



The Times

October 2011

A journal of transport timetable history and analysis



**Inside: The envelope please!
VR in 1889 Part II
Alphington Gas Tram**

**RRP \$4.95
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The Times

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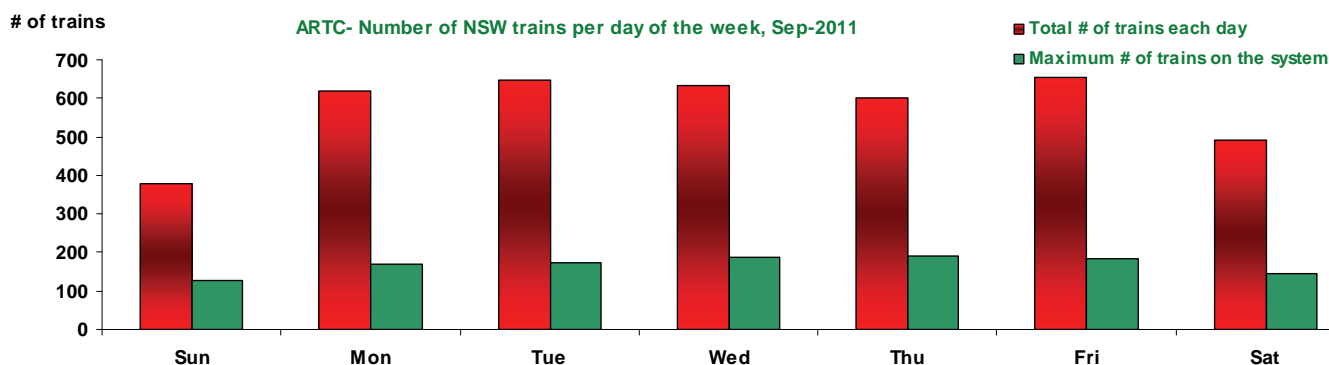
—Contents—

ANSWERS TO "WHAT BRANCH LINE IS THAT?"	3
VR WTT 1889, PART II	10
ALPHINGTON GAS TRAM	14
LETTERS	16

On the front cover

Trundling across the flooded floodplain of the Broken River, an F-class motor approaches Chesney Station. The year of the photograph is unknown and the location is not absolutely certain. A few miles on and the good part of a century later another motor, a Walker DRC, heads out from Goorambat towards Chesney. Passengers offering = 0... as was often the case on this cross-border railway. A timetable for the line features in the Q&A of the August and this issue of The Times. At the time of the first photo, this line was still many years from becoming a cross-border railway. Did you identify it in your Q&A quest?

NSW is still a busy railway, as this chart for the first three weeks of September 2011 shows. Most are freight trains.



Contributors The Times

David Hennell, Albert Isaacs (3), Jim O'Neil, Frank Goldthorpe, Geoff Lambert welcomes articles and letters. Send paper manuscripts or word-processor files on disk or via e-mail to the editor at the address below. Illustrations should be submitted as clean sharp photocopies on white paper or scanned GIF or TIF format images with at least 300 dpi resolution on disk or via e-mail.

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AATTC's home page: <http://www.aatc.org.au> has colour PDF versions of The Times

President

Victor Isaacs 43 Lowanna Street BRADDON ACT 2612

abvi@inet.net.au

Secretary

Geoff Lambert 179 Sydney Rd FAIRLIGHT NSW 2094

G.Lambert@unsw.edu.au

Editor, The Times

Geoff Lambert

Editors, Table Talk

Geoff Mann

Victor Isaacs

19 Rix St GLEN IRIS VIC 3146

geoffwm@bigpond.com.au

43 Lowanna Street BRADDON ACT 2612

abvi@webone.com.au

PO Box 21 YEA VIC 3717

0409 209114

Distribution Officer

Len Regan

aatc.do@hunterlink.net.au

Membership Officer

Dennis McLean

P.O. Box 1253 NORTH LAKES 4503

(07) 3491 3734

Webmaster

Lourie Smit

lsmit@ozemail.com.au

(02) 9527 6636

Adelaide Convenor

Roger Wheaton

2C Bakewell Street, TUSMORE SA 5065

(08) 8331 9043

Canberra Convenor

Victor Isaacs

Address as above

Brisbane Convenor

Brian Webber

8 Coachwood St KEPERA Qld 4054

(07) 3354 2140

Melbourne Convenor

David Hennell

GPO Box 1963 SYDNEY NSW 2001

(03) 983 01802

Sydney Convenor

Geoffrey Clifton

0405 387478

Which branch line WAS that?

Answers provided by Quizmaster **DAVID HENNELL**

The identities of the unnamed branch lines in the August issue of The Times (pp 3-5) may now be revealed. I trust that you were successful in your detective work and that you found the exercise worthwhile.

Answers and Comments

Queensland: Queensland Railways PTT 17th November 1929 Isis Branch - the stations are Isis Junction, Cordalba, Booyal and Dallarnil

The large town between Isis Junction and Cordalba at which no trains terminate in this timetable is Childers, it being the branch terminus from the line's opening on 31st October 1887 until the extension to Cordalba opened on 1st June 1896. Both these sections served significant sugar cane growing areas and hence the note "This Time Table is liable alteration during the Sugar Season.". The final section to Dallarnil (a mere 15 km by crow from Biggenden on the Gayndah Branch from Mungah to Monto and on to Gladstone) opened on 6th May 1913. The entire service on the branch at this time was operated from Cordalba with all locos and crews being based

there. The interesting feature of this timetable is the short-lived once a week train terminating at Booyal. Booyal was operated as a gate as it was attended by a station mistress and many timetables show it as an attended request stop (an 'a' stop, as distinct from a 'd' stop which is one at an unattended station). Rail motors (usually shown in the timetables as 'motor pass.') provided much of the passenger service over the whole line from 1931 until 1960. These, too, operated out of Cordalba. The section from Cordalba to Dallarnil closed on 30th June 1955 and Isis Junction to Cordalba succumbed on 30th June 1964, the day of the closure of the rump of the South Coast Line from Beenleigh to Southport (an act of vandalism that was regretted almost immediately) and mass branch line extinctions throughout the state.

New South Wales: Department of Railways New South Wales Country PIT 4th October 1942 (the 30th April 1943 reprint) Tottenham - Parkes, Bogan Gate, Tottenham

The timetable's dates show that there is nothing new under the New South Wales' sun as RailCorp in the 21st century still has

'non-reissues' of both its public and working timetables dated in a similar manner. The branch service is provided by a mixture of rail motors, mixed trains and goods trains with passenger accommodation. Not surprisingly, the running times for the various types of train are significantly different, so much so that the rail motor is able to provide a day return service from Parkes to Tottenham on a Saturday. It is interesting to note that Monday's mixed returns as Tuesday's goods with passenger accommodation, this phenomenon being quite common in both New South Wales and Queensland, despite the same passenger facilities being provided on both. It is, no doubt, more a comment about punctuality, precision and reliability than the quality of the accommodation. More intermediate times are given for those trains designated as mixed trains. This timetable shows a substantial reduction in the overall service on the line from that in the timetable of the 1st December 1941 reprint of the 12th October 1941 issue which has 3 motors and 4 mixed/goods with passenger accommodation to Tottenham per week - the wartime manpower shortage and fuel economy, perhaps. The railway to Totten-

ISIS BRANCH.

Miles from Maryborough.	To Dallarnil—Read Down.					Stations.	From Dallarnil—Read Up.					Fares from Maryborough.				
	Mxd.	Mxd.	Mxd.	Mxd.	Mxd.		Mxd.	Mxd.	Mxd.	Mxd.	Mxd.	Single.		Excursion.		
	Mon. and Fri.	Tues. and Sat.	Wed. only.	Mon., Wed., and Fri.	Mon. and Fri.		Tues. and Sat.	Wed. only.	Mon. and Fri.	Wed. only.	Mon. and Fri.	Wed. only.	1 cl.	2 cl.	1 cl.	2 cl.
	a.m.	a.m.	a.m.	p.m.	a.m.		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	s. d.	s. d.	s. d.	s. d.
...	†	*8 0	...	*4 0	dep BUNDABERG	...	arr	*7 25	10 40	...	6 52	6 52	...	...	...	...
29	*5 25	*7 10	*7 10	*4 42	dep MARYBOROUGH	...	arr	...	10 6	...	7 45	7 45	...	...	...	...
	7 0	9 35	10 40	6 20	arr Isis Junction B	...	dep	6 38	...	...	...	...	6 9	4 6	10 3	6 9
35	a	a	a	a	dep Ditto	...	arr	*6 20	*8 30	10 10	*5 10	*5 20	...	...	...	...
38	a	a	a	a	Bootharh	...	a	a	a	a	a	a	7 10	5 3	11 9	7 11
39	a	a	a	a	Horton	...	a	a	a	a	a	a	8 4	5 8	12 8	8 7
40	a	a	a	a	Doolbi	...	a	a	a	a	a	a	8 9	5 2	12 11	8 10
	7 55	10 20	11 30	7 10	arr Childers	...	dep	5 30	7 45	9 20	4 25	4 30	8 11	6 9	16 4	8 11
	8 5	10 50	11 40	7 20	dep Ditto	...	arr	5 20	7 35	9 10	4 10	4 20	...	...	...	...
43	a	a	a	a	Hurley	...	a	a	a	a	a	a	9 6	6 5	14 4	9 6
44	d	d	d	d	Lynwood	...	d	d	d	d	d	d	9 9	6 6	14 8	9 9
46	a	a	a	a	Kowbi	...	a	a	a	a	a	a	10 3	6 3	15 5	10 3
48	a	8 55	11 45	12 20	arr Cordalba	...	dep	4 40	6 55	8 30	3 20	3 40	10 8	7 1	16 1	10 7
	9 25	...	12 40	...	dep Ditto	...	arr	...	...	...	2 50	3 20	...	...	...	...
57	d	...	d	...	Thynne	...	d	d	d	d	d	d	12 1	8 0	18 1	12 1
59	d	...	d	...	Marule	...	d	d	d	d	d	d	12 5	8 3	18 7	12 5
62	d	...	d	...	Junion	...	d	d	d	d	d	d	13 0	8 7	19 0	13 9
62	a	...	1 45	...	Booyal	...	a	a	a	a	1 35	2 15	13 0	8 7	19 0	13 9
63	d	...	...	...	Munderbong	...	d	d	d	d	d	d	13 0	8 7	19 0	13 9
74	d	...	...	...	Tawah	...	d	d	d	d	d	d	15 5	10 1	22 9	15 0
75	d	...	...	...	Stanton	...	d	d	d	d	d	d	15 5	10 1	23 1	15 0
77	a	...	...	...	Kukar	...	d	d	d	d	d	d	15 11	10 4	23 11	15 8
78	11 40	...	...	...	arr DALLARNIL	...	dep	...	...	...	12 25	...	16 3	10 8	24 2	16 11

† On Mondays only connecting train leaves Bundaberg at 5.30 a.m.
 This Time Table is liable to alteration during the Sugar Season.
 The times at intermediate Stations shown with a letter are the approximate times only.

