



The Times

July 2020

A journal of transport timetable history and analysis

Route 135



Inside:

Ad Altiora—buses to the heights
 The Guide after Amtrak
 The Short North, 1955
 Laverton Washaways of 1907

RRP \$4.95
Incl. GST

The Times

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

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

July 2020

Vol 37 No. 07 Issue No. 438

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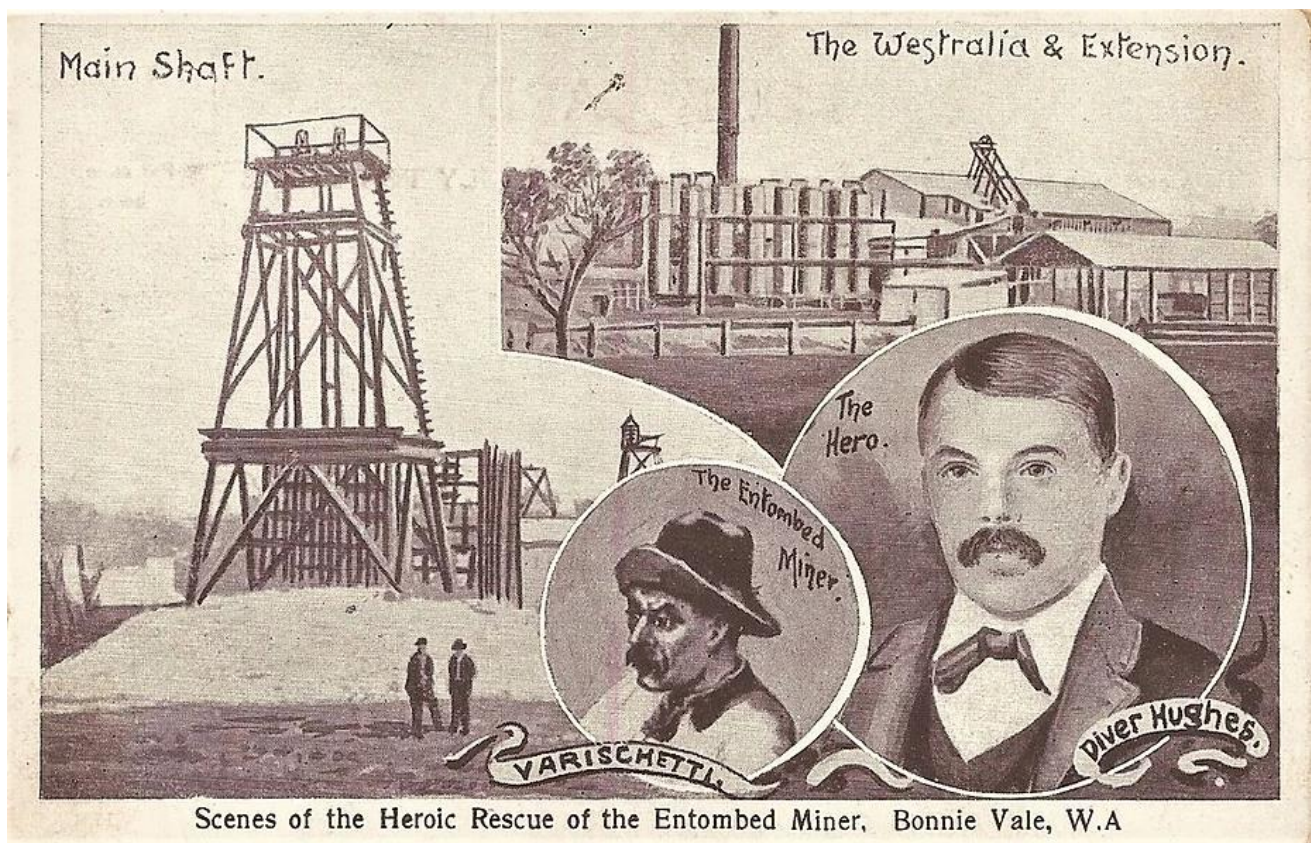
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I remember reading many decades ago (possibly in my “[Victorian School Reader](#)”), of the special train to rescue Modesto Varischetti from the flooded Westralia mine at Bonnievale in Western Australia. In this issue, David Whiteford relates the story of how the floods that trapped Varischetti had wide-ranging effects across the goldfields, including the closure of the Laverton branch for five weeks.



Scenes of the Heroic Rescue of the Entombed Miner, Bonnie Vale, W.A

Ad Altiora

HILAIRE FRASER climbs to the heights of Sydney's Northern Beaches— a snapshot of bus services to Allambie Heights, Cromer Heights, Wheeler Heights and Collaroy Plateau

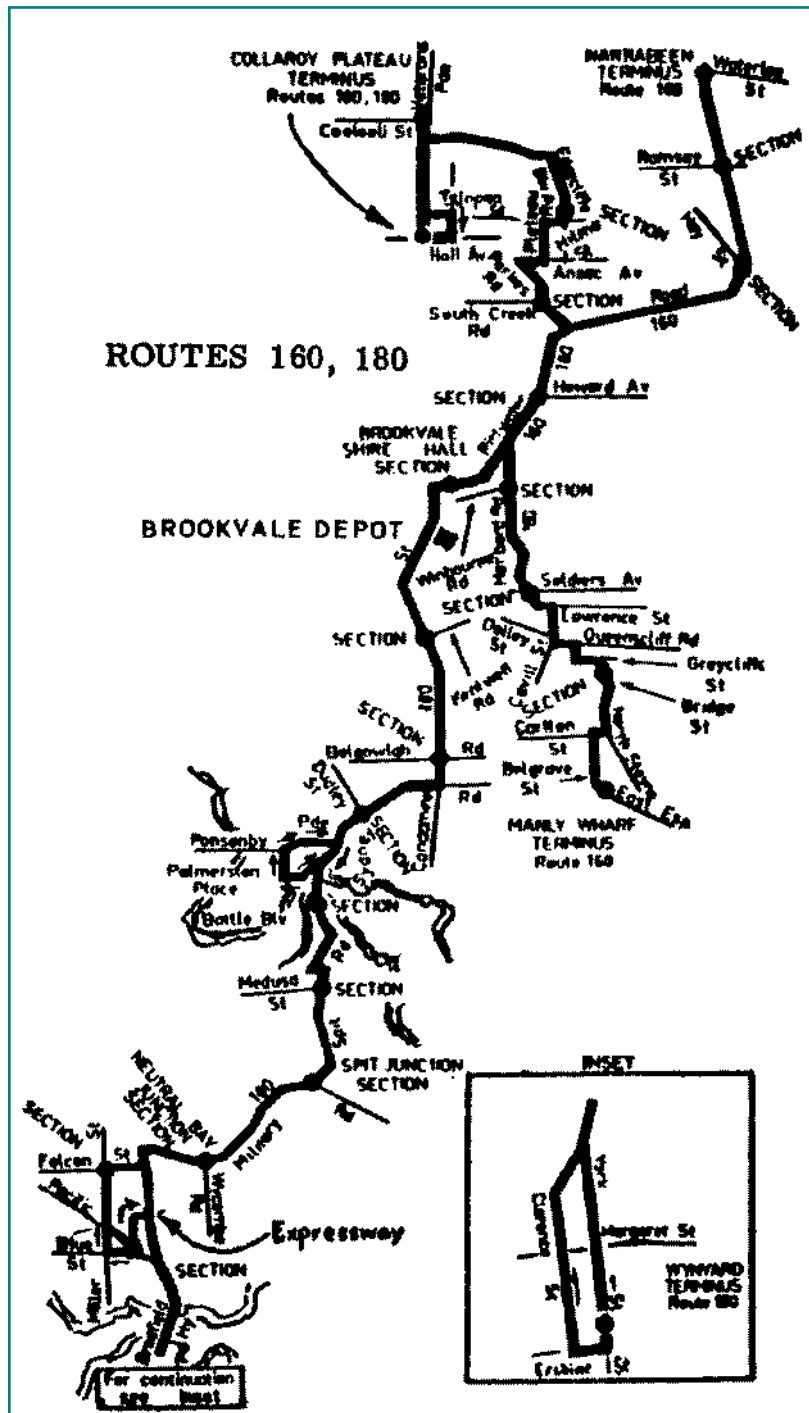
THIS ARTICLE FOLLOWS previous articles detailing Sydney's Northern Beaches bus services to Palm Beach north of Narrabeen, and in the Curl Curl, Wingala & Dee Why areas.

