

# BOWSER-PEECHALBA EAST BRANCH LINE APPENDICES

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The following tables are supplements to the article Bowser to Peechelba East Branch Line in the August 2015 issue of *Australian Railway History*. Space did not permit publication of these tables in the magazine and readers are directed to this file on the ARHSnsw website.

## Appendix A: Outward Passenger Journeys, Outward Tons and Inward Tons for Each station<sup>1</sup>

It is interesting to compare these results with the forecasts included in the main text as Table 1.

Financial Year	Bowser			Boorhaman			Peechelba (East)		
	Outward Pass.	Outward Tons	Inward Tons	Outward Pass.	Outward Tons	Inward Tons	Outward Pass.	Outward Tons	Inward Tons
1927/28	1,155	1,650	8,682	23	2,071	271	80	11,774	558
1928/29	661	1,616	345	27	2,763	326	92	26,742	620
1929/30	330	1,759	474	19	3,689	551	106	24,538	793
1930/31	297	2,157	179	4	2,112	293	48	14,320	379
1931/32	268	575	197	23	660	124	33	10,922	360
1932/33	213	904	194	19	590	196	20	14,607	447
1933/34	191	711	323	3	2,308	221	12	14,461	415
1934/35	198	684	326	1	1,051	222	15	11,842	364
1935/36	281	406	473	12	530	354	14	8,908	596
1936/37	243	223	475	6	401	346	7	11,420	597
1937/38	205	220	553	1	485	431	11	8,826	899
1938/39	267	984	400	2	432	221	4	5,421	528
1939/40	199	230	248	--	125	251	14	3,602	497
1940/41	200	472	328	--	296	168	3	6,087	448
1941/42	170	1,068	167	--	389	135	2	5,776	355
1942/43	223	765	191	--	360	113	9	11,368	248
1943/44	171	974	159	--	821	127	1	12,502	309
1944/45	212	223	789	4	89	466	1	10,283	1,180
1945/46	240	1,390	454	--	760	248	1	13,145	622
1946/47	266	1,083	289	--	2,486	277	--	13,639	538
1947/48	135	1,413	366	--	3,228	332	2	12,606	545
1948/49	144	830	412	--	3,017	420	1	6,684	616
1949/50	126	758	422	--	3,011	440	2	12,144	713
1950/51	87	248	293	--	1,851	369	--	8,803	400
1951/52	82	172	463	--	2,555	561	--	4,662	734
1952/53	65	345	352	--	172	375	--	4,297	692
1953/54	42	125	346	--	55	477	--	7,275	856
1954/55	58	195	372	--	101	508	--	4,825	926

1955/56	328	86	261	--	98	474	--	2,998	669
1956/57	394	201	195	--	55	275	--	1,115	662
1957/58	44	116	452	--	66	545	--	1,816	935
1958/59	328	133	369	--	66	613	--	3,245	807
1959/60	35	49	507	--	78	581	--	6,770	922
1960/61	19	384	610	--	68	483	--	6,446	1,235
1961/62	49	1,949	508	--	71	563	--	11,022	1,349
1962/63	7	1,850	522	--	88	516	--	10,790	1,154
1963/64	18	631	592	--	74	576	--	4,252	1,300
1964/65	9	6	454	--	74	772	--	3,672	1,341
1965/66	4	8	544	--	51	803	--	8,776	1,380
1966/67	10	1,457	581	--	37	944	--	9,104	1,830
1967/68	6	2,295	544	--	116	570	--	5,274	935
1968/69	9	616	405	--	49	639	--	4,997	1,063
1969/70	7	1,491	392	--	17	541	--	8,073	815
1970/71	7	744	349	--	5	613	--	6,381	804
1971/72	2	1,825	275	--	--	543	--	9,443	1,141
1972/73	--	627	247	--	--	439	--	5,872	591
1973/74	--	331	289	--	--	324	--	984	873
1974/75	--	881	279	--	--	--	--	--	--
1975/76	--	--	408	--	--	12	--	4,553	74
1976/77	--	1,531	420	--	--	1	--	5,935	51
1977/78	--	1,089	499	--	--	--	--	8,872	20
1978/79	--	1,356	417	--	--	35	--	18,360	57
1979/80		1,562	726	--	--	--	--	7,158	70
1980/81	--	927	382	--	--	--	--	7,504	33
1981/82	--	46	410	--	--	--	--	5,711	41
1982/83	--	--	121	--	--	--	--	--	12
1983/84	--	--	18	--	--	--	--	4,655	--
1984/85	--	--	--	--	--	--	--	912	--
1985/86	--	609	--	--	--	--	--	5,587	--

## Appendix B: Level Crossings between Bowser and Peechelba East

There were 13 public road crossings between Bowser and Peechelba East. None were ever actively protected, i.e. equipped with flashing lights<sup>2</sup>.