* Change Trains at Isis Junction.

BOGAN GATE—TOTTENHAM.

TABLE 38.

Height. Feet	Dis- tance.			Mondays Tues. Thurs. Fridays and Sundays.			Tues. and Sats.	Thurs- days.	Weds. and Sats.
	m.	c.		Mail. p m 8 30 a m 7:30†	Tues. and Sats. Rail Motor.	Mons. and Fris. Mixed.				Wed. a m
67			SYDNEY dep. (See Table 31.)						TOTTENHAM dep. 8 35
			arr.						Minemoorong a
1035	276	63	PARKES R (See Table 31.)						Albert a
			dep.						Middlefield a
			arr.						Yethera a
769	300	14	BOGAN GATE dep.						Tullamore arr. 10 35 dep. 11 15
884	309	26	Botfield..... dep.						Gobondery a
			arr.						Kadungle..... a
826	315	75	Trundle dep.						The Trofts a
			arr.						Trundle arr. 1 4 dep. 1 30
864	322	79	The Trofts dep.						Botfield arr. 2 31 dep. 2 50
931	327	76	Kadungle dep.						BOGAN GATE (See Table 31.)
842	333	13	Gobondery dep.						arr. 4:50
784	337	48	Tullamore dep.						6:19
794	344	51	Yethera dep.						6:15
781	351	60	Middlefield dep.						Mail. p m 7 30
724	358	33	Albert dep.						a m 7:16
717	364	35	Minemoorong..... dep.						
776	371	13	TOTTENHAM..... arr.						

h Arrives Sydney at 7:32 a.m. on Sundays. † Goods train with passenger accommodation.
 a Change trains. † On Tuesdays arrives Parkes 7:46 a.m.

ham opened in stages: Bogan Gate to Trundle (6th August 1907), Trundle to Tullamore (15th December 1908) and Tullamore to Tottenham (17th October 1916). The last of the 3 mineral branches off the Tottenham line - that beyond Tottenham to the Mount Royal Smelter - had been decommissioned on 22nd January 1941.

Victoria: Victorian Railways Country PTT 21st October 1929. Strzelecki - Koo-Wee-Rup, Yannathan, Triholm, Strzelecki

The issue date of this timetable coincides with the change of spelling of the station name from Strzelecki to Strzelecki, the 'ze' spelling being the correct one for Count Paul Strzelecki, a major explorer of the area in the 1840s and the gentleman after whom both the mountain ranges and the

station are named. (One wonders if the correct pronunciation should be 'Strz/let/ski?') Don't confuse 'our' Strzelecki with the coal siding near Korumburra known as Strzelecki Siding. The trains terminating at Yannathan were car goods trains which were run primarily for milk traffic. These commenced running in the mid 1920s. They are still shown in the 5th May 1930 PTT but had ceased by 17th November 1930. There were 3 trains weekly (M, W, F) right through to Strzelecki in the 18th June 1928 timetable, 1 (M) to Strzelecki in the timetable illustrated, 2 (M, W) in December 1929 but back to Monday only from 5th May 1930. The train ran thrice weekly to Triholm in all of these timetables. The opening of the entire line took place on 29th June 1922. The dramatic end to the Triholm to Strzelecki section occurred unexpectedly on

22nd November 1930 when a large trestle bridge near Strzelecki shook so violently under the down train that the crew decided to let the return working drive itself over the bridge, preferring to walk across it themselves in the belief that their lives were more valuable than the railway commissioners' property. Presumably there were no passengers on the mixed that day or they, too, would have been encouraged to walk across the bridge ahead of the train. The train reached Koo-Wee-Rup safely. The demise of Yannathan to Triholm occurred on 7th August 1941 and Bayles (pictured below) to Yannathan ended on 15th April 1950. Koo-Wee-Rup to Bayles closed on 5th February 1959.



READ DOWN.			READ UP.		
a.m.	a.m.	a.m.	Melbourne	a.m.	p.m.
..	..	8 12	Lv (Flinders-street) R Ar	Daily 11 50	8 37
..	..	9c31	Ar Koo-Wee-Rup 83 Lv	10 5	6 33
6 55	6 50	9 50	Lv..... "..... Ar	M., W., F. 9 00	9c45
a	a	10 10	..... Bayles.....	Tu., Sa. 9 25	5 10
a	a	a	..... Catani.....	M., W., F. 8 30	9 10
8 0	8 45	10 40	..... Yannathan.....	Tu., Sa. 8 15	9 00
..	..	a	..... Heathhill.....	a.m.	a.m.
..	..	11 40	..... Athlone.....	..	..
..	..	a	..... Topiram.....	..	..
..	..	12 35	..... Triholm.....	..	..
..	..	1 15	Ar..... Strzelecki..... Lv	..	..
a.m.	a.m.	p.m.		..	..

**SHEFFIELD LINE.
Railton to Roland.**

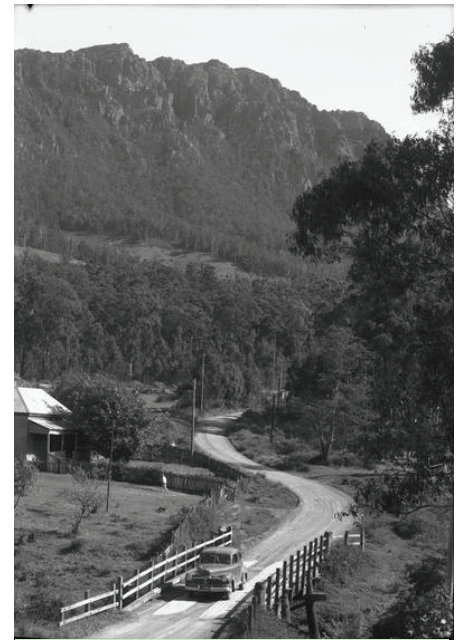
H'ght above sea.	Miles from Launceston.	Stations.	Week Days—Motor.		
			a.m.	p m	p m
ft.					
211	67	Railton Jn. Dep.	11'45	3'25	5'0
585	70 ³ / ₄	Stoodley	a	a	a
885	75 ¹ / ₄	Sheffield	12'25pm	4'0	5'40
981	78	Kentish	a	..	a
1225	81	Roland (late Staverton) .. Arr.	12'50	..	6'5

Roland to Railton.

H'ght above sea.	Miles.	Stations.	Week Days—Motor.		
			a.m.	p m	p m
ft.					
1225	—	Roland (late Staverton) .. Dep.	10'35	2'15	..
981	3	Kentish	a	a	..
885	5 ³ / ₄	Sheffield	11'0	2'40	4'10
585	10 ¹ / ₄	Stoodley	a	a	a
211	14	Railton Jn. Arr.	11'25	3'5	4'35

Second Class Fare is charged for passengers travelling by Motor. Through passengers to re-book at Railton Junction. a Stops to pick up or set down passengers when required.

A Goods Train with van compartments will run from Devonport to Roland and back on Tuesdays, Thursdays, and Saturdays. Train is conditional and times subject to alteration. Particulars obtainable at stations.



Photos of the Roland line in its hey-day (or at any time) seems to be exceptionally rare. This is what we residents of the area used to call a "Service Car". These provided alternatives to the train—this one is seen under Mt Roland. The railway line is off to the right in this picture.

Tasmania: Government Railways of Tasmania PIT 5th September 1927 Sheffield Line - Railton Junction, Sheffield, Roland (also Devonport on the main line)

The line to Roland was noted for its rail motor service over many years with up to 4 return trips running per day, usually 2 Sheffield locals (the largest town) and 2 right through to Roland. The motors all made connections with Western Line trains at Railton Junction although most only connected in one direction, to the east or the west. Over the years, Sheffield had one of the best rural branch line passenger services in Tasmania and probably in the whole of Australia. Rail motors were introduced between Railton Junction and Sheffield in 1922 and over the remainder of the line in 1923. References to conditional goods trains that conveyed passengers were quite common in Tasmania at the time and, for some lines, these appeared in the public timetables labelled as mixed trains, along with actual times. Launceston fares (not shown here) are useful, but those to Stanley? Hobart fares are given elsewhere in the booklet. The railway from Railton Junction to Staverton was opened on 7th November 1914 and Staverton was renamed Roland during 1923. The rail motor service was withdrawn on 7th September 1957 and the line closed shortly after on 29th November 1957.

South Australia: South Australian Railways PIT 21st October 1935 Mount Pleasant - Balhannah, Oakbank, Woodside, Mount Pleasant

For reasons of space (this layout of 2 columns was the SAR standard one for branch line pages for about 50 years apart from during World War II), the 9 40 a.m. to Oakbank doesn't appear in a column in Table 6 but only as a reference at the foot of the table. Full details of its intermediate times are given on the main line page (which, incidentally, covers the railway for the entire distance from Adelaide to Serviceton and has Monday to Friday, Saturday and Sunday suburban and country trains interleaved - given the number of trains, this is not the easiest of formats for the travelling public). Also not shown on the branch line table is that the main line times of the 12 02 p.m. from Woodside on Saturday differ from those of Monday to Friday between Bridgewater and Adelaide. It is surprising that there isn't a footnote to that effect. There was a triangle at the down (north) end of Oakbank yard and the 9 40 a.m. Brill Model 75 rail motor (possibly with trailer) would, after completing station work, have proceeded via the triangle and hence travelled backwards empty to Woodside although parcels may well have been carried. I'm not sure when the Oakbank/Woodside local run was

NOTE.—"Daily" means Mondays to Saturdays, inclusive.

Table 6.

ADELAIDE, BALHANNAH, AND MOUNT PLEASANT LINE.

READ DOWN.

READ UP.

