



The Times

December 2022

A journal of transport timetable history and analysis



Whistle blows, train goes.

CUSTOMER EXPERIENCE MARKETING

PRESENTED BY V/Line



**Inside: Can you keep a Secret?
Argentina
Vline today
Warrnambool yesterday**

RRP \$4.95
Incl. GST

The Times

A journal of the Australian Timetable Association Inc. (A0043673H)

Print Publication No: 349069/00070, ISSN 0813-6327

December 2022

Vol 39 No. 12 Issue No. 467

The Times welcomes all contributions. Our Authors' Guide is available on our web-site at <https://www.timetable.org.au/>

Reproduction Provided a Creative Commons acknowledgement is made, material appearing in The Times may be reproduced anywhere.

Disclaimer Opinions expressed in our magazines are not necessarily those of the Association or its members.

Editor Geoff Lambert 179 Sydney Rd FAIRLIGHT 2094 NSW email: thetimes@timetable.org.au

The Times is posted in full colour to our website <https://www.timetable.org.au/times.html>, two months after publication in paper and to the National Library [website](#) 6 months after publication.

Colour PDF versions of previous issues of our magazines are at <https://www.timetable.org.au/>

—Contents—

| | | |
|----------------------|---|----------|
| DAVID HENNELL | <u>NO LONGER A SECRET</u> | 2 |
| JAMES T WELLS | <u>DON'T TRAIN FOR ME ARGENTINA</u> | 3 |
| GEOFF LAMBERT | <u>SO ... YOU WANT TO RUN A RAILWAY?</u> | 6 |
| JACK MCLEAN | <u>WARRNAMBOOL—A BLAST FROM THE PAST</u> | 9 |



Our Secret Harbour's no secret any more

Letter to the Editor from **DAVID HENNELL**

Dear Sir: At Hookina, I've recently been sorting through many hundreds of Perth urban bus timetables for the National Timetable Collection. This has been a very interesting exercise, especially so as the size of Perth has increased dramatically since I was first there about 50 years ago. However, I am mystified by one of the suburbs served. It's Secret Harbour. Given that timetables exist for this location and that the bus drivers know how to get there, then how can the harbour be secret?

Note from Editor:: No, it's not a secret, it's not even a Harbour—it is merely a name on a map, the result of a failed marina venture by Alan Bond.

Don't Train for me Argentina

JAMES T WELLS

The International Railway Journal has a recent article about the return of passenger services on a line in Argentina: [Passenger trains return in Argentina - International Railway Journal \(railjournal.com\)](https://www.railjournal.com/Passenger-trains-return-in-Argentina/).



From the information in the article, we can construct the basic timetable:

| <u>Eastbound</u> | <u>Mo-Sa</u> | <u>Mo-Fr</u> |
|------------------|--------------|--------------|
| Canada de Gomez | 5:15 | 22:15 |
| Rosario Norte | 7:25 | 0:25 |
| <u>Westbound</u> | ? | |
| Rosario Norte | 19:10 | |
| Canada de Gomez | 21:20 | |
| Distance | 71 km | |
| # interm. stops | 6 | |

This timetable looks most unattractive to potential passengers. Who would want to arrive at Rosario at 0:25 unless there's a connection to elsewhere in Argentina? [Editor's note – nightlife in Argentina really only starts at about 11PM]. The service is unbalanced; two trains in one direction each day, but only one in the other.

But perhaps the most interesting point is the low average speed – only 32.8 km/h. The article states that “work is underway to raise the maximum line speed from 30km/h to 60km/h”. It rather looks as if much of the work has been done, because a maximum speed of at least 40 kmh would be needed to achieve the timetable. These incredibly low speeds suggest that the railway would be narrow gauge operating in mountainous terrain.

But, from: [https://www.wikiwand.com/en/Central Argentine Railway](https://www.wikiwand.com/en/Central_Argentine_Railway), it would appear the track gauge is 1.676m (5' 6" imperial) which is wider than anything in Australia. This is supported by the picture from the IRJ.

The article states that “The service is operated with three long-distance coaches and a generator car hauled by a diesel locomotive, offering a total of 216 seats.”

Rosario (per Wiki) is the third largest city in Argentina with a population of 1.75m. It is located on the Parana River with a port and is about 270km from the capital, Buenos Aires.

It apparently has several railway stations, the one the Canada de Gomez service uses is the Norte.



Canada de Gomez is what we in Australia would call a country town. Its population is 29,000.



The only towns of any size on the way appear to be Roldan and Carcana. Google Earth gives us the altitude of Rosario as 25m and Canada de Lopez as 90m. The railway line between the two is dead straight.

Here is a revealing Google street view of the railway.



It certainly does not look to be in good condition. Whether it is double track or the other track is a passing loop is not known. The rails show evidence of use.

It is incredible that the railway wouldn't seek to refurbish to at least 100 km/h standard for passenger trains. In Australia, if we are serious about passenger service we would aim for 160 km/h. It may be that the prevalence of level crossings influences Argentine practice.

Of note from the map above, is that there are two main roads not far apart on this route. How fast would the alternative coach services be? Here's a strange snippet from the European Rail Timetable Summer 2016 edition, p644.

| 9960H | | BUENOS AIRES - CÓRDOBA | | | SOFSE | |
|-------|--------------------------|------------------------|------|------|------------------------|------|
| km | | 215 | 215 | 269 | 268 | 216 |
| | | ①② | ⑥ | ①④ | ③⑦ | ①⑤⑦ |
| 0 | B. Aires Retiro d. | * | ** | 2048 | Córdoba Mitre..... d. | 1700 |
| 314 | Rosario Norte d. | ... | ... | 0501 | Villa María..... d. | 2108 |
| 384 | Cañada de Gómez d. | ... | ... | 0819 | C de Gómez d. | ... |
| 566 | Villa María d. | 0545 | 0700 | 1032 | Rosario Norte d. | ... |
| 708 | Córdoba Mitre..... a. | 0953 | 1108 | 1433 | B. Aires Retiro ... a. | ... |

*- Not on holiday ①. **- Runs on holiday ①.

