsbury		11:00		13:00		14:59						16:57	17:57		19:25	21:12
KYNETON		11:08	12:18	13:08	14:16	15:07		15:56		16:48		17:05	18:05		19:37	21:20
WOODEND		11:16	12:26	13:16	14:25	15:16		16:06		16:56		17:13	18:13		19:45	21:28
Macedon		11:22		13:22		15:22						17:19	18:19		19:51	21:34
Gisborne		11:26	12:33	13:26	14:33	15:26		16:16		17:04		17:23	18:23		19:55	21:38
Riddells Creek		11:31		13:31		15:31						17:28	18:28		20:00	21:43
Clarkefield		11:36		13:36		15:36						17:33	18:33		20:05	21:48
SUNBURY		11:45	12:47	13:45	14:47	15:45	16:02	16:32	16:49	17:19	17:35	17:42	18:42	19:28	20:14	21:57
Diggers Rest		11:49		13:49		15:49	16:06		16:53				18:46	19:33	20:18	22:01
Watergardens		11:58d	12:58d	13:58d	14:58d	15:58d	16:15d	16:45d	17:02d	17:28d		17:52d	18:55d	19:43d	20:25d	22:10d
St Albans							16:20d									
Ginifer							16:22s	SH								
Sunshine							16:26d									
Footscray		12:13d		14:13d		16:13d	16:33d		17:16d	17:42d		18:06d	19:13d	20:00d	20:43d	22:23d
North Melbourne		12:18d														
MELBOURNE																
(Southern Cross)	arr	12:25	13:25	14:25	15:25	16:26	16:43	17:13	17:29	17:57	18:14	18:20	19:25	20:13	20:55	22:35

### Legend

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# Bendigo – Melbourne

## Bendigo to Melbourne

SATURDAY													
Service No.	8004	8020	8024	8026	8028	8030	8032	8034	8042	8044	8072	8052	8054
Train/Coach	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN
Seating/Catering				★☪					★☪				
EAGLEHAWK dep			IC E	IC 09:09					IC 15:31		IC E		
BENDIGO arr			08:20	09:20					15:41		17:25		
BENDIGO dep	05:55	07:30	08:30	09:23	10:30	11:36	12:28	14:33	15:44	16:28	17:35	18:40	20:46
Kangaroo Flat	05:59	07:34	08:34		10:36	11:40	12:32	14:37		16:32	17:39	18:44	20:50
CASTLEMAINE	06:16	07:51	08:51	09:47	10:53	11:57	12:49	14:55	16:08	16:48	17:56	19:06	21:07
Malmsbury	06:28	08:03	09:03		11:05		13:01	15:07	SH	17:00	18:08		21:19
KYNETON	06:36	08:11	09:11	10:12	11:13	12:16	13:09	15:15	16:31	17:08	18:16	19:29	21:27
WOODEND	06:44	08:19	09:19	10:23	11:21	12:24	13:17	15:23	16:41	17:16	18:24	19:37	21:35
Macedon	06:50	08:25	09:25		11:27		13:23	15:29		17:22	18:30		21:41
Gisborne	06:54	08:29	09:29	10:34	11:31	12:32	13:26	15:33	16:51	17:26	18:34	19:45	21:45
Riddells Creek	06:59	08:34	09:34	SH	11:36		13:32	15:38		17:31	18:39		21:48
Clarkefield	07:04	08:39	09:39		11:41		13:37	15:43		17:36	18:44		21:55
SUNBURY	07:13	08:48	09:48	10:52	11:50	12:47	13:46	15:50	17:07	17:43	18:51	19:59	22:02
Diggers Rest	07:17	08:52	09:52		11:54		13:50	15:54		17:47	18:55		22:06
Watergardens	07:25d	09:00d	09:59d	11:05d	12:02d	12:59d	13:59d	16:02d	17:20d	17:58d	19:04d	20:10d	22:15d
Footscray	07:38d	09:16d	10:13d	N	12:16d	13:13d	14:13d	16:16d		18:13d	19:22d	20:25d	22:30d
MELBOURNE													
(Southern Cross) arr	07:48	09:26	10:23	11:31	12:26	13:24	14:23	16:27	17:43	18:23	19:32	20:35	22:40d