Monday to Friday inc.	Sat. only.	Miles.				
4 35	6 22	1	ADELAIDE	9 24	1 45	
—	—	1 ¹ / ₂	Mile End (Pass.)	9 19	—	
—	—	—	Mile End (Frgt.)	—	—	
4 43	6 30	2 ¹ / ₂	Keewick	9 15	1 38	
—	—	3	GOODWOOD	—	—	
—	—	3 ¹ / ₂	Millswood	—	—	
—	—	4 ¹ / ₂	Unley Park	—	—	
—	—	4 ³ / ₄	Hawthorn	—	—	
4 50	6 37	5 ¹ / ₂	Mitcham	9 10	1 33	
—	—	5 ³ / ₄	Torrens Park	a	—	
—	—	6	Clapham	—	—	
—	—	7	Sleep's Hill	—	—	
5 03	6 49	8	Eden	9 01	1 25	
—	—	9	Beighton Parade	—	—	
5 12	6 57	11 ¹ / ₂	Blackwood	8 54	1 18	
—	—	12 ¹ / ₂	Beisir Road	—	—	
5 21	7 08	12 ³ / ₄	Overway Bridge	8 47	1 11	
5 32	7 19	13 ¹ / ₂	Belair	8 39	1 02	
—	—	14	Long Gully	—	—	
—	—	17	Malawort	—	—	
5 38	7 21	18	Upper Sturt	8 33	12 58	
5 44	7 26	19	Mount Lofty	8 29	12 54	
—	—	20 ¹ / ₂	Heathfield	8 20	12 46	
5 51	7 32	21 ¹ / ₂	Aldgate	8 20	12 46	
—	—	22 ¹ / ₂	Carrivook	—	—	
5 57	7 38	23	Bridgewater	8 11	12 37	
—	—	24	Yantarrup	—	—	
6 07	7 48	27	Ambleside Railway	7 58	12 21	
6 11	7 52	28	BALHANNAH	7 53	12 16	
6 14	7 55	29 ¹ / ₂	Heathfield	7 50	12 15	
6 19	7 58	30	Oakbank	7 46	12 11	
—	—	31	Mapunga	—	—	
6 26	8 05	33	Woodside	7 37	12 02	
—	—	35	Moorunga	—	—	
—	—	36	Kapunda	—	—	
6 36	8 15	36	Charleston	7 28	—	
—	—	38	Muralappie	—	—	
6 49	8 29	40	Mount Torrens	7 17	—	
—	—	42	Wharfedale	—	—	
6 58	8 37	44	Birdwood	7 07	—	
—	—	46	Naracoona	—	—	
7 08	8 47	49	MOUNT PLEASANT	6 56	a.m.	
—	—	—	—	—	—	p.m.
—	—	—	—	—	—	Daily.

a Stop, if required, to set down passengers.

b Stop, if required, to pick up passengers.

* Stop, if required, to pick up and set down passengers.

Rail cars may be stopped at various crossings excepting between Adelaide and Mount Lofty by notifying car porter.

R—REFRESHMENT ROOM STATION.

The 9.40 a.m. train from Adelaide, Mon. to Sat., will arrive at Oakbank at 11.34 a.m.

introduced but it doesn't appear in the 6th June 1933 PTT and it has been truncated at Bridgewater by the issue dated 16th November 1936. The railway from Balhannah to Mount Pleasant opened on 16th September 1918. Passenger services beyond Woodside were withdrawn on 6th June 1953 but a residual Sunday and Friday service to Woodside lingered on until late 1958. The last Oakbank race trains ran on Easter Monday, 23rd April 1962 and the line closed on 3rd March 1963. The railway to Mount Pleasant ran approximately north east from Balhannah along the spine of the Mt. Lofty Ranges and served some very pleasant hamlets. Given the round-about route to Adelaide, the railway was never a success as the evolving road vehicles could go directly and comparatively quickly to the city despite the hills. Even SAR got into the act from 1st January 1926 until 12th March 1928 when its Adelaide to Mannum via Modbury bus route served Birdwood and Mount Pleasant. (If anyone has a WTT that shows the local Oakbank/Woodside working, I'm sure that the editor would appreciate a copy. I would certainly like to see it, along with the relevant instruction pages!)

Commonwealth: Commonwealth Railways Circular OC.12/57 1st July 1957

Port Augusta to Hawker - Port Augusta, Stirling North, Quorn, Hawker The narrow gauge line from Port Augusta to Quorn opened for traffic on 15th December 1879 and was extended to Hawker on 28th June 1880. All traffic ran on the new standard gauge line from Stirling North to Brachina from 4th October 1956 although some had operated that way since 28th May 1955. The last runs of The Ghan through the Pichi Richi Pass took place on 11th August 1956 (southbound) and 13th August 1956 (northbound). The service on the narrow gauge line north of Hawker was suspended from 4th October 1956. Nevertheless, the last northbound train beyond Hawker ran on 6th October 1956. The narrow gauge Flookina Creek low level creek bed deviation was washed away on 16th October 1956 and not restored. Various closure dates exist for the narrow gauge section from Hawker to Beltana (north of Brachina). 4th October 1956 is frequently quoted but the actual date appears to be 7th March 1957 despite the line being untrafficable well before then. The Port Augusta to Hawker rail service shown in the 26th August 1956 SAR PTT is as shown below. The Port Augusta to Quorn rail passenger

OC.12/57 OC.12/57

COMMONWEALTH RAILWAYS.

Chief Traffic Manager's Office,
PORT AUGUSTA.
26th June, 1957. CH.

AMENDMENT TO CENTRAL AUSTRALIA LINE WORKING TIMETABLE.
(CA.5)

Delete existing Port Augusta - Quorn - Hawker Service on pages 16 and 17, and insert the attached in lieu, operative from 1-7-1957.

H. White,
CHIEF TRAFFIC MANAGER.

(Distribution: C.A.R. Working Timetable.)
(OC.11/47 .. Amendment to C.A.R. Working Timetable.)

16.

PORT AUGUSTA - QUORN.

		MON.	TUES.	THURS.	THURS.
Adelaide	dep.	-	-	-	8.30-a.m.
Port Augusta	arr.	-	-	-	3.12-p.m.

CO-ORDINATED SERVICE.

		GOODS	PASSGR.	GOODS	PASSGR.
Port Augusta	dep.	Road 10.00-am	Rail 10.00am	Road 11.00am	Road 3.30pm
Stirling North	arr.	-	10.10am	-	-
Quorn	dep.	-	Road 11.15am	-	-
Quorn	arr.	11.30am	12.15pm	12.30pm	4.30pm

QUORN - HAWKER.

		825 Mon. Mixed	861 Fri. Mixed
Adelaide (Via Terowie)	dep.	7.45-am	-
Quorn	arr.	5.01-pm	-
Quorn	dep.	5.30-pm	1.45-am
Willochra	dep.	5.57	2.12
Gordon	dep.	6.24	2.39
Wilson	dep.	6.54	3.09
Hawker	arr.	7.19-pm	3.34-am

HAWKER - QUORN.

		828 Mon. Mixed	864 Fri. Mixed
Hawker	dep.	10.00-p.m.	6.15-am
Wilson	dep.	10.26	6.41
Gordon	dep.	10.50	7.05
Willochra	dep.	11.13	7.28
Quorn	arr.	11.42-p.m.	8.00-am
Quorn (Via Terowie)	dep.	-	8.35-am
Adelaide	arr.	-	6.03-pm

QUORN - PORT AUGUSTA.

		Mon. Goods	Tues. Passgr.	Thurs. Goods	Thurs. Passgr.
<u>CO-ORDINATED SERVICE.</u>					
Quorn	dep.	Road 1.00pm	Road 10.00am	Road 1.00pm	Road 2.00pm
Stirling North	arr.	-	11.00 Rail	-	-
Port Augusta	dep.	-	11.20	-	-
Port Augusta	arr.	2.30pm	11.30am	2.30pm	3.00pm
Stirling North	dep.	-	11.16am	-	-
Adelaide	arr.	-	5.30pm	-	-

* TUESDAYS: Passengers from Quorn change from road service at Stirling North to Budd Rail Car (for Port Augusta) or southbound Alice Springs train (for Adelaide).

		M	Th			Tu	Sa
		p.m.	p.m.			a.m.	a.m.
Port Augusta	d	2 50	2 50	Hawker	d	7 30	5 00
Quorn		4 45	6 15	Quorn		9 20	9 10
Hawker	a	6 28	8 45	Port Augusta	a	11 16	11 17

service was replaced by a road service on 14th January 1957 but mixed trains continued to run from Quorn to Hawker. According to SAR Weekly Notice 11/57 dated 18th March 1957, all goods trains between Quorn and Port Augusta had been cancelled and a road goods service appears in our timetable. The 5 30 p.m. mixed from Quorn to Hawker on Monday connected from Adelaide via Terowie and the 6 15 a.m. Friday from Hawker connected at Quorn for Adelaide. The Tuesday road passenger service had been withdrawn by the 30th March 1958 CR WTT. The Quorn to Hawker rail passenger service ceased in late 1961 or early 1962 but NYAB 15 composite guard's van remained for any

passengers offering until the end. The Port Augusta to Quorn road service was withdrawn 'forthwith' according to SAR WN dated 5th August 1963. On 16th May 1970, the last train operated to Hawker (a passenger train which, surprisingly, ran at night in both directions). Closure of the Stirling North to Hawker section was approved on 6th April 1972 and the line closed officially on 1st June 1972.

Western Australia: Western Australian Government Railways PTT 26th November 1934

Denmark Branch - Albany, Elleker, Young's, Denmark, Nornalup The Nornalup service shown is provided by a com-

bination of mixed trains and a petrol engine motor coach (also known as a rail coach), it being a small railmotor which seated 38 (or 40 according to some sources). A 20 seat trailer was hauled when necessary. The one surviving motor and the only trailer were classified AO and AOT respectively in 1936. The motor coach arriving at Denmark at 1128 a.m. Friday connected with the mixed departing at 12 30 p.m. for Albany and laid over until 7 15 a.m. Saturday. The 'R' at Young's indicates that refreshments were available, these being served from a stall at the station.

The 15th May 1933 PTT shows the motor

Table 35.

DENMARK BRANCH.