The westbound coach takes 3 hr 18 min to travel from Rosario to Canada de Gomez, which suggests a meal stop is taken on the way – sensible, it would be breakfast time.

The Eastbound takes 1 hr 50 min. This is faster than the train but still an average speed of less than 40km/h. A factor here might be the time taken to travel about 15km of Rosario's suburban streets to / from the station, which is close to the river.

But back to trains. Speeds were higher in the good old days. The Marzo 1949 Guia "Expresso" timetable shows several services running from west of Canada de Gomez to Rosario. The quickest took just sixty-five minutes which is half the time of the proposed new service.

Has any reader been to Argentina? If so, please share your travel experiences with ATA.

I thank Agnes Boskovitz for her assistance.

Hyperlinks cited in this article: [Passenger trains return in Argentina - International Railway Journal \(railjournal.com\)](http://www.railjournal.com) ; [https://www.wikiwand.com/en/Central Argentine Railway](https://www.wikiwand.com/en/Central_Argentine_Railway)

Editor's note: The railways of Argentina formed a 47,000 km network at the end of the Second World War and were, at that time, one of the most extensive and prosperous in the world. Readers seeking further information on the rise and decline of this massive system can find details on [THIS](#) Wikipedia page. Recent traffic data for the national system can be found [HERE](#) .

[Rosario](#) (population 1.2 million), on the west bank of the Parana River is connected to Buenos Aires by both 1 metre ("General Belgrano") and 1.676 metre ("General Bartoleme Mitre") railways and was a junction station for both. Canada de Gomez (population 29,000) was a junction station on the B.Mitre line to [Cordoba](#) (population 1.3 million); the latter city being also connected in a more roundabout way to Rosario via the *Belgrano*. Canada de Gomez is also connected to Rosario via lines to the south. The Rosario—Canada de Gomez line is double-track but has few sidings or cross-overs.

Most of the above information comes from [OpenRailwayMap](#), an astonishing tool, built from OpenStreetMap — see rear cover.

So! ... you want to run a railway?

Extracts from V/Line's 2022 job descriptions, compiled by **GEOFF LAMBERT**

WHO REMEMBERS THE days when the railway had Train Controllers, Traffic Superintendents, Inspectors and Stationmasters who would handle disruptions and make alternative arrangements when such was necessary?

The latest in-house V/News reports that V/Line recently hosted a bus-fest in the guise of a "Supplementary Coach Panel Forum" and methinks that readers may be interested to learn of the high officials listed as being present at this forum. They were as follows:

- Manager Coach Planning Strategy;
- Coach Customer Experience Manager; Customer Control Supervisor;
- Operations System Analyst; Accessibility Manager;

- Procurement Manager-Supplier Relationship;
- and most important of all - the **Network Closure Master Scheduler!**

The latter is currently filled by Leigh Mazzer and she seems to have got the job two months ago, if her Linked-in page is anything to go by. The job description seems to be unique to V/Line, but it has been advertised all over Australia and the phrase (in quotes) gets only 9 hits on Google. It may, or may not, have existed before her appointment.

A Google search on "Jobs at V/line" throws up half a gazillion hits. I have filtered these down to half a dozen relevant to train running. Most ads begin with waffle like this:

If you want a corporate career combined with lifestyle then V/Line

can take you there. With over 2000 employees, locations throughout Melbourne and Regional Victoria and a true commitment to workplace flexibility, why not have your dream career and the lifestyle you want?

Network Closure Master Scheduler

Reporting to Manager Planning and Network Closures, could you be our next Network Closure Master Scheduler? They are responsible for the effective scheduling, co-ordination and communication of the Track Closure Master Schedule to achieve the optimal balance between rail operations and network access to perform maintenance and project activities.



Taking five with the CX team

At V/Line we all contribute to the customer charter and performance in some way.

Left to Right: Patricia
O'Connell, Janine
McMaster, Adrienne
Tarrant and Monica
Barrow

About the role

Develop, prepare and coordinate a fully integrated annual Network Closure Access Plan (NCAP) to meet the needs of all departments within the organisation.

Work with internal and external stakeholders to develop, schedule and maintain a three-year disruptive Network Closure Access Plan with a baselined one-year program.

Maintain an open communication channel with all internal and external Stakeholders to ensure the maximum benefit is realised, with minimal disruption to operations.

Maintain, communicate and report on the Network Closure Access Plan against agreed baseline, include key State events and other Accredited Rail Operator (ARO) events which impact V/Line operations.

Ensure V/Line's Access Management System (Notice of Intent) is continuously maintained with accurate and current information regarding the Network Closure Access Plan.

About you:

To be successful in this role you will have strong experience in systems and automation as well as advanced proficiency in Microsoft Excel and scheduling software.

A qualification in Project Management is desirable as well as experience in Power BI.

Demonstrable experience and skill in project program development, coordination and administration.

Strong communication skills with both internal and external stakeholders, as well as advanced reporting, planning and scheduling capabilities.

Experience and understanding of the operational railway will be highly regarded.

Excellent time management and the ability to work autonomously in an operational environment is pivotal.

Manager – Strategy and Development

Reporting to the General Manager –

Strategy, could you be our next Manager – Strategy and Development? In this 12-month fixed term contract you will play a critical role in providing specialist advice and service to V/Line in developing and managing network-related strategies and plans, major project development interfaces and enabling business growth.

About the role

Work closely with subject matter experts across the organisation to develop strategies, plans and improvement initiatives, including coordinating input and conducting analysis to inform state budget business cases and other funding submissions.

Ability to simplify and synthesize complex and often technical information from a variety of sources

Facilitate and coordinate V/Line's engagement during the early inception and development phase of State-wide projects that are being managed and led by a government transport entity.

Provide high quality and comprehensive papers, reports and presentations for various internal and external audiences.

About you: Tertiary qualification in Business or related discipline.

Highly developed interpersonal and communication skills, both written and verbal. [they mean oral]

Ability to prepare high level reports/business cases for internal and external parties.

Prior experience in strategy development and project management.

