



A journal of transport timetable history and analysis

Wagstaff?...



**Inside: The Mystery of the Missing Bus Route
Running on Producer Gas
The wild rail-cars of Borneo**

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The Times

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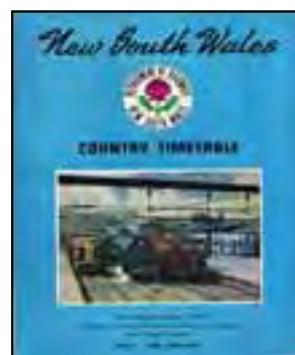
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On the front cover

This is an issue full of questions— what happened to Route 300? How do we get from A to B? How do we spell our destination? Just to confuse the latter ferry question, the upper picture on the cover shows *Manly House* at *Wagstaff*. The bottom picture shows *Palm Beach* Ferries' *Crystal Spirit* at *Wagstaffe*. The long-running confusion about how to spell the name of this place in bus and ferry timetables is explored in this issue by Lourie Smit. Below:- some recent interesting timetables offered on E-Bay.



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Route 300: The lost bus route to Erskineville

Elementary my Dear Watson, says JIM O'NEIL

The tramline from Circular Quay to Erskineville was the shortest in the Sydney system, and had a very small catchment area. It was never more than half a mile from the tramline to Newtown, which ran down City Road to the west, and closer to the main western and Illawarra railway lines to the east. All the same it had a reasonable patronage: David Keenan tells us in *Tramways of Sydney* that it had a basic frequency in 1933 of fifteen minutes, with increased service in peak hours. The trams ceased on the sixth of January 1940, and buses on route 300 started operation the following day. This was to be the only bus route in the 300 series west of the Illawarra line, and initially ran as far north as Martin Place. Greg Travers and Richard Peck tell us in *Government Bus Routes in Sydney and Newcastle* (2nd ed.) that the route 300 was cut back to Central Railway in 1950.

My first timetable for the route 300 (page 3,4,5) commenced operation on Saturday, May 22, 1954, and was still in effect when I collected it in late 1958. There was still limited service north of Central Railway, with three buses going north to Millers Point in the morning, from 6.55 to 7.30 a.m., and two returning just before 5 p.m. These did not operate into the Central Business District to the immediate south of Circular Quay, but turned to the west to the warehouses and docks along Sussex St and Hickson Rd. The times of the services show they operated for a working class clientele, not a middle class one, as you would expect. There was also a bus leaving Circular Quay at 7.5 in the morning and running via a circuitous route (see Explanation of Signs *) to the Railway and Erskineville. This operated via Elizabeth Street and Eddy Avenue and does not seem to have formed any of the departures listed from Hay Street. I've no idea what sort of passenger would have caught such a bus.

Apart from these six buses, the route 300 operated only south of Hay Street. A basic service of every twenty minutes was provided on Mondays to Fridays and Saturday mornings – a reduction from the four every hour on the trams to three for the buses – with increased service at the peaks, and forty minute frequency on weekday evenings. Since the buses took eleven minutes from Hay Street to Erskineville, and left both terminals at 5, 25 and 45 minutes past each hour, they had to wait for nine minutes at each end of the route.

On Saturday afternoons, and Sundays and Public Holidays, the route 300 ran, not to Hay Street but to Eddy Avenue, where it continued on to Alexandria, replacing the

Department of Government Transport, N.S.W.

No. 115.

ROUTE 300

ERSKINEVILLE—CENTRAL RAILWAY—ALEXANDRIA

COMMENCING SATURDAY, MAY 22, 1954.

On Mondays to Fridays and Saturday mornings Route 300 service will continue to operate between Erskineville and Central Railway (Hay Street). On Saturday afternoons, Saturday nights, Sundays and Holidays, the service will operate between Erskineville and Alexandria (via Central Railway—Eddy Avenue). The time-table will be as follows:—

MONDAYS TO FRIDAYS.

FROM ERSKINEVILLE

TO CENTRAL RAILWAY (Hay Street)—5.25, 6.5, 6.25, 6.45, 6.55, 7.5, 7.15, 7.25, 7.30, 7.45, 8.5, 8.20, 8.25, 8.45 a.m., thence at 5, 25 and 45 minutes past each hour to 3.45, 4.9, 4.25, 4.45, 5.3, 5.23, 5.45, 6.5, 6.25, 6.45, 7.5, 7.25, 7.45, 8.5, 8.45, 9.25, 10.5, 10.45, 11.25 p.m.

TO MILLERS POINT—6.55, 7.15, 7.30 a.m.

TO ERSKINEVILLE

FROM CENTRAL RAILWAY (Hay Street)—5.7, 5.45, 6.10, 6.25, 6.45, 7.5, 7.16, 7.25, 7.45 a.m., thence at 5, 25 and 45 minutes past each hour to 4.45, 4.49, 5.5, 5.9, 5.25, 5.45, 6.5, 6.25, 6.45, 7.5, 7.25, 7.45, 8.25, 9.5, 9.45, 10.25, 11.5 p.m.

FROM MILLERS POINT—4.35, 4.55 p.m.

FROM CIRCULAR QUAY—*7.5 a.m.

SATURDAYS.

FROM ERSKINEVILLE

TO CENTRAL RAILWAY (Hay Street)—5.25, 6.5, 6.45, 7.25 a.m., thence at 5, 25 and 45 minutes past each hour to 12.45, 1.4, 1.24, 1.54, 2.24 p.m. After this time buses operate to Central Railway (Eddy Avenue) and Alexandria at 2.54 p.m., thence at 24 and 54 minutes past each hour to 11.54 p.m.

TO ERSKINEVILLE

FROM CENTRAL RAILWAY (Hay Street)—5.7, 5.45, 6.25, 7.5, 7.45, 8.10, 8.25, 8.45 a.m., thence at 5, 25 and 45 minutes past each hour to 12.45, 1.8, 1.38, 2.8 p.m. After this time buses operate from Eddy Avenue at 2.36 p.m., thence at 6 and 36 minutes past each hour to 11.6, 11.41 p.m.

‡33494

trams which ran from Circular Quay. Since the buses took 25 minutes to run to and from Alexandria, and a half hourly frequency was operated, once again long standing time was required at the outer terminals. Service started earlier on Public Holidays (at 5.45 a.m.) than on Sundays, and on Sundays started earlier on the Alexandria half of the route, so that the first Sunday bus from Alexandria at 7 o'clock ran only to the Railway (marked R), with the first bus from Erskineville leaving only at 8.15. This combined Erskineville to

Alexandria bus service was still operated in my earliest timetable for the Alexandria, dated Monday December 9, 1957 and ceased only when the Alexandria trams were replaced by the route 307 and 308 buses on May 4, 1959.