Height above Sea. Miles from Perth.	STATIONS.	Sat. only.	Mon. and Th. only.	Tu. only.	Wed. only.	Fri. only.				STATIONS.	Motor Coach Sat. only.	Mtr. Cch. Wed. only.	Mon. only.	Wed. only.	Mtr. Cch. Fri. only.	Fri. only.	Mtr. Cch. Sat. only. †	Mtr. Cch. Tu. only.
		p.m.	p.m.	p.m.	p.m.	p.m.					a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
38	PERTH R ... dep.	6 35	4 0	4 0	4 0	4 0				NORNALUP dep.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
										Marks ... "				8 15	9 15			
										Quarram ... "				8a42	9 36			
										Kent River ... "				9a 6	9 54			
										Owingup ... "				9a21	10 4			
										Kordabup ... "				9a50	10 23			
										William Bay ... "				10a 4	10 33			
										Mt. McLeod ... "				a	a			
										Hallowell ... "				10a55	11 8			
										Denmark ... arr.				11 20	11 28			
8	341 ALBANY ... dep.	6 15	7 45	8 25	8 25	11 0	1 30	5 35		Do. ... dep.	7 15	11 30	11 45	12 20		12 30	4 25	
14	336 Gledhow ... "	6 29	7a58	8a39	8 39	11 14	1 44	5 49		Springdale ... "	7 22	11 37	11a53	12a23		12a38	4 32	
37	334 Cuthbert ... "	6 37	8a 5	8a47	8 47	11 22	1 52	5 57										
10	332 Grasmere ... "	6 45	8a12	8a55	8 55	11 30	2 0	6 5										
16	331 Elleker ... "	6 55	8 30	9 15	9 15	11 45	2 10	6 15										
25	334 Wilgie Hill ... "	7 8	8a42	9a27	9 28	11 58	2 23	6 23										
38	336 Torbay ... "	7 16	8a54	9a39	9 30	12 10	2 31	6 36		Rudgyard ... "	7 31	11 46	12a 7	12a42		12a52	4 41	
73	338 Kronkup ... "	7 24	9a 6	9a51	9 44	12 18	2 39	6 44		Cherryup ... "	a	a	a	a		a	a	
111	338 Horton's ... "	7 28	9a14	9a59	9 48	12 22	2 43	6 48		Hay ... "	7 44	11 59	12a28	1a 3		1a13	4 54	
198	340 Bornholm ... "	7 36	9a26	10a11	9 56	12 30	2 51	6 56										
108	342 Tennessee ... "	7 43	9a35	10a20	10 3	12 37	2 58	7 3		Tudor ... "	7 53	12 8	12a36	1a11		1a21	5 3	
23	345 Young's R ... "	7 53	9a53	10a38	10 21	12 55	3 18	7 13										
30	348 Tudor ... "		10a 4	10a49	10 34	1 8	3 31											
13	350 Hay ... "		10a16	11a 1	10 45	1 17	3 42			Young's R ... "	8 5	12 25	12a55	1a30		1a40	5 20	7 20
	352 Cherryup ... "		a	a	a	a	a			Tennessee ... "	8 18	12 38	1a10	1a45		1a55	5 33	7 33
41	353 Rudgyard ... "		10a31	11a16	10 56	1 28	3 53			Bornholm ... "	8 25	12 45	1a24	1a59		2a 9	5 40	7 40
16	355 Springdale ... "		10a39	11a24	11 4	1 36	4 1			Horton's ... "	8 33	12 53	1a35	2a10		2a20	5 43	7 48
15	357 DENMARK arr.		10 47	11 32	11 10	1 42	4 7			Kronkup ... "	8 37	12 57	1a44	2a19		2a29	5 52	7 52
										Torbay ... "	8 45	1 5	2a 1	2a36		2a46	6 0	8 0
										Wilgie Hill ... "	8 53	1 13	2a11	2a46		2a56	6 8	8 8
										Elleker ... "	9 10	1 30	2 27	3 1		3 11	6 25	8 25
										Grasmere ... "	9a15	1 38	2a35	3a 6		3a18	6 33	8 33
										Cuthbert ... "	9a22	1 47	2a44	3a18		3a28	6 42	8 42
										Gledhow ... "	9a29	1 57	2a54	3a27		3a37	6 52	8 52
										ALBANY ... arr.	9 40	2 10	3 7	3 40		3 50	7 5	9 5
										Do. dep.	p.m.	Tu. 5 0	5 0	5 0	5 0		5 0	7 0
											Sun 7 0							
											Wed.	Th.	Tu.	Th.		Sat.	Mon.	
										PERTH R ... arr.	10 55	10 55	10 55	10 55		10 35	10 35	
											Mon.							
											a.m.							
											10 35							

Motor Coach will stop at any point between stations, except on heavy grades, to pick up or set down passengers. † The running of 4:25 p.m. Motor Coach, Sat., Denmark to Albany, is subject to alteration at short notice. Passengers travelling by 7:15 a.m. Motor Coach ex Denmark, Tues. and Sat., transfer at Elleker to Perth-Albany train.

Never enter a Railway carriage without first providing yourself with a Ticket. Holders of Season Tickets who are unable to produce them when required MUST pay the ordinary fare.

Never lean against a carriage door, or under any circumstances open a carriage door, until the Train has been brought completely to a stand at the Station.

ASK YOUR GROCER FOR HARPER'S "PIONEER" CONCENTRATED GORDIAL

Private Company's train leaves Newnes Junction at 1:30 p.m. Fridays, arrives Newnes 5:30 p.m. Leaves Newnes 8:30 a.m. Fridays, arrive Newnes Junction 12:30 p.m.

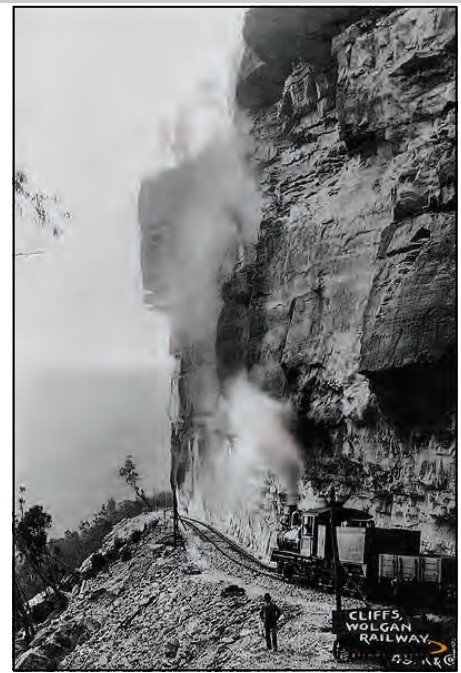
running thrice weekly just to Denmark plus once to Nornalup whereas the 6th May 1935 WTT has 4 trips and 1 trip respectively, so our timetable with 2 to Young's, 2 to Denmark and 1 to Nornalup illustrates an interim period. As it was permitted to stop almost anywhere, the motor coach was certainly intended to serve the locals well but what sort of alteration could be expected to Saturday's 425 p.m. from Denmark and how often did change this occur? The branch line to Denmark started life as a land grant railway, the first part of which from Torbay Junction (renamed Elleker during 1921) was opened by Millar's Trading Company (as it was then known) on 20th April 1887. Denmark was reached in December 1895 but the whole line closed on 31st May 1905. WAGR assumed control and ran its first train on 4th May 1907. The motor coach was introduced in mid 1922. The railway was extended to Frankland River on 11th June 1929 but this name only lasted until 1930 when it was renamed Nornalup. The second half of 1936 saw the motor coach's withdrawal. Road buses provided the bulk of the passenger service, along with an extension westwards from Nornalup to Walpole, from 1st September 1949. Goods trains with a Za class brake coach continued to provide a very limited rail passenger service until the line's closure on 30th September 1957. In 2009, Transwa buses operate daily between Albany and Bunbury via the former Denmark railway and Manjimup.

Private: New South Wales Railways PTT
27th May 1923. Wolgan Valley Railway - Newnes Junction, Newnes

The 32 mi 6 ch (51.6 km) Wolgan Valley Railway was opened by the Commonwealth Oil Corporation Ltd on 27th December 1907. This company combined with John Fell in April 1915 and then traded as John Fell & Co. Ltd. The line closed during the second half of 1932 following severe washaways although very few trains had run during the previous few years (the discontinuance of services is

SYDNEY—ESKBANK—continued.										199
Down.	WEEK DAYS						SATURDAYS ADDITIONAL			
	7 57	7 25	8 15	8 50	9 55	7 53	8 25	9 25	10 25	
SYDNEY	dep.	7 57	7 25	8 15	8 50	9 55	7 53	8 25	9 25	
Strathfield .. L.R.	7/43	8/10	8 7 8	10 7 5	8/11	...	...	...	1/41
Homebush .....	...	...	...	...	...	...	...	...	...
Granville .. L.R.	...	...	...	...	8/14	...	...	...	...
Parramatta L.R.	8/70	8/28	8/28	10/21	8/18	1/54	...	...	...
Blacktown .....	...	...	...	...	...	...	...	...	...
FENRITH .. R.	arr.	8/32	...	10 48	8/55	2 23	...	...	...
Emu Plains .....	...	...	...	10 51	9 0	2 27	...	...	...
Glenbrook .....	...	...	...	11 12	...	2 30	...	...	...
Blaxland .....	...	...	...	11 21	...	2 33	...	...	...
Warrimoo .....	...	...	...	11 30	...	2 36	...	...	...
Valley Heights .....	...	...	...	11 39	...	2 39	...	...	...
Springwood .....	...	...	...	11 48	...	2 42	...	...	...
Faulconbridge .....	...	...	...	11 57	...	2 45	...	...	...
Linden .....	...	...	...	12 06	...	2 48	...	...	...
Woodford .....	...	...	...	12 15	...	2 51	...	...	...
Handbrook .....	...	...	...	12 24	...	2 54	...	...	...
Lawson	8/66	10/18	11/14	12 24	10 21	6 0	...	...	...
Westworth Falls .....	...	...	...	12 30	10 26	4 21	...	...	...
Leura .....	...	...	...	12 40	10 48	4 33	...	...	...
KATOomba	10/25	10/60	11/48	12 57	10 55	4 41	...	...	...
Medlow Bath .....	...	...	...	1 07	11 4	4 50	...	...	...
Blackheath .....	...	...	...	1 15	11 12	5 0	...	...	...
MT. VICTORIA .. R.	arr.	10/49	11/15	12/0	1 23	11 18	5 8	...	...
... R dep.	10 58	11 24	12 18	1 34	11 30	...	...	...	...
Hartley Vale .....	...	...	...	1 40	...	...	...	...	...
Heli .....	...	...	...	1 46	...	...	...	...	...
Newnes Jct. ....	...	...	...	1 54	...	...	...	...	...
Clarendon .....	...	...	...	2 00	...	...	...	...	...
ESKBANK	11/11	8 10	12 18	2 00	...	...	...	...	...

For notes a, and f, see page 197. For Fares, see page 274.
w—Calls if required to pick up sleeping berth passengers only for stations west of Dubbo (Cosmopolitan and Maroon Branches excepted).
p—Calls if required to pick up passengers who have engaged sleeping berths on the Haystack, Garden, Simpson, Gifford, and Forbes Branches.
For Tourist Trains, see pages 13 to 15.
L.R.—Light Refreshments. R—Light Refreshments, and also includes meals at 2s.
For Sydney-Bourke Service, see pages 205 to 213.
For Sydney-Penrith Service, see pages 190 to 195.



		F			F
Sydney	d	a.m. 9 27		Newnes	d a.m. 8 30
		p.m. 1 26x			p.m. 12 30x
Newnes Junction	a	1 30		Newnes Junction	a 12 30x
	d	5 30			d 3 37
Newnes	a			Sydney	a 6 50

confirmed in NSW WN 9/33, well after the event). It ran through unbelievably rugged country (picture, right) from Newnes Junction (both sites over the years) north to the shale oil works at Newnes in the Wolgan Valley in the Blue Mountains west of Sydney. Passenger services officially commenced on 4th February 1910. They were provided to Newnes station (30 mi 70 ch (49.7 km, picture below) from the original junction) by mixed trains in the early days and later by a small rail motor. Services were daily (i.e. Monday to Saturday) initially but latterly once a week. WN 51/20 indicates that the "Private Train to Wolgan" ran Monday, Wednesday and Friday. Reference to the private service appears in some NSW timetables but not in others.