From the Department of Government Transport Guide Maps for Bus Drivers, which I obtained in 1974, I have provided the map for routes 143/145, 160/180 and 162/163 [our pages 3 and 4]. From Peter Spence's "Sydney by Public Transport" published in 1981 these routes were described as:-

- 143 Manly-Brookvale Depot via Fairlight (60 minute frequency Monday to Friday off-peak)
- 145 Manly-Allambie Heights via Fairlight (60 minutes Monday to Friday off-peak)
- 160 Manly-Collaroy Plateau (60-90 minutes Monday to Friday off-peak)
- 162 Manly-Dee Why West via Pittwater Rd (5 journeys Monday to Friday off-peak)
- 163 Manly-Dee Why West via Curl Curl (4 journeys Monday to Friday off-peak)
- 180 Wynyard-Collaroy Plateau (4 journeys Monday to Friday off-peak)

180 was principally the peak service to and from the City. 173 Wynyard-Dee Why West via Warringah Rd and 174 Wynyard-Dee Why West via McIntosh Rd also operated as peak services. No reference was made to the 160 Narrabeen-Collaroy Plateau service or the off-peak extension of 145 to Skyline Shops, Frenchs Forest. Of interest, the destination rolls on older buses showed "Allambie Rd North Manly" rather than the newer name of "Allambie Heights"

From the third edition of *Sydney by*

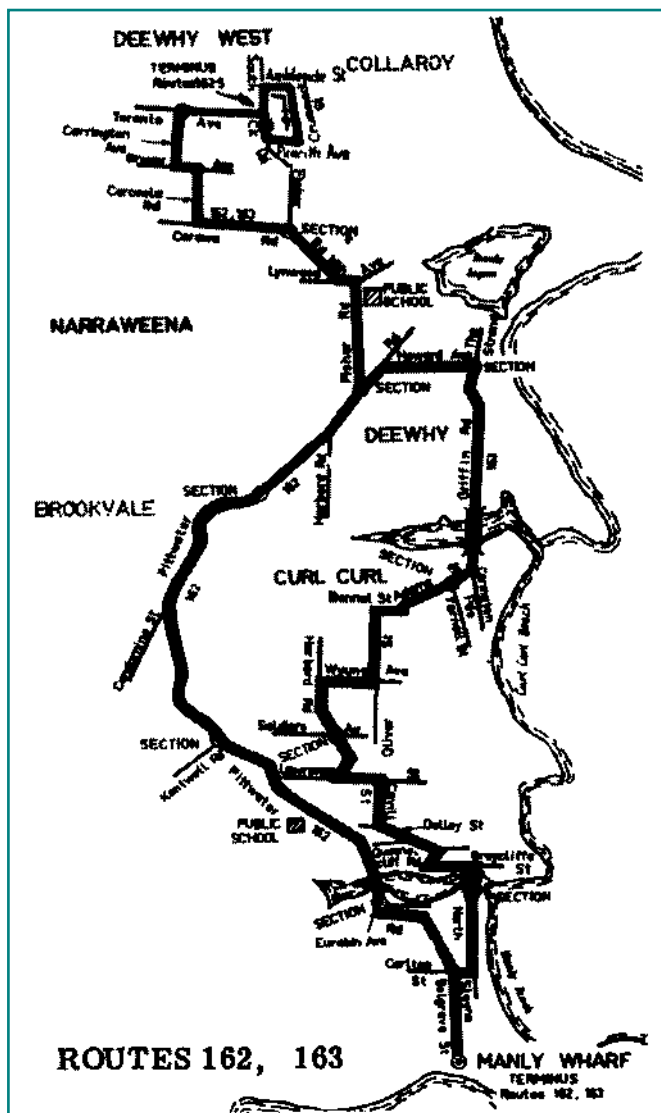
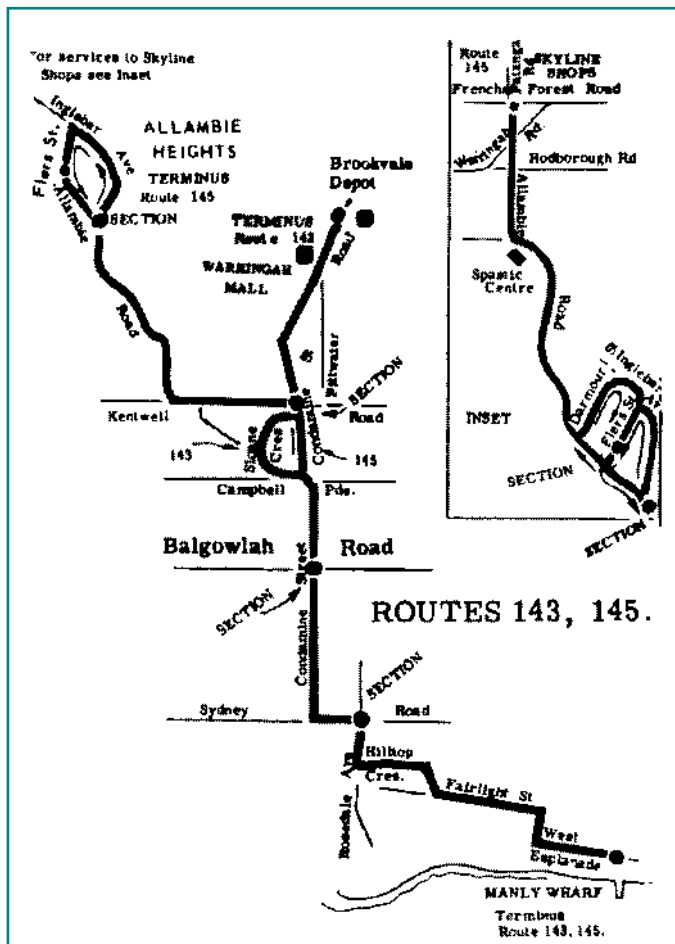


Public Transport, published in 1989 bus services to Allambie Heights, Cromer Heights, Wheeler Heights and Collaroy Plateau were as follows:-

Regular services with Monday to Friday off-peak frequency:-

142 Manly-Skyline Shops via Balgowlah Rd & Allambie Heights (60 minutes)

146 Manly-Wheeler Heights (War Veterans Home) via Fairlight &



- Cromer Heights (60 minutes)
- 148 Manly-Collaroy Plateau via Fairlight (60 minutes)
- 152 Warringah Mall-Cromer via Willandra Rd, Narraweena (60 minutes)
- Wynyard peak services:-
- 166 Wynyard-Allambie Heights
- 173 Wynyard-Cromer Heights via Narraweena
- 174 Wynyard-Wheeler Heights via Narraweena
- 180 Wynyard-Collaroy Plateau
- Combined evening and Sunday services:-
- 133 Manly-Collaroy Plateau via Harbord (combined 136/139/148, 80 minute frequency evenings, 120 minutes Sundays)
- 134 Manly-Wheeler Heights via Harbord and Cromer Heights (combined 136/139/146, 80 minute frequency evenings),
- 138 Manly-Wheeler Heights via

Harbord (combined 136/139/146 omitting Cromer Heights, 60 minute frequency Sundays)