Presumably a new timetable for the route 300 was issued at that time, but my next timetable for the 300 was dated April 24, 1961 (see page 6). Weekday evening services, and those on Saturday afternoons and Sundays and Public Holidays have all

SATURDAYS—continued.**FROM ALEXANDRIA**

**TO CENTRAL RAILWAY (Eddy Avenue) AND ERSKINEVILLE—
2.22, 2.52 p.m., thence at 22 and 52 minutes past each hour to 10.52,
11.27 p.m.**

TO ALEXANDRIA

**FROM CENTRAL RAILWAY (Eddy Avenue)—3.5, 3.35 p.m., thence at 5
and 35 minutes past each hour to 11.35 p.m., 12.5 a.m.**

SUNDAYS.**FROM ERSKINEVILLE**

**TO CENTRAL RAILWAY (Eddy Avenue) AND ALEXANDRIA—8.15,
8.45 a.m., thence at 15 and 45 minutes past each hour to 10.45 p.m.**

TO ERSKINEVILLE

**FROM CENTRAL RAILWAY (Eddy Avenue)—7.50 a.m., thence at 27 and
57 minutes past each hour to 9.57, 10.31 p.m.**

FROM ALEXANDRIA

**TO CENTRAL RAILWAY (Eddy Avenue) AND ERSKINEVILLE—R7.0,
7.36 a.m., thence at 13 and 43 minutes past each hour to 9.43, 10.17 p.m.**

TO ALEXANDRIA

**FROM CENTRAL RAILWAY (Eddy Avenue)—6.43, 7.19, 7.55 a.m., thence
at 26 and 56 minutes past each hour to 10.56 p.m.**

HOLIDAYS.**FROM ERSKINEVILLE**

**TO CENTRAL RAILWAY (Eddy Avenue) AND ALEXANDRIA—
5.45 a.m., thence at 15 and 45 minutes past each hour to 10.45, 11.20 p.m.**

TO ERSKINEVILLE

**FROM CENTRAL RAILWAY (Eddy Avenue)—5.27, 5.59 a.m., thence at
27 and 57 minutes past each hour to 10.27, 11.2 p.m.**

FROM ALEXANDRIA

**TO CENTRAL RAILWAY (Eddy Avenue) AND ERSKINEVILLE—
5.45 a.m., thence at 13 and 43 minutes past each hour to 10.13, 10.48,
11.23 p.m.**

TO ALEXANDRIA

**FROM CENTRAL RAILWAY (Eddy Avenue)—5.56 a.m., thence at 26 and
56 minutes past each hour to 10.56, 11.31 p.m.**

RUNNING TIMES.

From Erskineville to Central Railway, 11 minutes; to Alexandria, 25 minutes.

ceased. Two buses, leaving Erskineville at 7.15 and 7.30 a.m., are extended north to Miller's Point and one returns from there at 4.55 p.m. Presumably these trips still operated via Sussex Street, though this is not said anywhere in the timetable, nor shown on the map. Service started at 5.7 a.m. from Central Railway and ended there at 6.59 and 7.19 p.m. on weekdays. Since there are no equivalent services on Saturday mornings, these buses were probably operated for night shift workers, and not just as positioning runs. Weekday off-peak

services now ran every forty minutes, requiring only one bus, while weekday evening peak and mornings retained the twenty minute service, again with long standing times at the termini. Morning peak services provided somewhat greater frequencies. Note especially the buses leaving Redfern (Ivy Street) at 8.26 and 8.45 a.m., with no departure times from Central Railway or arrival times at Erskineville. Did they commence at Ivy Street (or perhaps Railway Square, instead of Hay Street, but then how did you know

when they were due to leave) and terminate somewhere near Macdonaldtown? The timetable gives no clue.

The route 300 did continue to operate until the 8 April 1980, when it ceased. Even so route pointers for a School Bus service, numbered 625, can still be seen along Abercrombie Street today. Meanwhile the route number 300 was reused in 1982 for the Airport buses from Circular Quay, a service which ceased in its turn in 2003 with the opening of the Airport railway line.

ROUTE.

ERSKINEVILLE TO HAY STREET, CENTRAL RAILWAY—Erskineville Road, Septimus, Albert, Burren, Wilson, Golden Grove and Abercrombie Streets, Broadway, Railway Square, George and Hay Streets, returning via Hay and Pitt Streets, Railway Square, thence as shown above.

ERSKINEVILLE TO ALEXANDRIA—Erskineville Road, Septimus, Albert, Burren, Wilson, Golden Grove and Abercrombie Streets, Broadway, Railway Square, Pitt Street, Eddy Avenue, Elizabeth, Randle, Chalmers, Castlereagh and Redfern Streets, Botany, Henderson and Mitchell Roads to terminus at intersection of Mitchell Road and Princes Highway (St. Peters Station), returning via same route.

On journeys extended to Millers Point, buses operate via the above route to Railway Square, thence George, King and Sussex Streets and Hickson Road; **RETURNING VIA** Hickson Road, Sussex, Erskine, York, Druitt, George, Hay and Pitt Streets, thence as shown above.

EXPLANATION OF SIGNS.

R—Operates to Central Railway only.

*—Operates from Circular Quay via Pitt, Hunter and Macquarie Streets, Martin Place, Elizabeth Street, Eddy Avenue, Pitt Street and Route 300.

FARES.

Between the undermentioned points and—	Codrington Street.	Railway Square.	Market Street, City.	Millers Point.	Redfern and Regent Street.	Harley Street, Alexandria.	St. Peters Station (Alexandria).
Erskineville	Adult. 4d.	Adult. 6d.	Adult. 8d.	Adult. 9d.	Adult. 8d.	Adult. 9d.	Adult. 10d.
Codrington St....	—	4d.	6d.	8d.	6d.	8d.	9d.
Railway Square	—	—	4d.	6d.	4d.	6d.	8d.
Market St., City	—	—	—	4d.	—	—	—
Redfern and Regent Sts. ...	—	—	—	—	—	4d.	6d.
Harley St., Alexandria ...	—	—	—	—	—	—	4d.

Children under 15 years of age or those in possession of Day School Concession Fare Certificates, Id.

Holders of Students' or Retired Persons' Concession Fare Certificates pay half the Adult fare, less any halfpenny.

The times stated in the official time-table are those at which it is intended, so far as circumstances will permit, that the buses should arrive at or depart from the various termini; but the Commissioner does not guarantee the departure or arrival of buses at the times stated, nor will he be responsible for delay or any consequences arising therefrom. The Commissioner reserves the right to cancel wholly, or in part, any of the bus services shown in the official time-tables or to vary the routes over which the buses will operate, and the times of arrival or departure as shown in such time-tables must be taken to be subject to such right.

For further particulars phone B 0543 between 8.45 a.m. and 4.45 p.m. on Mondays to Fridays (Holidays excepted), and Randwick Depot, FX 6509, at other times.