According to WNs 4/23 and 9/23, the Newnes passenger service was suspended from Friday, 19th January (so 12th January would have been the last run) and resumed on Friday 2nd February 1923. Temporary suspension of the passenger service occurred on occasions over the ensuing years. It is unclear when the passenger service ceased but 8th March 1926 seems to be a likely date. In the 27th May 1923 timetable, the Wolgan Valley times appear as a side note on one of the Sydney to Eskbank pages (rotated extract above). The full Sydney - Newnes timetable is as shown in the box above.

How did a through passenger for Sydney fill in the over 3 hours in the isolation of



Newnes Junction? One hopes that the signalman was friendly, especially in winter. (Note the 4 mails to the West each night - in 2009, we usually only manage 1 overnight train per week heading over the Blue Mountains. Progress?)

Permanently isolated government line:
Western Australian Government
Railways PTT 22nd May 1916 Port Hedland to Marble Bar - Port Hedland, Marble Bar

The Port Hedland to Marble Bar railway (114 mi 32 ch, 184.1 km) was completed on 30th June 1912 and formally opened on 15th July 1912 although services began a fortnight earlier. Apart from the return train from Marble Bar originally operating on alternate Thursdays rather than alternate Fridays, this timetable is the same as the opening one. Trains ran weekly instead of fortnightly from 10th June 1916 and to accelerated schedules. The last train ran on 27th October 1951 and closure occurred on 31st October 1951. The section from Port Hedland to Shaw River was used by the Public Works Department for water trains until May 1953. Fares and goods rates were significantly higher on the Marble Bar line than on the main WAGR system. Western Australian timetables frequently included interesting advertisements around the margins of the pages (not shown here—Ed), as did some SAR issues. (The shorter WA isolated line was the 33 mi 62 ch (54.4 km) Hopetoun to Ravensthorpe railway on the south coast between Albany and Esperance. Mixed trains were allowed 3 hours in either direction for this section.)

Cross border railway: Victorian Railways Country PIT 11th December 1939

Benalla to Oaklands (Victorian Railways) - Benalla, Yarrowonga, Oaklands Traffic was carried on the Yarrowonga to Oaklands broad gauge line by the Railway Construction Branch from December 1929 until the line was transferred to the VR commissioners and opened for normal traffic on 15th August 1938. The nominal passenger service shown in the 11th December 1939 timetable did not last long. The advertised trolley is shown in the first PIT after the official opening (dated 5th December 1938) but had disappeared by the 7th October 1940 issue. Travelling on an open motor trolley in wet or wintry weather would not have been a pleasant experience. A limited 'real' passenger service was provided north of Yarrowonga for a brief period in late 1946 and early 1947 (it's shown in WTT 110/46, the country passenger WIT commencing 19th December 1946) by extending the Benalla - Yarrowonga P.E. (petrol electric rail motor) twice weekly. The extension was as shown on the top of the next page [of the timetable].

PORT HEDLAND-MARBLE BAR RAILWAY.

Miles from Port Hedland.	STATIONS.	Alternate Wed. only.	STATIONS.	Alternate Fri. only.
...	PT. H'DL'ND dep.	A.M. 7 0	MARBLE BAR dep.	A.M. 8 30
12	Pippingarra ..	7 51	Eginbah	10 22
20	Pundano	8 36	Coongan ... arr.	10 22
31	Strelley	9 22	Do. ... dep.	10 30
53	Carlindi	10 57	Gorge Creek ..	11 51
59	Shaw River ..	11 31	Miralga	P.M. 12 32
64	Miralga	11 56	Shaw River ..	1 2
72	Gorge Creek ..	P.M. 12 50	Carlindi	1 31
89	Coongan ... arr.	1 53	Strelley	3 6
	Do. ... dep.	2 0	Pundano	3 56
94	Eginbah	2 30	Pippingarra ..	4 36
114	MARBLE BAR arr.	3 52	PT. H'DL'ND arr.	5 22

Train runs on May 17, 31; June 14, 28; July 12, 26; Aug. 9, 23; Sept. 6, 20; Oct. 4, 18; Nov. 1, 15, 29; Dec. 13, 27.

Train runs on May 19; June 2, 16, 30; July 13, 27; Aug. 11, 25; Sept. 8, 22; Oct. 6, 20; Nov. 3, 17; Dec. 1, 15, 29.

PASSENGER AND GOODS RATES.

PASSENGER FARES.—First Class, 3d. per mile; second class, 2d. per mile. Children under 14 years of age, half-fare; under 5 years of age, free. Only single tickets are issued.

PARCELS.—Double the ordinary Parcels Rates.—Minimum charge, 1s per cwt.

LIVE STOCK.—Ordinary rates, plus 50 per cent.

Goods and parcels must be consigned under Platform and Siding conditions, and freights prepaid.

Table 65. BENALLA—YARRAWONGA—OAKLANDS.

READ DOWN.			READ UP.	
a.m.	p.m.	Melbourne	p.m.	p.m.
8 0	5 0	Lv.. (Spencer-street) R. Ar.	1 0	9 50
		(See Table 57)		
11c 44	7c 54	Ar..... Benalla R..... Lv.	10 6	6 8
Noon		Lv..... .. Ar.	9c 50	5c 50
12 M 0	8 M 10	..... Chesney	a	a
a	a	..... Goorambat	9 27	5 27
12 18	8 27	..... Nooramunga	9a 21	5 21
12a 23	8a 32	..... Devenish	9 15	5 15
12 30	8 38	..... St. James	9 8	5 8
12 38	8 45	..... Tungamah	8 56	4 56
12 50	8 57	..... Telford	8a 46	4a 46
1 a 0	a	Ar.} .. Yarrowonga .. {Lv.	8 M 35	4 M 35
1 20	9 25			
n.m.	p.m.	Lv.} .. Oaklands, N.S.W. Lv. {Ar.		
..	a.m. 8 z 0			1 0
..	a	..... Mulwala		p.m.
..	a	..... Sloane		a
..	a	..... Warragoon		a
..	a	..... Rennie		a
..	a	..... Sangar		a
..	a	..... Wangamong		a
..	10 0	Ar. Oaklands, N.S.W. Lv.		(11 z 0
	a.m.		a.m.	a.m.

z Motor Trolley available for parcels and local passenger traffic (second-class only). For fares consult local Stationmaster.

Goods trains are run as required between Yarrowonga and Oaklands, and passengers may travel under the usual conditions. For days of running and fares consult Stationmaster, Yarrowonga.

		W, Th				Th, F
		p.m.				a.m.
Spencer Street	d	4 15		Oaklands	d	6 35
Benalla	a	7 37x		Yarrowonga	a	8 15
	d	7 55			d	8 25
Yarrowonga	a	9 25		Benalla	a	9 55x
	d	9 35			d	10 13
Oaklands	a	<u>11 15</u>		Spencer Street	a	p.m. <u>1 40</u>

The Benalla to Oaklands section became no longer available for broad gauge traffic from 1st December 2008 (although the line had been 'service suspended' since 28th November 2007, the last train having run on 31st May 2007) so that it could be converted from broad gauge to standard gauge.

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Working Victoria's Railways in 1889 – Part II

ALBERT ISAACS

This article continues our review of:
**VICTORIAN RAILWAYS.
WORKING TIME TABLE ...**

ON AND AFTER 1ST MARCH, 1889.

As explained in Part I, much to the surprise of this author, the suburban sections contain more interesting material and pose more unanswered questions than do the country sections. This part of this series of three articles looks at the

NORTH SUBURBAN DISTRICT

portion of the WTT, which is the District comprising suburban lines which were built by the VR prior to the Victorian Government purchasing the Melbourne and Hobsons Bay United Railway Company (MHBURC), or branches off these early VR lines. (The South Suburban District shows tables for lines with a MHBURC heritage or their branches and will be covered in Part III of this series.)

As already discussed, the way that the TT is bound makes it impossible to place any of the interior in a scanner without destroying the binding. Therefore, we will have to rely on verbiage rather than illustrations.

As we will soon see, the number of Goods trains running to the multifarious suburban sidings was quite surprising and is a major difference between Victoria's 19th century railway and its 21st century system.

In the North Suburban District section of the WTT a station called Melbourne is referred to - obviously, this is actually Spencer-street¹.

By 1889, all of the North Suburban District was double track except for the following single track sections: Royal Park Junction-Coburg; Scotchmere Street-Fitzroy; St George's Road-Collingwood; Collingwood-Heidelberg.

As explained in Part I, in the 1880s, WTT table columns were numbered consecutively irrespective of whether it was a Down or Up table, meaning that in the 1889 WTT, when trains are referred to in footnotes, reference has to be made to the direction, e.g. No. 3 Up, or Nos. 4, 5 & 6b Down. Yes, when extra columns were added over time to the various issues of the WTT, the following type of sequence is sometimes used: 2, 3, 3a, 3b, 4 ...; but in other tables it may appear as: 2, 3, 3a, 3aa, 4 ...; there are also examples where the two disparate formats are used in the same table.

As would be expected in 1889, there were a high number of peak hour services on all suburban lines that were categorised as Workmen's Trains. Because Saturday was only a half-day holiday, Up Workmen's Trains ran early on the last day of the week, with the Saturday return services at just after midday, rather than in the late afternoon, as they were Monday-Friday. As well as taking any normal passengers offering, these services were the only trains available to workers travelling on special workman's weekly tickets that were issued at significantly less than the rate for standard weeklies. Such tickets lasted into the 1950s.

The Saturday half-day holiday is also highlighted by the fact that there were few differences between Monday-Friday and Saturday operation, with most lines having tables for Week Days (Saturdays Included) with any minor differences shown as "Sat. Excepted" or "Sat. only".

On Sundays, there were no suburban trains prior to 9.00 am and only one or two trains in both directions between 9.00 and 11.00 am. Between 11.00 and 12.30 pm there were no rail services at all - not only were all respectable prospective passengers expected to take advantage of quite different services and be in Church at this time but, obviously, there would be no-one to operate the system as all decent drivers, firemen, guards and station staff would also be at prayer. This arrangement lasted until well into the 1930s, a sign of the Calvinistic influence in cities like Melbourne².

There were no Goods services (suburban or long-distance) tabled to run on Sundays.

Express running of suburban Passes was practically unknown in 1889, with nearly all Passes stopping all stations. Even in rural areas, the only trains that didn't stop at all stations were those specifically designated as Expresses.

Before we eventually look at each individual line, there is an intriguing comparison that has to be made between the VR's South Suburban District and the North Suburban District. Every South Suburban table has the following footnote:

Trains will only stop 30 seconds on the ... Suburban Line, unless otherwise shown in the Time Tables. Passengers neglecting to

seat themselves with the least possible delay will be liable to be left behind.

However, turning to the North Suburban tables, the following is appended to the Essendon-Broadmeadows table:

Trains will only stop 20 seconds on the Essendon Line unless otherwise shown on (sic) the Time Tables. Passengers neglecting to seat themselves with the least possible delay will be liable to be left behind.

