



# The Times

January 2018

A journal of transport timetable history and analysis



WAIT A LONG WHILE

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RAILWAY  
BY THE  
FRANKY  
BIBBET  
1904

**Inside: Wait-a-While**

**Australia Day or Groundhog Day?**

**To Tour The Territory**

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# The Times

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Note: This is a re-issued version with several mistakes and oversights in David Whiteford's article made by the Author, Editor and proof-readers corrected. Refer to page 15 of the

For use of Employees only.

NEW SOUTH WALES RAILWAYS.



## ANNIVERSARY DAY,

1901.

(SATURDAY, 26th January.)

### TRAIN AND TICKET ARRANGEMENTS.

STATION-MASTERS, Officers-in-Charge, Engine-Drivers, Guards, Signalmen, Gangers of Permanent Way and other Employés concerned to be furnished with a copy of this Circular not later than

TUESDAY, 22ND JANUARY.

District Superintendents, Station-masters, Locomotive and Permanent Way Inspectors will please see that this is done.

Any inaccuracies must be reported at once to "Tables," Sydney.

H. RICHARDSON,

For use of Employees only.

NEW SOUTH WALES RAILWAYS.



## PUBLIC HOLIDAY, MONDAY, 18TH MARCH,

1901.

(ANNIVERSARY DAY HOLIDAY DEFERRED.)

### TRAIN AND TICKET ARRANGEMENTS.

STATION-MASTERS, Officers-in-Charge, Engine-Drivers, Guards, Signalmen, Gangers of Permanent Way and other Employés concerned to be furnished with a copy of this Circular not later than

WEDNESDAY, 13TH MARCH.

District Superintendents, Station-masters, Locomotive and Permanent Way Inspectors will please see that this is done.

Any inaccuracies must be reported at once to "Tables," Sydney.

H. RICHARDSON,

Superintendent of the Lines.

# Wait-a-While Railway Station

JAMES T WELLS

ONE OF THE PLEASURES OF timetable reading is to come across quirky station / place names. How about Wait-a-While in NSW?

Wait-a-While was on the NSW's Tocumwal branch. Yes, one could wait-a-while as the train service was only ever once a day in each direction.

The railway reached Jerilderie in 1884, and Berrigan in 1896. The extension to Finley opened two years later creating one of the most unusual line alignments in the State if not in Australia—see a 1933 map at right.

In order to connect Finley, why didn't they just build a branch from Jerilderie alongside what is now the Newell Highway? The long curve in Berrigan is about 200m radius but this hardly mattered on a quiet branch line. The Finley curve is about 400m radius.

It seems strange that, in a distance of only 22 km between the two towns, three intermediate stations would be provided given the low population of the district. Wait-a-While was 8 km from Berrigan but Leniston was only three km further on.

Both stations were associated with roads running to the north of what is now the Riverina Highway with the same name as the railway stations. Nowadays there is absolutely no built structures in the vicinity of the station sites apart from roads, the railway (still in place), a water-tank and fences. There is an irrigation channel on the north side of the Riverina Highway. The railway was closed in 1987 but the stations were closed much earlier; Wait-a-While in 1958 and Leniston in 1975.

There is [debate](#) on the correctness of the English.

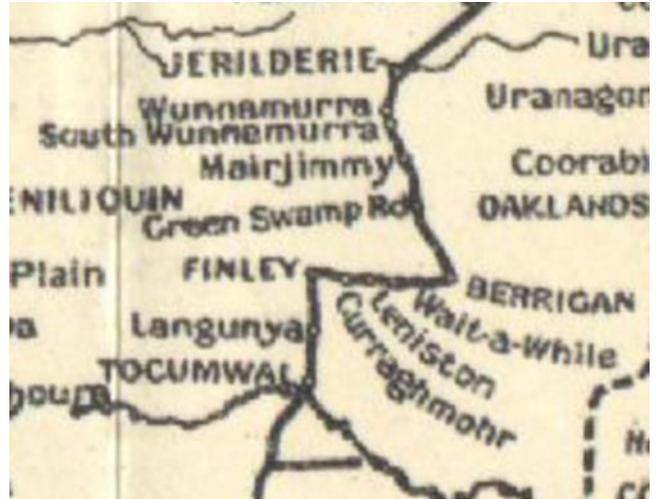
**Origin of the name**—notes by the Times Editor:

Only older atlases show the location of Wait-a-while in the landscape. The station was at the junction of the Wait-a-while Road and the Riverina High-

way (Google Earth image, bottom left on page 4).

Wait-a-while can sometimes be one of those long-vanished pieces of Australian vernacular which describe the relaxed pace of life in "the outback". Several farms around NSW have named themselves thus.

According to the book *Names of Railway Stations in New South Wales. With their Meaning and Origin.* by C. A. IRISH, **Wait-a-While** was named after the "reserve." This Reserve was in existence before the railway came to the area. The use of the word "Reserve" by Irish, implies some kind of Government classification. Minutes of the Berrigan Shire



Council sometimes called it a "PWP Reserve", which is an abbreviation for "Public Watering Place". This is not the same as a "pub"! A list of PWP's is held by the NSW State Archives at Kingswood.

Google Earth still shows what appears to be a "reserve" with a dam or tank at

TABLE 21. NARRANDERA—TOCUMWAL.

Height	Distance.		Mons. to Fris and Sundays.		Mondays to Sats.
Feet.	m. c.				Motor Train.
67	---	SYDNEY .....dep.	Mail, p m 10 25	TOCUMWAL .....dep.	p m 2 55
		(See Table 4.)	Mondays to Sats.	Langunya ..... " "	" " 3 17
585	299 41	JUNEE JCT. R {arr.	a m 7 55	FINLEY ..... {dep.	" " 3 18
		(See Table 19.)	Pass. 8 18	Curraghmohr ..... " "	" " a
576	360 29	NARRANDERA {arr.	10 25	Leniston ..... " "	" " a
		R {dep.	Motor Train 10 55	Wait-a-While ..... " "	" " a
541	373 6	Corobimilla ..... " "	" "	BERRIGAN ..... {arr.	" " 3 46
432	376 69	New Park ..... " "	" "	Green Swamp Rd. {dep.	" " 3 47
426	380 37	Morundah ..... " "	11 26	Mair Jimmy ..... " "	" " a
408	390 18	Widgiewa ..... " "	11 43	Sth. Wunnamurra ..... " "	" " a
395	397 40	Coonong ..... " "	" "	Wunnamurra ..... " "	" " a
		Bundure ..... " "	p m 12 7	JERILDERIE R {arr.	" " 4 27
384	404 33	North Yathong ... " "	" "	North Yathong ... {dep.	" " 4 37
371	412 40	JERILDERIE R {arr.	12 39	Bundure ..... " "	" " 5 9
364	425 43	dep.	12 49	Coonong ..... " "	" " a
364	429 49	Wunnamurra ..... " "	" "	Widgiewa ..... " "	" " 5 38
364	430 39	Sth. Wunnamurra ..... " "	" "	Morundah ..... {arr.	" " 5 49
371	435 35	Mair Jimmy ..... " "	" "	dep.	" " 5 50
378	440 11	Green Swamp Rd. .... " "	" "	New Park ..... " "	" " a
390	447 30	BERRIGAN ..... " "	1 30	Corobimilla ..... " "	" " a
377	452 38	Wait-a-While ..... " "	" "	NARRANDERA {arr.	" " 6 21
372	454 70	Leniston ..... " "	" "	Pass. 6 45	" " 6 45
369	457 31	Curraghmohr ..... " "	" "	(See Table 19.) R {arr.	" " 8 58
362	460 77	FINLEY ..... {arr.	1 58	JUNEE JCT. R {arr.	Mail. 9 15
363	466 64	Langunya ..... {dep.	1 59	(See Table 4.) {dep.	a m 9 15
		TOCUMWAL ..... arr.	2 21	SYDNEY ..... arr.	7 40

M Connecting train leaves Tocumwal for Melbourne at 4.35 p.m. on Mondays to Saturdays, due Melbourne at 10.10 p.m.

N Connecting train leaves Melbourne at 8.0 a.m. on Mondays to Saturdays, arriving at Tocumwal at 1.25 p.m.

† Arrives Sydney at 7.44 a.m. on Sundays.

**INTERMEDIATE SIDINGS AND REFERENCE TO ARRANGEMENTS FOR WORKING—continued.**

Mile Post Mileage.	Siding.	Side of Line Situated.	Direction in which Points Face.	Are Signals Provided.	Points Unlocked by.	Electric Train Staff, or Ordinary Train Staff Section, or Station where key of Siding is kept, or Electric Release is obtained.	Regulations on Pages 77 to 80 of the Statutes Applicable under which Siding is worked.	Siding under Control of.
<b>Narrandera-Tocumwal Branch.</b>								
367 46	Moon's Siding .....	Down	Up	No	Staff Key .....	Narrandera-Morundah	B	Narrandera.
375 27	Corobimilla .....	Up	Loop	No	" .....	" " " .....	D	"
379 8	New Park .....	Up	Loop	No	" .....	" " " .....	C	"
383 33	Morundah Stock Siding ...	Up	Loop	No	" .....	Morundah-Widgiewa ...	B	Morundah.
383 37	Morundah Sand Siding ...	Down	Up	No	" .....	" " " .....	B	"
391 79	Widgiewa Stock Siding (Junee End).	Up	Loop	No	" .....	" " " .....	B	Widgiewa.
399 44	Coonong .....	Down	Loop	Yes	Guard's Key...	Widgiewa-Bundure ...	G	"
406 50	Bundure (when closed as a Staff Station).	Up	Loop	Yes	" .....	Widgiewa-Jerilderie ...	G	"
414 68	North Yathong .....	Down	Loop	No	Staff Key .....	Bundure-Jerilderie .....	B	"
431 72	Wunnamurra .....	Down	Loop	No	" .....	Jerilderie-Berrigan ...	B	Jerilderie.
437 47	Mairjimmy .....	Up	Loop	No	" .....	" " " .....	C	"
442 24	Green Swamp Road .....	Up	Loop	No	" .....	" " " .....	C	"
454 54	Wait-a-while Goods Siding	Up	Loop	No	Staff Key .....	Berrigan-Finley .....	B	Berrigan.
454 56	Wait-a-while Grain Siding	Down	Loop	No	" .....	" " " .....	B	"
457 13	Leniston .....	Up	Loop	No	" .....	" " " .....	B	"
459 48	Curraghmohr .....	Up	Down	No	" .....	" " " .....	B	"
463 3	Finley Stock Siding (Junee End).	Down	Loop	No	" .....	" " " .....	B	Finley.
463 49	Finley Grain Siding (Tocumwal End).	Up	Loop	No	" .....	Finley-Tocumwal .....	B	"
469 2	Langunya .....	Down	Loop	No	" .....	" " " .....	B	"
474 3	Tocumwal Stock Siding ...	Up	Down	Yes	Staff Key or Shunting Key	" " " .....	B	Tocumwal.