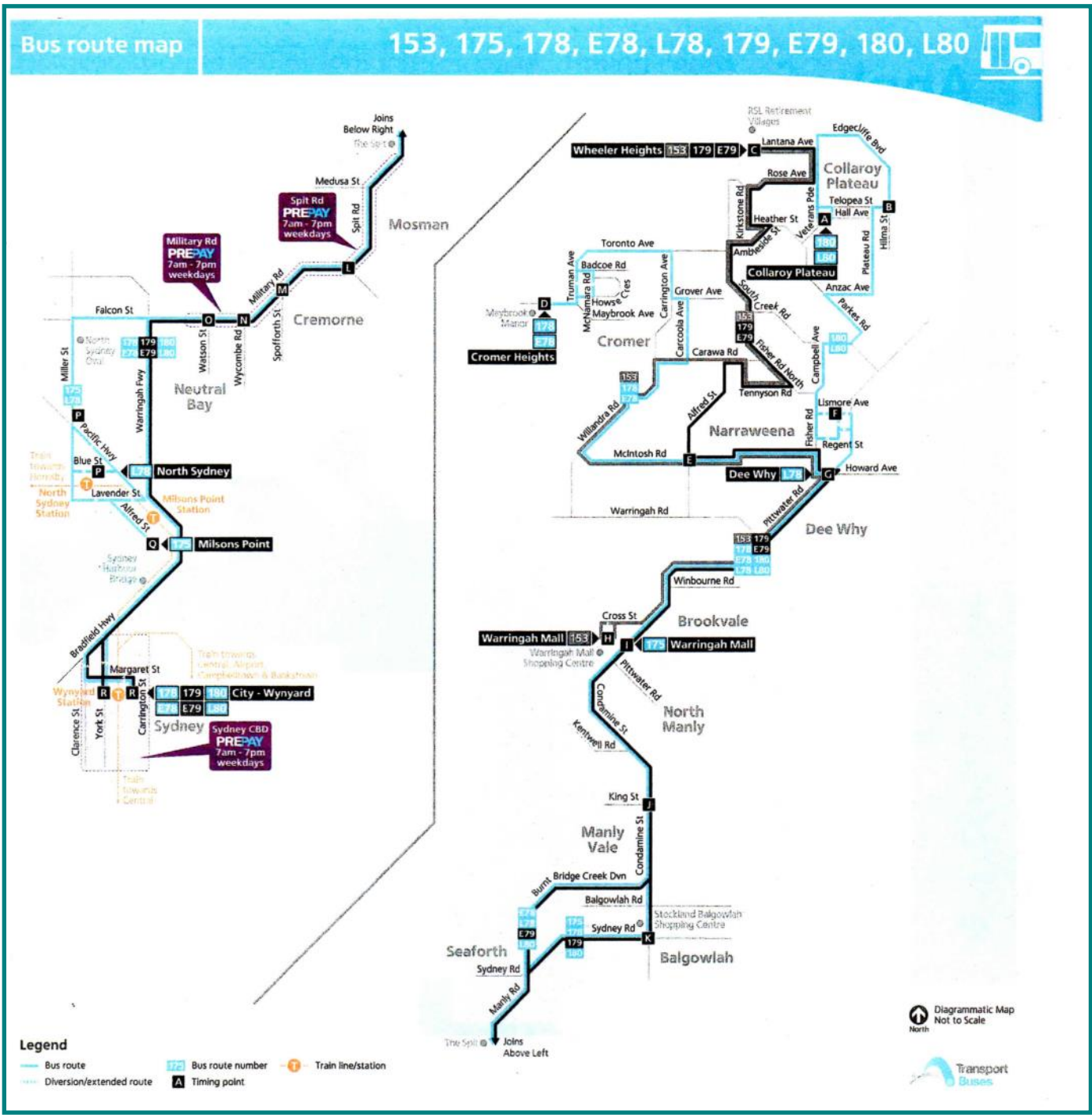
The above network provided regular services to Collaroy Plateau, Wheeler Heights, Cromer Heights and Willandra Rd in Narraweena. This reflected the population growth in these suburbs. The former 143 and 145 routes through Fairlight were absorbed in the new 146 and 148 services. Curl Curl previously served by 163 was now adequately served by 136 Manly-Chatswood, and Harbord Rd previously served by 160 was now adequately served by 139 Manly-Dee Why, which operated nearby. 142 was now regularly extended to Skyline Shops and operated via Balgowlah Rd North Manly, previously served by 140 Manly-Seaforth.

Also accompanying this article is a map showing the Cromer Heights/

Wheeler Heights/Collaroy Plateau network which came about in 2009. This involved a reorientation of services to Wynyard on a full time basis.

Regular services with Monday to Friday frequency:-

- 153 Warringah Mall-Wheeler Heights via Willandra Rd, Narraweena (120 minutes)
- 178 Wynyard-Cromer Heights via Willandra Rd, Narraweena (60 minutes)
- 179 Wynyard-Wheeler Heights (60 minutes)
- 180 Wynyard-Collaroy Plateau (30 minutes)
- 178/179/180 combined to provide a 15- minute service between Wynyard and Dee Why, via Balgowlah Shops.



Peak services:-

- 175 Milsons Pt-Warringah Mall
- E78 Wynyard-Cromer Heights Express
- L78 Milsons Point-Dee Why Limited Stops
- E79 Wynyard-Wheeler Heights Express
- L80 Wynyard-Collaroy Plateau Limited Stops

The reorientation to/from Wynyard came about by extending 178 Wynyard-Dee Why via Balgowlah

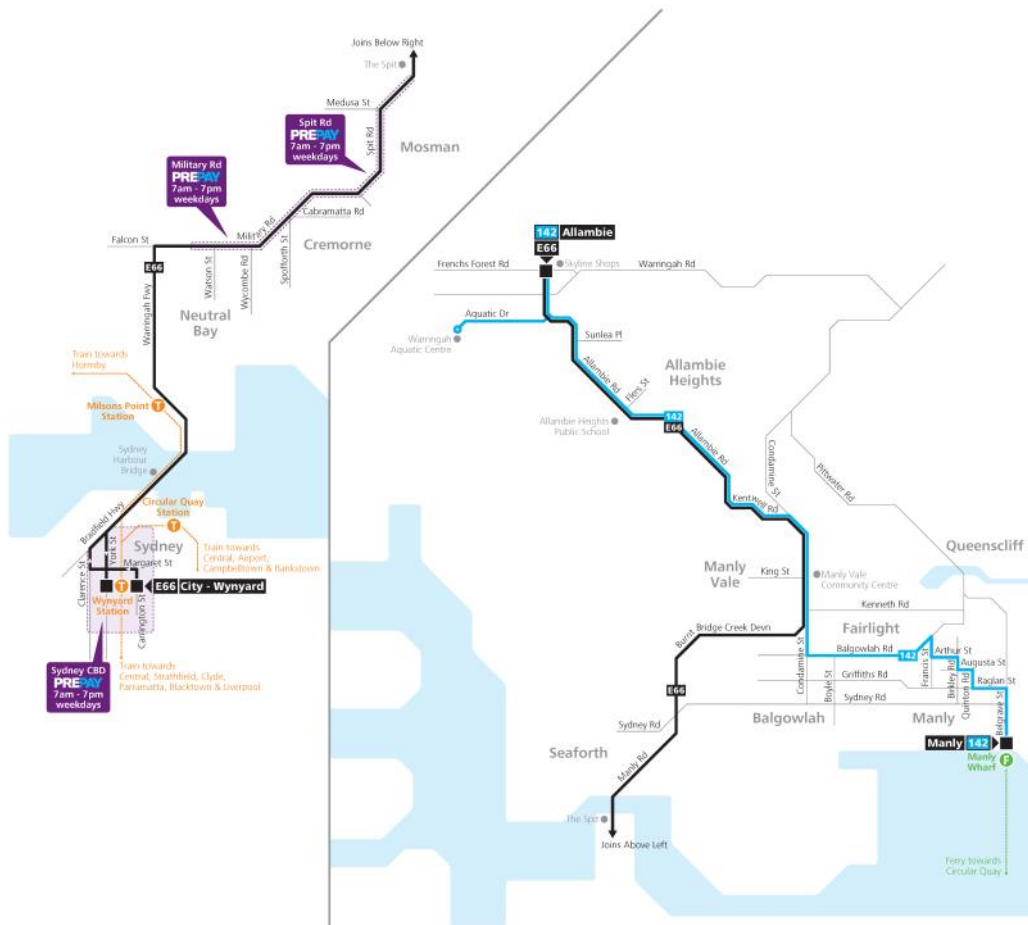
Shops to Cromer Heights 178, Wheeler Heights 179 and Collaroy Plateau 180. Cromer Heights now had its own route rather than being a diversion on the Wheeler Heights route. The link between Warringah Mall and Manly via Balgowlah and Fairlight was now provided by extending 135 North Head-Manly to Warringah Mall. Previously, the 135 Manly-North Head service had been privately operated by Manly Transport Services with a half-hourly frequency primarily to Manly Hospital. The current route 135 map is provided [cover]. The 135 Warringah Mall-

North Head service operates hourly during the off-peak.

Also provided is the current 142/E66 map. The Wynyard-Skyline Shops service via Allambie Heights is now numbered E66. Forest Coach Lines operates a 270 Chatswood-Warringah Mall service via Allambie Heights every 30 minutes during the off-peak.

The final map accompanying this article details the current Cromer Heights/Wheeler Heights/Collaroy Plateau network. This was introduced on 26th November 2017 with the commencement of the B1 B-Line

Routes 142, E66



Legend

- Bus route
- 142 Bus route number
- E66 Bus route start/finish
- T Train line/station
- Ferry route/wharf

Diagrammatic Map
North
Not to Scale

Route E66 to City

Picks up and sets down passengers at all stops to Kenneth Rd Manly Vale, then Cromer Junction, Watson St, and Wynyard.

Route E66 to Allambie Heights

Picks up passengers only at Wynyard, Big Bear/Watson St and Cromer Junction, then picks up and sets down passengers at all stops from Kenneth Rd, Manly Vale.