For the moment, let's not worry about that strange second sentence which seems to intimate that standees will be left behind. The obvious question is: why are all South Suburban trains given 30 seconds at stations whilst only 20 seconds is given on the Essendon Line? The obvious answer would be that those lines with a MHBURC heritage have inherited slightly different traditions to those lines which had always had VR practices. That's all very well, but many of the North Suburban lines don't have any such invocation. In fact, the only other line with a similar footnote is the Williamstown Line where the injunction is:

Trains will only stop 30 seconds at North Williamstown, 15 seconds at Newport and Spottiswoode (later Spotswood), and 20 seconds at Yarraville, Footscray, and North Melbourne. Passengers neglecting to seat themselves with the least possible delay will be left behind.

Hmm! No need to look at the cover date of this journal – let me assure you that this is not an April Fool's joke – that bizarre footnote actually exists!

In reality, anyone even vaguely familiar with railway practice will know that whether a suburban train is tabled to take 15, 20 or 30 seconds at a suburban station, in reality it will usually stop there for as long as it takes, depending on passenger requirements.

Now! Let's look at the North Suburban District, in 1889, line by line:

MELBOURNE TO WILLIAMSTOWN

As well as the footnote telling guards how long trains can stay at each station, there is another footnote that indicates that not every station is actually listed on the table – arguably, this annotation is even more wacky than that for the strange stopping times. A quick glance at the table suggests that Pass services only proceeded as far as Williamstown but the following, hidden amongst the footnotes on the Week Day (Saturday Included) Down table, tells a quite different story:

(g) These trains do not proceed to or from the Pier Station. No.43 Down does not run to the Pier on Saturdays.

So, in a sort-of double-negative, we are told that a number of trains actually run to Williamstown Pier³, a journey from Wil-

liamstown (town) of half a mile. Although not shown on the actual table, Williamstown Pier certainly gets a guernsey in the List of Stations, &c., at the front of the WTT. (Perhaps some TT compiler thinks it's a "&c" rather than a "Station".)

In reality, there were 41 Down Passes Mon-Fri (42 on Saturday) of which 12 (11, Saturday) continued to Williamstown Pier, with a similar service on the Up. Most of those to the Pier ran in the morning, with the following being the only extended trains tabled to leave Melbourne after 1.00 pm: 3.00, 3.30, 4.08, 6.30 (Sat. excepted), 6.45 (Sat. only), 11.30 pm, 12.15 am.

The Up Week Day (Saturday Included) table has the first sentence of footnote (g) repeated but yet another footnote on the Up table is just as relevant:

Passengers will be booked to Melbourne at the Pier Station, but only by the trains leaving that station.

The following footnote appears at the foot of the page that contains both the Up and Down Sunday tables:

On Sundays, Trains leave the Pier Station 5 minutes prior to times advertised, which refer to the town station.

This is the only indication of times to/from Williamstown Pier in any of these tables. However, the (g) symbol tells us that nine of 21 Sunday trains in each direction, went to/from the Pier with the 9.20 pm Up (10.00 pm Down) being the only Pier service after 5.25 pm.

In Part I of this article, the extraordinarily quick turnaround times at suburban termini was discussed. Some trains extending to/from the Pier were given only 10 minutes between their arrival at Williamstown (town) and their departure from there. Their turnaround at Williamstown Pier must have been as quick as lightning!

As well as the Pass service, there were seven Monday-Saturday Goods and one Pilot on the line. Only one of the daily Goods was shown as being Conditional. Of course, the large, rambling Williamstown goods yard spread around much of the region beyond Williamstown (town) station with sidings onto many of the wharves.

A footnote regarding Block Points highlights some interesting places not referred to elsewhere in the WTT: *No.1 Signal Box and Coburg Junction* (Up journey, *Franklin street* and *No.1 Signal Box*); *Coburg Junction* and *Brown's Hill Junction*; *Brown's Hill Junction* and *Footscray Junction*; *Footscray Junction* and *Yarraville*; *Yarraville* and *Spottiswoode*; *Spottiswoode* and *Newport*; *Newport* and *North Williamstown*; *North Williamstown* and *Ann-street Box*; *Anne-street Box* and *Pier Signal Box*. In this article, non-stations are

identified with italics.

The watering stations for the line were Melbourne and Williamstown.

MELBOURNE TO BRAYBROOK JUNCTION AND ST. ALBANS

As far as the number of suburban trains goes, this is something of a Cinderella line with only 10 suburban Pass trains daily Monday-Saturday in each direction, and none on Sundays. Only one train is tabled to run at differing times on Mon-Fri and Saturday and they're shown on the one table. Despite the few suburban locals, many long distance Pass trains to/from Sandhurst (later Bendigo) or beyond, stopped at Braybrook Junction and St. Albans (at the time, there were no intermediate stations).

There are no Goods shown on the suburban table but many long-distance Goods serving Sandhurst and beyond are shown as stopping at Braybrook Junction, although the only such train that's indicated as serving St. Albans is one daily Down Pick-up Fruit.

Braybrook Junction was renamed Sunshine in 1907 when H.V. McKay moved his Sunshine Harvester works to a site just to the north of the railway station^{4,5}. Employing over 3,000 workers at its peak, this landmark building was gradually reduced in size, as from the 1970s. Some heritage-listed sections of the factory still remain and are incorporated into the Sunshine Marketplace which now occupies the former factory site.

The only watering station for the suburban section of this line was Melbourne.

MELBOURNE TO ESSENDON AND BROADMEADOWS:

The Week Days (Saturdays Excepted) table for this line shows that there were as many as 59 daily Pass services to/from Essendon with eight continuing to/from Broadmeadows. A separate table for Saturdays shows the same number of trains to both termini, most (but not all) at the same times as other weekdays. The only suburban Goods on the line were three Mon-Sat services to Newmarket, presumably for stockyard traffic. However, many long distance Goods to Seymour and beyond, served both Essendon and Broadmeadows with a few of them tabled to make conditional stops at Pascoe Vale and/or Glenroy, then the only stations between Essendon and Broadmeadows. On Sundays there were 20 Pass trains to Essendon but no suburban trains beyond there.

Most trains had turnarounds of between 30 and 10 minutes but there were extreme examples where only three minutes were allocated to shunt the steam loco from one end to the other, as well as

for the driver and fireman to resettle themselves at one end and the guard at the other⁶. Three minutes – ouch!

As with St. Albans, all Essendon/Broadmeadows trains had to be watered at Melbourne.

MELBOURNE TO COBURG

On this line there is no difference between services on all six weekdays, with the operations outlined in the Week Days (Saturdays Included) table. There are 22 Passes and four Goods (all non-Conditional) to/from Coburg. As well, there are two Goods tabled to go to/from Brunswick; one non-Conditional and the other Conditional. On Sundays there were eight Passes tabled.

Turnarounds at Coburg were tabled for as little as five minutes.

Another unusual Block Point was shown in the footnote to this table; that is Macaulay Road between Coburg Junction and Royal Park.

Once again, the only place that drivers and firemen could water the loco was Melbourne.

MELBOURNE TO FITZROY AND CLIFTON HILL / COLLINGWOOD TO HEIDELBERG:

We now come to the real highlight of the North Suburban section of the 1889 VR WTT. To get this complicated system-within-a-system into context, a look at the accompanying map will probably help.

The lines to Fitzroy and Clifton Hill via Royal Park were known as the Inner Circle Railway but were often disparagingly referred to as the GWR (the Great Way Round)⁷. Opened on 8th May 1888⁸, through rail services originally ran from Spencer-street to both Fitzroy and Clifton Hill-Collingwood, apart from Sundays when, with the exception of the first Down and last Up, all Fitzroy services were provided by a shuttle which connected to/from Collingwood trains at St George's Road Junction. However, in October 1889 (not that long after the period of currency of the 1st March 1889 WTT) through Fitzroy services were replaced by shuttle services running on every day of the week⁹. Passenger services were abandoned altogether in May 1892. However, Goods services to Fitzroy continued until as recently as 31st July 1981¹⁰.

The reason for the extremely early closure of the passenger service was the fact that rail was unable to viably compete with cable tram services to Fitzroy. Using direct roads, Fitzroy is only one mile north of the Melbourne CBD, but by rail via Royal Park it was six miles distant from Spencer-street, which itself is really another mile from the centre of the CBD¹¹.

Let us now look at all the stations and junctions on the Inner Circle Railway:

Royal Park and Royal Park Junction: these two places are so close to each other that the WTT shows them both as being 3½ miles from Melbourne. Even so, not only is Royal Park Junction used as a timing point on the Inner Circle Railway but it's also a timing point on the Coburg line, although the Junction wasn't open for passengers. Nevertheless, all trains (on both lines) were actually tabled to take two minutes between Royal Park itself and the Junction which, in reality, was just at the Down end of the Royal Park Up platform. The Coburg line went from single to double line at the junction but, on the Inner Circle, according to the WTT the double track continued as far as St. George's Road Junction. However, Mark Bau's reliable "Victorian Railways" website¹² shows that the double track actually continues some yards further on, to Scotchmere Street (see below).

Langridge-street: The name was later changed to Lang Street and then to North Carlton. The station building still exists as the North Carlton Station Neighbourhood House¹³.

Nicholson-street: The name was later changed to North Fitzroy. Although a Rail

Trail¹⁴ passes by, there is virtually no sign of the station left.

St. George's Road Junction: This was located where the line crossed St. Georges Rd, prior to the physical junction of the Fitzroy and Clifton Hill-Collingwood lines. Ostensibly, when the Inner Circle was originally opened, most VR documents referred to this box as St. George Junction, but some used the alternate name of St. George's Road Junction and it is this latter name which is enshrined in the 1889 WTT. It appears that it was later replaced by North Fitzroy 'A', North Fitzroy 'B' and North Fitzroy 'C' boxes¹⁵.

Scotchmere-street: This was actually located on the Fitzroy branch at the point where the double line from the main became single line. It also controlled interlocked gates. The box was only opened for a short period (8th May 1888-22nd February 1892, thus closing just three months before the end of the passenger service).

Fitzroy: The station was located in the Edinburgh Gardens behind the Brunswick Street Oval, former home of the Fitzroy Football Club¹⁶. There is now a housing estate on the station site. A footbridge which was part of the Fitzroy station was purchased by the Mornington Railway Preservation Society and was recently



A map from an 1895 Victorian Government report into railway deficits endorsed "SHOWING VARIOUS NON-PAYING LINES For Year ending 30th June, 1894". Apart from the closed section of the Outer Circle (Fairfield Park-Riversdale), the thick lines on the map represent non-profitable services, viz: Camberwell-Oakleigh; Burnley-Waverley Road; Brighton Beach-Sandringham; Collingwood-Heidelberg; Preston (Reservoir)-Whittlesea. It shows all lines extant at the time of the 1889 WTT plus some built in the ensuing 5¼ years – keep in mind that the WTT was issued towards the end of Melbourne's dramatic 1880s Land Boom but that the map was published during the ensuing Depression.

removed to Moorooduc station.