**Stations, Platforms and Sidings—Accommodation Provided—continued.**

Mile Post Mileage.	Station, Platform or Siding.	Length of Passenger Platform.	Designation of Person in Charge.	Station Number.	Parcels Obliterating Stamp No.	Seal Press No.	Crane.		Weighbridge.		Goods Shed Dimensions.	Grain Shed. No. of Bags (in hundreds) that can be Accommodated.	Silo. Capacity, Bushels in thousands.	Feed Loading Gauge.	Loading Bank.	Wool Bank.	Loading Dock.	Engine Shed.	Coal Stage.	Waggon Turntable Diameter.	Cattle Shed.	Cattle (Stock Races showing No. of Trucks that can be dealt with sheep, without an Engine.)		Side of Truck on which Out of Goods from Darling Harbour must be Loaded.	Spaces Provided.	Standing Room.		Other Sidings used on Vehicles 22 feet in length.	
							No.	Capacity.	Truck.	Cart.												No.	feet.			feet.	trucks		
<b>Narrandera-Tocumwal Branch—ctd.</b>																													
437 52	Mairjimmy .....	100	...	143 I	...	...	...	tons	tons	1	20	...	...	...	...	...	...	...	...	...	...	No.	7	Right	6	...	...	36	
442 28	Green Swamp Road .....	70	...	143 J	...	...	...	...	...	1	20	...	...	...	...	...	...	...	...	...	...	No.	7	Right	6	...	...	49	
449 47	Berrigan .....	165	S.M.	143 K	322	248	1	5	...	1	20	36 x 16	640	250	...	...	...	...	...	...	...	No.	10	14	Left	6	...	...	142
454 55	Wait-a-while Siding .....	...	...	143 L	...	...	...	...	...	1	20	...	320	...	...	...	...	...	...	...	...	No.	...	...	...	...	...	...	5
457 7	Leniston .....	105	...	143 M	...	...	...	...	...	1	20	...	...	...	...	...	...	...	...	...	...	No.	...	Right	6	...	...	...	8
459 48	Curraghmohr .....	...	...	143 N	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	No.	...	...	...	...	...	...	36
463 14	Finley .....	120	S.M.	143 O	333	176	1	5	...	1	20	36 x 18	320	250	...	...	...	...	...	...	...	No.	21	27	Left	6	...	...	202
469 1	Langunya .....	250	...	143 P	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	No.	28	...	...	...	...	...	58
474 3	Tocumwal Stock Siding .....	...	...	143 Q	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	No.	...	...	...	...	...	...	...
474 53	Tocumwal .....	130	S.M.	143 R	553	479	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	No.	...	...	...	...	...	...	179



NARRANDERA-TOCUMWAL.

161

Distance from Sydney—				DOWN.	WEEK-DAYS.				
Via Granville.		Via Regent's Park.			3	3	1	65	3
Miles.	Chains.	Miles.	Chains.						
Mile Post Mileage.					Fast Goods.	Fast Goods.	Motor Train.	Stock.	Fast Goods.
					W O	a m	a m	6 p m	8 p m
362	46	360	29	NARRANDERA†	6 15	10 15	11 26	4 23	6 15
375	23	373	6	Corobimilla*	...	...	...	Conveys mixed load.	Conveys mixed load.
379	6	376	69	New Park*	...	...	...	...	...
382	54	380	37	Morundah†	7 16	11 16	12 9	5 13	7 14
383	33	381	16	Morundah Stk. Sdgs.*	7 40	11 42	12 10	5 30	7 47
383	37	381	20	Morundah Sand Siding*	...	...	...	...	...
392	5	390	18	Widgiewat	8 3	12 5	12 29	5 53	8 10
399	37	397	40	Coonong*	8 30	12 52	12 30	6 0	8 35
406	50	404	33	Bundret...	9 17	1 34	12 45	6 39	9 17
414	57	412	40	North Yathong*	9 35	1 44	12 59	6 46	9 27
427	60	425	48	Jerilderie†	10 29	2 38	1 40	7 35	10 21
431	66	429	49	Wunnamurra*	11 15	3 37	1 50	7 47	10 57
432	56	430	39	South Wunnamurra*	...	...	...	...	...
437	52	435	35	Mairjimmy*	...	...	2 11	...	...
442	28	440	11	Green Swamp Road*	...	...	...	...	...
449	47	447	30	Berrigan†	12 37	5 0	2 39	8 44	12 18
454	55	452	38	Wait-a-While*	1 7	5 30	2 41	8 54	12 45
457	7	454	70	Leniston*	...	...	2 59	...	...
459	48	457	31	Corraghmohr*	...	...	...	...	...
463	14	460	77	Finley†	1 53	6 16	3 10	9 32	1 31
469	1	466	64	Languya*	2 30	6 46	3 12	9 39	2 1
474	3	471	66	Tocumwal Stk. Sdgs.*	...	...	...	...	...
474	53	472	36	TOCUMWAL†	2 58	7 16	3 37	10 7	2 30

‡ Connects with Victorian train leaving Tocumwal at 4.5 p.m.

When No. 1 Motor train is replaced by Steam train the due time of arrival at Tocumwal will be 3.51 p.m.

No. 3 Fast Goods is to be worked by "30 T" class engine.

No. 3 Mondays, Wednesdays and Thursdays is allowed time for work as under:—

Six (6) minutes Corobimilla, 3 minutes New Park, 8 minutes Coonong, 5 minutes North Yathong, 8 minutes Wunnamurra, 1 minute South Wunnamurra, 8 minutes Mairjimmy, 8 minutes Green Swamp Road, and 8 minutes for sidings between Berrigan and Finley.

When No. 3 on Mondays and Thursdays is required to work Morundah Stock Yards, train will depart Narrandera at 10.3 a.m., Morundah 11.6 a.m., depart 11.32 a.m. (allowed 10 minutes Morundah Stock Yards), thence as tabled.

No. 3 on Saturdays, allowed—6 mins. Corobimilla, 3 mins. New Park, 8 mins. Coonong, 5 mins. North Yathong, 8 mins. Wunnamurra, 5 mins. Mairjimmy, 8 mins. Green Swamp Road, and 8 mins. between Berrigan and Finley.

Trains that run during dark between Jerilderie and Tocumwal must be worked by engines fitted with Electric Headlight.

TOCUMWAL-NARRANDERA.

162

Distance from Tocumwal.		UP.	WEEK-DAYS.			
Miles.	Chains.		54	2	88	6
			C	a m	p m	p m
...	...	TOCUMWAL†	...	7 0	...	10 40
50	...	Tocumwal Stock Sdg.*	...	...	...	...
52	...	Languya*	...	...	...	...
11	39	Finley†	...	7 41	...	2 5
15	5	Corraghmohr*	...	7 56	...	2 6
17	46	Leniston*	...	...	...	...
19	78	Wait-a-While*	...	...	...	...
25	6	Berrigan†	...	8 46	...	2 35
32	25	Green Swamp Road*	...	9 3	...	2 42
37	1	Mairjimmy*	...	...	...	...
41	77	South Wunnamurra*	...	...	...	...
42	67	Wunnamurra*	...	...	...	...
46	73	Jerilderie†	...	10 13	...	3 32
59	76	North Yathong*	...	10 39	...	3 44
68	3	Bundret...	...	11 33	...	4 25
74	76	Coonong*	...	11 40	...	4 26
82	18	Widgiewat	...	12 23	...	4 54
91	16	Morundah Sand Siding*	...	12 47	...	4 55
91	20	Morundah Stk. Sdg.*	...	...	...	...
91	79	Morundah†	...	8 55	...	3 19
96	47	New Park*	...	1 17	...	5 17
99	39	Corobimilla*	...	1 46	...	5 18
112	7	NARRANDERA†	...	9 0	...	6 5
			...	9 50	...	4 15
			...	10 47	...	4 50

‡ Connects with Victorian train arriving Tocumwal at 1.25 p.m.

When No. 6 Motor Train is replaced by Steam Train the due time of arrival at Narrandera will also be 6.6 p.m.

No. 2 Mixed Train is worked by 30 "T" class engine and connects with No. 10 Pass. at Narrandera.

No. 2 Mixed is allowed 1 minute Languya, 1 minute Corraghmohr, 3 minutes Leniston 5 minutes Wait-a-While, 3 minutes Green Swamp Road, 4 minutes Mairjimmy, 2 minutes Wunnamurra, 1 minute South Wunnamurra, 5 minutes North Yathong, 8 minutes Coonong, 3 minutes Morundah Stock Yards, 4 minutes New Park, and 10 Corobimilla. Conveys Goods Load between Tocumwal and Finley, Morundah and Narrandera.

Trains run during dark between Jerilderie and Tocumwal must be worked by engines fitted with electric headlight.

its centre about 2 km north of the station site [Google Earth image, bottom right, page 4].

Had it been some kind of Nature Reserve, before it became a PWP, the name could well derive from the "Lawyer Vine" *Smilax australis*, also known as "barbed wire vine" and



"wait a while" vine. It has prickly climbing stems that are up to 8 metres long with coiled tendrils that are up to 20 cm long. The Berrigan Council minutes talk about "noxious weeds" in this reserve, but this was not a reference to *Smilax*.

This is probably about as far as we care to take this quest, I think.



This article generated a Letter to the Editor in the March 2018 issue.. The WTT above is now dated

Geoff Lambert

Comment on this article - [Letter to Editor](#), [Facebook](#)

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# Two Australia Day STNs in 1901

GEOFF LAMBERT

**W**HETHER YOU CALL IT INVASION Day or Australia Day, whether you celebrate it or deprecate it, the public holiday on 26th January has become one of Australia's iconic days, second only to Anzac Day. The meaning and significance of Australia Day has evolved over time. Unofficially, or historically, the date has also been variously named "Anniversary Day", "Foundation Day" and "ANA Day".

