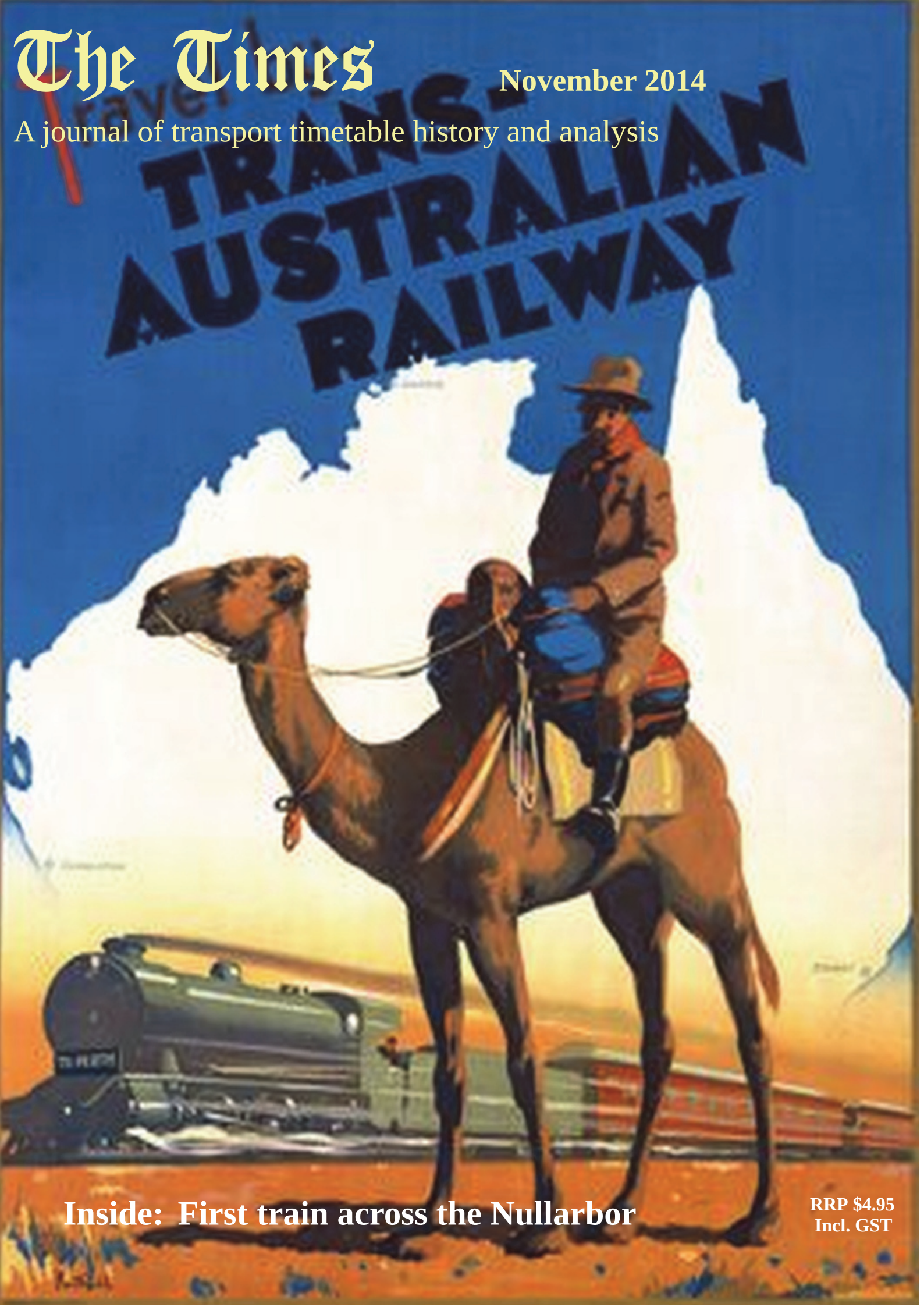
The Times

November 2014

A journal of transport timetable history and analysis



Inside: First train across the Nullarbor

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East-West Transcontinental Railway.

TRIAL PASSENGER TRAIN.

Monday, October 22nd, 1917.