Adaptable with a willingness to take initiative and work with autonomy.

Strategic and analytical mindset paired with curiosity and a passion for problem solving.

Data Administrator – Asset Systems & Data

Reporting to Assets Systems Manager, could you be our next Data Administrator? The role is responsible for the entry of asset management data flowing via various channels as a

result of several projects and asset management tasks, you will need to work closely with the V/One (JDE/Oracle) team to ensure the Enterprise Asset Management System (EAMS) is accurate and updated in line with the agreed timeframes.

About the role

Manage the timely entry and maintenance of asset master data, supplemental data & technical maintenance plans in the EAMS.

Maintain the integrity of the EAMS data/system.

Ensure that data is uploaded from Automated Inspection Vehicles to JDE with related processes run in order to create Work Orders and other important data points are taken into the system.

Manage and maintain asset classifications broken down by discrete and continuous assets to aid maintenance management and analysis.

Develop data analysis capabilities within the EAMS to meet business requirements and to enable timely, informed decision-making for continuing asset strategy development and works plans.

About you:

Two years Data Administration experience

Previous experience in an Asset Intensive Industry.

Hold a degree or diploma in information systems, software engineering or a related discipline or appropriate vocational / tertiary education in combination with relevant work experience.

Proficient in Microsoft 365 applications and share point.

Experience of computerized Maintenance Management Systems.

Rostering and Administration Officer

Reporting to Senior Network Rostering Coordinator, could you be our next Rostering and Administration Officer? This role is responsible for

ensuring that Network Control has the capability and sustainability to efficiently meet rostering outcomes and day to day administration tasks for train control, fleet control and shunters.

About the role

Ensure that the Senior Network Rostering Coordinator has support in meeting all rostering outcomes.

Assisting to ensure Hastus rosters are prepared in accordance with rostering principles and rail safety.

Various administration tasks such as reconciling invoices and raising purchase orders, ordering stationery and uniforms, booking travel and periodic medicals for the Network Services Delivery staff.

Assist in development of rosters for train control, aligning with the current enterprise agreement.

Export accurate roster data daily to payroll along with ensuring timesheet accuracy.

About you

Completion of Year 12 or equivalent.

Intermediate level of MS Office applications (Word, Excel, PowerPoint, Visio etc.)

Previous experience in a similar administrative role, preferably in an operations environment.

Strong attention to detail with the ability to self-manage and prioritize

tasks.

Fleet Controller

Reporting to the Manager of Fleet Control, could you be our next Fleet Controller? Working within the integrated Operations centre, the Fleet Controller is responsible for the planning/monitoring and delivery of the V/Line passenger fleet movements to meet daily business requirements.

About the role

The Fleet Controller plays a key role in the coordination of daily train operations to minimise delays, improve service delivery and assist in timely recovery during times of disruption, whilst minimizing delays to V/Line's customers

You will record and communicate any variations to the published daily running order to all V/Line staff and other stakeholders in a timely manner.

Step Up fleet during times of disruption to maintain an acceptable level of revenue service whilst minimizing negative impacts to rest of the network.

Manage fueling and maintenance requirements for fleet, allocate fleet for exams according to maintenance schedules.

Record faults into FMS and where required liaise with Alstom, Drivers,

Yard Masters, Workforce Controllers and Conductors to assist with fault reporting and rectification.

Proactively assist with the plan to ensure fleet is in the correct position for revenue services and highlight potential risks.

Proactively monitor the Network making sure that any delays or issues are acted on to minimise risk to V/Line fleet

About you

To be successful in securing this role, you must be available to work across a 24/7 rotating roster including public holidays and weekends.

You will possess excellent written and verbal communication skills, be fit to work with screen-based equipment including MS Office Suite.

Demonstrate sound problem-solving skills and be able to work in a time sensitive environment.

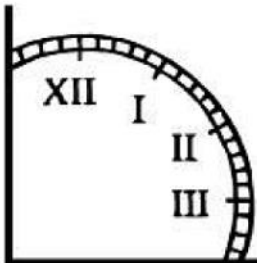
The ideal candidate will ideally have a background in Safety/Incident Reporting Systems.

A background in Fleet Control, Transport or Airline/Airport operations will be highly regarded. Candidates with experience in operations and coordination of transport services outside of rail and aviation are also encouraged to apply.



How VR made the Special Train Notices in 1944

In discussing the lead-up to ATA's 40th anniversary in September 2023, a member of the ATA Management Committee suggested a series of notable or updated stories from the past. The story below is a reproduction from the first issue which I edited. More stories to follow throughout 2023—**GEOFF LAMBERT**



The Times

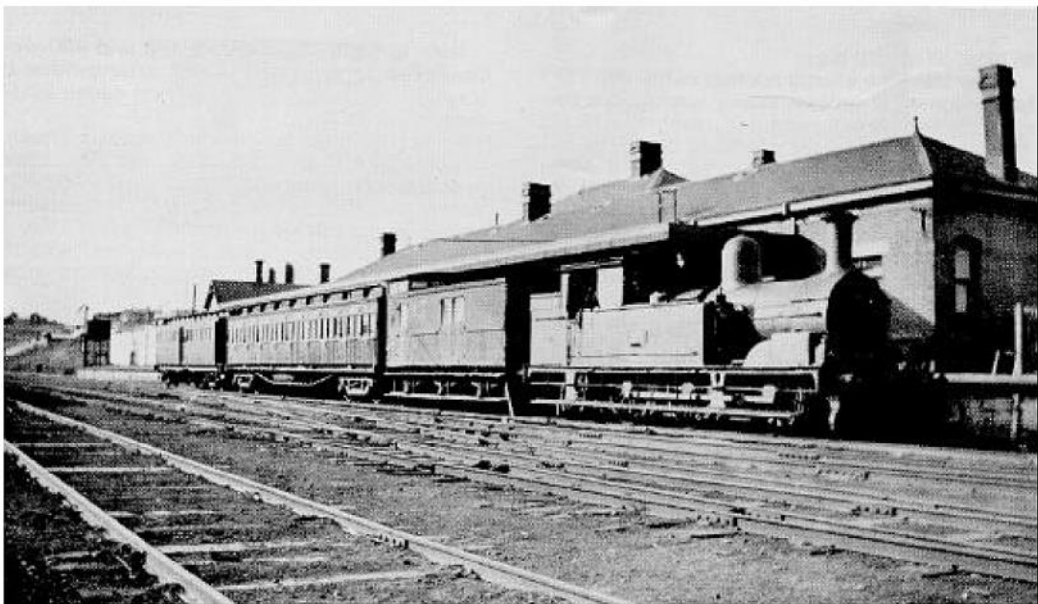
Journal of the Australian Association of Time Table Collectors
(ISSN 0813-6327)
Print Publication No: 349069/00070