The 26th of January 1788 marked the proclamation of British sovereignty over the eastern seaboard of Australia (then known as New Holland). Although it was not known as Australia Day until over a century later, records of celebrations on 26 January date back to 1808, with the first official celebration of the formation of New South Wales held in 1818.

On New Year's Day 1901, the British colonies of Australia formed a federation, marking the birth of modern Australia. A national day of unity and celebration was looked for. But, it was not until 1935 that all Australian states and territories adopted use of the term "Australia Day" to for the holiday on 26th January, and not until 1994 that the date was consistently marked by a public holiday on that day by all states and territories. Before the name Anzac Day was settled upon for 25th April, the name "Australia Day" was going to be used. At any rate, Australia did not do what America did for July the Fourth.

Given that Federation formally took place on 1 January 1901 [bottom right—Centennial Park], one might expect that the 26th January of that year might have seen something special. While this day was planned to be celebrated as it had been for several years, the extra-special status of the day was still decades away. Nevertheless, the NSW Railways, announced a week or so beforehand, that Special Trains would run on *Anniversary Day*, which fell, that year, on a Saturday.

Saturdays, at this time, were normally a workday, but the public holiday overruled that, so that the "weekday" train service was cancelled and replaced mainly by Special Trains. The NSW Railways made announcement in the Sydney newspapers, of which the following, from the *Sydney Morning Herald*, was typical:

**Anniversary Day Saturday 26th January, 1901**

HOLIDAY EXCURSION TICKETS will

be issued from all stations to all stations, except for distances of 13 miles and under, between stations in the metropolitan suburban and Newcastle suburban stations, commencing with the day trains leaving terminal stations on WEDNESDAY, 23rd JANUARY, and thereafter by all trains until SATURDAY, 26th JANUARY, available for return until THURSDAY, 7th FEBRUARY, 1901.

CHEAP EXCURSION TICKETS: In addition to the Cheap Tickets at 2d per mile, First Class return (minimum 2s) and 1d per mile second-class return (minimum 1s) ordinarily issued on Fridays and Saturdays, as advertised in the public time-table, Special Cheap Tickets will be issued to the country by special trains leaving Sydney as under, available for return by any train except the Melbourne Express and through Northern and Western Mail trains, up to MONDAY, 4th February, viz—

## TO THE SOUTHERN LINE.

FRIDAY, 25th JANUARY, 4.25 pm., to stations Mittagong to Goulburn.

## TO THE SOUTH COAST LINE.

FRIDAY, 25th JANUARY, 1.30 p.m. to Kiama; 7.30 p.m. to Nowra.

SATURDAY, 26th JANUARY, 7.8 a.m. Sydney to Bulli, Wollongong, Dapto, and Kiama only; 7.30 a.m. to Stanwell Park, Wollongong, and all stations thence to Nowra; 7.38 a.m. to Wollongong.

## TO THE WESTERN LINE.

FRIDAY, 26th JANUARY,

8.0 p.m. to Orange.

SATURDAY, 26th JANUARY, 8.10 a.m. to Mount Victoria.

## TO THE NORTHERN LINE.

FRIDAY, 16th JANUARY, 4 p.m. to Newcastle and West Maitland.

SATURDAY, 26th JANUARY, 8.6 a.m. to Newcastle.

CHEAP TICKETS at the above rates will be issued TO SYDNEY by special trains leaving:

Orange at 10.25 p.m. on FRIDAY, 25th JANUARY, Bathurst at 12.45 a.m., Nowra at 4.25 a.m., Goulburn at 5 a.m., West Maitland at 5 a.m., and Newcastle at 6 a.m. on SATURDAY, 26th JANUARY, available for return by any train except the Melbourne Express and the through Northern and Western mail trains up to MONDAY, 4th FEBRUARY.

## But then .... The Queen died.

At first, the Railways planned to "Carry On Regardless", but when they read the following advertisement, they changed their mind.

## ANNIVERSARY DAY.

The Government, having requested that, owing to the death of the Queen, the holiday proclaimed for to-day should not be observed by the public, the Postmaster-General notifies that postal and telegraph business will be transacted as on ordinary days (with the exception that the clerical branches of the General Post-office will be closed to the public). The members of the Sydney Stock Exchange have decided to conduct business as usual to-day, and the customary meeting of the Exchange will be held in the forenoon. The offices of the Australian Gaslight Company will not be closed to-day, as advertised in our issue yesterday. Messrs. David Jones and Company state that, owing to the late hour at which the request of the Government not be observe to-day as a public holiday was made, they are unable to make the necessary arrangements, having already prepared to close their establishments. The warehouses of the Associated Warehouse-



men will remain open for business as usual today, in accordance with the desire of the Government. A notification to this effect appears in our advertising columns. The steamer Newcastle will not run to the Hawkesbury River this afternoon, as previously announced by Newcastle and N.R.S.S. Co. Attention is drawn to a special advertisement in this issue, by Messrs. Lloyd and Co., tea merchants, of Brickfield-Hill and King-street, announce that their stores will be open to-day as usual [nothing like a good cup of tea to sooth jagged nerves].

So the Railways placed their own advertisement as follows:

**TRAIN ARRANGEMENTS FOR ANNIVERSARY DAY, SATURDAY, 26th JANUARY, 1901.**

The whole of the additional and altered train arrangements announced for Saturday, 26th January, ARE HEREBY CANCELLED, and the train services on the whole of the lines will be the same as on an ordinary Saturday, with the exception that ADDITIONAL TRAINS will run as under:—

**SOUTH COAST LINE.**

8.12 a.m., 10.30 a.m., and 12.30 p.m., Sydney to National Park.  
 4.30 p.m., 6.30 and 7.55 p.m., National Park to Sydney.  
 7.8 a.m. Sydney to Kiama.  
 7.38 a.m. Sydney to Nowra.  
 8.30 a.m. Sydney to Kiama.  
 7.30 p.m. Sydney to Nowra.  
 4.30 p.m. Nowra to Sydney.  
 6.10 and 6.40 p.m. Kiama to Sydney.

**SOUTHERN LINE**

4.10 p.m. Goulburn to Sydney.

**WESTERN LINE.**

8.10 a.m. Sydney to Mount Victoria.  
 4.15 p.m. Mount Victoria to Sydney.  
 10.25 p.m. Penrith to Sydney.  
 10.50 p.m. Sydney to Richmond.

**NORTHERN LINE**

9.20 a.m., Sydney to Gosford.  
 4.35 p.m. Hawkesbury to Sydney.  
 7.20 p.m. Gosford to Sydney.

In addition to the Cheap Excursion Tickets at 2d per unit First-class and 1d per mile Second-class, ordinarily issued on Saturday, similar cheap tickets will be issued by the trains marked thus [not clear what "thus" was— Ed]—.

THE ARRANGEMENTS IN CONNECTION WITH THE KIAMA SHOW, GOSFORD SHOW, AND HIGHLAND SOCIETY'S SPORTS AT GOULBURN

WILL BE CARRIED OUT AS ADVERTISED. GOODS SHEDS AND CENTRAL BOOKING OFFICE. The Goods Sheds and Central Booking Office will be open for the transaction of business as usual.

By order of the Commissioners. - H. McLACHLAN, Secretary, New South Wales Government Railways,

Thus, Sydney—and probably other places—“enjoyed” a kind of half-baked holiday ... the sort of holiday one has when one doesn't have a holiday. No one was so keen as the Stock Exchange or the Gaslight Company to go back to a normal workday hammer and tongs, but they did get a chance to get out of town on the trains—they probably put it down to a response to mourning. I can understand that—the best thing about King George VI dying was the excitement of replacing “God Save the King”, with “God Save The Queen” at Monday morning assembly.

After this period, there must have been some public pressure, or perhaps Government conscience, to “reclaim the day” that people had missed. An Official Notice duly appeared in the Sydney papers, setting aside Monday 18th March as a St Patricks Day Public Holiday—something which had never before occurred, so far as I can determine. It was a “once-off”. [Groundhog Day, Saturday February 2, would have been nice and appropriate, but it was not a gazetted Public Holiday in NSW.]

A few cries of [indignation](#) were heard, but the SMH opined [as follows](#): “*St Patrick's Day.—The anniversary of the patron saint of Ireland occurs tomorrow. As Monday is, however, deemed by those specially interested in the matter a more suitable day for such festivities as are in contemplation the Government has proclaimed the day a Public Holiday throughout the State of New South Wales. It will be remembered that when the late Queen's death look place the celebration of Anniversary Day was postponed to Monday next.*”

The Railways Commissioners duly issued a new set of “*Train Arrangement*” notices in the [press](#), more or less congruent with those which had been issued for Anniversary Day. In these notices they went along with the notion that this was a St Patricks Day holiday.

**Special Train Notices**

A little before Anniversary Day—on 21st January, the same day the public notices appeared—NSWGR issued what we would today call, a Special Train Notice—a booklet of some 38 pages,

which detailed all of the arrangements state-wide for the period 23rd January to Anniversary Day. Although this notice must have been cancelled, a copy has survived in a bound set of WTTs for 1901.

Bound with it was the “STN” for the St Patrick's Day Holiday—but the Commissioners were having none of that—the holiday was billed as “ANNIVERSARY DAY HOLIDAY DEFERRED”. A glance at the cover pages (on our page 2) might lead one to assume, that the whole programme was transferred from one weekend to a later one, but this could hardly be the case.

For a start, the Public Holiday was now on a Monday, rather than a Saturday. In addition, the Anniversary Day traffic had already, to a very large extent—and particularly on the South Coast—occurred.

On our pages 6 to 15, we show representative pages from the two STNs juxtaposed for comparison.

**South Coast** (pp 6-7) : probably because of the existence of National Park, the South Coast service was expected to be popular —what better place to celebrate a National Day, than a National Park? The Special Train service to this place was

• Anniversary Day planned	20
• Anniversary Day actual	3
• St Patricks Day actual	22

**Western Line** (pp 8-9): The services on the two holidays bore little resemblance to one another—we show the pages which included the Richmond Line services. On the Main West, the Special services were

• Anniversary Day planned	2
• Anniversary Day actual	2
• St Patricks Day actual	5

**Northern Line** (pp10-11): The Gosford area was planned to be a target of the Anniversary Day service, but enthusiasm had waned by St Patrick's Day— possibly because it was no longer beach weather.