Wynyard-Mona Vale service. 180 Wynyard-Collaroy Plateau continues to operate every 30 minutes, 178 Wynyard-Cromer Heights has had a frequency increase to every 30 minutes from every 60 minutes and Wheeler Heights is now served by 146 Manly-Wheeler Heights operating every 30 minutes instead of 179 Wynyard-Wynyard (?) operating hourly. Wynyard Express services are now E75 Warringah Mall, E78 Cromer Heights, E79 Wheeler Heights and E80 Collaroy Plateau. The map also

shows the single 1:58 a.m. service from Manly to Collaroy Plateau and p.m. service from Cromer to Manly. From 3 May 2020 express services E66, E75, E78, E79 and E80 were renumbered to 166X, 175X, 178X, 179X and 180X respectively. Progressively, “E” or “X” route number prefixes are being replaced by the “X” suffix across Sydney.

References:-

Travers G., *From City to Suburb... a fifty year journey*, Sydney Tramway

Museum, Sutherland, NSW, 1982.

Spence, P. *Sydney by Public Transport* (1st edition), Gregorys, Ultimo, NSW, 1981.

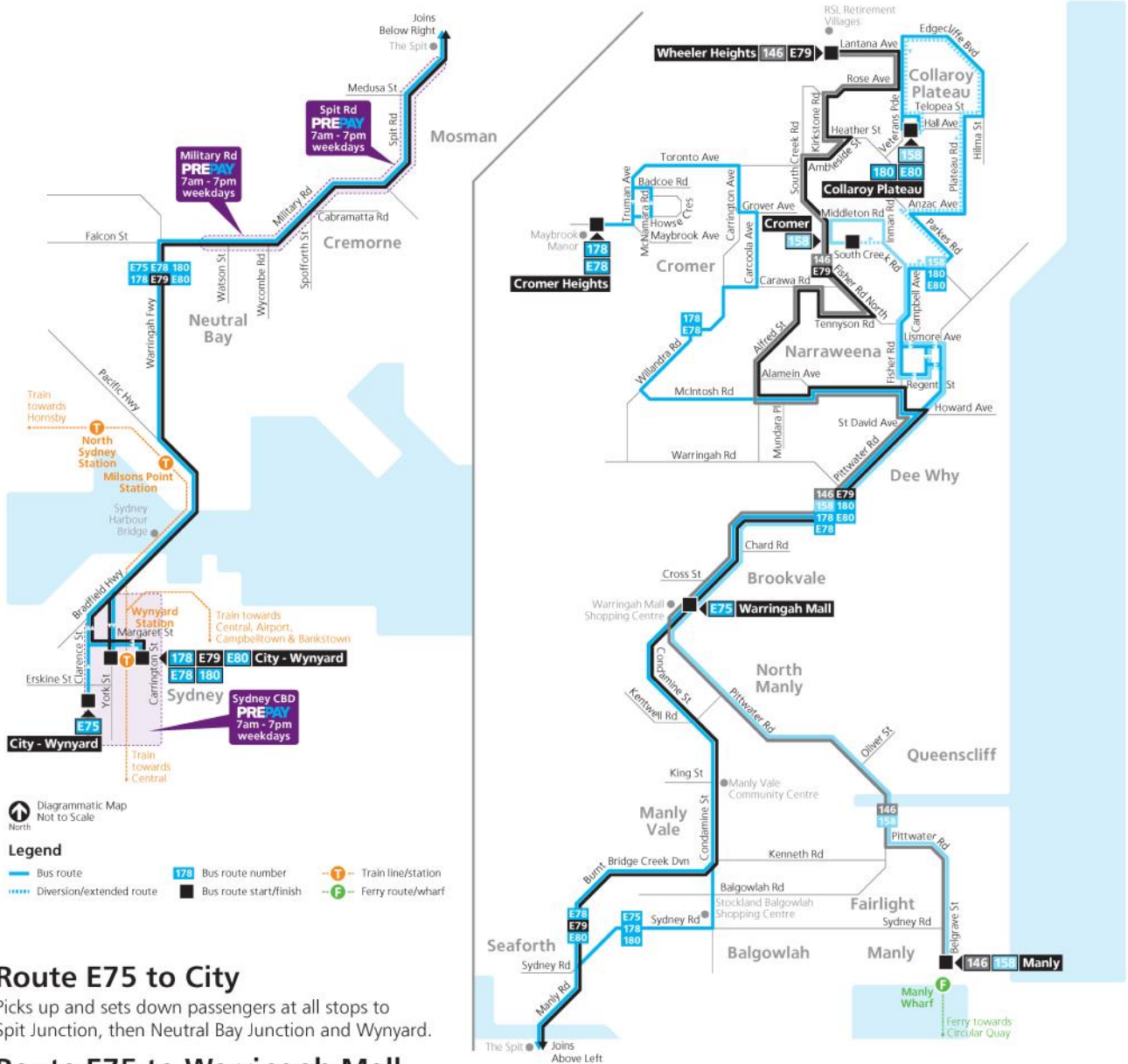
Spence, P. *Sydney by Public Transport* (3rd edition), Transit Australia Publishing, Sydney, NSW. 1989.

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Routes 146, 158, E75, 178, E78, E79, 180, E80

B



Route E75 to City

Picks up and sets down passengers at all stops to Spit Junction, then Neutral Bay Junction and Wynyard.

Route E75 to Warringah Mall

Picks up passengers only at Wynyard, Neutral Bay Junction and Spit Junction, then picks up and sets down passengers at all stops from Awaba St, Mosman.

Routes E78 and E79 to City

Picks up and sets down passengers at all stops to Kenneth Road Manly Vale, then Cremorne Jn, Watson Street and Wynyard.

Routes E78 and E79 to Cromer and Wheeler Heights

Picks up passengers only at Wynyard, Big Bear/Watson Street and Cremorne Jn, then picks up and sets down passengers at all stops from Kenneth Road, Manly Vale.

Route E80 to City

Picks up and sets down passengers at all stops to Dee Why, then Warringah Mall, Neutral Bay Jn and Wynyard.

Route E80 to Collaroy Plateau

Picks up passengers only at Wynyard, then Neutral Bay Jn, then picks up and sets down passengers at Warringah Mall, then all stops from Dee Why.

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What happened to the Official Railway Guide after 1971?

VICTOR ISAACS says "The short answer is: It survives."

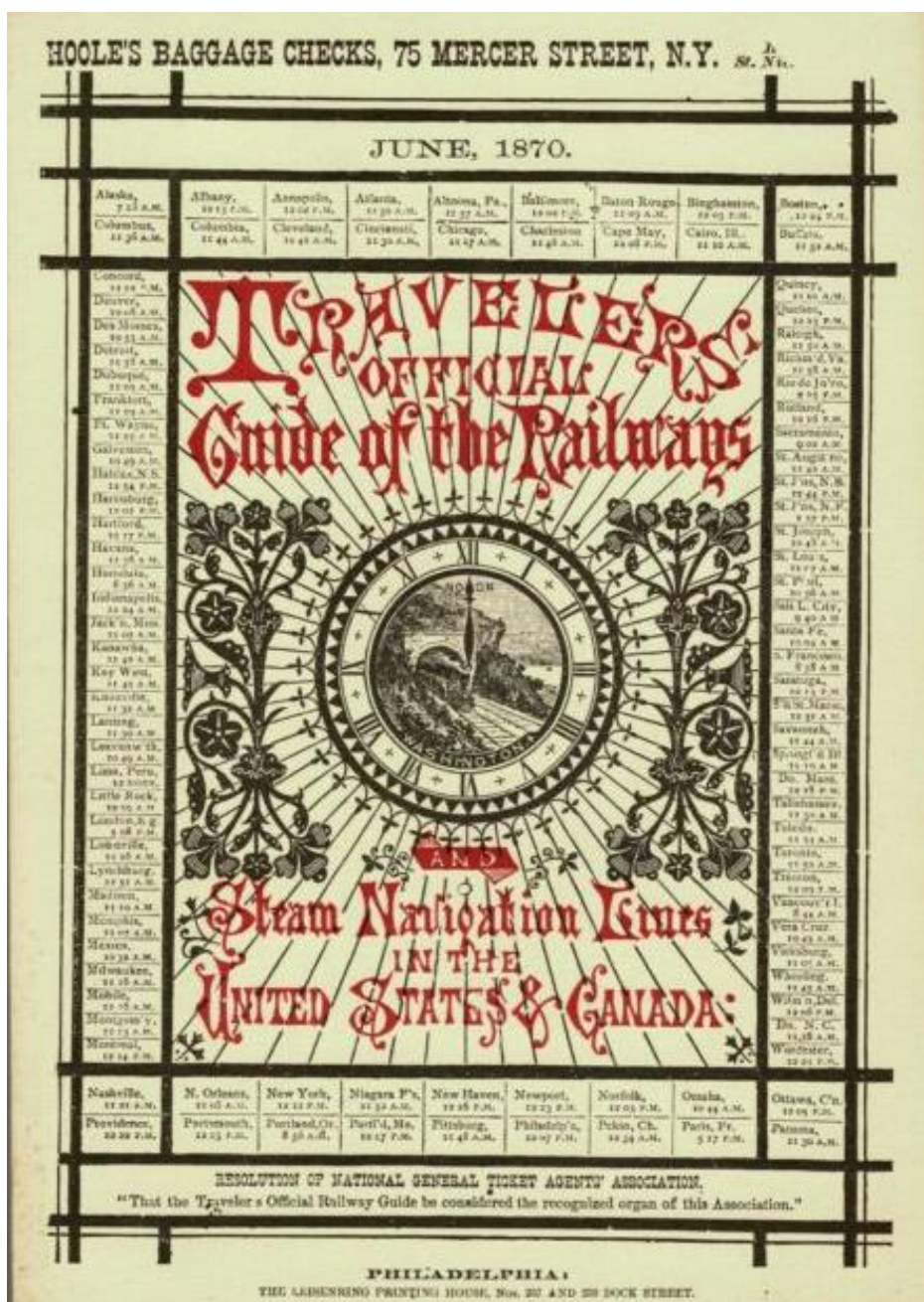
THIS ARTICLE ADDRESSES the question of what happened to the famed North American *Official Railway Guide* after the inauguration of a single, national US long-distance passenger train operator, Amtrak, in 1971.