RRP \$2.50

November, 1999

Issue No. 188 (Vol. 16 No.11)

By workers train



The worker's train at Warrnambool, January 1937. Photo: J.L.Buckland collection, courtesy ARHS Bulletin

From Warrnambool...

...to Dennington



The milk factory at Dennington. Photo: Warrnambool Standard

Four decades of varied timetables of an unusual
Victorian Railways "suburban" service

The Warrnambool–Dennington Local Train 1919–1957

In Victoria's south-west, a guaranteed passenger train ran a 7-minute 3-mile service from Warrnambool to Dennington for workers at the local milk factory.

JACK MCLEAN analyses 38 years of history of this little six days a week "milk run".

Every time table records some details of some part of a railway at a certain time. If a continuous series of time tables is available then it should be possible to piece together a sort of history of that part of the railway. Changes can then be seen and eventually the reasons for the changes.

Time tables for the Dennington local train are still readily available (at least I think so) and the local train and the railway in the area were easily described. My father (then a young railway clerk at Warrnambool station) perhaps never knew why in 1908 Dennington was chosen as the site for the new Nestlé factory (on our front cover). However, it was in operation in 1911 and workmen's numbers were sufficient in 1919 for the Company to arrange for the running of trains to get them to work and home again.

The "Special Train Notice No S5200/19" illustrated here as **Figure 1** shows that on 1 September 1919, a regular passenger service commenced running between Warrnambool and Dennington "for the accommodation of employees of the Nestlé and Anglo Swiss Condensed Milk Company." On 29 August (when the Special Train Notice was printed in Melbourne) the date of commencing the service may have been uncertain and so "1 September 1919" was hand written on the circular probably after a telegram had been received from Spencer Street. Almost 38 years later, another circular WTT 69/57 shown here as **Figure 2** announced that the last local train was to run to and from Dennington on Friday 16 August 1957.

The Synopsis of the time tables of local passenger trains and light engines shown as Table 1 enables a comparison to be made between the train times at various dates. Each working day morning for almost 38 years, the Nestlé workers travelled westward by train.

S. 5200/19. (A. 2.)
VICTORIAN RAILWAYS.

TRANSPORTATION BRANCH,
GENERAL SUPERINTENDENT'S OFFICE,
Spencer-street, Melbourne, August 29, 1919.

WARRNAMBOOL—DENNINGTON.

LOCAL PASSENGER SERVICE.
Commenced 1st Sept 1919.

For the accommodation of employes of the Nestle and Anglo Swiss Condensed Milk Co. and others, a regular passenger train service will be run as under:—

| DOWN. | | Train Daily Fri. except. † | Light Engine Saturdays. | Light Engine Mons., Tues., Thurs. & Fri. | Light Engine Wednesdays. |
|-----------------|------|-------------------------------|----------------------------|--|-----------------------------|
| Warrnambool ... | Dep. | A.M. 7 30 | A.M. 11 45 | P.M. 4 55 | P.M. 5 20 Fol 3H |
| Dennington ... | Arr. | 7 38 | 11 55 | 5 5 | 5 30 |
| | | Leave cars | Pick up train | Pick up train | Pick up train |
| | | A.M. Light eng. | P.M. | P.M. | P.M. |
| Dennington ... | Dep. | 7 50 | 12 10 (train) | 5 22 (train) | 5 40 (train) |
| Warrnambool ... | Arr. | 8 0 | 12 18 | 5 30 | 5 48 |

No. 13 Up, if run, to wait back at Illowa. Engines when running light to run tender first.
S.M., Warrnambool, to arrange for 3 or 4 second class cars, van, and Guard, brake vehicle to be at each end so as to avoid reversing van.
Rolling Stock Branch to arrange for pilot engine to run this Service. Cars of 7.30 a.m. Down to remain at Dennington for return trip in the afternoon.
It is expected about 150 employes will travel to and fro each day, but this number may increase. S.M. to closely watch this.
† On Fridays passengers will travel by the 7.30 a.m. Hamilton train, which will require to be strengthened with the Dennington train cars, the latter to be cut off at Dennington to form return train in the evening.
TICKETS.—Employes of the Company are to be issued special Weekly Workmen's Tickets at 2/- each, available for one return journey daily from Monday to Saturday inclusive by the special service as above (including the 7.30 a.m. Down Ordinary on Fridays). No deposit is to be charged on the ticket.
For general instructions regarding issuing, dating, checking and collection of Workmen's Tickets, see Addenda to Passenger Fares Book (P.F. 8/1), clause 25, pages 14 and 15.
Ordinary passengers may also be booked at second-class ordinary fares by these Workmen's Special Trains.
S.M., Warrnambool and Dennington to keep an accurate return of bookings in respect of these trains—(a) by Weekly Tickets, (b) by Ordinary Tickets—as the service is guaranteed by the Company. Return to be sent to Superintendent Passenger Train Service (Room 2) by first train each Monday showing the number, description and rate of tickets issued, and revenue.

Figure 1 The Alpha— start of the service

Sometimes the train had only one passenger carriage and it was often hauled by the Warrnambool shunting engine. Originally it was an E class 0-6-2 tank

engine (front cover) and later a D3 4-6-0 or a J class 2-8-0 (and maybe engines of other classes).