• Anniversary Day planned	11
• Anniversary Day actual	2
• St Patricks Day actual	5

**Southern Line** (pp12-13) : Sorry—we don't do Specials for the South

• Anniversary Day planned	0
• Anniversary Day actual	0
• St Patricks Day actual	0

**Main suburban** (pp14-15) :The “Main Suburban Lines” were defined as those serving Strathfield, Homebush and Parramatta. The numbers were:

• Anniversary Day planned	19
• Anniversary Day actual	not given
• St Patricks Day actual	19

STATIONS.	FRIDAY, 25th Jan.	SATURDAY, 26th January.								MONDAY, 28th Jan.
	A 1	A 83	A 5	A 7	A 9	A 23	A 85	No. 231	A 87	
	Chp. Ex., Sdy. to Nowra.	Spl. with exhibits, &c., for Kiama Show, W going to Kiama.	Chp. Ex., Sdy. to Kiama.	Chp. Ex., Sdy. to Nowra.	Chp. Ex., Sdy. to Wgong.	Spl. Pass., Sdy. to Kiama.	Spl. Pass., Kiama to Nowra.	Spl. Pass., Kiama to Nowra.	Spl. Pass., Kiama to Nowra.	
SYDNEY.....dep.	7 30	a	7 30	8 30	8 38	8 30	p m	p m	p m	
Evoleigh.....arr.	..	b	..	8 33	8 51	10 40	..	..	..	
WATERFALL.....dep.	8 41 <sup>62</sup>	a	8 41 <sup>62</sup>	8 39	8 54	10 43 <sup>20</sup>	..	..	..	
Helensburgh.....arr.	..	b	..	8 58	9 16	11 3	..	..	..	
Metrop. Colliery Siding.....arr.	9 0	a	9 0	9 21	9 20	11 11	..	..	..	
Lilyvale.....dep.	9 0 <sup>64</sup>	b	9 0 <sup>64</sup>	9 28	9 26	11 17	..	..	..	
Otford.....arr.	9 22	a	9 22	9 30	9 37	11 30	..	..	..	
Stanwell Park.....dep.	9 25	b	9 25	9 34	9 40	11 30	..	..	..	
Clifton.....arr.	9 25 <sup>68</sup>	a	9 25 <sup>68</sup>	9 36	9 48 <sup>20</sup>	11 34 <sup>28</sup>	..	..	..	
South Clifton.....dep.	9 33	b	9 33	9 42	9 57	11 34	..	..	..	
Austimmer.....arr.	9 38	a	9 38	9 48	10 0	..	..	..	..	
Thirroul.....dep.	9 40	b	9 40	9 51	10 12	..	..	..	..	
Bulli.....arr.	9 50	a	9 50	10 3	10 12	11 48	..	..	..	
Bellambi.....dep.	9 50	b	9 50	10 10	10 12	11 48	..	..	..	
Corrimal.....arr.	9 50	a	9 50	10 10	10 12	11 48	..	..	..	
Para Meadow.....dep.	9 50	b	9 50	10 10	10 12	11 48	..	..	..	
WOLLONGONG.....arr.	10 10 <sup>66</sup>	a	10 10 <sup>66</sup>	9 55	10 22	12 9	..	..	..	
Unanderra.....dep.	10 20	b	10 20	10 5	10 13	12 19	..	..	..	
Kembla Grange.....arr.	10 28	a	10 28	10 13	10 28	12 19	..	..	..	
Dapto.....dep.	10 39	b	10 39	10 28	10 28	12 35	..	..	..	
Yallah.....arr.	10 39	a	10 39	10 28	10 28	12 35	..	..	..	
Albion Park.....dep.	10 50	b	10 50	10 32	10 32	12 46	..	..	..	
Shellharbour.....arr.	10 59	a	10 59	10 41	10 41	12 54	..	..	..	
Minnamurra.....dep.	10 59	b	10 59	10 41	10 41	12 54	..	..	..	
Kiama North.....arr.	11 12	a	11 12	10 50	10 50	1 9	..	..	..	
KIAMA.....dep.	11 15	b	11 15	10 50	10 50	1 9	..	..	..	
Omega.....arr.	11 15	a	11 15	10 56 <sup>68</sup>	10 56 <sup>68</sup>	11 15	..	..	..	
Gerringong.....dep.	11 29	b	11 29	11 9	11 9	11 29	..	..	..	
Toolijooa.....arr.	11 29	a	11 29	11 15	11 15	11 29	..	..	..	
Berry.....dep.	11 46	b	11 46	11 26	11 26	11 46	..	..	..	
Jasper's Brush.....arr.	11 46	a	11 46	11 34	11 34	11 46	..	..	..	
NOWRA.....dep.	12 5	b	12 5	11 45	11 45	12 5	..	..	..	
Returns on Up journey as	B 2	B 94	B 90	No. 50	B 56	B 86 B 92	..	No. 14 Mon.	..	

No. 203 Empties not to run on Friday, January 25.

For Notes, see page 22.

The working between Sydney and Waterfall will be as shown on pages 16 and 17, and Drivers and Guards must refer to those pages for times at intermediate Stations.

STATIONS.	SATURDAY, 16th March.		MONDAY, 18th March.				
	A 1		A 7	A 9	A 25	A 79	
	Chp. Ex., Sdy. to Nowra.		Chp. Ex., Sdy. to Nowra.	Chp. Ex., Sdy. to Wgong.	Spl. Pass., Sdy. to Kiama.	Spl. Pass., Sydney to Nowra.	
SYDNEY.....dep.	3 m		3 30	3 38	3 30	3 30	
Eveleigh.....	4 5		3 33	3 51	10 40		
WATERFALL.....dep.	4 2		3 39	3 54	10 43	3 41	
Heleusburgh.....	4 48		3 43	3 58	10 46		
Metrop. Colliery Siding ..	4 17						
Lillyvale.....	4 30		3 46	3 18	11 3		
Oford.....	4 37		3 53	3 26	11 11	3 30	
Starwell Park.....	4 53		3 59	3 32	11 17	3 36	
Clifton.....	5 10		4 6	3 37	b	3 42	
South Clifton.....	5 27		4 14	3 40	11 30	3 48	
Austimmer.....	5 44		4 31	3 43	11 34	3 54	
Thirroul.....	5 58		4 45	3 47	b	3 58	
Bulli.....	6 15		4 52	3 50	b	4 0	
Bellambi.....	6 32		5 9	3 53	11 49	4 6	
Corrimal.....	6 49		5 16	3 56	b	4 13	
Para Meadow.....	7 6		5 33	4 0	b	4 30	
WOLLONGONG.....	7 23		5 40	4 7	12 9	4 37	
Uranderrra.....	7 40		5 57	4 14	12 19	4 54	
Kembla Grange.....	7 57		6 14	4 21	b	5 1	
Dayto.....	8 14		6 31	4 28	12 35	5 18	
Yallah.....	8 31		6 48	4 35	b	5 35	
Albion Park.....	8 48		7 5	4 42	12 46	5 52	
Shellharbour.....	9 5		8 12	4 49	12 54	6 0	
Minnamurra.....	9 22		8 29	4 56	b	6 7	
Kiama North.....	9 39		8 46	5 3	b	6 14	
KIAMA.....	9 56		9 3	5 10	1 9	6 31	
Omega.....	10 13		9 20	5 17		6 48	
Gerringong.....	10 30		9 37	5 24		7 5	
Toollijooa.....	10 47		9 54	5 31		7 22	
Herry.....	11 4		10 11	5 38		7 39	
Jaspey's Brush.....	11 21		10 28	5 45		7 56	
NOWRA.....arr.	11 38		10 45	5 52		8 13	

\* Will call at these Stations to set down passengers and put out parcels only, if required.

For Notes, see page 21.

The working between Sydney and Waterfall will be as shown on pages 15 and 16, and Drivers and Guards must refer to those pages for times at intermediate Stations.

Returns on Up journey as No. 14 Mon.

No. 50 B 50 B 76 B 80 B 82

MARRICKVILLE-BELMORE LINE.

ADDITIONAL PASSENGER TRAINS.

DOWN.	Monday, 18th March.		UP.	Monday, 18th March.	
	No. 207			No. 208	
SYDNEY.....dep.	11 30		BELMORE.....dep.	Midnight	
Eveleigh.....			Campsie.....	12 5	
Erskineville.....			Canterbury.....	12 8	
St. Peter's.....			Fern Hill.....	12 12	
SYDENHAM JUNCTION ..	11 37		Wardell Road.....	12 15	
Marrickville.....	11 39		Marrickville.....	12 18	
Wardell Road.....	11 42		SYDENHAM JUNCTION ..	12 22	
Fern Hill.....	11 44		St. Peter's.....	12 24	
Canterbury.....	11 47		Erskineville.....	12 27	
Campsie.....	11 50		Eveleigh.....	12 30	
BELMORE.....arr.	11 53		SYDNEY.....arr.	12 34	

Returns on Up journey as No. 208 Train formed by No. 207

**RICHMOND BRANCH.**

DOWN.	SATURDAY, January 26.			UP.	SATURDAY, January 26.		
	W 21				X 22		
	Special Pass.				Empty Carriages.		
BLACKTOWN dep.	p.m.			RICHMOND dep.	p.m.		
Douglas' .....	7 53	Formed by carriages of W 5.		Clarendon .....	10 30		
Schofield's .....	8 6			Windsor .....	{ arr. ....	Return of W 21. To form No. 11.	
Riverstone .....	{ arr. 8 14			Mulgrave .....	{ dep. ....		
Mulgrave .....	{ dep. 8 17			Riverstone .....	{ arr. ....		
Windsor .....	{ arr. 8 27			Schofield's .....	{ dep. ....		
Clarendon .....	{ dep. 8 36			Douglas' .....	{ arr. ....		
RICHMOND .....	{ arr. 8 45			BLACKTOWN arr.	11 10		

W 21 connects with No. 89 Pass. (6.50 p.m. ex Sydney) and with X 4 Special (5.15 p.m. ex Mount Victoria).  
On Saturday, 26th January, No. 8 Pass. will be extended from Blacktown to Sydney, as shown on page 29 of this pamphlet.

**SPECIAL INSTRUCTIONS.**

**Down Journey.**

**STRENGTHENING ORDINARY TRAINS.**

No. 57 Express, on Friday, 25th January, to be made up at Sydney with load equal to 8½ vehicles. In addition to the brake-van, a vehicle with brake-wheel to be provided.