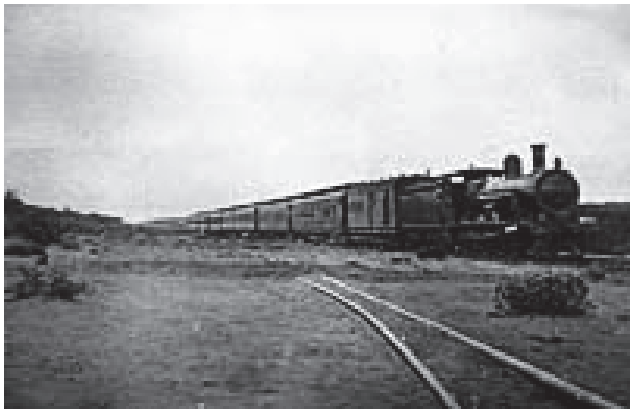
TIME TABLE.

Miles.				
—	Adelaide	dep.	8.55 a.m.	
83	Riverton	arr.	10.50	Refreshments
		dep.	11.5	
139½	Terowie	arr.	1.44 p.m.	Luncheon
		dep.	2.30	Transfer
189½	Eurelia	arr.	4.54	
		dep.	5.4	
234½	Quorn	arr.	7.0	Dinner
		dep.	7.30	
259½	Pt. Augusta	arr.	8.47	

Meals as above obtainable in Railway Refreshment Rooms.
Transfer at Port Augusta into the Commonwealth train leaving at 9.0 p.m.
Distance Adelaide to Kalgoorlie, 1,328 miles.
Perth, 1,997 miles.

ALFRED H. DAY,
General Traffic Manager.

S.A. Railways, Adelaide.
October 20th, 1917.



The first train across the Nullarbor

JAS. POLLARD, A.BROWN *and* GEOFF LAMBERT.

AT 9 PM IN PORT AUGUSTA, a fine misty rain was falling through the calm air*. We know this because the guard of the first train, James (Jas.) Pollard wrote so in his journal when the Commonwealth Railways' first train headed for Kalgoorlie. It was the night of Monday 22nd of October 1917, five days after the track-laying machines had met at Ooldea. Officially, this was an inspection, or trial, train, but not your ordinary inspection train– for it carried a glittering cast of people headed by Lady Elliston-Macartney the wife of the Western Australian Governor. Sir John Forrest was also on board. He had been Premier of WA in 1900 when WA agreed to join the Australian Federation. WA, it may be remembered only agreed to become an Australian state if the Commonwealth agreed to connect it to the East with a railway. There were High Court judges, Senators, Members of the House of Representatives, and a gaggle of high railway officials. Doubtless the passengers were in a festive spirit for the occasion and would be tolerant of mishaps. This was just as well, because they had to endure a series of them.

I found the running statement that is displayed on our pages 4 and 5 on "*Chris's Commonwealth Railways Pages*", at http://www.comrails.com/. I am sure it is an accurate record, but I suspect it is a compilation re-written from the sheets filled out by the two guards who were in control of the train. The handwriting is the same throughout and not necessarily that of either of the two guards.

It was a harbinger of things to come that the train did not start on time. The narrow-gauge connecting train from Adelaide, *via* the Pichi Richi Pass arrived dead to time at 8:45 PM. But it took 48 minutes instead of 15 to transfer all of the paraphernalia of the Vice Regal Party to the train. In the interim, the passengers amused themselves by wandering up and down the train, gawping at the new carriages and generally getting in the way. Thus it was 9:33 PM when Jim Crotty opened the regulator on loco. G21 and the train steamed away for Kalgoorlie nearly a thousand miles away.

It was not long before someone noticed something amiss with car AF27– smoke, bad smells and a squealing noise. It had a hot box– not a good look for the first class lounge car on an inaugural train which should have had plenty of time for inspection at Port Augusta. The train halted for 15 minutes at the 17-mile post while this was attended to. The engine needed some attention at Hesso, so an unscheduled 3 minute stop was made here. Another hot-box, on the tender this time. From here, the train managed to pick up a little time by cutting inspection time at Bookaloo (4 minutes) and then by running fast between Bookaloo and Woolcalia (6 minutes). Bad mistake. The hot-box on the tender did not like this– the train lost nearly an hour here while they fiddle-faddled about with the tender hot-box and other bits and pieces. From Woolcalia to Wirrappa, the schedule specified 38 minutes, but the actual transit time was 47 minutes due to a speed restriction between mileage 84 and 89.