In the 1889 WTT, the TTs for both the Fitzroy and Collingwood services appeared in the same table with a separate Collingwood-Heidelberg table underneath. However, let us look at these three services separately as this is the way that they actually operated.

In 1889 there were 15 through Monday-Saturday return services¹⁷ Melbourne-Fitzroy with the same TT operating on all days. Nine return trains ran on Sundays and, as already discussed, these were all shuttles. Some turnarounds were as tight as four minutes. There were no Fitzroy Goods services at this time which is paradoxical as it was Goods services that kept the line open for 89 years after the end of passenger services.

On Mondays to Saturdays, Collingwood saw 11 Pass trains to/from Melbourne via the Inner Circle. There were also four Goods, two of which were Conditional. Don't forget, that when we talk of Collingwood in 1889, we're talking of the station that became known as Victoria Park after the opening of the direct line to Prince's-bridge via Jolimont, in 1901. The station had a large goods yard that wasn't closed until the late 20th century.

There were 20 Monday to Saturday Collingwood-Heidelberg Pass services each way; which was nearly twice as many trains as ran from Collingwood to/from Melbourne. However, on Monday to Saturday, there was no attempt to coordinate services at Collingwood – there are examples of Heidelberg trains leaving Collingwood three minutes before the arrival of the Melbourne train, but that's not as bad as it sounds because connections could have been made at Clifton Hill. One of the daily Collingwood Goods turned around and continued onto Heidelberg.

Like the Fitzroy line, the Sunday Collingwood and Heidelberg services operated a little differently to the rest of the week. There were eight Pass trains Melbourne-Collingwood, all of which then continued onto Heidelberg after a five minute turnaround.

Prior to the construction of the direct line via Jolimont (see above), Clifton Hill must have been an interesting place. No trains terminated there and yet it was served by trains to/from Collingwood that operated to either Melbourne or Heidelberg. Like the Newcastle-Woodville Junction line in NSW, Up and Down trains travelled in the same direction between Collingwood and Clifton Hill, their direction designator being determined by where they were going to, or where they had come from.

On this group of lines, locos could be watered at Melbourne, Clifton Hill and Collingwood. Considering the general

sparsity of watering places around the North Suburban District, it is worth reminding readers that Clifton Hill and Collingwood are but a mere three-quarters of a mile from each other.

So! That's it! A brief look at the fascinating North Suburban District section of the 1889 VR Worker. Next month, in the third and final part of our review of this Worker, we'll be discussing the South Suburban District, where we will discover many more highlights and surprises.

A number of Wikipedia pages were consulted, as was <http://www.victorianrailways.net/vr%20history/history.html>,

<http://www.victorianrailways.net/signaling/completedia/sigdiplist.html>

<http://www.victorianrailways.net/vr%20map/1895submap.html>

and <http://www.vicrailstations.com/>

I am particularly grateful to Mark Bau, compiler of the excellent Victorian Railways website and to Stephen Ward and James Thomas.

ENDNOTES

1. In the South Suburban District section, there is reference to Melbourne (Spencer-street), Melbourne (Flinders-street) and Melbourne (Prince's-bridge).

2. In many respects Adelaide was an even worse example of Calvinism or Wowsers influence than Melbourne. There were no country trains leaving Adelaide on Sunday mornings, and even by the latter part of the 20th century there were only one or two. There was certainly not a hint of any suburban railway rolling-stock, trams or buses being allowed to leave their depots until well into the afternoon. Amazingly, in the SA capital this arrangement was to last until well into the 1970s!

3. Although trains had run to Williamstown Pier from the opening of the line on 17th January 1859, station facilities were not actually provided in the sprawling goods yard until as late as 8th January 1905. The line between Williamstown and Williamstown Pier was closed on 25th March 1987.

4. Sunshine was the site of one of Victoria's most notorious railway accidents. On Easter Monday, 20th April 1908, 44 people were killed and over 400 injured when an Up Bendigo Pass ran into the back of an Up Ballarat Mail train. Many people claim that Braybrook Junction was renamed after the accident because of the stigma attached to the name but, in reality, the name-change occurred some months before the tragic incident.

5. Ironically, Sunshine railway station on Brisbane's Caboolture line was also named

after Brisbane's own Sunshine Harvester factory.

6. As explained in Part I, photos from this era suggest that suburban trains had brake vans at both ends, which would assist the shunting but only to a limited degree.

7. This is a pun on Britain's Great Western Railway, of course.

8. 8th May 1888 must have been a busy day for railway officials. Not only did it see the opening of the Inner Circle Line, the Fitzroy branch and the Collingwood-Clifton Hill-Heidelberg line, but over in Gippsland the Sale-Stratford Junction and Stratford-Bairnsdale lines were also opened. This is quite unusual as it means that the Minister would have been unable to officially open both groups of lines. On the day prior to this (7th May 1888), the Alphington gas tram was closed – for more information on this intriguing and little-known tram line, refer to the separate article in this edition of *The Times*.

9. The frequency of trains on the Inner Circle Railway were again to be bolstered in December 1889 (just two months after the Fitzroy shuttle service was introduced) when the first section of the Whittlesea line, to Preston, was opened.

10. The author travelled on the Fitzroy freight line some three times on enthusiast rail trips. The last occasion, in the dying days of the freight service, is worthy of note. A weekday lunchtime tour had been organised by the Australian Railway Exploration Association but, as it turned out, because of a strike by electricity workers on the day of the tour, there were no regular suburban train or tram operations in Melbourne, although diesel-hauled trains and rail motors did run through the suburbs to their usual long-distance destinations. Therefore we had the bizarre situation that the only train that day, purely operating within the Melbourne suburban region, was the DERM (Diesel Electric Rail Motor) Special to Fitzroy. The author, like many other travellers, had to catch a taxi to get to Spencer-street in order to travel. The line used to cross Nicholson St at a level crossing right outside a hotel. As the train passed the pub, a patron was leaving the hostelry – the look of amazement on his face will always stay in your author's memory as the inebriated gentleman saw something as unexpected as a DERM passing by and blocking his own passage – there was only one thing for him to do of course, go back into the public house and calm one's nerves with a few more soothing ales.

11. When a direct line from Flinders-street to Clifton Hill was built in 1901, a number of experimental Pass services operated on the Inner Circle until, in 1906, a regular service Spencer-street-Royal Park-North

Fitzroy was instigated. These trains did not venture through to Clifton Hill. However, with the electrification of the line on 31st July 1921, the Inner Circle Pass service was altered to operate via Clifton Hill rather than Royal Park. Most services only went as far as North Carlton but one or two weekday trains and many weekend services operated right through to Royal Park, so as to serve the Royal Melbourne Zoological Gardens which are situated right outside Royal Park station. The line was closed for passenger business on 3rd July

1948.

12. <http://www.victorianrailways.net/vr%20history/history.html>

13. The AATTC has used the North Carlton Station Neighbourhood House for Annual General Meetings on two occasions.

14. The Rail Trail and a linear park now follow the complete route of the Inner Circle Railway from Royal Park to Rushall.

15. For more about the complicated history of signalling at North Fitzroy refer to <http://www.victorianrailways.net/signaling/completedia/sigdialist.html>.

16. After the 1997 season, Fitzroy Football Club amalgamated with fellow AFL club, the Brisbane Bears, to form the Brisbane Lions.

17. At its peak, there were 22 daily services to/from Fitzroy.

The Alphington Gas Tram

ALBERT ISAACS

In researching Part II of the article on the 1889 VR WTT, which also appears in this journal, I came across some fascinating details about a very obscure public transport service that operated for just two years in the 1880s. How many people know that as well as cable-driven, horse-drawn and electrically-operated trams, Melbourne also had a gas-powered tram service? This intriguing and little-known tram was controlled by a gas motor supplied by John Banks & Son utilising an Otto gas engine. A brief mention in a 1928 local history of Northcote¹ tells us that the tram operated with an oscillating motor controlled by a large flywheel which, being on one side of the tram, caused the vehicle to rock whilst in motion.

Although it has been stated in one source that it ran using Naphtha Gas, it is more likely that it utilised coal gas, the major domestic gas source in Melbourne until the utilisation of natural gas in the late 1960s.

The tram was actually a 40-seat former railway carriage which is believed to have also housed the gas motor

Gas tram services commenced on 1st February 1886 and ran between Clifton Hill and Alphington in Melbourne's northern suburbs as an interim measure prior to the commissioning of the rail line to Heidelberg, which opened on 8th May 1888 (concurrent with the first services on the Inner Circle Railway)². The tram closed on 7th May 1888, the day before the railway opened. The Minister for Railways, Mr. Duncan Gillies travelled at least once on the gas tram and appears to have been impressed by it.

The tram service was conceived and operated by local residents following a public

meeting in October 1872. Construction of the two mile track was actually completed in 1884, two years prior to the commencement of operations.

Interestingly the TT was regularly published on page one of the "Clifton Hill Gazette"³. The State Library of Victoria has copies of the Gazette available on microfiche for most issues from February to August 1888. Up until the closure of the tram in May, the TT as found in each issue is as shown below.

So, this tram service, like many contemporary railway routes, had more runs during the Saturday afternoon half-day holiday than there were on Monday to Friday.

After the rail service was instigated, a different advert, larger in size, appeared in a similar position in the Gazette and gave full details of the VR Heidelberg rail service which connected at Clifton Hill and Collingwood with trains via the Inner Circle Railway and Royal Park to Spencer Street. (Of course, the Collingwood referred to is not the present Collingwood station but the station which has been known as Victoria Park ever since the opening of the direct rail line to Prince's Bridge via Jolimont in 1901.)

In the Gazette, immediately below the Gas Tram or Rail TTs was yet another TT headed simply "Tram Car Time Table". This advert refers to one end of the route as "the City" and the other, simply as "the terminus". Despite the appalling lack of information, one soon realises that this is a summary TT for the Melbourne Tramway & Omnibus Company's Clifton Hill cable tram route.

Apart from the Gazette TT, the most comprehensive source of information on the

Alphington gas tram that could be sourced for The Times is an article in the Heidelberg Historical Society's "The Heidelberg Historian" of August 1976.

Obviously, during the two years that the gas tram operated, many newspaper real estate advertisements (particularly in The Argus) used the close vicinity of the tram to specific properties as a selling point.

Many Sydneysiders claim that Sydney was the only Australian city to have had trams using every type of motive power, i.e. electric, cable, horse and steam. It is usually recorded that Melbourne had all of these except steam trams. However, the information that has now come to light about the Alphington gas tram shows that Sydney and Melbourne both utilised four of the five tramway motive powers used in Australia. Nevertheless, all of that presupposes that electric power is electric power, whether it comes from an overhead wire or a storage battery – Ballarat was the only system to have used batteries, albeit unsuccessfully and for only a short period.