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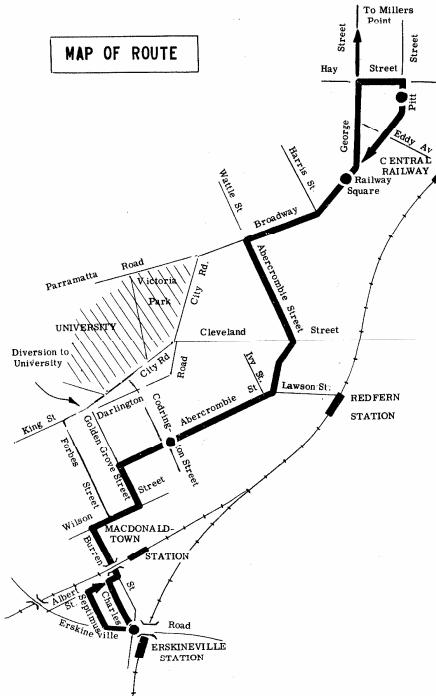
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Erskineville		Bedford (Ivy Street)		Central Railway		Central Railway		Bedford (Ivy Street)		Erskineville	
INWARD JOURNEY				MONDAYS TO FRIDAYS							
dep.	arr. or dep.	arr.	dep.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
5.25	5.32	5.39	5.7	5.13	5.20						
6.5	6.12	6.19	5.45	5.51	5.58						
6.25	6.32	6.39	6.25	6.31	6.38						
6.50	6.57	7.4	6.45	6.51	6.58						
7.2	7.9	7.16	7.6	7.12	7.19						
7.15*	7.22	7.28*	7.35	7.41	7.48						
7.30*	7.37	7.44*	8.14	8.20	8.27						
8.0	8.7	8.14	8.26	8.26	8..						
8.30	8.37	8.44	8.25	8.31	8.38						
8.45	8.52	8.59	8.45	8.45	8..						
9.6	9.13	9.20	8.50	8.56	9.3						
9.45	9.52	9.59	9.2	9.8	..						
10.25	10.32	10.39	9.25	9.31	9.38						
11.5	11.12	11.19	10.5	10.11	10.18						
11.45	11.52	11.59	10.45	10.51	10.58						
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.						
12.25	12.32	12.39	12.11	12.11	12.18						
1.5	1.12	1.19	12.5	12.51	12.58						
1.45	1.52	1.59	12.45	12.51	12.58						
2.25	2.32	2.38	1.25	1.31	1.38						
3.5	3.12	3.19	2.5	2.11	2.18						
3.25	3.32	3.39	2.45	2.51	2.58						
3.45	3.52	3.59	3.5	3.11	3.18						
4.5	4.12	4.19	3.25	3.31	3.38						
..	..	..	3.45	3.51	3.58						
4.25	4.32	4.39	4.5	4.11	4.18						
..	..	..	4.25	4.31	4.38						
4.45	4.52	4.59	4.45	4.51	4.58						
..	..	..	5.5	5.11	5.18						
6.5	5.12	5.19	5.94	5.15	5.21						
..	..	..	5.25	5.31	5.38						
5.25	5.32	5.39	5.45	5.51	5.58						
5.45	5.52	5.59	6.5	6.11	6.18						
6.5	6.12	6.19	6.25	6.31	6.38						
6.25	6.32	6.39	6.45	6.51	6.58						
6.45	6.52	6.59	..	..	..			
7.5	7.12	7.19	..	..	..			
SATURDAYS											
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.						
6.45	7.2	6.59	7.5	7.11	7.18						
7.25	7.32	7.39	7.45	7.51	7.58						
8.5	8.12	8.19	8.10	8.16	8.23						
Then every 20 minutes to -	-	-	8.26	8.31	8.38						
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.						
12.45	12.52	12.59	12.59	12.59	12.59						
1.4	1.10	1.16	12.45	12.51	12.58						
1.24	1.30	1.36	1.8	1.14	1.20						
SUNDAYS AND HOLIDAYS - NO SERVICE.											
* - Operates to Millers Pt. / - Millers Pt. depart at 4.55 p.m.											

- Ad. - Indicates fare for adults.
- C. - Indicates fare for children under 15 years of age (except when travelling to and from school) fares for holders of Students' and Retired Persons' Concession Fare Certificates and Children's Concession Authority.

Between the undermentioned points and -	Market Street, City	Railway Square	Coddington Street	Erskine- ville
Ad.	C.	Ad.	C.	Ad.
Millers Point	6d.	3d.	9d.	3d.
Market St. City	-	-	6d.	3d.
Railway Square	-	-	6d.	3d.
Coddington St.	-	-	-	6d.

MAP OF ROUTE



No. 9
DEPARTMENT OF GOVERNMENT
TRANSPORT, N. S. W.

BUSTIMETABLE

ROUTE 300

ERSKINEVILLE

CENTRAL RAILWAY

DATED APRIL 24, 1961

ISSUED GRATIS

All previous timetables cancelled.

Published by Authority of the Commissioner for
Government Transport, N.S.W.
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TIMES OF BUSES—The times stated in the official time tables are those at which it is intended, so far as circumstances will permit, that the buses should arrive at or depart from the various termini; but the Commissioner does not guarantee the departure or arrival of buses at the times stated nor will he be responsible for delays and consequences arising therefrom. The Commissioner reserves the right to cancel, wholly or in part, any of the bus services shown in the Official Time-tables or to vary the routes over which the buses will operate and the times of arrival or departure as shown in such time-tables must be taken to be subject to such right.

Running on Gas

How the Gas Producer slowed the trains of the 1940s,
by GEOFF LAMBERT

In late 1941 the fuel situation in Australia was getting desperate—so desperate in fact that 3 weeks before Pearl Harbour, the *Commonwealth Producer Gas Committee* (I'm not making this up) wrote to several Japanese firms begging to buy Producer Gas equipment for Australian vehicles. But it was a hopeless quest—such things were a Japanese state secret. By the end of the year it was all academic and Australia's main source of petroleum—Indonesia—was under Japanese control.

"Producer Gas"? Well, doubtless the geriatric AATTC has at least 1 member who has actually driven a Producer Gas vehicle—though very likely not a Producer Gas rail-motor like those described in this article. Briefly, Producer Gas was the same kind of gas which was then manufactured in traditional coal-gas plants, but was generally derived from fuel other than coal—usually charcoal, but sometimes wood and even, it is said, cow dung. Manufactured in a small portable "Gas Producer", the gas was a 50:50 mixture of nitrogen and carbon monoxide, formed by partially burning the carbon-based fuel in a restricted air supply.

Mainly used for petrol-fuelled road vehicles, gas producers were sometimes also fitted to rail vehicles, particularly some series of railmotors of the Victorian Railways. Most of these were the AEC railmotors, a vehicle that looked like an escapee from a Max Sennett movie, first introduced in 1922 and constructed until 1925. A total of 19 AECs were built.

They came in 4 different forms; seating for



37 passengers in Second Class only, seating for 32 First Class passengers, seating for 10 First Class passengers and 22 in Second Class and Seating for 11 First Class passengers and 21 in Second Class. They also had specially-designed trailers built to increase capacity. The motors weighed about 6½ tons. The AEC's were withdrawn throughout the 1950s as the new Walker railmotors came into service. There were both petrol-powered and diesel-powered AECs in service on the VR at various stages and, of course, Producer Gas powered versions.

During the middle of the Depression in 1935, the Victorian Railways were looking to provide cheap mail and passenger services on some of their less patronized

branch lines where even the expense of an AEC railmotor could not be justified. For some time, the railways had been running a number of cars converted to run on rails as part of their inspection fleet used by District Superintendents. This concept was seen as an alternative to a 'large' train.

A contract was let in February 1936 for six petrol driven sedan type rail cars to the Canada Cycle & Motor Co. The six chassis, manufactured by the Dodge Bros. U.S.A., were delivered by the company to Melbourne, railed to Islington where they were modified to run on rails by the South Australian Railways and fitted with bodies built by T.J.Richards & Sons, South Australia. They were painted in the normal South Australian livery for such cars of black with chrome yellow stripes. They quickly became known as "Tigers" and were given the road numbers of 70 to 75RM. When introduced, they were stationed at Forest, Goroke, Avoca, Rushworth (2) and Katamatite. They would have weighed about 1 ton and could tow a 15 cwt trailer, used for luggage or mail. The VR called them Passenger Mail Motors, often abbreviated in the WTTs to "PMM". They could accommodate 10 passengers. The petrol and gas producer versions are shown on our page 8.

From the photos shown here and documents and manuals in the National Archives of Australia, it would appear that VR chose Pederick gas producer units for its railmotors. Clifford Victor Pederick was a Wagin (WA) inventor who claimed to have sold over 10,000 of his patented units. He was still taking out new patents on Gas Producers in the early 1980s, not long before his death. He also manufactured tractors and patented a 'Shearing



MURCHISON EAST—RUSHWORTH—GIRGARRE.

DOWN.	P.M.M. (Producer Gas.)	Passenger Mail Motor (Petrol) Running Time.	UP.	P.M.M. (Producer Gas.)	Passenger Mail Motor (Petrol) Running Time.
MURCHISON EAST TO—	Minutes.	Minutes.	GIRGARRE TO—	Minutes.	Minutes.
Murchison ..	4½	4	Stanhope ..	7½	6½
Hammond ..	6	5½	Karook ..	9	9
Waranga ..	6	5½	Rushworth ..	9	9½
Rushworth ..	11	9½	Waranga ..	11	9½
Karook ..	10½	9½	Hammond ..	6	5½
Stanhope ..	8½	9	Murchison ..	6	5½
Gingarre ..	7	6½	Murchison East ..	4½	4
Total ..	54½	49½	Total ..	55	49½

RUSHWORTH—COLBINABBIN.