W 1 Special and No. 23 Pass. on 26th January to each have a second-class Redfern carriage set apart at Sydney for accommodation of passengers to be picked up at suburban stations.

On Saturday, 26th January, the 5.47 p.m. train (No. 15a), Sydney to Richmond, to be strengthened with one extra first and one extra second class carriage. S.M., Sydney, to arrange.

On Saturday, 26th January, the 9.25 a.m. Pass. (No. 3), Sydney to Richmond, to be made up equal to two first-class and five second-class Redfern carriages and brake-van, which vehicles must be returned from Richmond as No. 6 Pass. (Loco. Inspector to provide suitable engine power.)

On 26th January, the 6.50 p.m. train (No. 89), Sydney to Penrith, to be strengthened with two additional Redfern second-class carriages. S.M., Sydney, to arrange.

District Superintendent, Orange, will arrange to strengthen Nos. 9 and 33 Mixed Trains between Bathurst and Dubbo as required on 26th January.

No. 23 Pass. (8.20 a.m., Sydney to Eskbank, on Saturday, 26th January, to call at Seven Hills, to pick up passengers.

**Up Journey.**

**STRENGTHENING ORDINARY TRAINS.**

On Saturday, 26th January, No. 2 Pass. (7.10 a.m. ex Richmond) and No. 18 Pass. (7.20 a.m. ex Penrith) to be strengthened with one extra first and one extra second class Redfern carriage, and No. 70 Pass. (6.35 p.m. ex Penrith) to be strengthened with three second-class Redfern carriages.

On Monday, 28th January, No. 2 Pass. (7.10 a.m. ex Richmond) to be strengthened with one first and two second class carriages, and No. 18 Pass. (7.20 a.m. ex Penrith) to be strengthened with two extra second-class carriages.

"Coach" to provide necessary vehicles at Penrith and Richmond.

Extra carriages to be sent from Sydney to Penrith by No. 79 Pass. on Sunday, 27th January, as usual, to form No. 33 from Katoomba on Monday, 28th January.

**Forbes Races, Saturday, 26th January.**

On Saturday, 26th January, for the convenience of passengers returning from above event, a "guaranteed" Special Passenger Train will run from Forbes to Parkes at the following times, and train will return empty from Parkes to Forbes.

	X 26 Special Pass.		W 25 Empty Carriages.
	p.m.		p.m.
FORBES.....Dep.	10 0	PARKES.....Dep.	11 30
			a.m.
PARKES.....Arr.	10 55	FORBES.....Arr.	12 20

X26 special will also call at Darroobalgie and Tichborne, if required to set down passengers.  
Station-master, Forbes, must carefully count the number of first and second-class passengers leaving by X26 Special, and send particulars to District Superintendent, Orange, on 28th January. The Guard of X26 Special to enter on his journal the number of first and second-class passengers alighting at intermediate platforms.

Station-masters, Forbes and Parkes, to post notices drawing attention of the public to the running of X 26 Special.

No. 7 Conditional train not to run from Parkes to Forbes.

### BATHURST AND ORANGE.

DOWN.	Sunday morning, Mar. 17.	Tuesday morning, Mar. 19.	UP.	Sunday, Mar. 17.
	No. 57a	No. 59.		No. 20
	No. 57a Pass., extended Bathurst to Orange. (Cheap Train.)	No. 59 Mail, extended Bathurst to Orange.		No. 20 Pass., starting from Orange. (Cheap Train.)
BATHURST	arr. 1 35 dep. 1 45	arr. 2 53 dep. 3 40	ORANGE	dep. 9 20
Orton Park	arr. 1 58	arr. 3 16	Bloomfield	arr. 9 30
Perth	arr. 2 04	arr. 3 22	Huntley	arr. 9 41
George's Plains	arr. 2 20	arr. 3 28	Spring Hill	arr. 9 50
Wimbleton	arr. 2 36	arr. 3 44	Millthorpe	arr. 10 00
Gresham	arr. 2 52	arr. 3 50	Blayney	arr. 10 10
Newbridge	arr. 3 08	arr. 4 06	Newbridge	arr. 10 20
Blayney	arr. 3 24	arr. 4 22	Gresham	arr. 10 30
Millthorpe	arr. 3 40	arr. 4 38	Wimbleton	arr. 10 40
Spring Hill	arr. 3 56	arr. 4 54	George's Plains	arr. 10 50
Huntley	arr. 4 12	arr. 5 10	Perth	arr. 11 00
Bloomfield	arr. 4 28	arr. 5 26	Orton Park	arr. 11 10
ORANGE	arr. 4 44	arr. 5 42	BATHURST	arr. 11 20
	Times, Sydney to Bathurst, as laid down in Working Table.	Times, Sydney to Bathurst, as laid down in Working Table.		Times, Bathurst to Sydney, as laid down in Working Table.
	Returns as No. 20.	Returns as No. 20.		Returns as No. 57a.

District Superintendent, Orange, will arrange suitable altered time-table for any conditional Goods or Stock Trains required to run between Bathurst and Orange on Tuesday morning, 19th March, so as to cross No. 59 Mail.

### RICHMOND BRANCH.

DOWN.	Monday, March 18.	Tuesday, March 19.	UP.	Monday, March 18.	
	W 5	W 53.		X 6	X 52
	Special Pass.	Special Pass.		Special Pass.	Empty Carriages.
BLACKTOWN dep.	From Sydney empty, 8 00	8 35	RICHMOND dep.	Return of No. 15, 8 50	Formed by W 5, 10 30
Douglas' "	8 08	12 43	Clarendon "	8 55	Continues to Sydney, 11 00
Schofield's "	8 13	12 48	Windsor "	9 00	Formed by W 5, 11 00
Riverstone "	8 17	12 52	Mulgrave "	9 05	Formed by W 5, 11 05
Mulgrave "	8 27	1 02	Riverstone... dep.	9 10	Formed by W 5, 11 10
Windsor "	8 36	1 11	Schofield's "	9 15	Formed by W 5, 11 15
Clarendon "	8 40	1 15	Douglas' "	9 20	Formed by W 5, 11 20
RICHMOND ...arr.	8 45	1 20	BLACKTOWN arr.	8 40	11 10
	From Sydney empty.	Return of X 52.		Return of No. 15.	Formed by W 5.

W 5 connects at Blacktown with No. 39 Pass. (6:50 p.m. ex Sydney), and with X 2 Special (3:50 p.m. ex Eskbank).

W 53 connects at Blacktown with W 7 Special (ex Sydney, 11:25 p.m. on 18th March).

Above trains will call where timed in large type.

DOWN.	FRIDAY, 25th January.				SATURDAY, 26th January.					
	D1	D3			D5	D41	D43	D45	D47	D49
	Special Passenger, Sydney to West Maitland.	Special Relief Mail, Sydney to West Maitland.			Cheap Special Passenger, Sydney to West Maitland.	Light Engine, Hamilton to West Maitland.	Special Passenger, Newcastle to West Maitland.			
NEWCASTLE ..... dep.	8 15	9 45			8 15	8 50	9 15	9 45	10 15	10 45
Honeysuckle .....	8 20	9 50			8 20	8 55	9 20	9 50	10 20	10 50
Hamilton .....	8 25	9 55			8 25	9 00	9 25	9 55	10 25	10 55
Waratah .....	8 30	10 00			8 30	9 05	9 30	10 00	10 30	11 00
Sandgate .....	8 35	10 05			8 35	9 10	9 35	10 05	10 35	11 05
Hexham .....	8 40	10 10			8 40	9 15	9 40	10 10	10 40	11 10
Tarro .....	8 45	10 15			8 45	9 20	9 45	10 15	10 45	11 15
Thornton .....	8 50	10 20			8 50	9 25	9 50	10 20	10 50	11 20
Victoria-street .....	8 55	10 25			8 55	9 30	9 55	10 25	10 55	11 25
East Maitland ..... { arr.	9 00	10 30			9 00	9 35	10 00	10 30	11 00	11 30
High-street ..... { dep.	9 05	10 35			9 05	9 40	10 05	10 35	11 05	11 35
WEST MAITLAND ..... arr.	9 10	10 40			9 10	9 45	10 10	10 40	11 10	11 40
	Returns as E 38	To proceed No. 74 Goods from Newcastle. Returns as E 40			Carriages from E2 Engine returns as E42.	To work E2.	Returns as E44.	Returns as E46.	Returns as E48.	Returns as E50.

UP.	FRIDAY, 25th January.				SATURDAY, 26th January.					
	E38	E40			E42	E2	E44	E46	E48	E50
	Empty Carriages, West Maitland to Newcastle.	Empty Carriages, West Maitland to Newcastle.			Light Engine, West Maitland to Hamilton.	Cheap Special Passenger, West Maitland to Sydney.	Special Passenger, West Maitland to Newcastle.	Special Passenger, West Maitland to Newcastle.	Special Passenger, West Maitland to Newcastle.	Empty Carriages, West Maitland to Newcastle.
WEST MAITLAND ..... dep.	3 15	10 40			8 15	8 50	9 15	9 45	10 15	10 45
High-street .....	3 20	10 45			8 20	8 55	9 20	9 50	10 20	10 50
East Maitland ..... { arr.	3 25	10 50			8 25	9 00	9 25	9 55	10 25	10 55
Victoria-street .....	3 30	10 55			8 30	9 05	9 30	10 00	10 30	11 00
Thornton .....	3 35	11 00			8 35	9 10	9 35	10 05	10 35	11 05
Tarro .....	3 40	11 05			8 40	9 15	9 40	10 10	10 40	11 10
Hexham .....	3 45	11 10			8 45	9 20	9 45	10 15	10 45	11 15
Sandgate .....	3 50	11 15			8 50	9 25	9 50	10 20	10 50	11 20
Waratah .....	3 55	11 20			8 55	9 30	9 55	10 25	10 55	11 25
Hamilton .....	4 00	11 25			9 00	9 35	10 00	10 30	11 00	11 30
Honeysuckle ..... { arr.	4 05	11 30			9 05	9 40	10 05	10 35	11 05	11 35
NEWCASTLE ..... arr.	4 10	11 35			9 10	9 45	10 10	10 40	11 10	11 40
	Return of D1.	Return of D3.			Return of D5.	Worked by D41.	Return of D43.	Return of D45.	Return of D47.	Return of D49.