SUNDAY													
Service No.	8004	8020	8026	8024	8030	8032	8034	8036	8044	8072	8042	8054	
Train/Coach	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	
Seating/Catering			★☪								★☪		
EAGLEHAWK dep			IC 09:09	IC E						IC E	IC 18:28		
BENDIGO arr			09:20	10:20						17:25	18:37		
BENDIGO dep	05:55	07:57	09:23	10:30	11:36	12:28	14:33	15:37	16:28	17:35	18:40	20:46	
Kangaroo Flat	05:59	08:01		10:36	11:40	12:32	14:37	15:41	16:32	17:39		20:50	
CASTLEMAINE	06:16	08:18	09:47	10:53	11:57	12:49	14:55	15:58	16:48	17:56	19:07	21:07	
Malmsbury	06:28	08:30		11:05		13:01	15:07		17:00	18:08		21:19	
KYNETON	06:36	08:38	10:12	11:13	12:16	13:09	15:15	16:17	17:08	18:16	19:35	21:27	
WOODEND	06:44	08:46	10:23	11:21	12:24	13:17	15:23	16:25	17:16	18:24	19:45	21:35	
Macedon	06:50	08:52		11:27		13:23	15:29		17:22	18:30		21:41	
Gisborne	06:54	08:56	10:34	11:31	12:32	13:26	15:33	16:33	17:26	18:34	19:55	21:45	
Riddells Creek	06:59	09:01		11:36		13:32	15:38		17:31	18:39		21:48	
Clarkefield	07:04	09:06		11:41		13:37	15:43		17:36	18:44		21:55	
SUNBURY	07:13	09:15	10:52	11:50	12:47	13:46	15:50	16:47	17:43	18:51	20:11	22:02	
Diggers Rest	07:17	09:19		11:54		13:50	15:54		17:47	18:55		22:06	
Watergardens	07:25d	09:28d	11:05d	12:02d	12:59d	13:59d	16:02d	16:58d	17:56d	19:04d	20:22d	22:15d	
Footscray	07:38d	09:41d	SH	12:16d	13:13d	14:13d	16:16d	17:13d	18:13d	19:22d	SH	22:30d	
MELBOURNE													
(Southern Cross) arr	07:48	09:51	11:31	12:26	13:24	14:23	16:27	17:23	18:23	19:32	20:45	22:40	

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# Melbourne – Seymour

## Melbourne – Seymour

		MONDAY – FRIDAY									
Service No.		8301	8605	8303	8307	8309	8311	8313	8615	8319	8317
Train/Coach		TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN
Seating/Catering			★☕			★☕			★☕	★☕	
MELBOURNE			IC			IC			IC	IC	
(Southern Cross) dep		06:15	07:10	07:16	09:11	09:50	10:31	11:31	12:00	12:48	13:32
North Melbourne										12:52u	13:36u
Broadmeadows		06:35u	07:36u	07:34u	09:29u	10:08u	10:48u	11:48u	12:26u	13:06u	13:49u
Craigieburn		06:44		07:44	09:36u		10:57u	11:57u			13:57u
Donnybrook		06:50		07:49	09:41		11:02	12:02			14:02
Wallan		06:59		07:59	09:50	10:30	11:11	12:11		13:30	14:11
Heathcote Junction		07:06		08:04	09:55		11:16	12:16			14:16
Wandong		07:09		08:06	09:57	10:37	11:18	12:18		13:37	14:18
Kilmore East		07:16		08:12	10:03	10:44	11:24	12:24		13:44	14:24
Broadford		07:24		08:20	10:10	10:52	11:31	12:31		13:52	14:31
Tallarook		07:34		08:29	10:19		11:40	12:40			14:40
SEYMOUR arr		07:47	08:24	08:41	10:31	11:08	11:52	12:52	13:14	14:12	14:52
			A			SH			A	SH	
						GVL					