Mileage from Melbourne (Shown as Miles, Chains and Links)	Kilometres from Melbourne	Station	Name of Roadway
149.02.77	239.847	Bowser	
150.60.12	242.610		Heywood Road
151.46.70	243.950		McDonald Road
152.50.18	245.630		Plums Road
153.67.21	247.581		Elliot Road
154.25.30	248.348		O'Keefe Road
155.07.45	249.598		Benny Road
155.57.78	250.611		Flynn Road
156.21.13	251.483		Boland Road
156.38.17	251.825	Boorhaman	
157.17.73	253.024		Boorhaman Road
157.59.49	253.864		Lewis Road
158.62.57	255.534		Duffus Road
159.64.16	257.176		McCormick Lane
160.06.04	257.617		Thompson Lane
161.11.91	259.343	Peechelba East	

Appendix C: Timetables in use between 1958 and 1985<sup>3</sup>

Station	28 July 1958 (1)	8 January 1962	16 April 1962	10 May 1965	5 May 1969 <sup>4</sup>	7 September 1970	24 May 1976 (2)	14 May 1979 (2)	4 October 1981 (2)	14 April 1985
<b>Down Direction</b>	<b>Alternate Mondays</b>	<b>Alternate Mondays</b>	<b>Alternate Mondays</b>	<b>Alternate Mondays</b>	<b>Alternate Mondays</b>	<b>Alternate Mondays</b>	<b>Alternate Mondays</b>	<b>Alternate Mondays</b>	<b>Alternate Mondays</b>	<b>Run as required</b>
	<b>Train No.13</b>	<b>Train No.13</b>	<b>Train No.77</b>	<b>Train No.77</b>	<b>Train No.77</b>	<b>Train No.77</b>	<b>Train No.77</b>	<b>Train No.77</b>	<b>Train No.591</b>	<b>Train No.591</b>
Wangaratta	07 30	11 40	09 40	12 45	12 25	10 00	10 10	10 10	10 10	10 10
Bowser	07 40	11 55	09 55	12 59	12 35	10 10	10 20	10 20	10 20	10 20
Boorhaman	--	--	--	13 26	13 02	10 37	10 47	Closed	Closed	Closed
Peechelba East	08 45	13 00	11 00	14 00	13 40	11 00	11 10	11 10	11 10	11 15
<b>Up Direction</b>	<b>Train No.22</b>	<b>Train No.12</b>	<b>Train No.72</b>	<b>Train No.72</b>	<b>Train No.72</b>	<b>Train No.72</b>	<b>Train No.72</b>	<b>Train No.72</b>	<b>Train No.592</b>	<b>Train No.592</b>
Peechelba East	10 00	14 30	12 30	15 40	15 40	12 30	12 30	12 50	13 05	12 50
Boorhaman	--	--	--	15 58 (Arr.)	15 58 (Arr.)	12 48 (Arr.)	12 48 (Arr.)	Closed	Closed	Closed
	--	--	--	16 18 (Dep.)	16 18 (Dep.)	13 08 (Dep.)	13 08 (Dep.)	--	--	--
Bowser	11 22	15 55	13 55	16 44	16 44	13 34	13 34	13 34	13 50	13 50
Wangaratta	11 35	16 10	14 10	17 00	17 00	13 50	13 50	13 50	14 05	14 05
<b>Source (WTT = Working Time Table)</b>	North Eastern WTT dated 21 July 1958	North Eastern WTT dated 2 January 1962	North Eastern WTT dated 16 April 1962	North Eastern WTT dated 3 May 1965	North Eastern WTT dated 5 May 1969	North Eastern WTT dated 7 September 1970	North Eastern WTT dated 24 May 1976	North Eastern WTT dated 14 May 1979	North Eastern WTT dated 4 October 1981	North Eastern WTT dated 14 April 1985

(1) – The Peechelba East timetable started one week after the cover date on the Working Time Table. (2) – Ran when required.

## Appendix D: Ruling Grade Load

The nominated maximum trailing load for trains operating over the Peechelba (East) line in 1934, 1941, 1950, 1958, 1962, 1965, 1970, 1981 and 1985 is summarised in the table below<sup>v</sup>.