Above special trains will call only where timed in large type.  
D45 and E46 specials to be worked by B class engine; E46 to convey horse boxes for Newcastle Races.  
For special instructions, see pages 35 and 36.

**NORTHERN—Newcastle and West Maitland.**

35

DOWN.	MONDAY, 18th March.					UP.	MONDAY, 18th March.				
	D 41	D 43	D 45	D 47	D 49		E 10	E 44	E 46	E 48	E 50
	Empty Carriages, Newcastle to West Maitland.	Special Passenger, Newcastle to West Maitland.		Cheap Special Passenger, West Maitland to Sydney.	Special Passenger, West Maitland to Newcastle.	Special Passenger, West Maitland to Newcastle.	Special Passenger, West Maitland to Newcastle.	Empty Carriages, West Maitland to Newcastle.			
NEWCASTLE ..... dep.	3 50	7 40	11 40	3 40	7 15						
Honeysuckle ..... "			11 45	3 45	7 20						
Hamilton ..... "			11 50	3 50	7 25						
Waratah ..... "			11 55	3 55	7 30						
Sandgate ..... "			12 00	4 00	7 35						
Hexham ..... "			12 05	4 05	7 40						
Tarro ..... "			12 10	4 10	7 45						
Thornton ..... "			12 15	4 15	7 50						
Victoria-street ..... "			12 20	4 20	7 55						
East Maitland ..... dep.	8 23	9 23	12 25	4 25	8 00						
High-street ..... "	8 28	9 28	12 30	4 30	8 05						
W. MAITLAND ..... arr.	4 30	8 30	9 40	6 40	10 15						
	To work E10.	Returns as E44.	Returns as E46.	Returns as E48.	Returns as E50.						
						W. MAITLAND ..... dep.	5 50	8 50	10 00	6 55	
						High-street ..... "	5 55	8 55	10 05	7 00	
						East Maitland ..... arr.	5 58	8 58	10 08	7 03	
						Victoria-street ..... dep.	5 57	8 57	10 11	7 06	
						Thornton ..... "	5 55	8 55	10 09	7 04	
						Tarro ..... "	5 55	8 55	10 07	7 02	
						Hexham ..... "	5 54	8 54	10 06	7 01	
						Sandgate ..... "	5 53	8 53	10 05	7 00	
						Waratah ..... "	5 52	8 52	10 04	6 59	
						Hamilton ..... "	5 51	8 51	10 03	6 58	
						Honeysuckle ..... arr.	5 47	8 47	10 57	7 51	
						NEWCASTLE ..... arr.	5 50	8 50	11 00	7 55	

Above Special Trains will call only where timed in large type.

**SPECIAL INSTRUCTIONS, MONDAY, 18th MARCH.**

No. 297 Pass. (4:53 a.m., Newcastle to Hexham) and No. 96 Pass. (5:25 a.m., Hexham to Newcastle) WILL NOT RUN.

No. 16 North-west Mail to call at Hexham and Waratah, if required, to pick up passengers for stations south of Hamilton.

No. 6 Pass. (8:25 a.m., East Maitland to West Maitland), and No. 5 Pass. (8:43 a.m., West Maitland to East Maitland), WILL NOT RUN; their work will be done by D 45 and E 44 Specials respectively.

Station-master, Singleton, to make up No. 48 Pass. with full load of carriages. Station-masters, Newcastle and Singleton, to confer as to the supply of necessary carriages, and arrange.

No. 142 Pass. (1:55 p.m., West Maitland to Newcastle) to be made up with full load of carriages. Station-masters, Newcastle and West Maitland, to arrange.

Station-master, Morpeth, to arrange to have two extra second-class carriages, properly cleaned and charged with gas, ready for use, if required. Station-master, Newcastle, to supply the carriages.

Loco. Inspector, Hamilton, to provide a Pilot Engine at NEWCASTLE, from 9 a.m. to 6 p.m.

Main Suburban—continued.

Saturday, 26th January—continued.

SPECIAL TRAINS—continued.

UP.	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Stations.	K0	No. 30	X2	E2	H2	H4	H6	H8	H10	No. 65	H12	E10	E23	H16	No. 70	X4	E16	
PARRAMAT'A dep.	a m	a m	a m	a m	a m	a m	a m	a m	a m	a m	a m	a m	a m	a m	a m	a m	a m	a m
Harris Park .....	5 18	7 51	7 51	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16
Granville .....	5 18	7 51	7 51	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16
Clyde .....	5 18	7 51	7 51	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16
Clyde Sidings ..arr.	5 18	7 51	7 51	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16
Auburn .....	5 18	7 51	7 51	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16
Rookwood .....	5 18	7 51	7 51	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16
Necropolis .....	5 18	7 51	7 51	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16
Flemington .....	5 18	7 51	7 51	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16
Homebush ..	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.
Strathfield ..	5 18	7 51	7 51	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16
Barwood .....	5 18	7 51	7 51	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16
Croydon .....	5 18	7 51	7 51	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16
Ashfield .....	5 18	7 51	7 51	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16
Summer Hill ..	5 18	7 51	7 51	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16
Lewisham .....	5 18	7 51	7 51	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16
Petersham .....	5 18	7 51	7 51	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16
Stammore .....	5 18	7 51	7 51	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16
Newtown .....	5 18	7 51	7 51	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16
McDonaldtown ..	5 18	7 51	7 51	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16
Illawarra Junc. ..	5 18	7 51	7 51	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16
Eveleigh .....	5 18	7 51	7 51	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16
SYDNEY .....	5 18	7 51	7 51	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16	9 16
Return of .....	...	...	...	...	G3	G1	G5	G9	G7	No. 67	G11	...	...	No. 157	...	...	...	

P—Passenger train. E—Empty train. I.E.—Light engine.  
 No. 52 South Pick-up to be worked clear of X4.

Rookwood Congregational Sunday School Excursion to Fairfield.

Saturday, 26th January.

The 8.0 a.m. South Excursion (No. 9), Sydney to Goulburn, to call specially at Rookwood to pick up Picnic Party numbering about 100 children and 20 adults for Fairfield; the passengers will return from Fairfield by ordinary trains.

S.M., Sydney, to arrange for a second-class car to be attached to No. 9 and reserved to pick up this party at Rookwood.

Monday, 18th March—continued.

SPECIAL TRAINS—continued.

UP.	P	P	P	P	P	P	P	P	P	P	P	E	P	P	P	P	P
Stations.	No. 30	E10	H2	H4	H6	H8	H10	No. 66	H12	E24	E28	H14	E32	H16	No. 70	X2	E34
PARRAMAT'A dep.	8 am	8 am	8 am	8 am	8 am	8 am	8 am	8 am	8 am	8 pm	8 pm	8 pm					
Harris Park	8 16	8 16	8 16	8 16	8 16	8 16	8 16	8 16	8 16	8 16	8 16	8 16	8 16	8 16	8 16	8 16	8 16
Granville	8 22	8 22	8 22	8 22	8 22	8 22	8 22	8 22	8 22	8 22	8 22	8 22	8 22	8 22	8 22	8 22	8 22
Clyde	8 25	8 25	8 25	8 25	8 25	8 25	8 25	8 25	8 25	8 25	8 25	8 25	8 25	8 25	8 25	8 25	8 25
Clyde Sidings arr.	8 25	8 25	8 25	8 25	8 25	8 25	8 25	8 25	8 25	8 25	8 25	8 25	8 25	8 25	8 25	8 25	8 25
Auburn dep.	8 29	8 29	8 29	8 29	8 29	8 29	8 29	8 29	8 29	8 29	8 29	8 29	8 29	8 29	8 29	8 29	8 29
Rockwood	8 33	8 33	8 33	8 33	8 33	8 33	8 33	8 33	8 33	8 33	8 33	8 33	8 33	8 33	8 33	8 33	8 33
Necropolis	8 35	8 35	8 35	8 35	8 35	8 35	8 35	8 35	8 35	8 35	8 35	8 35	8 35	8 35	8 35	8 35	8 35
Flemington	8 37	8 37	8 37	8 37	8 37	8 37	8 37	8 37	8 37	8 37	8 37	8 37	8 37	8 37	8 37	8 37	8 37
Homebush arr.	8 41	8 41	8 41	8 41	8 41	8 41	8 41	8 41	8 41	8 41	8 41	8 41	8 41	8 41	8 41	8 41	8 41
Homebush dep.	8 41	8 41	8 41	8 41	8 41	8 41	8 41	8 41	8 41	8 41	8 41	8 41	8 41	8 41	8 41	8 41	8 41
Strathfield dep.	8 48	8 48	8 48	8 48	8 48	8 48	8 48	8 48	8 48	8 48	8 48	8 48	8 48	8 48	8 48	8 48	8 48
Burwood	8 53	8 53	8 53	8 53	8 53	8 53	8 53	8 53	8 53	8 53	8 53	8 53	8 53	8 53	8 53	8 53	8 53
Croydon	8 57	8 57	8 57	8 57	8 57	8 57	8 57	8 57	8 57	8 57	8 57	8 57	8 57	8 57	8 57	8 57	8 57
Ashfield	9 01	9 01	9 01	9 01	9 01	9 01	9 01	9 01	9 01	9 01	9 01	9 01	9 01	9 01	9 01	9 01	9 01
Summer Hill	9 05	9 05	9 05	9 05	9 05	9 05	9 05	9 05	9 05	9 05	9 05	9 05	9 05	9 05	9 05	9 05	9 05
Lewisham	9 09	9 09	9 09	9 09	9 09	9 09	9 09	9 09	9 09	9 09	9 09	9 09	9 09	9 09	9 09	9 09	9 09
Petersham	9 13	9 13	9 13	9 13	9 13	9 13	9 13	9 13	9 13	9 13	9 13	9 13	9 13	9 13	9 13	9 13	9 13
Stammore	9 17	9 17	9 17	9 17	9 17	9 17	9 17	9 17	9 17	9 17	9 17	9 17	9 17	9 17	9 17	9 17	9 17
Newtown	9 21	9 21	9 21	9 21	9 21	9 21	9 21	9 21	9 21	9 21	9 21	9 21	9 21	9 21	9 21	9 21	9 21
McDonaldtown	9 25	9 25	9 25	9 25	9 25	9 25	9 25	9 25	9 25	9 25	9 25	9 25	9 25	9 25	9 25	9 25	9 25
Illawarra Junc.	9 29	9 29	9 29	9 29	9 29	9 29	9 29	9 29	9 29	9 29	9 29	9 29	9 29	9 29	9 29	9 29	9 29
Eveleigh	9 33	9 33	9 33	9 33	9 33	9 33	9 33	9 33	9 33	9 33	9 33	9 33	9 33	9 33	9 33	9 33	9 33
SYDNEY	9 37	9 37	9 37	9 37	9 37	9 37	9 37	9 37	9 37	9 37	9 37	9 37	9 37	9 37	9 37	9 37	9 37