DOWN.	P.M.M. (Producer Gas.)	Passenger Mail Motor (Petrol) Running Time.	UP.	P.M.M. (Producer Gas.)	Passenger Mail Motor (Petrol) Running Time.
RUSHWORTH TO—	Minutes.	Minutes.	COLBINABBIN TO—	Minutes.	Minutes.
Erwen ..	11	11	Wanarta ..	10	10
Wanarta ..	7½	7½	Erwen ..	7½	7½
Colbinabbin ..	10	10	Rushworth ..	11	11
Total ..	28½	28½	Total ..	28½	28½

SHEPPARTON—KATAMATITE.

DOWN.	P.M.M. (Producer Gas.)	Passenger Mail Motor (Petrol) Running Time.	UP.	P.M.M. (Producer Gas.)	Passenger Mail Motor (Petrol) Running Time.
SHEPPARTON TO—	Minutes.	Minutes.	KATAMATITE TO—	Minutes.	Minutes.
Pine Lodge ..	15	14	Yonanmite ..	10	9
Cosgrove ..	11	11	Yabba North ..	7½	7
Dookie ..	7	6	Yabba South ..	8½	8
Yabba South ..	8	7	Dookie ..	8½	7
Yabba North ..	8½	8	Cosgrove ..	6	6
Yonanmite ..	7½	7	Pine Lodge ..	10½	11
Katamatite ..	9	9	Shepparton ..	15	14
Total ..	66	62	Total ..	66	62

Attachment for Motor cycle'.

In general, gas producer devices were rather heavy, reportedly about half a ton. One fitted to the Prime Minister's car consistently cracked its axle and had to be removed. The Minister for Home Affairs refused point blank to travel in his. This was less of a problem for the AEC, which was built on a converted truck chassis, but it must have been a problem for the PMMs.

It is unclear when the VR railmotors were fitted with gas producers, but it is clear that some PMMs had already been equipped by late 1941. The VR also equipped a considerable number of its parcels-delivery road lorries with producers. So loathed were the Producer Gas vehicles that they were all converted back to petrol combustion as soon as the war ended.

The power and efficiency of an internal combustion engine is determined, more than anything else, by the calorific value of its fuel, although the compression ratio is also important. Producer Gas has about a 35% lower calorific value than petrol, so the AEC's, nominally of about 45 HP under petrol, were only good for 30 HP after conversion. This had an effect on their running times and of course on the timetables. We illustrate here a few specific examples of this from the North East WTT of 1941 and the system-wide "restricted services" WTTs of October 1944 and December 1945.

The first example, taken from the October 1941 North Eastern District WTT, shows tabulated running times (the *Restricted Services WTTs* did not show such refinements), in which the times for PMMs with and without Gas Producer units can be directly compared (page 8).

One can see that the Gas cars' running times were generally about 10% higher than the petrol cars—this is generally pretty predictable from the relative power output, because power required is usually a function of the square of the speed.

The next example, shown on our page 9, (top left and right) shows the effect on AEC railmotor running times on the Piangil line. Here the Gas Producer unit was about 20 minutes (or 3 mph) slower on a 27½ mile journey. This is an 18% reduction in speed—almost perfectly predictable from the power figures.

The most interesting of the Gas Producer timetables which I was able to find (in the June 1944 WTT) was for a 129 mile, 5-hour PMM service from Seymour to Wodonga, apparently an end-on connection with the Seymour *Fast Goods (News)* or "Paper Train" (page 9, bottom). It returned empty from Wodonga in the afternoon and made a cross with the high-flying *Spirit of Progress* at Benalla. I would have liked to have seen that.



		Passenger Service					
Miles	UP		84	2	94	8	76
		Rail Motor (AEC) (Petrol) Fri.	Car Goods Mon.	Rail Motor (AEC) (Petrol) Wed.			Pass Sat.
—	YUNGERA †	Dep.	a.m.	a.m.	a.m.		a.m.
3	Koorkab	"	... 2145	...	...	...	...
6½	Kooloonong	"	... 2155	...	...	...	...
13½	Natya	"	... 3 20	...	...	...	...
17½	Coonimur	"	... 3 37	...	...	...	...
22½	PIANGIL †	Arr.	...	3 48	...	...	...
		Dep.	6 55	4 15	7 10	...	...
26½	Miralie	"	7 7	5 25	7 22	...	...
32	Nyahwest †	"	7 28	6 10	7 43	...	...
36½	Pira	"	7 43	6 25	7 58	...	...
42½	Woorinen, † ES	"	8 1	7 5	8 16	...	...
48½	Livo Stock Siding ES (See note page 31)	"	...	...	...	...	...
50	SWAN HILL ES	Arr.	8 30	7 45	8 45	...	...

Miles	UP.	Passenger Service.					
		2 Car Goods Mon.	6 Rail Motor A.E.C. Pro.Gas W., F.	88 Pass. Sat.	8 Rail Motor A.E.C. Pro.Gas Thur.		
—	YUNGERA †	Dep.	2 45	a.m.	a.m.	a.m.	a.m.
3	Koorkab	"	2 55	...	...	...	...
6½	Kooloonong	"	3 20	...	...	...	...
13½	Natya	"	3 37	...	...	...	...
17½	Coonimur	"	3 48	...	...	...	...
22½	PIANGIL †	Arr.	4 15	...	...	...	...
		Dep.	5 10	6 35	...	8 0	
26½	Miralie	"	5 25	6 49	...	8 14	
32	Nyahwest †	"	6 10	7 9	...	8 32	
36½	Pira	"	6 25	7 27	...	8 50	
42½	Woorinen ES	†	7 5	7 52	...	9 10	
50	SWAN HILL ES	Arr.	7 45	8 30	...	9 50	

Book Reviews

VICTOR ISAACS

The Railways Of Victoria 1854-2004 by Robert Lee, Melbourne University Press, 2007, 318 pages, 201 illustrations including 25 in colour and 15 maps, \$49.95.

The much anticipated sesqui-centenary history of Victoria's railways is out, and it has certainly been worth the wait! This is a very readable book providing an excellent history of Victoria's railways.

This book does not go into detail. There are, for example, no lists of opening and closing dates, or of locomotives (although such things are mentioned in the text). Rather the author provides an overview, enabling the reader to come away with a feeling of understanding the sweep of railway history. In particular, he places Victoria's railways in the context of the politics, society and economics which shaped them. He also provides useful asides to parallel developments on railways elsewhere, especially in NSW. Occasionally where appropriate Lee mentions developments after 2004.

A very high proportion of the illustrations have not been published before. The text is supported by comprehensive references, providing for follow-up of interesting items.

It is tempting to contrast this new history with that other great overview history, *Victorian Railways to '62* by Leo Harrigan. Harrigan generally took a thematic approach; Lee generally a chronological approach. Harrigan mainly used internal VR files; Lee mainly Parliamentary and newspaper sources.

I suppose it is a duty of a reviewer to nit-pick. I detected some errors, although not in the text. A photo on page 154 of the concourse of Flinders St Station is mislabelled as Spencer St. A map of Melbourne's railways in 2004 implies that the Showgrounds is on a branch off the Racecourse branch. The map of Victorian Railways in 1930 has acquired a mythical station of "Frewin" on the Oaklands line. But these are quibbles.

There are some illustrations which will be of great interest to timetable enthusiasts. There is a working timetable of 1876 of the Melbourne-Sandhurst (Bendigo) – Echuca line. The cover of the 1936 public timetable appears in glorious colour. And there are many illustrations of advertisements for railway services and maps taken from timetables.