For more than 100 years, the Official Railway Guide was the "must have" reference to the railways of North America. It was both authoritative and comprehensive. It remains as an essential source for historical information about railway operations and ownership in North America. The role of the Official Railway Guide was, however, ambiguous, in that it performed two distinct functions.

First, it provided almost complete information about passenger train schedules in North America. (I say "almost" because sometimes suburban, commuter services were summarised.) This was essential information for railway passengers, railway ticket agents and in later years, travel agents.

Second, it was an essential guide for railway personnel. For these people, it provided a guide to the lines and facilities of other railways. Perhaps even more importantly, it provided a listing of officers of all railways. These are the people to whom to send their accounts, or their requests to return their wayward wagons, or all sorts of other necessary contacts. Therefore, every North American railway – even those that did not operate any passenger trains – always had to take out listings in the Official Railway Guide. The listings had to be paid for. Some carriers chose to enumerate more officials than others.

Prior to the inauguration of the Official Railway Guide there were a large number of other guides published listing passenger train services. These were of varying degrees of unreliability. Senior passenger officials of American railways therefore decided to publish a more authoritative and comprehensive Guide – hence the term "Official" in



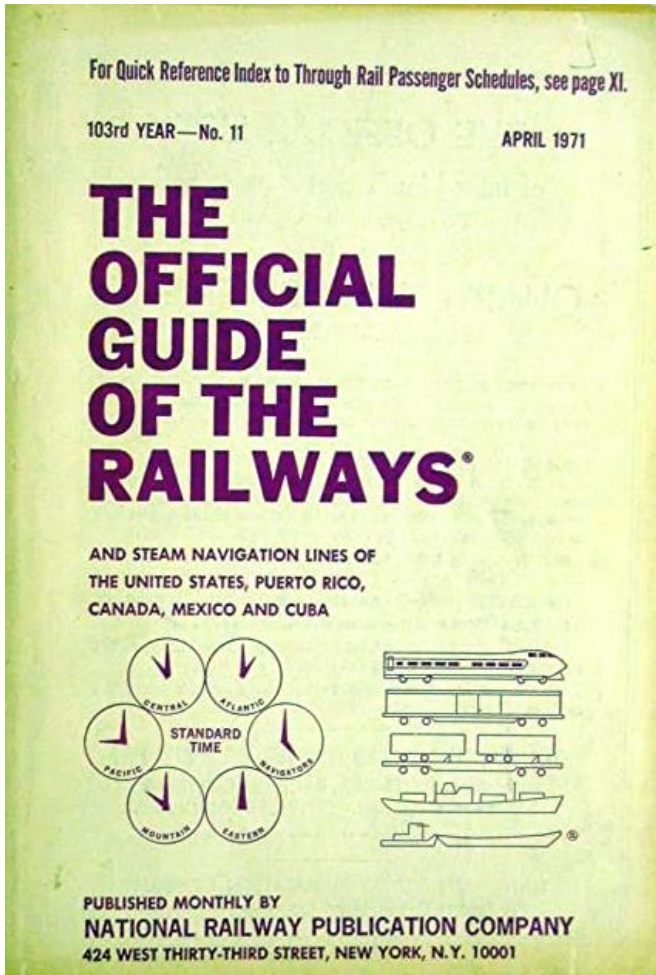
Official Guide on its 2nd Birthday

its title. This commenced publication in 1868.

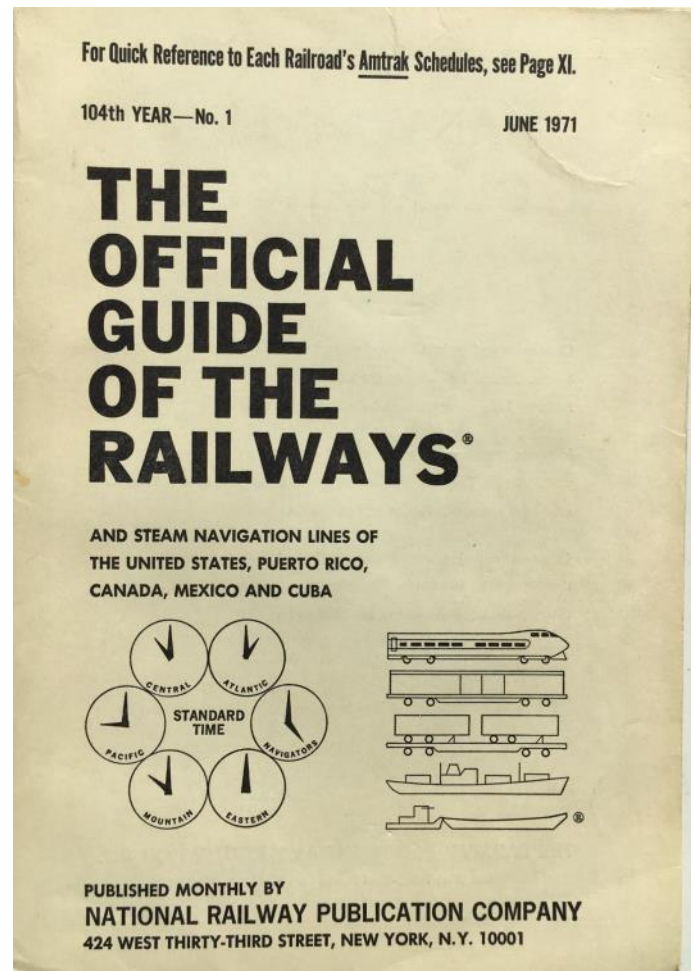
The ATA's kindred organisation in the United States, the National Association of Timetable Collectors (NAOTC), provides this [link](#) to an excellent history of the Official Railway Guide. This site, in turn, has a link to an Editorial page in a [1968 edition](#) of the Guide, also providing excellent history. However, both of

these sources only cover the early years.

Therefore, I will not attempt to repeat the Guide's early history in this article. My interest is what has happened to the Guide in recent years. However, I cannot resist quoting some statistics of the Official Guide at the height of its importance. The January 1930 edition, the biggest ever, was 1,796 pages, with entries from 1,377 railways and



Last pre-Amtrak edition



First post-Amtrak edition

approximately 76,000 stations indexed.

As is well known, in the 1950s, 1960s and early 1970s, North American railways very drastically reduced their operation of non-suburban passenger trains. This, of course, drastically reduced the listings in the Official Guide. Its size became a fraction of what it had once been. It undoubtedly also would have drastically reduced the sales of the Official Guide.

The long- and middle-distance passenger train situation in the US became so dire that eventually the Congress and Administration acted, albeit very reluctantly. Amtrak (more formally the National Railroad Passenger Corporation) was created as a Federal Government agency. From 1 May 1971 Amtrak took over from the railways the operation of most long-distance passenger trains in the US, although many of the remaining trains were discontinued. (A few railways did not initially join Amtrak for a strange variety of reasons.) Now there was virtually only one long-distance passenger train operator in the US.

What, then, was the point of the Official Railway Guide – at least as to its first function mentioned above of providing passenger train information? A prospective traveller or a travel agent now no longer needed to collect timetables from myriad sources, but only from one operator. (Amtrak even included in its Public Timetable the schedules of those few railways that did still operate their own long-distance passenger trains.)

The second function of the Official Railway Guide – information by and for railway personnel – remained.