**Table 1: Warrnambool–Dennington: Synopsis of Time Tables of Passenger Trains
1919-1957**

| Dates of Time Tables | | Down Pass Daily | Down LE Sats | Down LE MTTF | Down LE Weds | | Up LE Daily | Up Pass Sats | Up Pass MTTF | Up Pass Weds |
|----------------------------|-----|-----------------|--------------|--------------|--------------|-----|--------------|--------------|--------------|--------------|
| 1-Sep-1919 to 6-Jun-1922 | Wbl | 7.30a | 11.45 | 4.55 | 5.20b | Den | 7.50 | 12.10 | 5.22 | 5.40 |
| | Den | 7.38 | 11.55 | 5.05 | 5.30 | Wbl | 8.00 | 12.18 | 5.30 | 5.48 |
| 1-Dec-1924 to 7-Dec-1925 | Wbl | 7.35 | 11.50 | 5.00 | 5.20 | Den | 7.50 | 12.15 | 5.20 | 5.40 |
| | Den | 7.42 | 11.59 | 5.09 | 5.29 | Wbl | 7.59 | 12.22 | 5.29 | 5.48 |
| 17-Oct-1927 to 21-Oct-1929 | Wbl | 7.35c | 11.50 | 5.00 | 5.25d | Den | 7.50 | 12.15 | 5.27d | 5.40 |
| | Den | 7.42 | 11.59 | 5.09 | 5.34 | Wbl | 7.59 | 12.22 | 5.34 | 5.48 |
| | | Daily | SO | SX | | | Daily | SO | SX | |
| 7-Nov-1932 to 1-Oct-1934 | Wbl | 7.35e | 11.50 | 5.00 | | Den | 7.50 | 12.15 | 5.27f | |
| | Den | 7.42 | 11.59 | 5.09 | | Wbl | 7.59 | 12.22 | 5.34 | |
| 23-Nov-1936 | Wbl | 7.35 | 11.50 | 5.00 | | Den | 7.50 | 12.15 1 | 5.30 | |
| | Den | 7.42 | 11.59 | 5.09 | | Wbl | 7.59 | 2.22 | 5.37 | |
| 6-Jun-1938 | Wbl | 7.30 | 11.50 | 4.57 | | Den | 7.50 | 12.10 | 5.33 | |
| | Den | 7.37 | 11.57 | 4.54 | | Wbl | 7.59 | 12.17 | 5.40 | |
| 6-Jan-1941 to 10-May-1945 | Wbl | 7.40 | 11.50 | 4.23 | | Den | 8.30g | 12.10 | 4.50 | |
| | Den | 7.47g | 11.57 | 4.30 | | Wbl | 8.39 | 12.17 | 5.00 | |
| | | SX | | | | | SX | | | |
| WTT 31/46 (9-Apr-1946) | Wbl | 7.30 | hj | 4.58 | | Den | 8.20 | hj | 5.33g | |
| | Den | 7.37 | | 5.05g | | Wbl | 8.29 | | 5.43 | |
| Easter 1947 | Wbl | 7.10k | | 4.38k | | Den | 8.00k | | 5.13k | |
| | Den | 7.17 | | 4.45 | | Wbl | 8.09 | | 5.23 | |
| Easter 48 to End-16/8/57 | Wbl | 7.40 | | 4.20 | | Den | 8.30 | | 4.55 | |
| | Den | 7.47 | | 4.27 | | Wbl | 8.39 | | 5.05 | |

Wbl represents Warrnambool and *Den* Dennington, *Pass* for Passenger train, *LE* Light Engine (i.e. an engine without a load), *MTTF* for Mondays Tuesdays Thursdays and Fridays, *Weds & Sats* for Wednesdays and Saturdays.

- a No 13 Up Goods, if run, was to wait at Illowa. On Fridays the local was to be attached to 7.30 am Hamilton.
- b On Wednesdays the local Light Engine was to follow 5pm Hamilton Mixed.
- c On 1 June 1925, the Hamilton Mixed train service was superseded by an AEC Rail Motor. The 7.35 am Hamilton Mixed was replaced by an AEC leaving Warrnambool at 8.15am on Mondays and Saturdays & 9.05 on Fridays The local continued to leave at 7.35 am.
- d In March 1927, Illowa was provided with switching instruments by which it could be switched in and out as an electric staff station. In the working time table of 17 October 1927, it was only open as a staff station between 7.09 am and 12.5 pm. In consequence, the Wednesday afternoon Light Engine could not leave Warrnambool until the 5pm Hamilton AEC had cleared the long section to Koroit at 5.24, instead of as previously, the short section to Illowa at 5.14pm.
- e On 16 July 1931, the two Rail Motors operating between Warrnambool and Coleraine since 16 January 1928 were replaced by one Rail Motor which ran only between Koroit and Hamilton.
- f Also from 16 July 1931, the local Light Engine Wednesdays resumed the MTTTF schedule.
- g The extra time at Dennington 43 minutes in the morning and 28 minutes in the afternoon may have been for shunting. The General Appendices show that "Trains on the running line without a brake van in the rear" had been permitted between Warrnambool and Dennington since 1928. The GA presumably referred to the Dennington light engine and Nestlé loading.
- h From 6/3/1946, Illowa switched in and out *without* a train.
- j Local trains no longer ran on Saturdays after 9/4/1946.
- k Local trains ran 20 minutes later for a short period of time around 1947 for an unknown reason.