		MONDAY – FRIDAY									FRIDAY	
Service No.		8321	8323	8325	8327	8329	8625	8333	8335	8337	8339	8341
Train/Coach		TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN
Seating/Catering							★☕	★☕				
MELBOURNE							IC	IC				
(Southern Cross) dep		14:32	15:32	16:31	17:10	17:39	18:01	18:33	18:52	19:32	21:42	23:42
North Melbourne		14:36u	15:36u	16:35u	17:14u	17:43u		18:37u	18:56u	19:36u	21:46u	23:46u
Essendon			15:42u	16:43u								
Broadmeadows		14:49u	15:50u	16:55u	17:33u	18:05u	18:30u	18:51u	19:16u	19:50u	21:59u	23:59u
Craigieburn		14:57u						GVL		19:57u	22:06u	00:06u
Donnybrook		15:02	16:02	17:06	17:51	18:18			19:34	20:02	22:11	00:11
Wallan		15:11	16:11	17:16	18:00	18:27			19:43	20:11	22:20	00:20
Heathcote Junction		15:16	16:16	17:23	18:05	18:33			19:48	20:16	22:25	00:25
Wandong		15:18	16:19	17:26	18:08	18:36			19:50	20:18	22:27	00:27
Kilmore East		15:24	16:25	17:32	18:14	18:42			19:56	20:24	22:33	00:33
Broadford		15:31	16:32	17:41	18:22	18:51			20:03	20:31	22:40	00:40
Tallarook		15:40	16:41	17:50	18:31	19:00			20:12	20:40	22:49	00:49
SEYMOUR arr		15:53	16:53	18:02	18:43	19:12	19:30	19:43	20:24	20:52	23:01	01:01
							A	SH				

### Legend

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### Coach stop locations

**Puckapunyal** – Family Store, Malaya Avenue.



# Melbourne – Seymour

## Melbourne – Seymour

		SATURDAY														
Service No.		8605	8303	8309	8311	8615	8317	8321	8323	8325	8329	8625	8333	8337	8339	8341
Train/Coach		TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN
Seating/Catering		★☕		★☕		★☕						★☕	★☕			
MELBOURNE		IC		IC		IC						IC	IC			
(Southern Cross) dep		07:10	07:12	09:12	10:52	12:00	12:32	13:52	15:13	16:32	17:32	18:01	18:32	19:55	21:55	23:55
Broadmeadows		07:36u	07:31u	09:31u	11:09u	12:26u	12:49u	14:09u	15:29u	16:49u	17:49u	18:30u	18:49u	20:12u	22:12u	00:12u
Craigieburn			07:38u		11:18u		12:58u	14:18u	15:38u	16:58u	17:58u		GVL	20:19u	22:19u	00:19u
Donnybrook			07:43		11:23		13:03	14:23	15:43	17:03	18:03			20:24	22:24	00:24
Wallan			07:52	09:51	11:32		13:12	14:32	15:52	17:12	18:12		19:12	20:33	22:33	00:33
Heathcote Junction			07:57		11:37		13:17	14:37	15:57	17:17	18:17			20:38	22:38	00:38
Wandong			07:59	09:58	11:39		13:19	14:39	15:59	17:19	18:19		19:19	20:40	22:40	00:40
Kilmore East			08:05	10:04	11:45		13:25	14:45	16:05	17:25	18:25		19:26	20:46	22:46	00:46
Broadford			08:12	10:12	11:52		13:32	14:52	16:12	17:32	18:32		19:35	20:53	22:53	00:53
Tallarook			08:21		12:01		13:41	15:01	16:21	17:41	18:41			21:02	23:02	01:02
SEYMOUR arr		08:24	08:32	10:27	12:12	13:14	13:52	15:12	16:32	17:52	18:52	19:30	19:51	21:13	23:13	01:13
		A		SH		A						A	SH			