For many years and at this period, the Official Guide was published by the National Railway Publication Company of New York, New York, together with associated publications for the railway industry.

The first edition of the Official Guide I have sighted after the inauguration of Amtrak is the March 1973 edition. The first substantial entry in this edition is a reproduction of the Amtrak timetable. Then there followed the

entries for all the very, very many North American railways in the usual style, except (in a very few cases) they no longer had passenger train schedules. (A very few did still have passenger train schedules deeply buried, either because they operated commuter trains or because they had not joined Amtrak.) This was 690 pages of 7 inches by 10 inches. (As this was published in the USA, I use archaic, Imperial measurements.)

Sometime between 1973 and 1978, the Official Guide was divided into two publications. This recognised and formalised the two different functions of the Guide, as mentioned above. There was a “North American passenger travel edition” and a “Freight Service Edition”. (The inconsistent capitalisation is theirs and varied over time.)

The Freight Service Edition is obviously aimed at the railway industry. It continues the practice of listing every North American railway with listings of their personnel, plus often lists of their lines and facilities,



**Table—10
CHICAGO-TAMPA-
ST. PETERSBURG/MIAMI**

57		Train Number		56	
The Florida		Train Name		The Florida	
Daily		Frequency of Operation		Daily	
ABEN	Miles	Type of Service		ABEN	
900 P	0	Dp	CHICAGO, IL (Union Sta) (CT)	Ar	700 A
1205 A	118		Lafayette, IN (ET)		335 A
315 A	221		Bloomington, IN		1230 A
810 A	325		LOUISVILLE, KY (ET)		955 P
920 A	438		Bowling Green, KY (CT)		810 P
1100 A	511	Ar	NASHVILLE, TN	Dp	900 P
1110 A	541	Dp	NASHVILLE, TN	Ar	445 P
115 P	629		Decatur, AL		210 P
330 P	713	Ar	BIRMINGHAM, AL (Amtrak Sta)	Dp	1215 P
340 P	713	Dp	BIRMINGHAM, AL	Ar	1205 P
550 P	810	Ar	MONTGOMERY, AL	Dp	1005 A
610 P	810	Dp	MONTGOMERY, AL	Ar	945 A
840 P	928		Dothan, AL (CT)		625 A
1140 P	1020		Thomasville, GA (ET)		515 A
1228 A	1062		Valdosta, GA		406 A
145 A	1122		Waycross, GA (Oklahoma Ave)		300 A
330 A	1193	Ar	ACKSONVILLE, FL (Clifford Lane Sta)	Dp	105 A
405 A	1193	Dp	ACKSONVILLE, FL (Clifford Lane Sta)	Ar	125 A
555 A	1303		DeLand, FL (Daytona Beach)		1055 P
635 A	1319		Sebring, FL		1030 P
655 A	1336		Winter Park, FL		945 P
715 A	1341		ORLANDO, FL (Walt Disney World)		930 P
735 A	1359		Kissimmee, FL (Walt Disney World)		900 P
835 A	1402		Lakeland, FL		810 P
935 A	1433		TAMPA, FL		735 P
1035 A	1466		Clearwater, FL		622 P
1115 A	1480	Ar	ST PETERSBURG, FL	Dp	600 P
No 93		Through Cars Chicago-Miami		No 94	
420 A	1193	Dp	ACKSONVILLE, FL (Clifford Lane Sta)	Ar	120 A
528 A	1251		Waldo, FL (Cannonville)		1158 P
608 A	1297		Ocala, FL (Shirley Springs)		1115 P
646 A	1323		Widowood, FL		1050 P
745 A	1388		Winter Haven, FL (Cypress Gardens)		930 P
820 A	1429		Sebring, FL		852 P
950 A	1531		West Palm Beach, FL (Palm Beach)		730 P
1012 A	1548		Delray Beach, FL		705 A
1025 A	1560		Deerfield Beach, FL (Boca Raton)		652 P
1055 A	1574		FORT LAUDERDALE, FL (Port Everglades)		639 P
1118 A	1581		Hollywood, FL		620 P
1210 P	1601	Ar	MIAMI, FL (Miami Beach) (ET)	Dp	555 P

**Table—10B
CHICAGO-ROCKFORD-DUBUQUE**

375		371		370		372	
The Black Hawk		The Black Hawk		The Black Hawk		The Black Hawk	
Sa and Su ¹⁰		Mo thru Fr ⁸		Frequency of Operation		Mo thru Fr ⁸ Sa and Su ¹⁰	
D	D	Miles	Type of Service	D	D	D	D
605 P	515 P	0	Dp CHICAGO, IL (CT) Ar	1010 A	1145 A		
647 P	557 P	18	Elmhurst, IL	919 P	1054 A		
757 P	707 P	85	ROCKFORD, IL	809 A	944 A		
827 P	737 P	113	Freeport, IL	739 A	914 A		
859 P	808 P	137	Warren, IL	707 A	842 A		
939 P	848 P	164	Galesna, IL	627 A	802 A		
1004 P	914 P	180	East Dubuque, IL	602 A	737 A		
1020 P	930 P	182	Ar DUBUQUE, IA (CT) Dp	555 A	730 A		

EXPLANATION OF REFERENCE MARKS

- A—First-Class Service available
 - B—Complete Dining and Beverage Service
 - C—Tray Food and Beverage Service, Buffet Service, or light Meal and Beverage Service
 - D—Light Meal and Beverage Service
 - E—Checked Baggage Service, consult Services listing or agent.
 - N—All-reserved train
 - R—Streamlined, air conditioned Rail Diesel Car
 - 2—Stops only to discharge passengers.
 - 3—Tickets not available at station for some or all trains. Tickets may be purchased from authorized Amtrak travel agent or train conductor (no penalty for cash fare on trains if no agent on duty at train time). Assistance with baggage will be provided by on-train attendants.
 - 4—Experimental stop instituted for a trial period to evaluate passenger usage. Stop may be discontinued if usage during the trial period does not justify continuation.
 - 5—Stops only on signal to receive and discharge passengers. If possible, please give advance notice to agent or conductor so necessary arrangements can be made
 - 6—Following day.
 - 7—Service financed in part through a grant from the State of Michigan, Department of State Highways and Transportation.
 - 8—Will not operate May 31, July 5 and September 6.
 - 9—Stops only to receive passengers.
 - 10—Will also operate May 31, July 5 and September 6.
- (CT)—Central Time
(ET)—Eastern Time

Table—10A CHICAGO-DETROIT-PORT HURON (TORONTO)

354		344		352		350		374		365		351		353		355		373	
The Blue Water Limited		Turbo- liner		Turbo- liner		Turbo- liner		The Michigan Executive		Train Name	The Blue Water Limited	Turbo- liner	Turbo- liner	Turbo- liner		Turbo- liner		The Michigan Executive	
Daily	Daily ⁷	Daily	Daily	Daily	Daily	Daily	Daily	Mo thru Fr ^{7,8}	Miles	Frequency of Operation	Daily ⁷	Daily	Daily	Daily	Daily	Daily	Daily	Mo thru Fr ^{7,8}	Daily
CE	D	CE	D	CE	D	CE	D			Type of Service	D	CE	CE	CE	CE	CE	CE		
400 P	325 P	140 P	745 A					0		Dp CHICAGO, IL (Union Sta) (CT)	Ar	1200 W	110 P	400 P	945 P				
645 P	610 P	430 P	1027 A					89		Niles, MI (ET)		1100 A	1215 P	307 P	850 P				
740 P	705 P	525 P	1122 A					136		KALAMAZOO, MI	Ar	1005 A	1120 A	215 P	755 P				
810 P	740 P	555 P	1152 A					160		Battle Creek, MI	Dp	935 A	1050 A	145 P	725 P				
	855 P							208		EAST LANSING, MI (Lansing)		820 A							
	900 P							227		Durant, MI		745 A							
	1010 P							254		Durant, MI		707 A							
	1034 P							274		Lapeer, MI		655 A							
	1130 P							274		Port Huron, MI	Dp	545 A							
	540 A							0		Sarnia, Ont.	Ar	1215 A							
	955 A							174		TORONTO, Ont. (Union Sta)	Dp	815 P							
810 P		555 P	1152 A					160		Battle Creek, MI	Ar	1050 A	145 P	725 P					
900 P		623 P						185		Albion, MI		1000 A	1250 P	635 P	710 P				
940 P		650 P	1242 P			615 A	205	205		Jackson, MI		923 A	1210 P	558 P	628 P				
940 P		730 P				637 A	226	226		Chelsea, MI		840 A	1125 A	515 P	535 P				
1030 P		790 P				700 A	243	243		ANN ARBOR, MI									
		820 P	215 P			710 A	251	251		Ypsilanti, MI									
		805 P				750 A	279	279		DETROIT, MI	Dp								
610 A		755 P				0		0		Windsor, Ont.	Ar	1120 P		410 P					
800 A		1025 P				108		108		London, Ont.	Dp	930 P		220 P					
1015 A						223		223		Toronto, Ont. (Union Sta) (ET)	Dp	715 P		1215 P					

and sometimes even a few freight train schedules. The 1978 edition is about the same size as the 1973 combined edition.