Table 2 Time table alterations over 38 years and the number of work hours involved each week

| Dates of Time Tables | Local Train starts | | 44 Hour Week Starts | | Saturday Work Ceases | 40 Hour Week Starts |
|--------------------------|--------------------|---------------|---------------------|---------------|----------------------|---------------------|
| | Sep 1919 | | 9 Apr 1945 | | 9 Apr 46 | 27 Sep 48 |
| | Saturday Excepted | Saturday Only | Saturday Excepted | Saturday Only | Saturday Excepted | Saturday Excepted |
| 1. Arrive Dennington am | 7.38am | 7.38am | 7.47am | 7.47am | 7.37am | 7.47am |
| 2. Leave Dennington pm | 5.22pm | | 4.55pm | | 5.33pm | 5.55pm |
| 3. Leave Dennington Sats | | 12.10pm | | 12.10pm | | |
| 4. Time on site | 9h 44m | 4h 32m | 9h 08m | 4h 23m | 9h 56m | 9h 08m |
| 5. Walking daily | 0h 18m | 0h 18m | 0h 18m | 0h 18m | 0h 18m | 0h 18m |
| 6. Lunch break Sats Exc | 0h 45m | nil | 0h 45m | nil | 0h 45m | 0h 45m |
| 7. Work time | 8h 41m | nil | 8h 05m | 1 | 5 | 5 |
| 8. Number of days | 5 | 1 | 5 | 1 | 5 | 1 |
| 9. Work time | 43h 25m | 4h 14m | 40h 25m | 4h 05m | 44h 25m | 40h 25m |
| 10. Add extra time Weds | 0h 15m | | nil | | nil | nil |
| 11. Add Saturday time | 4h 14m | | 4h 05m | | nil | nil |
| 12. Work time for week | 47h 54m | | 44h 30m | | 44h 25m | 40h 25m |

Line 4– Time on Site = Line 2 or 3 minus Line 1.

Line 7– Work Time = Line 4 minus Lines 5 and 6 where applicable.

Line 9– Work Time Week Days, to which add Wednesday and Saturday Time as applicable.

Line 12– Total Work Time for Week. In each case close to the 48 / 44 / 40 Hours.

This table shows at four different times in the life of the local train, the close relation between the Dennington train's arrival and departure (as shown in various working time tables) and the hour of work at the factory. It is interesting to note that changes to the Dennington trains before 1944 were made mainly with a view to:

1. avoiding the timings of other trains, or
2. adjusting timings to new or altered safeworking arrangements, or,
3. granting extra time for shunting by the light engine.

After 1944, the main changes were made as a result of:

1. the reduction of working hours from 48 to 44 (in 1944?),
2. the cessation of Saturday work (in 1946?) and,
3. the further reduction in hours from 44 to 40 (in 1948?).

There is also a curious alteration (in 1947), so far unexplained, when the timings of all local trains and light engines were advanced by 20 minutes. In other words, the departure time of the morning Dennington passenger train, which had been between 7.30 am and 7.40 am since 1919, was, for a short time, shown as 7.10 am. It has been suggested that this somehow avoided peak electricity usage during electricity rationing about that time.

38
GEE LONG-PORT FAIRY.
 (Full Passenger Service.)

*WTT 81/44
 19.1.44*

| DOWN. | | 27 | 35 | 69 | 76 73 | 29 | 71 |
|--------------------|----------|------------------------------|-------------------------|------------------|----------------|-------------------------------------|--------------------------------|
| | | <i>WTT 81/44 17.7.44</i> | Pass. M.W.F. SAT. | Pass. Tu. Th. | Pass. Sats. | <i>THROUGH GOODS DAILY.</i> | LIGHT ENGINE SATS EX. |
| | | p.m. | A.M. | p.m. | p.m. | A.M. | P.M. |
| GEE LONG | ... Dep. | ... | 9.35 | 8 30 | 7.55 | 5.30 | ... |
| South Geelong | ... " | ... | 9.40 | 8 35 | 8.0 | 5.40 | ... |
| Marshall | ... " | ... | 9.45 | 8 40 | 8.5 | ... | ... |
| Grovedale | ... " | ... | 9.50 | 8 45 | 9.0 | ... | ... |
| Pettavel | ... " | ... | 9.55 | 8 50 | 9.5 | 6.15-18 | ... |
| Moriac | ... Arr. | ... | 10.0 | 8 55 | 10.0 | 6.25-26 | ... |
| " | ... Dep. | From Cressy | 10.5 | 7 2 | 8.29 | 6.35 | ... |
| Buckley | ... " | ... | 10.13 | 7 7 | 8.34 | 6.40 | ... |
| Winchelsea | ... Arr. | ... | 10.18 | 7 12 | 8.39 | 6.45 | ... |
| " | ... Dep. | ... | 10.23 | 7 17 | 8.44 | 6.50 | ... |
| Armytage | ... Arr. | ... | 10.28 | 7 22 | 8.49 | 6.55 | ... |
| " | ... Dep. | ... | 10.33 | 7 27 | 8.54 | 7.00 | ... |
| Birregurra | ... " | Car Gds. | 10.38 | 7 32 | 8.59 | 7.05 | ... |
| Warncourt | ... " | Mon. | 10.43 | 7 37 | 9.04 | 7.10 | ... |
| Irrewarra | ... Arr. | ... | 10.48 | 7 42 | 9.09 | 7.15 | ... |
| " | ... Dep. | ... | 10.53 | 7 47 | 9.14 | 7.20 | ... |
| COLAC | ... Arr. | 6 3 | 11.0 | 7 52 | 9.19 | 7.25 | ... |
| " | ... Dep. | 6 15 | 11.5 | 8 7 | 9.24 | 7.30 | ... |
| Larpen | ... " | ... | 11.10 | 8 12 | 9.29 | 7.35 | ... |
| Pirron Yallock | ... " | ... | 11.15 | 8 17 | 9.34 | 7.40 | ... |
| Stonyford | ... " | ... | 11.20 | 8 22 | 9.39 | 7.45 | ... |
| Pomborneit | ... " | ... | 11.25 | 8 27 | 9.44 | 7.50 | ... |
| Weerite | ... " | ... | 11.30 | 8 32 | 9.49 | 7.55 | ... |
| CAMPERDOWN | Arr. | ... | 11.35 | 8 37 | 9.54 | 8.00 | ... |
| " | ... Dep. | ... | 11.40 | 8 42 | 9.59 | 8.05 | ... |
| Boorcan | ... " | ... | 11.45 | 8 47 | 10.04 | 8.10 | ... |
| Terang | ... Arr. | ... | 11.50 | 8 52 | 10.09 | 8.15 | ... |
| " | ... Dep. | ... | 11.55 | 8 57 | 10.14 | 8.20 | ... |
| Garvoc | ... " | ... | 12.0 | 9 2 | 10.19 | 8.25 | ... |
| Panmure | ... Arr. | ... | 12.5 | 9 7 | 10.24 | 8.30 | ... |
| Cudjee | ... Dep. | ... | 12.10 | 9 12 | 10.29 | 8.35 | ... |
| " | ... Arr. | ... | 12.15 | 9 17 | 10.34 | 8.40 | ... |
| Allansford | ... " | ... | 12.20 | 9 22 | 10.39 | 8.45 | ... |
| WARRNAMBOOL | Arr. | ... | 12.25 | 9 27 | 10.44 | 8.50 | ... |
| " | ... Dep. | ... | 12.30 | 9 32 | 10.49 | 8.55 | ... |
| Dennington | ... " | ... | 12.35 | 9 37 | 10.54 | 9.00 | 10.30 (SEE) |
| Illowa | ... " | ... | 12.40 | 9 42 | 10.59 | 9.05 | ... |
| Koroit | ... Arr. | ... | 12.45 | 9 47 | 11.04 | 9.10 | 10.40/11.15 |
| " | ... Dep. | ... | 12.50 | 9 52 | 11.09 | 9.15 | ... |
| Crossley | ... " | ... | 12.55 | 9 57 | 11.14 | 9.20 | ... |
| Kirkstall | ... " | ... | 1.0 | 10 2 | 11.19 | 9.25 | ... |
| Moyne | ... " | ... | 1.5 | 10 7 | 11.24 | 9.30 | ... |
| Rosebrook | ... " | ... | 1.10 | 10 12 | 11.29 | 9.35 | ... |
| PORT FAIRY | ... Arr. | ... | 1.15 | 10 17 | 11.34 | 9.40 | ... |