Another 10 minutes was lost at Wirrappa attending to the tender hot box and 4 minutes more between Wirrappa and Pimba, where a new engine was waiting. This was G12 and had possibly been requisitioned from Pimba because Wirrappa was not meant to be an engine change point. A further 33 minutes was lost "changing engines" here, but what really appears to have happened was that G12 was simply coupled ahead of G21, which thereafter ran "dead attached", increasing the train load by 65 tons. By these adventures, the train arrived at Pimba some 2½ hours late. Here both the crippled engine and the rescue engine were taken off and replaced with G24, with George Hogan driving.

Everybody probably hoped that the troubles were behind them, but these hopes were to be cruelly dashed. Incredible as it may seem, the tender of engine G24 developed its own hot-box just a few miles down the line. The train lost another 10 minutes over the very long section to Wiraminna and then picked up 18 minutes over the next section to Ringoonya. Here a further 52 minutes of fiddle-faddle with the engine tender occurred. Guard Pollard relinquished his control of the train after a 9-hour shift and was replaced by guard A Brown. From here, the train simply sped along picking up 13 minutes to Tarcoola, which was reached 3 hours late. The engine was changed again here– to G23, driven by D.Gillourne. Someone had found a fault in a water pipe in one of the coaches and this took a long time to fix, adding a further 8 minutes to the accumulated delay.

There must have been something severely wrong with the CR's G-class engine tenders in 1917, because the tender of G23 also immediately gave trouble. When the

*It has to be admitted that other people on the train—most notably the SAR Passenger Superintendent—said it was a fine bright moonlight night. But then again, the ephemeris shows that it was just past new moon– such are the vagaries of astronomical and railway timetables.

COMMONWEALTH RAILWAYS

T 48.

GUARD'S TRAIN RUNNING STATEMENT

For 9 ~~a.m.~~ p.m. Inspection Train from Port Augusta to Kalgoorlie Date 22 - 10 1917

Mileage	Station	Running Times Booked Arr.	Running Times Booked Dep.	Running Times Actual Arr.	Running Times Actual Dep.	Number of Minutes Late	Gross Tonnage	Actual Time Occupied Account Loco. Reqs.	Actual Time Occupied Account Shunting	Cause of Delay, and Remarks
	Port Augusta		9.00 pm		9.33 pm	33	315			33' transhipping luggage & mail
17	17 Mile			10.2 pm	10.17 pm					15' loco hot box HF 27
34	Hesso			10.43 pm	10.46 pm					3' ER
53	Beachabar	10.27 pm	10.42 pm	11.18 pm	11.29 pm	47	315			
71	Woocalla	11.12 pm	11.17 pm	11.53 pm	12.37 am	80	315			39' L tender box speed restriction 84m-89m
94	Wynappa	11.55 pm	12.5 am	1.24 am	1.44 am	99	315			10' L tender box 4th a/c loco room
113	Pimba	12.40 am	12.42 am	2.26 am	3.2 am	140	371			93' ER (change engine)
158	Winamenna	1.57 am	2.12 am	4.27 am	4.42 am	150	315			
210	Ringoonya	3.42 am	3.52 am	5.54 am	6.58 am	186	315			52' attention to L tender box
258	Tarcoola	5.15 am	5.45 am	8.8 am	8.46 am	181	315			8' attention water tips in coaches
321	Wyalbing	6.26 am	6.41 am	9.27 pm	11.15 pm	224	315			93' changing tender a/c hot box
376	Barton	8.35 pm	8.40 pm	12.47 am	12.57 am	257	371			
408	408 Mile			2.7 am	2.9 am		371			2' passengers
427	Deacon	10.35 am	10.40 am	2.43 am	2.46 am	246	371			
	Watson	11.28 pm	11.38 pm	3.30 am	3.35 am	237	371			
	Reid	12.8 am	12.13 am	3.55 am	3.58 am	225	371			
	Kuler	12.55 am	1.00 am	4.31 am	4.36 am	216	371			
574	Cook	2.10 am	2.40 am	5.34 am	6.00 am	200	315			
	Hughes	4.27 am	4.32 am	7.40 am	8.15 am	223	315			30' change engine 5' inspection at border
599	599 Miles	5.33 am	5.37 am	9.44 am	9.48 am	241	315			
	Forrest	7.27 am	7.32 am	11.18 am	11.28 am	236	315			
	Loongana	9.25 am	9.40 am	1.20 pm						
	771 Miles	11.20 am	11.30 am	3.10 pm	3.20 pm	230	315			
	Rawlinna	12.55 pm	1.10 pm	4.45 pm	5.30 pm	260	315			30' watering coaches
	Naretha	1.15 pm	1.20 pm	5.33 pm	5.36 pm	256	315			
	853 Miles			6.00 pm	6.5 pm					5' water

Ambulance Chest Box in Van No._____ Seal No._____ Chest was not Box was opened during journey detailed above.