The passenger travel edition varied greatly in style over the years. A 1980 edition is the first that I have seen. It commences, of course, with timetables of the Amtrak system. There are then detailed timetables for commuter trains in US cities. Hitherto, commuter operations had usually merely been summarised. However, some cities, for example Boston, still only have summaries. There then follows timetables of the non-Amtrak railways, Denver and Rio Grande

Western, still a holdout to joining Amtrak, and the two Alaska railways; then timetables of VIA (the Canadian equivalent of Amtrak); then other Canadian railways and summaries of Canadian commuter trains. Following were long-distance passenger trains in Mexico - these still existed in 1980. Useful (for travel agents) diagrams of passenger train accommodation were then provided. What was next was surprising. This was summary schedules of passenger trains in Britain and Western Europe. My guess is that these were prepared by the British ABC Rail Guide. This assumption is based on the Official

Guide not having expertise in this area, whereas ABC Guide did, and because the Official Guide passenger travel edition included advertisements for the ABC Guide, including a full page one. What then followed is even more surprising. This is a mention of Australian services! There is half a page for the Indian Pacific Sydney-Perth. Then half a page for the South African Blue Train Cape Town-Pretoria. Finally (before the index), was a page summarising Japanese high-speed trains.

Judging by its presentation and on the advertisements highlighting commissions payable for sale of travel, this edition was clearly aimed at travel agents. It is 224 pages, 8.5 by 11 inches. It was published ten times a year.

The next edition that I can access is dated Feb/Mar 1982. It should have been bigger, but wasn't. A page numbered 25-209 advised that due to problems with an Amtrak computer reservation system, they were unable to include the Amtrak City-to-City section (i.e., ABC style timetable). But, this edition included, as usual, the conventional tabular Amtrak timetables. Then there were the other remaining US passenger operators. However, now, few of the commuter schedules are given in detail; most are summarised. VIA and other Canadian operators follow, then Mexico. There is then the international section covering Britain, Western Europe, Australia (Indian Pacific), South Africa (Blue Train) and Japan. It was now published eight times a year.

The next edition I have seen is Oct/Nov 1987. This does include the Amtrak City-to-City section. Indeed, this is by far the largest part of the publication. Interestingly, the next sections are of Amtrak special fares and routes, fare code rules, fare rules and regulations, and routing guides. Indeed, this large section looks more like an Amtrak internal staff fares manual, than a public document. The Western Europe section is now reduced in size, and Australia, South Africa and Japan dropped altogether. This edition is 832 pages. It was now published six times a year.

Finally, I have seen a copy of the

NSW's The Short North, 1955

JAMES T WELLS

THANK YOU, GEOFF MANN, for your article in the April 2020 "The Times" about NSW rail services on Sundays in 1955.

This contribution is a discussion about the table on p15 which showed the Up (towards Sydney) Newcastle line service on Sundays. This line was sometimes referred to as the Short North to distinguish it from the North Coast Line to Brisbane and the North West line to the inland.

My, how things have changed! Nowadays, main stations north of Wyong get a once an hour service right through the day; main stations south of Wyong get two an hour.

In 1955 at Morisset, if you missed the train at 9.37 am, you waited until 4.51 pm for the next one. Minor stations were even worse served. Wyee only had two trains all day.

The other big difference is the reduction in long distance services. Then, there were five trains with sleeping cars coming off the North Coast line in the early morning, plus two off the North West. Now there's only one – the XPT from Casino.

But, that was it for long distance services. What is interesting is that two of the three trains shown as originating north of Newcastle, went into Newcastle rather than using the Islington loop to reach Broadmeadow directly. This diversion would have added at least half an hour to overall journey time.

These trains were (times at Newcastle) 3.52 pm ex Maitland and 7.27 pm ex Muswellbrook. One wonders if passengers alighted at Hamilton on the way in to enjoy a quick one at the pub before rejoining the train. This would not have been possible for the latter train because 6 pm closing of pubs was in force then. The Cessnock pass used the Islington Loop.

For many years an unusual aspect of the Short North was the running of the down North West Mail into Newcastle. In 1955, it left Sydney at

the most un-mail-friendly time of 3.30 pm to arrive in the northern city at 6.35 pm, non stop from Hornsby except for Gosford.

A feature of the Sunday timetable was the excellent service provided from the Central Coast late in the afternoon – even better than today. Departures from Woy Woy after 4 pm were: 4-03, 23, 38; 5-03, 18; 6-03, 23, 40; 7-02, 32; and 8-00. [Editor's note—The [July 2004](#) edition of The Times, has a full description of these Sunday services in 1937].

Two of these services are shown as starting at Woy Woy – the 6.03 and the 7.32. They ran empty from Gosford. There were no equivalents in the Down direction. These trains did serve all stations to Hornsby but most of the patronage would have been from Woy Woy.

This was the era of Edmondson cardboard tickets. One wonders how well the ticket office coped with the mass of passengers. Bear in mind though that most of the passengers would have been Sydney-siders who would have bought return tickets.

The reference to the trains stopping all stations to Hornsby needs clarification. Generally, trains in this timetable did not do so because Cowan to Asquith was served by 'motor trains' (CPHs), although these did not run during the Central Coast afternoon Sunday peak.

Cowan was the end point of the famous Cowan bank, the climb out of the valley from Hawkesbury River. To set the scene for the Cowan Bank, we need to be reminded that this was still a steam operated railway. The only main line diesels in service then were

the 20 40-class Alco hood units, used mainly for freight. Electrification came to Gosford in 1960 and beyond in the 1980s.

This explains why most trains "dwelled" at Gosford for between 5 and up to 19 minutes for loco. requirements, mainly to replenish the tender water tank. Refreshments for the passengers would also have been a factor.

All the data shown in this section is in imperial units, as befits the steam age. The Table below is a snapshot of key data for the locos that would have been used.

The Cowan Bank climb was continuous for 5.3 miles, rising 623 feet so the average grade was/is 1 in 45. But loco performance was influenced by sharp curvature, particularly around the Boronia No. 3 and 4 tunnels. It is around here that the ruling grade of 1 in 40 (37 for a short stretch) exists. The equivalent straight track grade would be near 1 in 30.

The Working Timetable shows all passenger services on a Sunday stopping at Hawkesbury River to attach a 'bank' engine, typically a 'Standard Goods' 2-8-0 tender engine or possibly a C30 4-6-4T. The only exception was No. 24 the 7.32 am Newcastle express – see below.

On page 13 is a snippet for No. 184 Cessnock Pass. What is remarkable is that only two or three minutes were provided to attach the bank engine. The points to set the road for the bank engine to exit the stabling siding would not be switched until the passenger train had stopped. The engine would come out of the siding, the points would be reversed, and the engine would then back down onto the train.

One suspects that the air brake hose was not coupled up between the two engines and no brake test would have

Class	Weight (tons)	Boiler Pressure (psi)	Grate Area (Sq ft)	Tractive Effort (lb)
C32	110	160	27.5	26,000
C36	160	200	30.5	33,887
C38	195	245	47.0	36,273

Koolewong*	arr.	...	To be worked	...
Woy Woy	dep.	8 20		...
Sandstone Sliding*	arr.
Wondabyne*	dep.	8 35		...
Hawkesbury River ...	arr.	8 38		494
	dep.	8 54		580
Cowan	arr.	8 56		492
	dep.	9 12		580
Berowra	arr.	...		494
Mount Kuring-gal ...	dep.	9 15		
Mount. Colah*	arr.	...		
Msquith**	dep.	...		
HORNSBY	arr.	9 12		
	dep.	9d 14		

mph or a rail HP requirement of near 1,000. Sorry—the C32 could not have achieved this.

However, if the train didn't stop at either station about seven minutes would be saved, so the average speed to keep time would have been 14 mph - a rail HP about 700 which would still challenge the C32. Let's say a bank engine would be needed, or better still, use a C36 Pig.

The star performer on the bank was No. 24 Newcastle Express. The load would have been 310 tons (HUB set) and the power - a 38 Class Pacific. Allowed time was 13 minutes pass to pass - average speed 25 mph, and—wait for it—rail HP of about 1,900. This would be high for a C38 at this speed; the C38 would achieve maximum rail HP at about 50 mph.