Ruling Grade Load							
Timetable Date	Direction	Class of Locomotive					
		J (Steam)	K or N (Steam)	D <sup>3</sup> (Steam)	D <sup>1</sup> (Steam)	Y (Diesel)	T (Diesel)
		Tons	Tons	Tons	Tons	Tons	Tons
1 October 1934	Down	--	1,045	815	720	--	--
	Up (Note 1)	--	1,045	815	720	--	--
13 October 1941	Down	--	1,045	815	720	--	--
	Up (Note 1)	--	1,045	815	720	--	--
10 July 1950	Down	--	1,045	815	720	--	--
	Up (Note 1)	--	1,045	815	720	--	--
28 July 1958	Down	1,250	1,045	815	720	--	--
	Up (Note 1)	1,250	1,045	815	720	--	--
2 January 1962	Down (Note 2)	1,400	1,300	1,000	--	--	--
	Up (Note 1)	1,600	1,500	1,200	--	--	--
3 May 1965	Down (Note 2)	1,400	1,300	--	--	1,000	--
	Up (Note 1)	1,600	1,500	--	--	1,200	--
7 September 1970	Down (Note 2)	--	--	--	--	1,000	--
	Up (Note 1)	--	--	--	--	1,200	--
						<b>Tonnes</b>	<b>Tonnes</b>
4 October 1981	Down (Note 2)	--	--	--	--	1,015	1,420
	Up (Note 1)	--	--	--	--	1,220	1,625
14 April 1985	Down (Note 2)	--	--	--	--	1,015	1,420
	Up (Note 1)	--	--	--	--	1,220	1,625

**Note 1:** A speed of 25 mph had to be attained at mileage 145¾ in the up direction on the approach to Wangaratta to take the load over the grade.

**Note 2:** A speed of 25 mph had to be attained at mileage 148¾ in the down direction on the approach to Bowser to take the load over the grade.

The grades at these two locations were classed as 'Momentum Grades'.

## Appendix E: Speed Limit

The nominated maximum speed over the line between 1941 and 1985 is summarised below<sup>vi</sup>.

Timetable Date	Engine First	Tender First	Heaviest Class of Locomotive Allowed
13 October 1941	25 mph	20 mph	N 110 and lighter
10 July 1950	25 mph	20 mph	D <sup>3</sup> and lighter
28 July 1958	25 mph	20 mph	J and lighter
2 January 1962	15 mph	15 mph	J and lighter
3 May 1965	15 mph	15 mph	J and lighter
	<b>Diesel Loco</b>		
7 September 1970	15 mph		T and lighter
24 May 1976	15 mph		T and lighter
4 October 1981 (Note 1)	25 km/h		T and lighter
14 April 1985 (Note 1)	25 km/h		T and lighter

**Note 1:** The maximum gross weight of a bogie grain wagon allowed to run over the line was 55 tonnes. It is unclear if a bogie grain wagon ever ran out to Peechelba East.

## Appendix F: Enthusiast tours run over the line

A listing of enthusiast tours run out along the Peechelba East line is shown in the accompanying table. This listing is based on information supplied by Mr Graeme Cleak.

### Enthusiast tours run over the Peechelba East line

Date Run	Enthusiast Group	Motive Power	Details
Saturday, 19 September 1959	ARHS	D <sup>3</sup> 635	The Peechelba East line was covered as part of the 'Bright Weekender Tour' that also travelled over the Bright and Oaklands lines. The train on the Peechelba East line consisted of CW, ABW, ABW and ZP <sup>vii</sup> .
Saturday, 14 September 1963	AREA	K 161	
Sunday, 10 March 1968	ARHS	T 405	
Saturday, 10 January 1970	AREA	DERM 58 (Rail Motor)	Part of a tour that also covered the Oaklands, Corowa and Wahgunyah lines. 58 RM arrived at Bowser from Wahgunyah at 14 56 (scheduled 15 10), then reversed and left Bowser at 15 00 (scheduled 15 15). It arrived at Peechelba East at 15 46 and then departed at 16 02 (scheduled to be at Peechelba East from 16 10 to 16 25). A photo stop was conducted at 158 miles 60 chains from 16 12 to 16 16. 58 RM arrived back at Bowser at 16 52 and then reversed before proceeding on to Albury at 16 56 (scheduled 17 20 to 17 25) <sup>viii</sup> .
Thursday, 28 December 1972	AREA	Y 119	Part of a tour that also covered the Bright and Beechworth lines. Y 119 hauled an 'E' type carriage (No.7 Sleeper) and 519 ZL out along the Peechelba East line.
Sunday, 27 January 1974	ARE	22 RM (Rail Motor)	Part of a joint tour with the Canberra Sub-Division of the ARHS which covered the Oaklands, Beechworth and Wahgunyah lines. The tour also covered the NSW Rand, Oaklands, Corowa and Kywong lines <sup>ix</sup> .
Saturday, 1 March 1975	ARE	T 413	Part of a tour that also covered the standard gauge line between Melbourne and Albury <sup>x</sup> . The train consisted of six wooden bodied passenger carriages with a wooden bodied guards van at each end.
Saturday, 6 May 1978	AREA	Y 138	
Tuesday, 30 December 1980	AREA	T 340	