The lack of documented information on the Alphington gas tram is highlighted by this list of the number of internet entries found during a Google search on 16th July 2011, covering a number of unusual, early Sydney and Melbourne tram routes:

North Sydney cable tram (Sydney) 3,040 entries
 Fairfield horse tram (Melbourne) 2,120 entries
 Kew horse tram (Melbourne) 1,750 entries
 King Street cable tram (Sydney) 1,310 entries
 Doncaster electric tram (Melbourne) 851 entries
 Alphington gas tram (Melbourne) 6 entries.

Interestingly, as little as three weeks' later (6th August 2011) the number of internet sites for the Alphington gas tram had increased from 6 to 57, mainly as a result of

GAS TRAM CAR TIME TABLE.

Leaves Clifton Hill at 7.30, 8.30, 10.30 am, 12.45, 2, 3.15, 4.30, 5.30 pm.

Saturday, 7.30, 8.30, 10.30 am, 12.30, 1.30, 2.30, 3.30, 4.30, 5.30 pm.

Leaves Alphington at 8, 9, 11 am, 1.15, 2.30, 3.45, 5, 6 pm.

Saturday, 8, 9, 11 am, 1, 2, 3, 4, 5, 6 pm.

No tram on Sunday.

my own researches, particularly additions I made to the Wikipedia "Trams" page, and of others picking up on my investigations. By 23rd August, the number of entries had increased to 239¹!

Of course, there are still many unanswered questions pertaining to the Alphington gas tram, such as:

Did the company operating the service have a name?

What was the gauge of the tramway?

What was the ticketing system?

Was there a conductor or just a driver?

Why did it take 12 years (1872-1884) for the track to be laid down?

Why did it take another two years (1884-1886) for services to commence?

Where was the tram housed? (The TT suggests that it was somewhere at the Clifton Hill end.)

One assumes that it ran straight along Heidelberg Road, but can this be confirmed?

From where was the former railway carriage sourced?

In May 2012, Malaysia is set to open what is being advertised as the world's first compressed natural gas tram. It may be the first to use COMPRESSED gas, but we know that it certainly wasn't the first gas tram⁵.

Currently in Stourport-on-Severn, England, there is also a tram-like vehicle called a Parry People Carrier, which is a hybrid tram powered by a Ford Focus petrol engine which has been converted to run on propane gas. It also has a kinetic flywheel which charges itself up so that it works like a big spring.

There is an original gas tram body that's been restored by the Cefn Coed Colliery Museum, Wales. That tram ran from Blackpool to Neath around about 1899 – it looks like a typical British double-deck, open-top tram. Unfortunately, when the body of this tram was discovered in 1984, it had no motor and therefore cannot run.

In Britain, Mark Langford has done much research on the subject. He and others have discovered that gas trams also ran in the following places: Briton Ferry, UK (1896-1920); Lytham, St Annes, UK; Trafford Park, Manchester U.K. (1897-1908), UK; Berlin, Germany; Dresden, Germany; Jelenia Góra-Cieplice-Sobieszów, Poland



(from 1897), Estonia (1920s-1930). Apart from Mark's research, there has been very little investigation into the history of these vehicles and it may transpire that they also operated in other parts of the world.

I'd love to learn more!

Thanks to Mark Langford (who goes by the internet user name of "glowpack63", Mark Bau, Jackie Goddard at Darebin Libraries, the Heidelberg Historical Society and others who provided information on gas trams in other parts of the world on websites like:

http://markthefitter.blogspot.com/2008_11_01_archive.html

http://www.google.com.au/search?q=%22gas+tram%22+Northcote+history&rls=com.microsoft:en-au:IE-SearchBox&ie=UTF-8&oe=UTF-8&sourceid=ie7&rlz=117GGLL_en-GB&redir_esc=&ei=R1MvTpXqGamdmQW4ofga

<http://www.ceti.pl/js29a/ciepl/en,ecal.html>

Thanks to: Tony Bailey for alerting me to the right websites and; Geoff Lambert

ENDNOTES

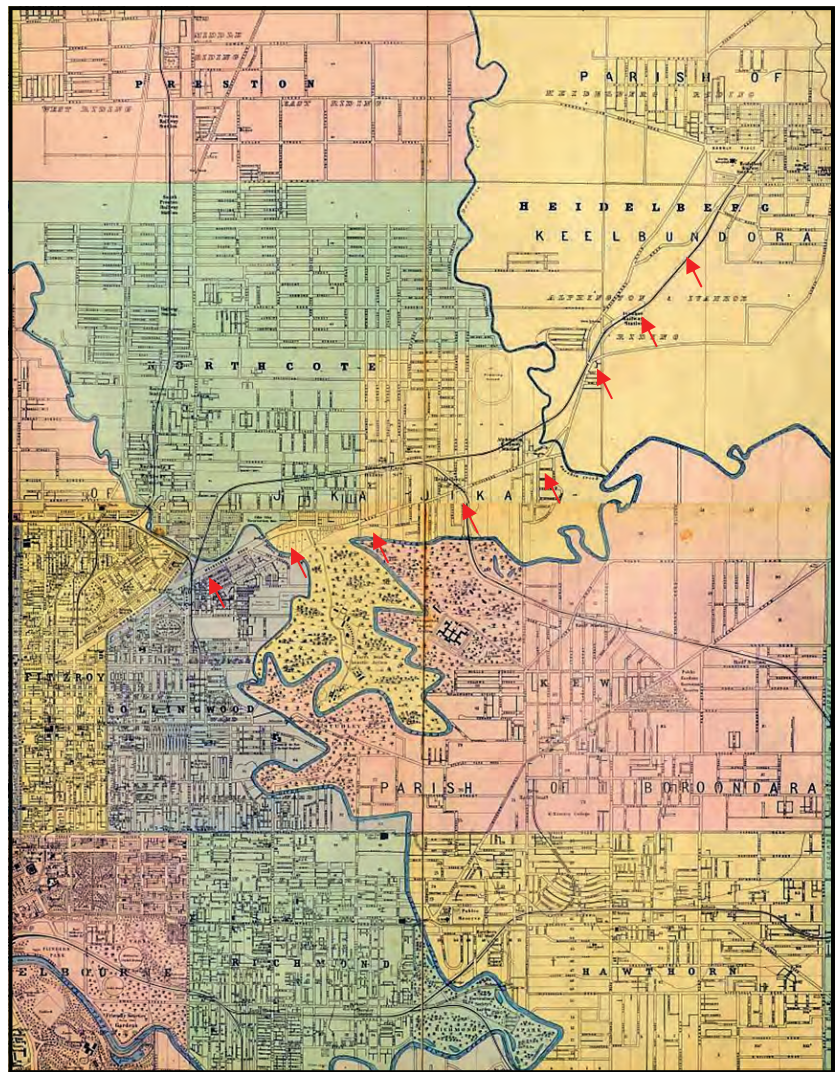
1. William George Swift, "History of Northcote" (Melbourne, 1928).

2. For more information about the railway, refer to Part II of the article on the 1889 VR WTT in this edition of The Times.

3. This was an eight-page local newspaper.

4 Those wishing to do similar research should keep in mind that I placed "gas tram" in quotation marks and added the word Alphington, viz: http://www.google.com.au/search?q=Alphington+%22gas+tram%22&rls=com.microsoft:en-au:IE-SearchBox&ie=UTF-8&oe=UTF-8&sourceid=ie7&rlz=117GGLL_en-GB&redir_esc=&ei=GOIStzZI4HPmAWarbX6Bg.

5 <http://www.ngvjournal.com/pt/veiculos/item/4266-malaysia-first-compressed-natural-gas-tram-in-the-world-will-be-ready-next-year>.



Above Portion of Alan and Tuxell's 1888 "Plan of Melbourne and Suburbs". The presumed route of the tram is shown by the arrows
Left: Gas Tram with oscillating motor, like the Alphington Tram.

Letters from: ALBERT ISAACS, JIM O'NEIL *and* FRANK GOLDTHORPE

From Albert Isaacs
Dear Geoff,

In my article "Working Victoria's Railways in 1889 – Part 1" (The Times, September 2011) I briefly mentioned that prior to introduction of Australian time zones in the 1890s each colony had its own time which was based on the Local Mean Time (or solar time) of each individual capital city. This meant that NSW time was 25 minutes earlier than Victorian time, a fact reflected in operations at Albury and Wodonga. I am now able to add some further information.

In *The Victorian Railways Magazine* (Vol.4, No.4; April 1927) there is an article, "The Essence of the Contract" by J. D. Michie, which is ostensibly the story of Mr. Shellew, then the VR's official watchmaker and of his three assistants. However, what makes the article interesting is that it talks about railway time in general. Therefore, we learn that time zones (such as Eastern Standard Time) were actually introduced on 1st February 1895.

Now! Readers of The Times would concede that virtually all of those interested in TTs and in railway time in general (both professionals and amateur collectors) are, by definition, pedants. J. D. Michie shows us that there is nothing new here. He explains that prior to 1895 the difference between NSW and Victorian time was not really 25 minutes but was actually 24 min-

utes and 56 seconds. Hmm! Don't forget that this was an era of mechanical time-pieces when nearly every clock and watch lost a hell of a lot more than four seconds in any given day; a subject that is also touched upon in the VRM article.

Interestingly, Michie notes that in the days of Local Mean Time, there was a large clock at Albury station which had two minute hands – one red and the other black – one showing NSW time and the other Victorian time. I will show that I certainly place myself amongst the aforesaid pedants interested in time by asking the following question: Was the hour hand set to Victorian or NSW time?

From Jim O'Neil
Geoff,

The bus on the back page of the September 2011 issue of *The Times* belonged to Foley's (see FOS on the winged device: this must stand for Foley's Omnibus Service - they called themselves Foley's Bus Service in the seventies) and it operated on the route 32 (the timetables said Kogarah of Doll's Point in my time, this bus says Kogarah to Ramsgate Baths.)

The flash was coloured black, and the roof was probably brown. At a later date, when I knew Foley's buses, the roofs were white, but the buses still had black flashes.

The bodywork looks like post-WWII Prop-

ert's, of late forties or early fifties date of origin. You would have seen this bus at Kogarah at the time of my earliest route 121 timetable, dated 1958.

You might have changed to the route 32 at Kogarah if you wanted to go from the area served by the 121 to Ramsgate Baths, though catching Saint's route 113 would have given a more direct route. You would still have had to change buses if you were coming from the outer parts of the route 121, of course.

From Frank Goldthorpe
Dear Geoff

Re your pictures on the back page of The Times:

This bus is a 1940s (exact year not known) Albion Valkyrie. It was operated by Ramsgate Bus Co. (A Red Motors/John A Gilbert Co.). Transferred to JJ Folly & Sons in 1947 who changed the livery to black and white.

As a 10 year old, we used to go to the baths at Dolls Point on a Sunday afternoon, catching Jamieson's 109 to Kogarah and transferring to a Folly bus.

Enclosed some old photos which may be of use. [sample below– Ed]

Enjoy your monthly Times and Table Talk. Keep up the good work.