In 1963 the ARHS ran a series of seminal articles by R L Abbott about steam locomotive performance. In the June edition he gives a rail HP for No. 24 on Cowan bank of 1,780, somewhat lower than my estimate. As speed and weight are virtually the same in the two calculations it would appear he used lower rolling / curve resistance factors than have been used in this article.

Issues here would be roller bearings and allowance for higher locomotive resistance.

Turning now to the overall running of No. 24 it was scheduled to run Newcastle-Sydney in 2 hr 48 min., with seven intermediate stops. By today's standards that's not too bad. For example, currently the 6.20 am Up

been done. This meant that braking control was left with the driver of the train engine—not normal practice with double heading. Given that the climb was uphill the whole way, this was probably ok.

This matter was discussed in an article by Brain D Patterson in the June 2008 edition of the ARHS Bulletin. Likewise the time allowed to detach the bank engine at Cowan was very short.

Did all the trains need banking? Almost certainly all overnight ones did. Let's take the example of a

Gosford starter hauled by a C32 class with an 8 end platform cars LUB set - weight 200t.

The back of the envelope calculation of tractive effort required to deal with the ruling grade is 20,000 lb. This is well below the nominal tractive effort for a C32 of 26,000 lb. so there should have been no difficulty for the train engine coping with the load without assistance.

The question now is would the single C32 achieve the standard running time for the section of 16 minutes. This translates to an average speed of 20



M-F takes 2 hr 37 min but this is from the Newcastle Interchange station (Wickham) – add five minutes to get an equivalent time—but today’s train has twelve intermediate stops.

The overall maximum speed limit has not changed since 1955. Over the raceway between Morisset (pass) and Wyong (stop – one minute assumed) No.24 was scheduled at 56 mph.

This was a great contrast with the following train – No 190 which was timetabled at 4 hr 20 min, with 37 intermediate stops, three being “if required”. These included the suburban stations from Cowan to Hornsby. At least in those days, they didn’t stop at Epping.

But if one really wanted a slow trip – a ‘goods’ train was the answer. No. 488 Diesel Goods on a Sunday was scheduled out of Broadmeadow Yards at 1.40 pm and arrived Enfield Yards at 7.17 pm.

There was a 20 minute dwell at Ourimbah for “L” which rather

suggests a steam based timetable and a 35-minute one at Hawkesbury River to allow passenger trains to pass. There was no stop at Cowan so presumably no banking was featured. Running time up the hill was 24 minutes.

A factor here would have been the use of 4 wheel wagons, most notably the S class – limited to 35 mph.

No. 544/644 Fast Stock [also on a Sunday] would leave Broadmeadow Yards at 12.09 pm, dwell at Tuggerah for 31 minutes for “L” and Hawkesbury River for 8 minutes. No stop was scheduled for Cowan – running time 26 minutes, with arrival at Flemington at 5.07 pm..

Generally all the goods trains stopped at Hawkesbury River, probably the time allowed there also covered the time required at Cowan to detach a banking engine, if one were required.

The author thanks Geoff Lambert for assistance with data.



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The Laverton Line Washaways of 1907

DAVID WHITEFORD

THE 64 MILE-LONG Mount Malcolm to Laverton railway, serving various gold mining towns, was opened as a branch of the Kalgoorlie to Leonora railway on 1 February 1905.

On Friday 15 March 1907 unprecedently heavy rain must have fallen in the Mount Malcolm and Mount Margaret districts, for miles of the railway between these places has been submerged by floodwaters (1). [BoM records show that the area averaged a little above 50 mm, with Mt Morgans recording 193 points according to the local newspaper–Editor]. The extent of damage was not immediately known because telephone communication along the line was completely blocked. It was restored on the Sunday and the section between Malcolm and Murrin Murrin was the most affected with a week estimated to get the line operational. In one case

over two miles of earthwork was washed away and the rails were completely submerged. A ballast train, conveying the Resident Engineer and a flying gang of 20 navvies, left Kalgoorlie on the Saturday night to begin restoration work from Malcolm. A locomotive was isolated in Laverton enabling a second ballast train and flying gang to start work from the eastern extent of the damage.

The Kalgoorlie Miner article on the 18th gives confusing information about the Saturday 6am train from Laverton to Kalgoorlie – The train which was timed to reach Kalgoorlie at 5.10pm on Saturday afternoon did come through from Laverton. It only ran from Leonora, and did not reach Kalgoorlie until 9.45pm. Many parts of the line between Kalgoorlie and Leonora were under water... Perhaps the article meant to say ‘did not come through from Laverton’ which is

certainly the case given the following story. Damage to the Leonora line was not so severe as to prevent temporary repairs allowing services to continue.

The only account of perhaps a near train disaster was published in the Mount Morgans Mercury newspaper of 20 March. It reported that a Mr Martin was trying to round up pigs near the town along part of the damaged line on Saturday morning when the thought suddenly occurred to him that the Laverton train was nearly due. He made a break for the railway line. Once or twice during the journey he fell and rolled over in the water, and wet and mud bespattered Mr Martin just reached the line as the train was coming speeding down the track about half a mile away. Making signals to stop, which were at once noticed by the driver and fireman, the train was soon brought to a standstill. The train was backed into Morgans and later returned to Laverton with the locomotive soon forming the eastern end repair train.

The WAGR Weekly notice published no information on the line until

E G R - --Laverton Branch

In consequence of the recent washaways the following temporary train service will operate on the Laverton Branch until further notice

STATIONS.			No 7 Mixed	STATIONS			No 6, Mixed.
			A M				P M
Malcolm	dep		6 0	Laverton	dep		1 30
Murrin	arr		7 50	Morgans	arr		2 50
Do	dep		8 0	Do.	dep		3 5
Morgans	arr		9 50	Murrin	arr		4 55
Do	dep		10 5	Do	dep		5 5
Laverton	arr		11 25	Malcolm	arr		6 55

Trains to be worked by G class engine only

Through rate of speed not to exceed 15 miles per hour

Drivers to exercise great caution and keep a sharp look out for any signals

Passengers to be notified when booking that it will be necessary to break the journey at Malcolm

Malcolm at 6am daily, arriving in Laverton at 11.25am, returning at 1.30pm to arrive in Malcolm 6.55pm. Through passengers travelling towards Kalgoorlie had to stay overnight in Malcolm. Daylight running only was in force on the line. The normal timetabled run from Laverton to Malcolm was three hours and forty five minutes so an additional two and a quarter hours were required.

It was not until Monday 22 April that the normal timetable was resumed.

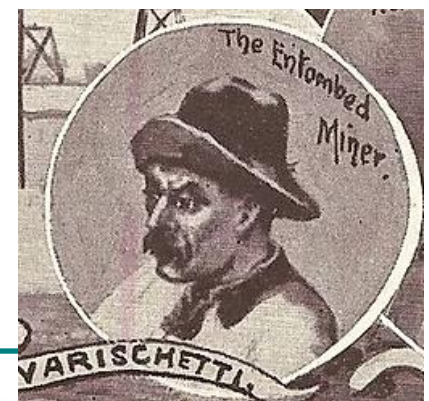
As an aside, these were the same rains that caused flooding in the Coolgardie region resulting in the dramatic rescue of a miner trapped in a Bonnievale mine with a special train conveying divers and equipment running from Perth to Coolgardie resulting in an eventual successful rescue of [Modesto Varischetti](#).

References

1. Kalgoorlie Miner 18 March 1907 p4.

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Weekly notice 14 1907 page 511.

number 14 week ending 5 April 1907 but local newspapers kept abreast of the developments. Instructions were quickly issued that there should be no issue of passenger tickets for any stations on the branch until further notice. Passengers already holding tickets could be conveyed only to Malcolm. The Leonora line services continued although there were many speed restrictions so the timetable could not be met.

The weekly Morgans Courier newspaper, based in the Laverton line town of Mount Morgans, continued to publish the regular railway timetable

in its Wednesday editions, even after the suspension of trains, while also reporting on same. The Mount Morgans Mercury reported that an engine and brake van arrived there from Laverton at 8am on Tuesday 19 March with mails and seven passengers. The engine would have remained to assist with repair work and return to Laverton for servicing.

Temporary repairs enabled a train to run from Malcolm to Murrin Murrin on Saturday 23 March and to Laverton on Monday 25 March. However, severe speed restrictions mean that the ordinary service could not resume and so a train was timetabled to leave

Weekly notice 17, 1907 page 600.

E.G.R.—Laverton Branch.

Commencing Monday, April 22.

The ordinary train service will be resumed between Malcolm and Laverton.

Trains to be worked by G class engine only.

Drivers to exercise great caution and keep a sharp look out for any signals between mileages 537 and 542½.

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