Note: Order 1st running is authorized from Warrnambool to Koroit in the "A" direction and in daylight only.
 ● No. 99 may depart Koroit 2.44pm No. 90 may depart Koroit 3.3pm Illowa 3.20

Figure 6A. A page from WTT 180/43, the Working Time Table of 8th September 1943, showing how the Dennington trains fitted into the overall service

39

PORT FAIRY-GEELONG-MELBOURNE.

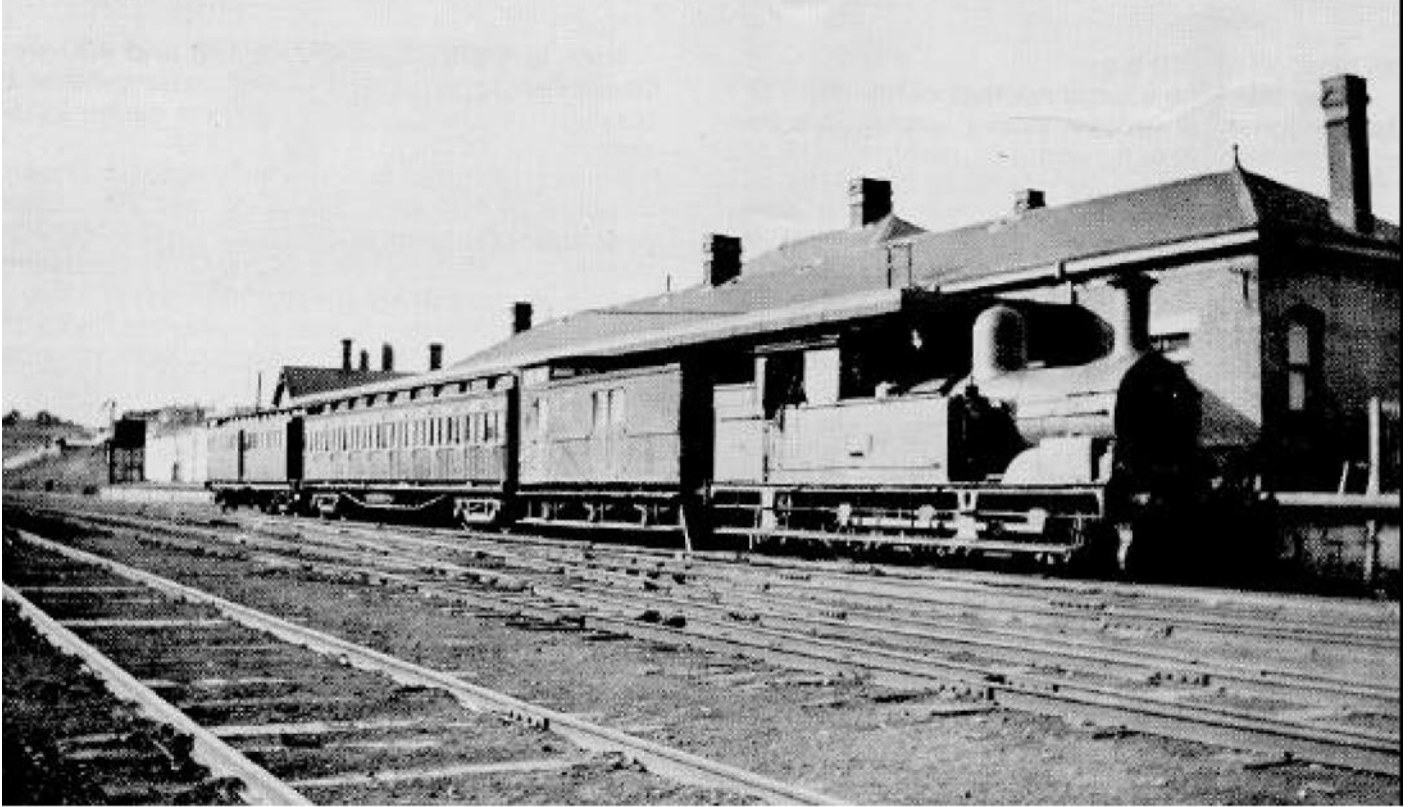
(Full Passenger Service.)