ARE = Association of Railway Enthusiasts

AREA = Australia Railway Exploration Association

ARHS = Australian Railway Historical Society

## Appendix G: Other Victorian lines closed during the 1980's

The following lines were closed between 1980 and 1989 in Victoria. It is worthwhile noting the number of lines that officially closed on the same day as the Peechelba East line.

Date Line Closed	Line Section	Section Length (Kms.)
14 April 1980	Broadmeadows to Broadstore	1
9 December 1980	Coldstream to Healesville	21
1 March 1981	Bandiana to Cudgewa	106
1 March 1981	Diggora West to Cohuna	72
1 March 1981	Kerang to Koondrook	22
15 June 1981	Baxter to Mornington	12
22 June 1981	Long Island Junction to Stony Point (Re-opened to traffic on 16 September 1984)	13
22 June 1981	Crib Point to Naval Base	1
1 August 1981	Royal Park to Fitzroy	4
28 October 1983	Lubeck to Bolangum	50
30 November 1983	Myrtleford to Bright	30
16 December 1983	Sale to Sale Wharf	1
27 September 1985	Linton Junction to Skipton	56
1 December 1986	Ballarat East to Eureka	2
8 December 1986	Timboon Junction to Timboon	35
8 December 1986	Hopetoun to Patchewollock	43
8 December 1986	North Creswick to Allendale	6
8 December 1986	Jeparit to Yanac	51
8 December 1986	East Natimuk to Noradjuha	11
9 December 1986	East Natimuk to Carpolac	61
8 December 1986	Moulamein to Balranald	66
8 December 1986	Wedderburn Junction to Wedderburn	8
8 December 1986	Elmore to Diggora West	19
8 December 1986	Piangil to Kooloonong	26
8 December 1986	Dookie to Katamatite	27
8 December 1986	Numurkah to Picola	33
8 December 1986	Moe to Yallourn	8
8 December 1986	Traralgon to Cowwarr	26
8 December 1986	Bowser to Peechelba East	19
25 March 1987	Williamstown to Williamstown Pier	1
13 April 1987	Bowser to Myrtleford	46
1 August 1987	Flinders Street to St.Kilda (Converted to light rail)	6
21 August 1987	Bairnsdale to Orbost	97
31 August 1987	Cowwarr to Maffra	28
August 1987	Warrnambool to the Woollen Mill Siding (The last remaining portion of the former Warrnambool Pier line)	1
11 October 1987	Flinders Street to Port Melbourne (Converted to light rail)	4



12 October 1987	Murchison East to Colbinabbin	42
12 October 1987	Rushworth to Stanhope	17
26 October 1987	Welshpool to Yarram	26
27 April 1988	Benalla to Benalla Oil Siding	2
14 September 1988	Nowingi towards Millewa South	n/a
19 October 1988	Horsham to East Natimuk	22
9 December 1988	Red Cliffs to Meringur	82

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<sup>1</sup> Extracted from Victorian Railways Annual Reports and Annual Appendices

<sup>2</sup> PCR Book

<sup>3</sup> Extracted from the North Eastern Working Time Tables issued on these dates

<sup>4</sup> *Divisional Diary*, June 1969, p.24

<sup>v</sup> Extracted from the North Eastern Working Time Tables issued on these dates

<sup>vi</sup> Extracted from the North Eastern Working Time Tables issued on these dates

<sup>vii</sup> *Divisional Diary*, October 1959, DD 1006, p.2

<sup>viii</sup> Advice from John Hearsch supplied on 17 June 2011

<sup>ix</sup> *Newsrail*, March 1974, p.68 and p.70

<sup>x</sup> *Newsrail*, January 1976, p.11