		SUNDAY													
Service No.		8605	8309	8311	8615	8317	8321	8323	8325	8329	8625	8333	8337	8339	
Train/Coach		TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	
Seating/Catering		★☕	★☕		★☕						★☕	★☕			
MELBOURNE		IC	IC		IC						IC	IC			
(Southern Cross) dep		07:10	09:30	10:52	12:00	12:32	13:52	15:12	16:32	17:32	18:01	18:32	19:55	21:55	
Broadmeadows		07:36u	09:48u	11:09u	12:26u	12:49u	14:09u	15:29u	16:49u	17:49u	18:30u	18:49u	20:12u	22:12u	
Craigieburn				11:18u		12:58u	14:18u	15:38u	16:58u	17:58u		GVL	20:19u	22:19u	
Donnybrook				11:23		13:03	14:23	15:43	17:03	18:03			20:24	22:24	
Wallan			10:08	11:32		13:12	14:32	15:52	17:12	18:12		19:12	20:33	22:33	
Heathcote Junction				11:37		13:17	14:37	15:57	17:17	18:17			20:38	22:38	
Wandong			10:15	11:39		13:19	14:39	15:59	17:19	18:19		19:19	20:40	22:40	
Kilmore East			10:21	11:45		13:25	14:45	16:05	17:25	18:25		19:26	20:46	22:46	
Broadford			10:30	11:52		13:32	14:52	16:12	17:32	18:32		19:35	20:53	22:53	
Tallarook				12:01		13:41	15:01	16:21	17:41	18:41			21:02	23:02	
SEYMOUR arr		08:24	10:46	12:12	13:14	13:52	15:12	16:32	17:52	18:52	19:30	19:51	21:13	23:13	
Service No.		A	SH		A		C323				A	SH			
CHANGE SERVICE							COACH								
SEYMOUR dep							15:25								
Puckapunyal arr							15:40								
							(see note)								

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### Coach stop locations

Puckapunyal – Family Store, Malaya Avenue.



# Seymour – Melbourne

## Seymour – Melbourne

		MONDAY – FRIDAY									
Service No.		8300	8302	8304	8306	8308	8610	8312	8314	8316	8318
Train/Coach		TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN
Seating/Catering						★☕	★☕				
						IC	IC				
						SH	AB				
SEYMOUR	dep	05:34	05:56	06:23	07:01	08:06	09:02	09:14	10:14	11:14	12:14
Tallarook		05:40	06:02	06:30	07:08			09:20	10:20	11:20	12:20
Broadford		05:50	06:12	06:41	07:19	08:22		09:30	10:30	11:30	12:30
Kilmore East		05:57	06:19	06:49	07:27	08:31		09:37	10:37	11:37	12:37
Wandong		06:04	06:26	06:56	07:34	08:38		09:44	10:44	11:44	12:44
Heathcote Junction		06:06	06:28	06:58	07:36			09:46	10:46	11:46	12:46
Wallan		06:11	06:33	07:04	07:42	08:46		09:51	10:51	11:51	12:51
Donnybrook		06:19	06:41	07:13	07:51			09:59	10:59	11:59	12:59
Craigieburn						GVL		10:06d	11:06d	12:06d	13:06d
Broadmeadows		06:31d	06:55d	07:27d	08:05d	09:09d	09:53d	10:13d	11:13d	12:13d	13:13d
Essendon		06:39d	07:06d	07:38d	08:18d						
North Melbourne		06:50d	07:17d	07:49d	08:29d	09:27d		10:27d	11:27d	12:27d	13:27d
MELBOURNE											
(Southern Cross)	arr	06:57	07:24	07:56	08:36	09:34	10:25	10:34	11:34	12:34	13:34

		MONDAY – FRIDAY									
Service No.		8320	8322	8620	8326	8328	8330	8332	8630	8336	8338
Train/Coach		TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN
Seating/Catering			★☕	★☕			★☕		★☕		
			IC	IC			IC		IC		
			SH	A			SH		A		
SEYMOUR	dep	13:14	14:02	15:12	15:41	16:15	17:00	18:25	19:47	20:30	21:20
Tallarook		13:20			15:47	16:21		18:31		20:36	21:27
Broadford		13:30	14:18		15:57	16:31	17:16	18:41		20:46	21:38
Kilmore East		13:37	14:27		16:04	16:38	17:24	18:48		20:53	21:46
Wandong		13:44	14:34		16:11	16:45	17:30	18:55		21:00	21:53
Heathcote Junction		13:46			16:13	16:47		18:57		21:02	21:55
Wallan		13:51	14:40		16:17	16:51	17:36	19:01		21:06	22:01
Donnybrook		13:59			16:26	17:00		19:10		21:15	22:10
Craigieburn		14:06d			16:34d	17:08d		19:18d		21:23d	22:20d
Broadmeadows		14:13d	15:02d	16:03d	16:41d	17:14d	17:56d	19:25d	21:11d	21:29d	22:26d
North Melbourne		14:27d									
MELBOURNE											
(Southern Cross)	arr	14:34	15:29	16:35	17:15	17:41	18:21	19:48	21:40	21:52	22:47

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### Coach stop locations

Puckapunyal – Family Store, Malaya Avenue.