TONNAGE REPORT, ETC.

	No.	Class	From	To	Driver	Fireman	Assistant Guard
Train Engine	21	G	Port Augusta	Pimba	J. Grobby		
	12	G	Pimba	Winamenna			
	24	G	Winamenna	Tarcoola	Geo Hogan		
	23	G	Tarcoola	Barton	D. Gilbourne		
	22	G	Barton	Reid	R. Barding		
	26	G	Cook	Hughes	Woods		
~~Assisting Engine~~	25	G	Hughes	Loongana	Woods		

Load at start 315 tons Load at finish_____ tons

Schedule tonnage over ruling grade_____ tons

Actual tonnage over ruling grade_____ tons

State of wind Calm State of weather fine rain

Was Ambulance Equipment in Good Order?	Guard	From	To
	Jas B. Pollard	Port Augusta	Ringoonya
	A. Brown	Ring	Reid
	Jas B. Pollard	Reid	

NOTE—This Statement, together with Train Waybill, must be handed to the Officer in Charge immediately on arrival at the Guard's home station for dispatch to the Chief Traffic Manager. Copy must be taken on back of Driver's time sheet (L.1) and handed to the Driver on arrival at the Depot or changing-over station. Guards must fully explain the cause of any detention.

T—30M—4.62

COMMONWEALTH RAILWAYS

T 48.

GUARD'S TRAIN RUNNING STATEMENT

For ..... a.m. / p.m. ..... Train from ..... to ..... Date 19

Mileage	Station	Running Times: Booked Arr.	Running Times: Booked Dep.	Running Times: Actual Arr.	Running Times: Actual Dep.	Number of Minutes Late	Gross Tonnage	Actual Time Occupied Account: Loco. Reqs.	Actual Time Occupied Account: Shunting	Cause of Delay, and Remarks
	885 miles			6.40 AM	6.44 AM					A' ER
	Yandhera	3.27 AM	3.42 AM	7.40	7.47	245	315			
	106 miles			8.30	10.52					142' waiting engine from Yandhera
	Karonia	5.23	5.33	12.16 PM	12.32 PM	419	315			6' take water 2' loco lost in section
	Kalgoorlie	6.30		2.55		445	315			5' stop at Parkeston 16' loco lost in section a/c brakes creeping on
			24/10/17							

Ambulance Chest / Box in Van No. ____ Seal No. ____ Chest was not / Box was opened during journey detailed above.

TONNAGE REPORT, ETC.

	No.	Class	From	To	Driver	Fireman	Assistant Guard
Train Engine	19	G	Loongana	Rawlinna	Lewis		
	16	G	Rawlinna	Yandhera	Wilbraff		
	18	G	Yandhera	106 mile	Morgan		
	16	G	106 mile	Kalgoorlie	Morgan		
Assisting Engine							

Load at start ..... tons Load at finish ..... tons

Schedule tonnage over ruling grade 316 tons

Actual tonnage over ruling grade 371 tons

State of wind Calm State of weather fine

Was Ambulance Equipment in Good Order?	Guard	From	To
	Jas B Pollard	Reid	Loongana
	A. Brown	Loongana	Kalgoorlie

NOTE.—This Statement, together with Train Waybill, must be handed to the Officer in Charge immediately on arrival at the Guard's home station for dispatch to the Chief Traffic Manager. Copy must be taken on back of Driver's time sheet (L.1) and handed to the Driver on arrival at the Depot or changing-over station. Guards must fully explain the cause of any detention.

T—30M—4.62

train pulled up at Wynbring, the tender was detached from the engine and a new one attached to it. Where this rescue tender came from is not apparent, but it could have been Barton. A further 93 minutes slipped away while this process was gone through. From here, the load is shown as 371 tons, so one suspects that tenders were actually swapped between the train engine and the rescue engine and the rescue engine was thence dead attached.