Return of	...	...	G8	G1	G5	G9	G7	No. 67	G11	...	...	No. 159	...	No. 157	...	...	...
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UP.	P	P	P	P	P	LE	E	LE
Stations.	K2	X4	X6	No. 42	E36	No. 164	H18	No. 282
PARRAMAT'A dep.	8 55	8 55	8 55	8 55	8 55	8 55	8 55	8 55
Harris Park	8 59	8 59	8 59	8 59	8 59	8 59	8 59	8 59
Granville	9 03	9 03	9 03	9 03	9 03	9 03	9 03	9 03
Clyde	9 07	9 07	9 07	9 07	9 07	9 07	9 07	9 07
Clyde Sidings arr.	9 11	9 11	9 11	9 11	9 11	9 11	9 11	9 11
Auburn dep.	9 15	9 15	9 15	9 15	9 15	9 15	9 15	9 15
Rockwood	9 19	9 19	9 19	9 19	9 19	9 19	9 19	9 19
Necropolis	9 23	9 23	9 23	9 23	9 23	9 23	9 23	9 23
Flemington	9 27	9 27	9 27	9 27	9 27	9 27	9 27	9 27
Homebush arr.	9 31	9 31	9 31	9 31	9 31	9 31	9 31	9 31
Homebush dep.	9 31	9 31	9 31	9 31	9 31	9 31	9 31	9 31
Strathfield arr.	9 35	9 35	9 35	9 35	9 35	9 35	9 35	9 35
Strathfield dep.	9 35	9 35	9 35	9 35	9 35	9 35	9 35	9 35
Burwood	9 39	9 39	9 39	9 39	9 39	9 39	9 39	9 39
Croydon	9 43	9 43	9 43	9 43	9 43	9 43	9 43	9 43
Ashfield	9 47	9 47	9 47	9 47	9 47	9 47	9 47	9 47
Summer Hill	9 51	9 51	9 51	9 51	9 51	9 51	9 51	9 51
Lewisham	9 55	9 55	9 55	9 55	9 55	9 55	9 55	9 55
Petersham	9 59	9 59	9 59	9 59	9 59	9 59	9 59	9 59
Stammore	10 03	10 03	10 03	10 03	10 03	10 03	10 03	10 03
Newtown	10 07	10 07	10 07	10 07	10 07	10 07	10 07	10 07
McDonaldtown	10 11	10 11	10 11	10 11	10 11	10 11	10 11	10 11
Illawarra Junc.	10 15	10 15	10 15	10 15	10 15	10 15	10 15	10 15
Eveleigh	10 19	10 19	10 19	10 19	10 19	10 19	10 19	10 19
SYDNEY arr.	10 23	10 23	10 23	10 23	10 23	10 23	10 23	10 23

Return of	...	...	...	G13	...	...	G17	...
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P—Passenger train. E—Empty train.  
 No. 52, Pick-up, to be worked clear of X 2.

Tuesday, 19th March.

No. 9, Light Engine, Eveleigh to Homebush, to start from Sydney, conveying a set of coaches and running as No. 9a.

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# To tour the territory—An analysis of W.A.'s Commissioner of Railways' system tours 1933 and 1951

DAVID WHITEFORD

**T**HE WAGR'S COMMISSIONER of Railways annually toured the system to inspect lines, stations and sidings, and to meet staff, customers and communities. The train could also stop where track gangs were working. His tour was broken up into segments with up to 11 departures from Perth scattered throughout the year. Often in the hotter months the tours would be to the South West and Great Southern while the cooler months would see visits to the northern and Goldfields areas. I've taken 1933 and 1951 to analyse as the WAGR system was almost at its greatest mileage and there were many cross country routes allowing journeys that need not retrace over lines already inspected. I initially hoped to use 1953 for a 20 year comparison, but the tour timetables are incomplete for that year.

It's interesting that no two years have exactly the same itinerary. For example even the Midland Railway and Northern Railway inspections out of Geraldton that had similar routes each year had different inspection times. Perhaps a branch 'Up' journey one year and 'Down' the next. The tours did not include isolated lines (Marble Bar and Ravensthorpe) and usually Perth suburban lines were not in any itinerary for inspection. Timetables, train consists, and general instructions were published in the WAGR *Weekly Notice* a week or two prior to each tour.

## Consists

In 1933 the Commissioner's train was usually locomotive, AM 313, AL 9 and an AD composite van—313 entered service as dining car AV 313 in 1905, was converted into a Ministerial car in 1932, written off in 1991 and is preserved by Rail Heritage WA at the Bassendean rail museum. The ALs were originally AG first class suburban carriages – used most often on the Kalgoorlie

system. 36 – 39 were converted to AL inspection cars with 39 converted in 1900. It was written off in 1965. The AD class was a composite bogie brake van first introduced as AB class in 1895 and re-classed AD in 1900. The last was written off in 1967.

In 1951, AN 313 and AL 39 were joined by an AZ first class sleeping carriage (in service from 1928) and a Z class brakevan "with stove".

## The tours

### 1933

Total route miles of the WAGR system – 4338 (as at 30 June).

Miles travelled during inspections – 4378

Other miles travelled ("through mileage") – 6044

Total miles travelled – 10422

### 1951

Total route miles of the WAGR system – 4228 (as at 30 June).

Miles travelled during inspections – 4181

Other miles travelled – 5693

Total miles travelled – 9874.

For the total system mileages, in 1933 the Pemberton to Northcliffe branch had yet to open and by 1951 the Sandstone, Marble Bar and Ravensthorpe lines had closed.

In 1933 the Commissioner inspected more miles than his system contained but the 277 mile long private Midland Railway was included. Even with the MR included in the 1951 inspection, that total was somewhat less than the route miles. Occasionally small sections were inspected twice in a year. I've calculated mileages using Working timetables but did not use exact chainage in the calculations.

The times for inspection and meetings were not overly generous, giving the impression that staff, customers and community meetings were either brief or rarely needed. For example, in 1951 a Diesel Electric Railcar (the ADE 'Governor' class) would take 6 hours 20 minutes from Leonora to Kalgoorlie. The Commissioner's train took 8 hours with a mix of 'through' and

Tour	Region	Dates 1933	Miles inspected	"Through" miles	Total miles
1	Great Southern	29/1 – 3/2	476	596	1072
2	South West	3/4 - 8/4	356	378	734
3	South West	1/5 – 5/5	369	421	790
4	Central wheat-belt	15/5 – 20/5	584	416	1000
5	Upper Gt. Southern	26/6 – 30/6	239	540	779
6	Northern	10/7 – 15/7	634	1070	1704
7	Eastern Goldfields	21/8 – 26/8	383	845	1228
8	Esperance & Central wheat-belt	18/9 – 22/9	306	872	1178
9	Midland Rly / Northern	16/10 – 17/11	527	400	927
10	Central / NE wheat-belt	12/11 – 17/11	504	506	1010
Tour	Region	Dates 1951	Miles inspected	"Through" miles	Total miles
1	Great Southern	14/1 – 20/1	348	710	1058
2	South West	12/2 – 15/2	229	300	529
3	SW / Great Southern	2/4 – 5/4	452	395	847
4	Midland Rly / Northern	27/5 – 1/6	586	341	927
5	Northern	27/5 – 1/6	501	951	1451
6	Upper G. Sth/ SW	25/6 – 29/6	288	468	756
7	Central wheat-belt	22/7 – 27/7	582	379	961
8	Eastern Goldfields / Esperance	22/8 – 1/9	406	1226	1632
9	Eastern Goldfields	17/9 – 22/9	270	389	659
10	Central / NE wheat-belt	21/10 – 26/10	519	534	1053





**COMMISSIONER'S INSPECTION TOUR UPPER SOUTHERN WHEATBELT.**

**SUNDAY, JULY 22.**

		p.m.	
Perth	... dep.	11 0	} Through.
Midland Junct.	... ..	11 25	

**MONDAY, JULY 23.**

		a.m.	
Chidlow	... arr.	12 13	} Through.
Do.	... dep.	12 20	
Northam	... arr.	1 38	
Do.	... dep.	1 50	
Cunderdin	... arr.	3 10	
		84	
Do.	... dep.	3 25	
Kellerberrin	... arr.	4 35	
Do.	... dep.	4 45	
		86	
Doodlakine	... ..	5 20	} Through.
Merredin	... arr.	6 20	
	No. 60 to follow		
Do.	... dep.	7 30	
Muntadgin	... arr.	9 0	
Do.	... dep.	9 10	
Narembeen	... arr.	10 10	
Do.	... dep.	10 45	
South Kuminin	arr.	11 20	
Do.	... dep.	11 30	
		p.m.	} Inspect Collgar to Noman's Lake, inclusive.
Kondinin	... arr.	12 50	
Do.	... dep.	1 30	
Kulin	... arr.	2 10	
		65	
Do.	... dep.	2 40	
Dedinin	... arr.	4 0	
Do.	... dep.	4 10	
Wedin	... arr.	5 10	
Do.	... dep.	5 15	
Yilliminning	... arr.	6 10	} Through.
Do.	... dep.	6 20	
Narrogin	... arr.	7 0	
Nos. 77 and 88 Goods Northam-Merredin Monday to be worked clear.			