WTT 29/11/14
6.2-11/14
WTT 8/11/14
17.7-11/14
WTT 8/11/14
19.1-11/14
WTT 27/11/14
6.2-11/14

| UP. | 42 L.E. Daily | 62 Pass. Sat. | 38 Pass. Tu., Th., Sat. | 56 Car-Gds. Wed. | 90 Mixed M., W., F. | 110 Pass. Sat. exc. | 18 LIGHT ENGINE DAILY. | 94 TICKETS DAILY (EX. HAMILTON) | |
|-----------------------------|---------------------|---------------------|----------------------------------|------------------------|---------------------------|------------------------------|---------------------------------|--|-----------------------|
| | a.m. | p.m. | a.m. | a.m. | p.m. | p.m. | AM. | PM. | Pilot WET. FRI. |
| PORT FAIRY ... Dep. | ... | ... | ... | ... | 2.20 | ... | ... | ... | |
| Rosebrook ... " | ... | ... | ... | ... | 3 | ... | ... | ... | |
| Moyne ... " | ... | ... | ... | ... | 3 | ... | ... | ... | |
| Kirkstall ... " | ... | ... | ... | ... | 3 | ... | ... | ... | |
| Crossley ... " | ... | ... | ... | ... | 3 | ... | ... | ... | |
| KOROIT ... Arr. | ... | ... | ... | ... | 3.2.35 | ... | ... | ... | AM |
| ... Dep. | ... | ... | ... | ... | 3.17 | ... | ... | ... | 11.45 |
| Illowa ... " | ... | ... | ... | ... | 3.27 | ... | ... | ... | 11.56/12.11 |
| Dennington ... " | 8 30 | 12 10 | ... | ... | 3 | 4 55 | ... | ... | PM |
| WARRNAMBOOL ... Arr. | 8 39 | 12 17 | ... | ... | 3.55 | 5 5 | ... | ... | 12.25 |
| ... | ... | ... | ... | ... | M.W.F. | ... | ... | ... | |
| " ... Dep. | ... | ... | 7 15 | ... | 4.15 | ... | ... | 3.0 | |
| Allansford ... " | ... | ... | 7 27 | ... | 4.26 | ... | ... | 3.18 | |
| Cudgee ... " | ... | ... | § | ... | 4.31 | ... | ... | ... | |
| Panmure ... " | ... | ... | 7 43 | ... | 4.47 | ... | ... | 3.37 | |
| Garvoc ... " | ... | ... | 7 53§ | ... | 4.55 | ... | ... | ... | |
| Terang ... Arr. | ... | ... | ...-9 | ... | 5.6 | ... | ... | 1 9.18 -69 | |
| " ... Dep. | ... | ... | 8 5 | ... | 5.9 | ... | ... | 9.50 | |
| Boorcan ... " | ... | ... | 8 14 | ... | 5.19 | ... | ... | ... | |
| CAMPERDOWN ... Arr. | ... | ... | 8 26 | ... | 5.35 | ... | ... | 4 10.25 -71 | |
| " ... Dep. | ... | ... | 8 39 | ... | 5.50 | ... | ... | 11.30 -75 | |
| Weerite ... " | ... | ... | § | ... | 5.59 | ... | ... | ... | |
| Pomborneit ... " | ... | ... | 8 53 | ... | 6.6 | ... | ... | 11.51 | |
| Stoneyford ... " | ... | ... | § | ... | 6.11 | ... | ... | AM | |
| Pirron Yallock ... " | ... | ... | 9 7 | ... | 6.20 | ... | ... | 12.10 | |
| Larpent ... " | ... | ... | § | ... | 6.27 | ... | ... | ... | |
| COLAC ... Arr. | ... | ... | 9 23 | ... | 6.37 | ... | ... | 12.30 | |
| " ... Dep. | ... | ... | 9 28 | 10 35 | 6.45 | ... | ... | 12.50 | |
| Irrewarra ... Arr. | ... | ... | ... | 10 47 | ... | ... | ... | ... | |
| " ... Dep. | ... | ... | 9 35 | 11 8 | 6.53 | ... | ... | 1.0 | |
| Warncourt ... " | ... | ... | § | ... | 7.0 | ... | ... | ... | |
| Birregurra ... Arr. | ... | ... | 9 48 | ... | ... | ... | ... | ... | |
| " ... Dep. | ... | ... | 9 50 | ... | 7.8 | ... | ... | 1.15 | |
| Armytage ... Arr. | ... | ... | ... | ... | ... | ... | ... | ... | |
| " ... Dep. | ... | ... | § | ... | 7.18 | ... | ... | ... | |
| Winchelsea ... Arr. | ... | ... | ... | ... | -60 | ... | ... | ... | |
| " ... Dep. | ... | ... | 10 11 | ... | 7.27 | ... | ... | 1.40 | |
| Buckley ... " | ... | ... | § | ... | 7.38 | ... | ... | ... | |
| Moriac ... Arr. | ... | ... | ... | ... | ... | ... | ... | ... | |
| " ... Dep. | ... | ... | 10 29 | ... | 7.45 | ... | ... | 2.8.5 LE | |
| Pettavel ... " | ... | ... | § | ... | § | ... | ... | 2.30 | |
| Grovedale ... " | ... | ... | § | ... | § | ... | ... | ... | |
| Marshall ... " | ... | ... | § | ... | § | ... | ... | ... | |
| South Geelong ... Arr. | ... | ... | ... | ... | -77 W.F. | ... | ... | ... | |
| " ... Dep. | ... | ... | 10 55 | ... | 8.15 | ... | ... | 6.40 | |
| GEELONG ... Arr. | ... | ... | 11 5 | ... | 8.35 | ... | ... | 6.45 | |
| " ... Dep. | ... | ... | Daily | ... | 8.50 | ... | ... | ... | |
| " ... Dep. | ... | ... | 11 15 | ... | ... | ... | ... | ... | |

Continued on page 40

Figure 6B. From WTT 180/43, showing the Up services, including the Dennington locals



The worker's train at Warrnambool, January 1937. Photo: J.L.Buckland collection, courtesy ARHS Bulletin



Warrnambool in 2012, courtesy Wongom Rail