At Barton, 10 minutes instead of the scheduled 5 was spent changing engines– two off, one on. The train left Barton 257 minutes late behind engine G22, driven by Mr Castling. Then– a sensation! The train was flagged down at the 408 mile post by a passenger. Who was this? We do not know, but it may have been the person who took the photograph on our page 3.

Things improved considerably from here to the next engine-change point at Cook, the train picking up almost an hour on its schedule. Along the way, at Reid (where the train was now only 225 minutes late), guard Brown handed control of the train back to Chas. Pollard.

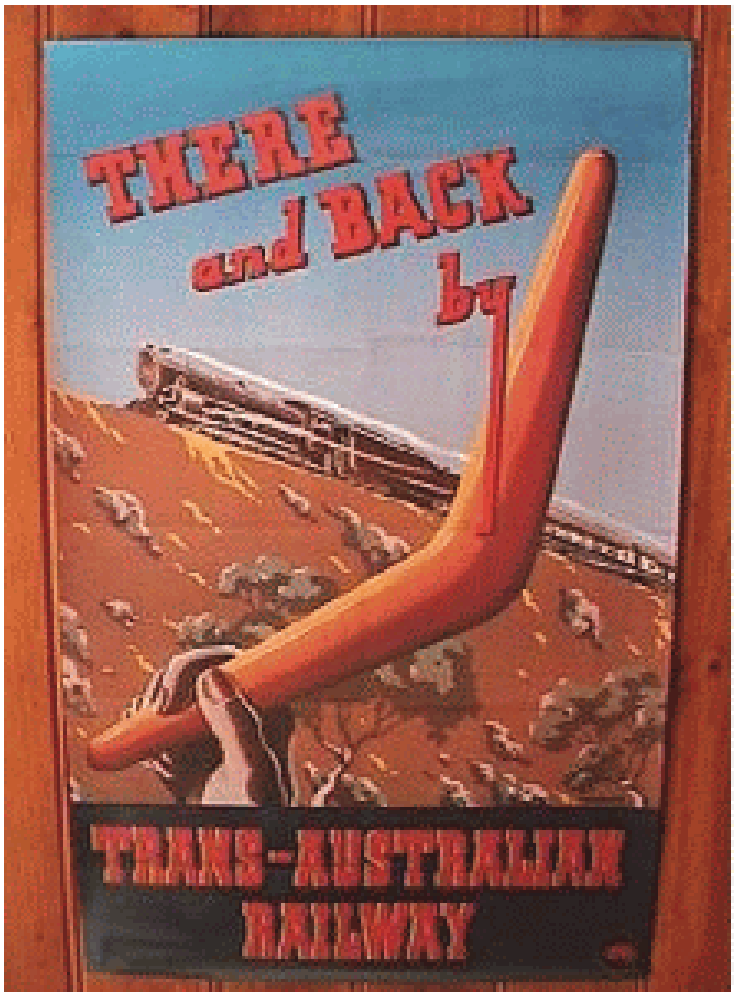
Now with engine G26 and driver Woods in charge, the train lost 7 minutes to Hughes, where G26 was replaced with G25, still with driver Woods in charge. What was this– another engine fault? Whatever it was, it delayed the train a further 30 minutes. Hughes, of course, was near the border crossing point, so another 5 minutes was lost by people gawping at the monument at milepost 599. It was now just on sunset.