The Railways of Victoria 1854-2004 is highly recommended. Rush out for your copy.

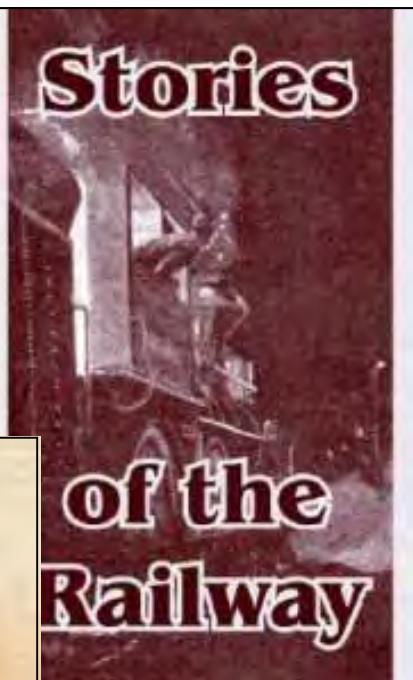
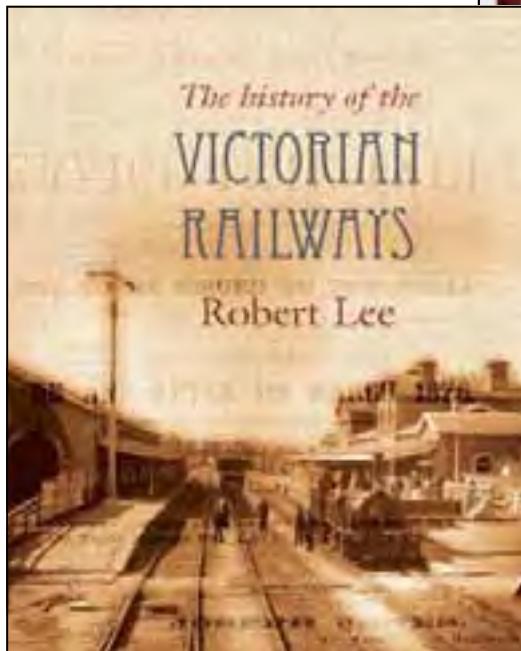
Stories of the Railway, by V.L. Whitchurch, published 1912, republished 1977 by Routledge and Kegan Paul, 270 pages.

Canon Victor Lorenzo Whitchurch was a country Anglican parson in England in the early twentieth century, whose hobby was writing detective fiction. This was a period when this genre was very popular, following the example of Arthur Conan Doyle's famous Sherlock Holmes. What makes this collection of Whitchurch's writings notable is that all of the stories in this collection have a railway theme - this period of time also being when railways were at their zenith.

Whitchurch's collection of stories was published in 1912. Most stories revolve around an amateur detective called Thorpe

Hazell, a gentleman of independent means, a requirement for this type of fictional character. He was also a book-collector, health-crank and railway enthusiast. Therein lies the great charm of the collection, because all the mysteries are solved by a detailed knowledge of railway working procedures or timetables. After ten stories, Whitchurch must have got tired of his character, Hazell, because other heroes then appear. All the stories take place on fictional British railways at fictional locations, with one exception. One story is set on a Great Western Railway branch line close to Whitchurch's parish.

Some of the stories have slightly thin plots, but this is more than outweighed by the great insight they provide into the working of British railways one hundred years ago. Indeed, reading the collection will add greatly to your knowledge of railways, while providing amusing fictional diversion. So, I recommend that you seek this



Rail cars in North Borneo

DAVID WHITEFORD recently found an interesting timetable from an obscure railway

Sabah State Railway (SSR) is a railway system and operator in the state of Sabah in Malaysia. It is currently the only rail transport system operating on the island of Borneo. The railway consists of a single 134km line from Tanjung Aru, near Kota Kinabalu, to the town of Tenom, in the Interior Division. It was formerly known as **North Borneo Railway**.

Construction of the then North Borneo Railway began in 1896 under the command of civil engineer Arthur J. West. It was originally intended primarily for the transport of tobacco from the interior to the coast for export. The first line built was a 32km track from Bukau River, north to Beaufort, and south to the port of Weston. This was then extended with a further 48km route in 1903 to Tenom, the works for which was completed in 1905. The line was extended again in 1906 with a further 16km from Tenom to Melalap.

At the same time as this work, was work on another line from Beaufort to Kota Kinabalu (then Jesselton) which was completed in 1903, running mostly near or beside the coast. With the completion of these works the network routes covered some 193km. However the network was almost entirely destroyed during the Second World War.

In 1949 then North Borneo Railway embarked on an ambitious programme to rehabilitate the network and improve ser-

vice, and once again in 1960. However in 1963 the decision was taken to close the Weston branch line, and in 1970 the Melalap extension from Tenom was also closed to traffic. The high costs of operation of the lesser used routes and the competition from the many newly built roads made their situation increasingly untenable. In 1974 the main part of the line was also cut from Kota Kinabalu back to Tanjung Aru.

The railway today

The current operational railway is used for its entire length to carry both passengers and freight. The route consists of a single track metre gauge non-electrified line.

Passenger services are run using two-car DMU (Diesel Multiple Unit) sets from 1970. These have a single-class seating structure and are non-air conditioned. SSR also has standard passenger cars which can be connected to freight trains. These too are single class non air-conditioned. At present there are three passenger-carrying trains operating daily in each direction running the full length of the route. There is reduced service on Sundays. One of the trains running the full length route is a mix of freight and passenger service.

Freight trains are hauled by Hitachi or Kawasaki diesel locos, which were introduced at the beginning of the 1970s to replace earlier steam units. These units are less powerful than those used by Keretapi Tanah Melayu (KTM) in Peninsular Malaysia, with the various models being rated

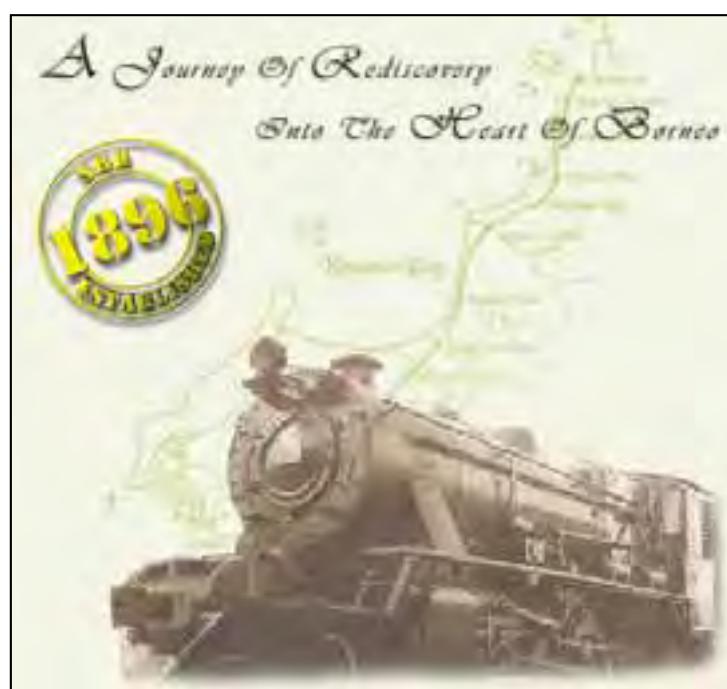
between 320hp and 580hp.

Operating speeds on the line are low, due to the nature of the terrain and the use of relatively low powered equipment. Passenger services take 4 hours to complete 134km journey from Tanjung Aru to Tenom, allowing for stops on the way. Also the line can be hazardous, with mudslides in rainy whether a real threat which can lead to the service being disrupted or suspended for brief periods.