# Melbourne – Seymour

## Seymour – Melbourne

		SATURDAY												
Service No.		8304	8308	8610	8314	8316	8320	8326	8620	8328	8330	8332	8630	8336
Train/Coach		TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN
Seating/Catering			★ ☕	★ ☕					★ ☕		★ ☕		★ ☕	
			IC	IC					IC		IC		IC	
			SH	A					A		SH		A	
SEYMOUR	dep	06:29	08:09	09:02	10:29	11:29	13:09	14:29	15:12	16:09	17:10	18:09	19:47	20:25
Tallarook		06:35			10:35	11:35	13:15	14:35		16:15		18:15		20:31
Broadford		06:45	08:25		10:45	11:45	13:25	14:45		16:25	17:26	18:25		20:41
Kilmore East		06:52	08:34		10:52	11:52	13:32	14:52		16:32	17:34	18:32		20:48
Wandong		06:59	08:41		10:59	11:59	13:39	14:59		16:39	17:42	18:39		20:55
Heathcote Junction		07:01			11:01	12:01	13:41	15:01		16:41		18:41		20:57
Wallan		07:06	08:49		11:06	12:06	13:46	15:06		16:46	17:48	18:46		21:02
Donnybrook		07:14	GVL		11:14	12:14	13:54	15:14		16:54		18:54		21:10
Craigieburn		07:22d			11:22d	12:22d	14:02d	15:22d		17:02d		19:02d		21:19d
Broadmeadows		07:28d	09:09d	09:53d	11:28d	12:28d	14:08d	15:28d	16:03d	17:08d	18:08d	19:08d	21:11d	21:25d
MELBOURNE														
(Southern Cross)	arr	07:48	09:28	10:25	11:47	12:47	14:27	15:49	16:35	17:27	18:29	19:28	21:40	21:44

		SUNDAY												
Service No.		8304	8308	8610	8314	8316	8320	8326	8620	C324	8340	8330	8630	8336
Train/Coach		TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	TRAIN	COACH	TRAIN	TRAIN	TRAIN	TRAIN
Seating/Catering			★ ☕	★ ☕					★ ☕			★ ☕	★ ☕	
			IC	IC					IC	(see note)		IC	IC	
Puckapunyal	dep		SH	A					A	15:45		SH	A	
SEYMOUR	arr									16:00		GVL		
Service No.										8328				
Change Service										TRAIN				
SEYMOUR	dep	06:52	08:20	09:02	10:29	11:29	13:09	14:29	15:12	16:09	17:09	18:10	19:47	20:25
Tallarook		06:58			10:35	11:35	13:15	14:35		16:15	17:15			20:31
Broadford Stn		07:08	08:36		10:45	11:45	13:25	14:45		16:25	17:25	18:26		20:41
Kilmore East		07:15	08:44		10:52	11:52	13:32	14:52		16:32	17:32	18:34		20:48
Wandong		07:22	08:52		10:59	11:59	13:39	14:59		16:39	17:39	18:42		20:55
Heathcote Junction		07:24			11:01	12:01	13:41	15:01		16:41	17:41			20:57
Wallan		07:29	08:58		11:06	12:06	13:46	15:06		16:46	17:46	18:48		21:02
Donnybrook		07:37			11:14	12:14	13:54	15:14		16:54	17:54			21:10
Craigieburn		07:45d			11:22d	12:22d	14:02d	15:22d		17:02d	18:02d			21:19d
Broadmeadows		07:50d	09:20d	09:53d	11:28d	12:28d	14:08d	15:28d	16:03d	17:08d	18:08d	19:08d	21:11d	21:25d
MELBOURNE														
(Southern Cross)	arr	08:09	09:39	10:25	11:47	12:47	14:27	15:49	16:35	17:27	18:27	19:29	21:40	21:44

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### Coach stop locations

**Puckapunyal** – Family Store, Malaya Avenue.