**TUESDAY, JULY 24.**

		a.m.	
Narrogin	... dep.	8 30	} Inspect Boundain to Weam inclusive.
Wickepin	... arr.	9 55	
Do.	... dep.	10 20	
Stretton	... arr.	11 20	
		44	
Do.	... dep.	11 30	
		to wait	
		p.m.	
Corrigin	... arr.	12 25	
Do.	... dep.	1 25	
Kweda	... arr.	3 10	} Through.
Do.	... dep.	3 25	
Brookton	... arr.	5 25	

**WEDNESDAY, JULY 25—continued.**

		p.m.	
Bruce Rock	... arr.	4 55	} Through.
Do.	... dep.	5 5	
Merredin	... arr.	6 45	
		48	

**THURSDAY, JULY 26.**

		a.m.	
Merredin	... dep.	10 0	} Through.
Bruce Rock	... arr.	11 45	
		47	
		p.m.	} Inspect Ulva to Nornakin inclusive.
Do.	... dep.	12 45	
Babakin	... arr.	2 0	
Do.	... dep.	2 15	
Corrigin	... arr.	3 15	
		45	
		p.m.	} * Through.
Do.	... dep.	3 55	
Stretton	... ..	4 50	
Wickepin	... ..	5 50	
Yilliminning	... ..	6 25	
Narrogin	... arr.	7 0	

**FRIDAY, JULY 27.**

		a.m.	
Narrogin	... dep.	8 30	} Inspect Cuballing to Muresk inclusive.
Cuballing	... arr.	8 55	
Do.	... dep.	9 5	
Yormaning	... arr.	9 20	
Do.	... dep.	9 30	
Popanyinning	... arr.	9 40	
Do.	... dep.	9 50	
Pingelly	... arr.	10 20	
		11	
		and 44	
Do.	... dep.	10 40	
Brookton	... arr.	11 10	
Do.	... dep.	11 30	
		p.m.	
Beverley	... arr.	12 25	
		1	
		to wait	
Do.	... dep.	1 0	
Gilgoring	... arr.	1 32	
		13	
		to wait	
Do.	... dep.	1 55	
York	... arr.	2 15	
		31	
		p.m.	
Do.	... dep.	3 5	} Through.
Burgess	... arr.	3 20	
Do.	... dep.	3 25	

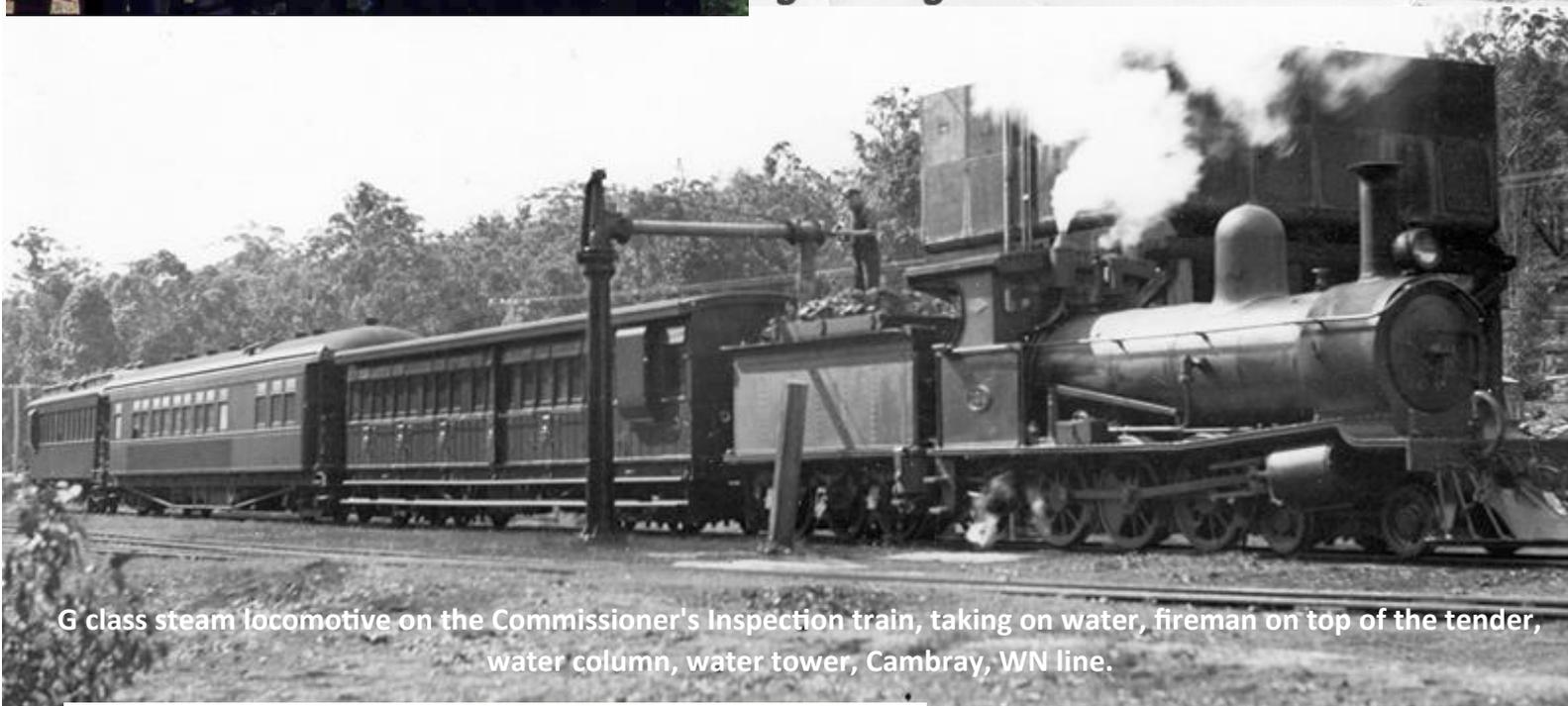


Commissioner's Inspection tour, east of Katanning en route to Pingrup, KP line, Commissioner for Railways C.C. Wayne and staff posing in front of loco

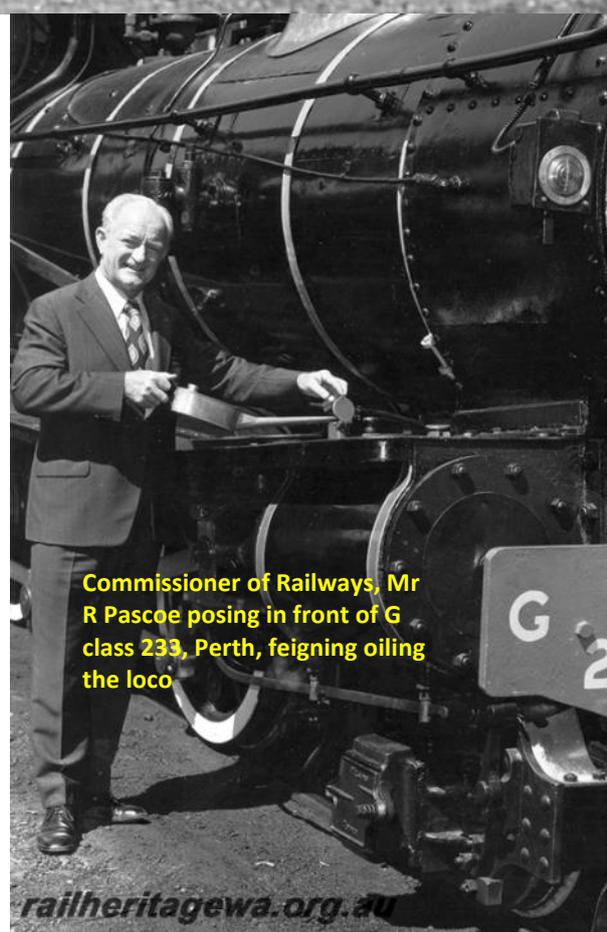
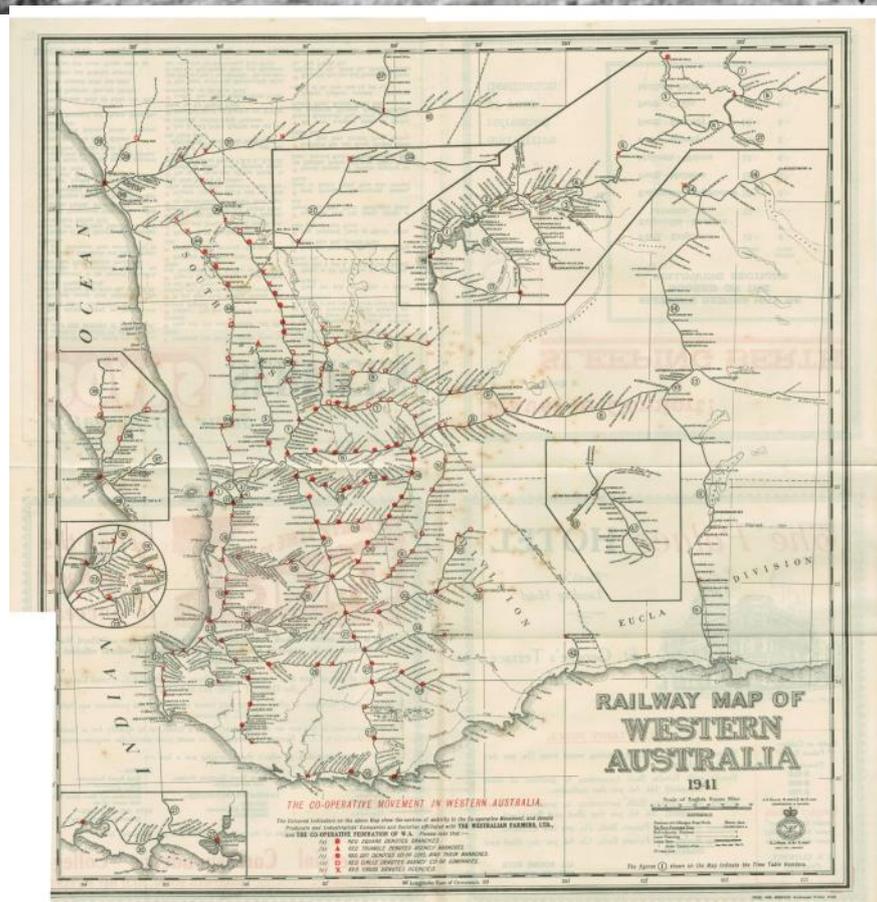


Five railway officials on the Railway Commissioner's Inspection Tour on the Milling Branch, CM line, S. Devine, A. Gilmore, I. F. Tomlinson, P. C. Raynor and O. M. Watson

railheritagewa.org.au



G class steam locomotive on the Commissioner's Inspection train, taking on water, fireman on top of the tender, water column, water tower, Cambray, WN line.



Commissioner of Railways, Mr R Pascoe posing in front of G class 233, Perth, feigning oiling the loco

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