Recently, the federal government charged KTM to work alongside SSR to undertake short and medium term works on the railway to enhance its safety. This included rehabilitating the track and signalling and also overhaul of the rolling stock in order to ensure continuation of service. This is both a short term measure to ensure continued operation, and a medium term one to improve operational safety and to somewhat modernise the system. A possible reinstatement of the Tanjung Aru to Kota Kinabalu part of the route has been considered, although it is not yet known whether or not this will be given approval.

[The above is from Wikipedia, the free encyclopedia.]

The recently-unearthed timetable for the Jesselton line appears on the next two pages and dates from 1950, during the post-war rehabilitation period. I bet they never needed Producer Gas.



NORTH BORNEO RAILWAYS.

REVISED TIME TABLE OF DAILY RAILCAR SERVICES.

JESSELTON - BEAUFORT SECTION.

T.S.O. No. 8/50/39.

Stations.	Railcar	Railcar	Stations.	Railcar	Railcar
	Service No. 14.	Service No. 16.		Service No. 13.	Service No. 15.
	Up.	Up.		Down.	Down.
Jesselton	dep.	8.30	a.m.	p.m.	p.m.
R.C.Mission		*	4.15	1.45	*
Karamunsing		*	*		Halt
V.Barracks		Halt	Halt		2.03
Tanjong Aru	arr.	8.41	4.27	arr.	2.04
Mile 6	dep.	8.42	4.30	dep.	*
Putatan	arr.	8.54	4.40	arr.	2.21
Maruntum	dep.	8.55	4.41	dep.	2.23
Mile 10/5		*	*		*
Lokkawi		*	*		*
Mile 11 $\frac{1}{2}$		Halt	Halt		2.39
Mile 12 $\frac{1}{2}$		*	*		2.40
Kinarut	arr.	9.13	4.59	Mapdahan	Halt
Mile 14 $\frac{1}{2}$	dep.	9.14	5.00	Kimanis	2.56
Mile 15-16 $\frac{1}{2}$		Halt	Halt	Benoni (Mile 28)	*
Kawang	arr.	9.27	5.13	Mile 27 (Andus)	*
Mile 20 (Pottery)	dep.	9.28	5.14	Papar	arr. a.m.
Pangalat		*	*	dep.	3.22
Mile 22 $\frac{1}{2}$		*	*		*
Papar	arr.	9.48	5.34	Mile 22 $\frac{1}{2}$	*
Mile 27 (Andus)	dep.	9.50		Pangalat	*
Benoni (Mile 28)		*		Mile 20 (Pottery)	*
Kimanis	arr.	10.15		Kawang	arr. 7.05
Mandahan	dep.	10.16		dep.	3.43
Bongawan	arr.	10.32		Mile 15-16 $\frac{1}{2}$	*
Sungai Damit	dep.	10.33		Mile 14 $\frac{1}{2}$	Halt
Bandau		*		Kinarut	arr. 7.19
Membakut	arr.	10.49		dep.	3.57
Mawao	dep.	10.51		Mile 12/2	*
Mile 48/7		*		Mile 11 $\frac{1}{2}$	*
Lumat	arr.	11.08		Lokkawi	Halt
Klias	dep.	11.09		Mile 10/5	*
Woodford		Halt		Maruntum	*
Beaufort	arr.	11.27		Putatan	arr. 7.38
				dep.	4.16
				Mile 6	*
				Tanjong Aru	arr. 7.49
				dep.	4.29
				V.Barracks	
				R.C.Mission	
				Karamunsing	*
				Jesselton	arr. 8.01
					4.43

* Stop by request.

THIS TIME TABLE CANCELS DAILY RAILCAR SERVICES NO.15 AND NO.16
ON THE JESSELTON - BEAUFORT SECTION.

IN FORCE FROM 1ST SEPTEMBER 1950, AND SUBJECT TO CANCELLATION OR
ALTERATION IN EMERGENCY WITHOUT NOTICE.

OPERATING SUPERINTENDENT'S OFFICE.
JESSELTON, 18/8/1950.

PC/CYL.

A. G. Bedford
GENERAL MANAGER RAILWAYS.

NORTH BORNEO RAILWAYS

The new Railcar Services are to be inaugurated on 1st Sept. 1950, and will run on the timings between Beaufort/Jesselton and Papar/Jesselton.

2. Accommodation is limited to : 10 First Class
10 Second "
32 Third "

3. Preference will be given to holders of Season Tickets, by reserving for them as far as possible. In this matter long distance passengers will have priority, and if found necessary, arrangements will be made for short distance ticket holders up to the limit of Railway facilities.

4. A second Railcar will be brought into service shortly and utilised according to the demands of the first.

5. To enable the best arrangements, intending Season Ticket holders should make early applications for such tickets, the rates of which are as given below.

6. IMPORTANT NOTICE. The railcars are designed for passenger service only and only small light baggage can be carried. Passengers' heavy baggage can only be accommodated on the usual steam trains, accompanied or otherwise.

In the interests of all, the Staff will have strict orders in this connection.

7. Rates for Season Tickets are as follows:-

(1) Monthly Season Tickets.

Available between any two specified Stations not more than 40 miles apart :-

1st Class. 2nd Class. 3rd Class.
£3.30 £2.00 £1.20 per mile, per month.

Minimum charges £4.80 per Season Ticket.

(2) Quarterly (3 months) Season Tickets.

1st Class. 2nd Class. 3rd Class.
£9.24 £5.20 £3.30 per mile, for 3 months.

(3) Children & Scholars' Season Tickets.

(a) Children under 12 years of age are charged half the above rates, rounded off to the next higher 5 cents, subject to a minimum charge of £2.40 per Season Ticket.

(b) Scholars' Season Tickets are issued for the purpose of travelling between Home and School stations not more than 30 miles apart, under the following conditions and Rules.

(i) Issued to students irrespective of age
(ii) Each application must be countersigned by the Principal, Head Master or Head Mistress, certifying that the applicant is a bona fide student of the School.

(iii) Scholars' Season Tickets are issued for periods of not less than three months from the date of commencement of the School term.

(iv) Should the School term be more than 3 months, any period in excess of 3 months will be charged for proportionately, subject to broken periods of less than 16 days being charged as for half a month and periods exceeding 15 days up to 30 days as for one month.

(v) Rates. 1st Class - £4.65 per mile per 3 months.

2nd Class - £2.60 " " " "

3rd Class - £1.65 " " " "

OPERATING SUPERINTENDENT'S OFFICE,

JESSELTON. 11th August, 1950.

Ref: T.S.O. No. 8/50/39.

H. G. Bedford
GENERAL MANAGER RAILWAYS.

Which way will we go?

VICTOR ISAACS

One of the most pleasant aspects of the current organisation of the Railway industry in Australia is that it provides the opportunity to travel between the same places by different Railways and often different routes.

In this review, I only consider travel options of reasonably direct routes and/or advertised as through journeys, and only those provided by Railways. Nevertheless, this yields Melbourne to Adelaide by three routes, Melbourne to Canberra five ways and, best of all, Sydney to Adelaide, by no less than six alternatives.

MELBOURNE – ADELAIDE

1. V/LINE: Train Melbourne-Bendigo, then bus Bendigo-Adelaide, Daily

This is an advertised through service, although it is indirect and probably more people would choose a direct private bus. The strength of this service is the travel opportunities provided to intermediate points.

2. V/LINE Train Melbourne-Ararat, bus Ararat-Dimboola, then connect to the V/LINE bus mentioned above originating at Bendigo, Daily.

This is slightly faster than the first option, but involves one more change.

3. GREAT SOUTHERN RAILWAYS “Overland” train Melbourne-Adelaide, thrice-weekly.

This is less frequent but offers a through train journey.

SYDNEY – ADELAIDE

1. GREAT SOUTHERN RAILWAY “Indian Pacific” train Sydney-Broken Hill-Adelaide, twice-weekly.

This is a direct service but fairly slow and infrequent.

2. COUNTRYLINK overnight XPT Sydney-Albury then connecting V/LINE bus across northern Victoria and southern SA to Adelaide, Daily.

This is the quickest land journey possible between Sydney and Adelaide. The Albury-Adelaide route is one of the few V/LINE buses that does not connect to/from Melbourne.

3. COUNTRYLINK overnight XPT Sydney-Melbourne then V/LINE as per no. 1 of the Melbourne-Adelaide options, Daily.

4. COUNTRYLINK overnight XPT Sydney-Melbourne then V/LINE as per no. 2 of the Melbourne-Adelaide options, Daily.

5. COUNTRYLINK overnight XPT Sydney-Melbourne then GREAT SOUTHERN RAILWAY as per no. 3 of the Melbourne-Adelaide options, Thrice-weekly.

6. COUNTRYLINK overnight XPT Sydney-Wangaratta or Benalla, then V/LINE bus to Bendigo, then another V/LINE bus Bendigo-Adelaide.

The Wangaratta-Bendigo bus only runs thrice weekly westbound and eastbound the connections only work once weekly (on Fridays). The connections are fairly tight especially eastbound, but also tight westbound if the overnight XPT runs late. [The editor can attest to this – having witnessed it]

MELBOURNE – CANBERRA

1. COUNTRYLINK day XPT to Cootamundra, then connecting COUNTRYLINK bus to Canberra, Daily.

This is COUNTRYLINK’s preferred option and is how passengers are automatically booked unless they specifically request the Yass or Goulburn options.

2. Until 31st December 2007 it was possible to travel via COUNTRYLINK day XPT to Yass, then connecting TRANSBORDER bus, Daily.

This provided a higher component of train travel, and one paid slightly more for the greater comfort. The TRANSBORDER bus from Yass was actually exactly the same as the COUNTRYLINK bus from Cootamundra – some seats were allocated to COUNTRYLINK and the other seats to TRANSBORDER!

3. COUNTRYLINK day XPT to Goulburn, then COUNTRYLINK train to Canberra, Four times a week eastbound and six times a week westbound.

This provides comfortable, relaxing train travel all the way. But it is indirect and the connection at Goulburn takes a few hours.

4. V/LINE train to Albury, then connecting V/LINE bus to Canberra, Daily.

This is faster (and cheaper) than the preceding options but has the least amount of train travel.

5. V/LINE train to Bairnsdale then connecting V/LINE bus to Canberra, Twice-weekly (Thrice weekly during Victorian school holidays).

This is an entirely different route to the other options, being via Gippsland and the Monaro. It takes much longer but is nice for variety. The service is really designed for its intermediate traffic possibilities.

OTHER VARIETY

There are other examples of variety – not as great as the examples above, but still interesting.

1. Sometimes, in today’s corporate organisations, different parts of the **same organisation operate between the same points**

QUEENSLAND RAIL Brisbane-Nambour-Cooroy-Gympie: One can travel via CityTrain, or – at a higher fare – via TravelTrain.

STATE RAIL NSW: Sydney to Broadmeadow, Maitland, Dungog, Singleton, Muswellbrook, Aberdeen, Scone, Bathurst, Mittagong, Bowral, Moss Vale, Bundanoon and Goulburn: One can travel via CityRail or – at a higher fare – via Countrylink.

2. Travel is sometimes possible via **different organisations on exactly the same tracks**.

Sydney to Broken Hill, overnight via GREAT SOUTHERN RAILWAY (twice a week) or by day via COUNTRYLINK (only once a week).

Perth to Kalgoorlie, by day via TRANSWA’s day services (nine times a week) or GREAT SOUTHERN RAILWAYS’ overnight train (twice a week).

3. Travel sometimes occurs via **similar but different routes**.

Melbourne to Benalla, Wangaratta and Albury is possible via V/LINE or via COUNTRYLINK. The routes are different through the Melbourne suburbs but then parallel on different gauge tracks.

Melbourne to Geelong is possible via V/LINE or via GREAT SOUTHERN RAILWAY. However, it is exceedingly unlikely that anyone would ever choose GSR to travel this route. V/LINE has 30 trains daily, whereas GSR has just three a week on a much slower route at a vastly higher fare to a very out of the way station in Geelong. The two have entirely different routes through Melbourne but then run parallel albeit on different gauges.

4. Travel is also possible via **very different routes**.

Melbourne to Ararat is possible via V/LINE direct thrice a day or via an indirect, entirely different GREAT SOUTHERN RAILWAY route thrice a week.

This does however provide the possibility of interesting round trips, one way via one route and return via the other.

In Melbourne it is possible to travel to innumerable inner and middle suburbs either by CONNEX or by YARRA TRAMS (to stretch the definition of "railway" only slightly).

Similarly, on a smaller scale, one can get to Goodwood on TRANSADELAIDE's trains or trams.

5. Railways also compete not on rail, but on road.

Both COUNTRYLINK and V/LINE operate buses between:

- Robinvale and Mildura,
- Echuca and Deniliquin,
- Jerilderie and Cobram,
- Mulwala and Yarrawonga,
- Bega and Eden (albeit with local travel not permitted on either of these operators),

● Yass and Canberra (again with local travel not permitted on either), and

Canberra to Cooma, Nimmitabel and Bombala.

Once a week (Tuesdays), on current schedules, a day trip is possible by leaving Canberra on a V/LINE bus for Nimmitabel in the morning and returning that afternoon on a COUNTRYLINK bus.

6. Variety is also possible **within the same organisation.**

In the Sydney metropolitan area, CITYRAIL provides three routes to Liverpool, via Granville, Berala or Bankstown. To Campbelltown, there are these three routes via Liverpool plus via East Hills. The East Hills route itself divides into via the Airport, or occasionally via Erskineville. Thus there are (sometimes by changing trains) five alternative ways to get to Campbelltown.

Hornsby can be reached by two scenic routes – the Main North and the North Shore lines. Soon Epping will have two routes – the Main North and the new line via Macquarie University.

In Brisbane one can travel on CITYTRAIN to Corinda via the Main Line or very infrequently via Yeerongpilly.

We are also provided with great choice when travelling to very many locations on the Railway-franchised buses of COUNTRYLINK (NSW) and V/LINE (Victoria) and on the Railway-operated buses of TRANSWA (WA). To list them would be both tedious because there are so many, and unnecessary because they are immediately apparent on the timetable maps of each organisation. They provide great scope for devising round trips.

So although the days of interesting branch line passenger trains or funny mixed trains are long over, there is still plenty of variety



Which way do we go?

Wagstaff or Wagstaffe?

LOURIE SMIT

This started when I read the December 2007 timetable distribution list and ordered item 45 which was for the Palm Beach Ferry service Palm Beach – Wagstaff – Ettalong Service.

The timetable duly arrived and the heading was as shown above.

But when I checked in the 131500 data base (131500 is the Sydney/NSW public transport information website) and could find no reference to this ferry service.

So I looked up the locations for Wagstaff and found two relevant entries:-

Wagstaff PO (note the “e” at the end) and Wagstaff Av Near Mulhall St (note no “e” at the end). No matter what I tried I could not find any services to or from Wagstaff PO in the trip finder.

But I did find a couple of bus trips from Wagstaff Av Near Mulhall St, but none to this location.

I then looked up the Busways timetables for routes 59 and 61 which service this location and found that both routes have services arriving and starting at Wagstaff PO. So then to the 131500 timetables for these routes which for some unknown reason terminate all trips to Wagstaff PO one timing point short of that location and

the trips which in the Busways timetable start at Wagstaff PO show in 131500 as starting at Wagstaff Av Near Mulhall St.

While I have no address for the Wagstaff PO, I then went to the Busways timetable map which showed the timing point Wagstaff PO as being at the corner of Wagstaff Av and Mulhall St so obviously the same place. (Yes the Busways map does not have the “e”).

But then the question – which is correct Wagstaffe or Wagstaff?

So I tried a trip from home to Wagstaff Ave, Wagstaff in www.wheris.com which said that there is no Wagstaff Av but there is a Wagstaffe Ave (the “e” added). In the meantime I also did some searches in the white pages which gave a mixed bag of results and even listed a Wagstaff Newsagency, Wagstaff Av, Wagstaff (all without the “e”).

So then to the official place titles website which showed that until 1991 the location had been known as Wagstaff and then renamed Wagstaffe. So obviously some places like the Newsagency and the Ferry Service have still not caught up with the change of name. And some street directories still show the street name without the “e” while others have added the “e” there as well.

A few comments received from Robert Henderson: ‘I have on loan a copy of a 1961 Woy Woy Tourist Directory and it spells it with an “e”. I think somewhere between then and the 1990s, the “e” got lost. But as rightly pointed out above, it is certainly has an “e” now’ and Brisbane Water timetables and those for Peninsula BL (and Busways up to 1995) spelt it WITHOUT the “e”.

I emailed 131500 suggesting that they add the timetable for this ferry service to their data base—to which I received the following reply:

“At this time most privately owned ferry services are not included on the 131500 website. It is hoped that this will change in the future but as you will have noticed the trip would at this time be routed through transport services that are serviced through 131500.”

This means that trips suggested by the trip finder between Palm Beach and Ettalong Beach take about 4 hours while the ferry does it in about half an hour.

I have emailed 131500 separately about the bus trips to and from Wagstaffe PO not being shown correctly in 131500 but I won’t hold my breath waiting for any action to be taken on that.

WAGSTAFFE & KILLCARE - WOY WOY & GOSFORD																						
Route 59: Wagstaffe - Empire Bay - Ettalong - Woy Woy																						
Route 61: Wagstaffe - MacMasters Beach - Kincumber - Gosford																						
Route Number	WAGSTAFFE PO	ETTALONG	WOY WOY	MacMasters Beach	KINCUMBER	GOSFORD	WOY WOY	SYDNEY														
	Empire Bay	Memorial Club	Woy Woy Station	MacMasters Beach Rd	Kincumber Village Sheds	Gosford Station	Train departs Gosford	Train departs Woy Woy	Train arrives Sydney													
59	6.06	-	6.48	-	W7.33	-	W6.57	8.22														
61	-	-	-	6.49	K7.05	-	7.29	7.33	-	8.54												
59	7.19	7.38	7.50	-	-	W8.17	-	7.58	9.14													
61	7.29	-	-	7.37	G7.55	X8.20	08.29	8.52	-	10.12												
59	8.45	-	-	8.56	E8.32	8.53	9.10	9.50	-	11.10												
61	-	-	-	8.59	9.18	9.38	9.55	10.13	-	11.40												
59	8.35	E9.19	E9.20	-	-	10.10.03	-	9.25	10.44													
61	9.26	10.03	10.13	-	-	10.10.40	-	10.25	11.40													
61	-	-	-	10.58	K11.18	11.38	11.55	12.13	-	1.40												
WEEKDAY MORNINGS																						
59	1.10	21.45	22.13	-	-	W2.45	-	2.25	3.40													
61	54.32	5.5	-	-	-	-	-	-	-													
61	-	-	6.18	K6.39	-	6.58	7.51	-	9.09													
AFTERNOONS																						
59	-	-	-	-	-	-	-	-	-													
61	-	-	-	-	-	-	-	-	-													
SATURDAY (Including Easter Saturday) MORNINGS																						
61	-	-	9.15	8.23	8.45	9.03	9.12	-	10.39													
59	7.29	8.00	8.15	-	-	W9.10	-	8.29	9.39													
61	-	-	-	11.17	K11.20	11.33	12.00	-	2.09													
59	1.23	21.55	22.37	-	-	W3.12	-	2.58	4.09													
NO SERVICE ON SUNDAYS & PUBLIC HOLIDAYS																						
EXPLANATIONS:																						
J	Public school holidays bus operates 8 minutes later through MacMasters Beach.																					
K	Change buses at Kincumber Church to continue journey.																					
L	Public school days only bus connects with Ferry Service & runs to Killcare Heights arriving 4.39pm at Hats St.																					
N	Train runs via North Shore line.																					
S	Bus operates public school days only.																					
W	Change buses at Woy Woy for travel to Gosford.																					
X	Change buses at Green Point for travel to Killcare.																					
Z	Change buses at Ettalong for travel to Woy Woy.																					
Shaded journeys operated by an interaccess bus.																						
Why not visit us at our website:																						
www.busways.com.au																						

PALM BEACH FERRY SERVICE

Passengers are requested to be on the wharf 5 minutes prior to departure

PALM BEACH TO ETTALONG via WAGSTAFF

Departing	am	am	am	am	pm	pm	pm	pm	pm	pm	pm
Mon - Fri	6.30	7.30	9.00	10.30	12.00	2.00	3.00	4.00	5.00	6.15*	
Saturday		7.30	9.00	10.30	12.00	2.00	3.00	4.00	5.00	6.15*	
Sun/Pub Hol			9.00	10.30	12.00	2.00	3.00	4.00	5.00	6.15*	

*Terminates at Ettalong

*Tat October to Easter Monday only

ETTALONG TO PALM BEACH

Departing	am	am	am	am	pm	pm	pm	pm	pm	pm	pm
Mon - Fri	6.00	7.00	8.00	9.30	11.00	12.30	2.30	3.30	4.30	5.30	
Saturday			8.00	9.30	11.00	12.30	2.30	3.30	4.30	5.30	6.40*
Sun/Pub Hol				9.30	11.00	12.30	2.30	3.30	4.30	5.30	6.40*

*Tat October to Easter Monday only

WAGSTAFFE TO PALM BEACH via ETTALONG

Departing	am	am	am	am	pm	pm	pm	pm	pm	pm	pm
Mon - Fri	5.50	6.50	7.50	9.20	10.50	12.20	2.20	3.20	4.20	5.20	
Saturday			7.50	9.20	10.50	12.20	2.20	3.20	4.20	5.20	6.35*
Sun/Pub Hol				9.20	10.50	12.20	2.20	3.20	4.20	5.20	6.35*

*Tat October to Easter Monday only

CHRISTMAS DAY

Departing Palm Beach	8.00 am	10.00 am	12.00 noon	2.00 pm	5.00 pm	6.00 pm					
Departing Wagstaffe	8.25 am	10.25 am	12.25 pm	2.25 pm	5.25 pm	6.25 pm					
Departing Ettalong	8.30 am	10.30 am	12.30 pm	2.30 pm	5.30 pm	6.30 pm					

Time Table subject to change without notice.

CHARGES APPLY FOR FREIGHT, CAMPING EQUIPMENT, CANOES, BIKES, etc.

For costs and other information you may view the website www.palmbeachferry.com.au or ring 9274 2411

Runs may be cancelled due to sea conditions.

Please Note: All services are subject to alteration with or without notice due to weather or other unforeseen circumstances. The company reserves the right to substitute another vessel and if necessary for reasons beyond the company's control, to cancel the scheduled service, but will not be liable for any expenses incurred by the passengers caused by such substitution or cancellation. Palm Beach Ferry Service reserves the right to refuse or accept passengers and/or their goods on its vessels.

Persons considered affected by alcohol and/or anti-social behaviour will not be allowed to board ferries.