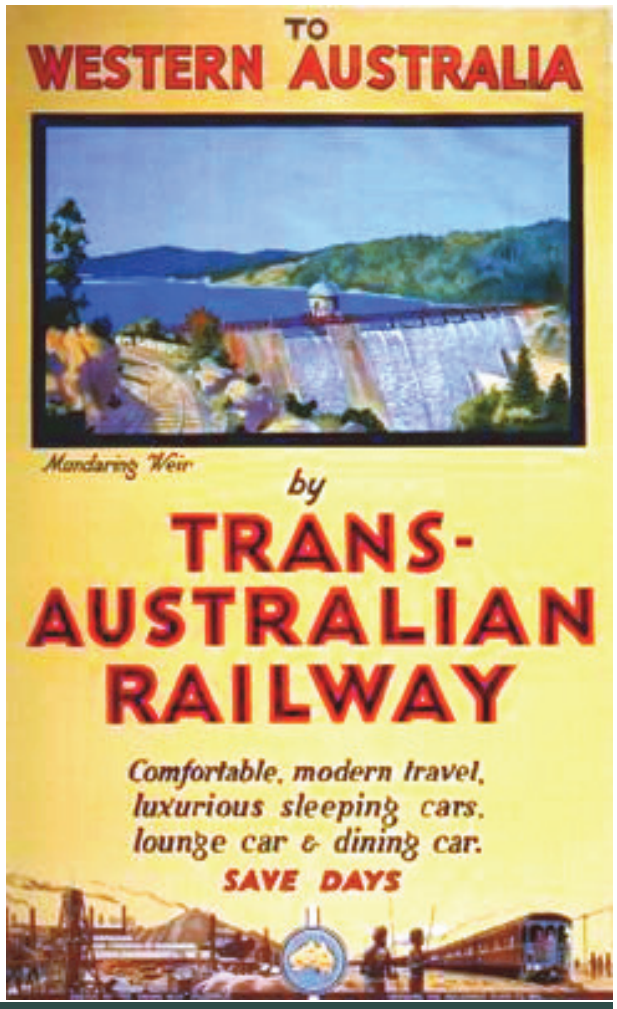
A long but thankfully uneventful night was ahead. At Loongana, the engine was changed to G19 and the driver is given as "Lewis". Here too the guards swapped places yet again. The journal—or at least the surviving copy—becomes a bit scrappy and unclear from here on. Through the long night the train stopped at unnamed places, including some for which no scheduled time is shown. Another engine change took place at Rawlinna to G16, driver Willbrapp (?). Thirty minutes were lost here while the coaches were watered. Willbrapp drove G16 to Zanthus, where they were replaced by G18 and driver Morgan respectively.

At the siding at mileage 946, 50 minutes out of Zanthus, something went horribly wrong. We don't know what, but it must have been an engine fault. The train was delayed more than 2 hours "waiting engine from Zanthus". When this engine materialized, it turned out to be G16. This suggests that, there may have been only one engine at Zanthus depot. Morgan drove the train the rest of the journey to Kalgoorlie. A further 27 minutes were lost to various causes, one of which was "brakes creeping on".

The ordeal ended when the train arrived at Kalgoorlie at 2:55 PM on Wednesday afternoon, some 7 hours and 25 minutes late.

The story of the first train was also written up by B.H.Gillman, the Traffic Superintendent of the SAR, but most of the adventures described here were dismissed by him as "mere details". This—from the perspective of the inaugural travellers—they probably were. Gillman's article, written for the SAR staff magazine was reprinted in ARHS Bulletin, vol 33 (1982), pp 137-147. It contains a wealth of information and includes a passenger list which indicates that two babies were on the inaugural train. One of the passengers was a High Court judge, Justice Sir Frank Gavan -Duffy. Sir Frank was the uncle of a railfan C.D.Gavan-Duffy, who was away at the war in 1917. CD later came to be known as "the most unauthorized person on the Victorian Railways" and was a prolific contributor to the ARHS Bulletin. It would be little stretch of the imagination to suppose that Sir Frank caused a copy of the guard's journal to be produced for his nephew.





Timetable riddles

Letters from ALBERT ISAACS *and* VICTOR ISAACS.

In his article (The Times, September 2014), The Hon. Tim Fischer poses two questions, both of which I will attempt to answer.

Firstly, he asks about Australian passenger services that, like Burren Junction-Pokataroo, were unbalanced. Without doing any real research, I know that there are many dozens of examples of this. Of course, although the Public timetable may imply an unbalanced service, in most cases the Working Timetable will readily supply the answer as to what happens to the train in the opposite direction – usually it runs empty.

I will mention two interesting examples of this on the Victorian system, which readily come to mind. (Although I said "Victorian system" one of these examples is actually in southern N.S.W., and the other one within spitting distance of that State.)

In The Times (August 2008) Victor Isaacs discussed the unusual passenger service on the Echuca-Balranald line. Between 1968 or 1969 and the end of passenger services in November 1975, a Diesel Electric Rail Motor (DERM) provided a twice weekly return service over the full length of the line. However, the DERM also operated an unbalanced weekly service in one direction Echuca-Moulamein (that is, about halfway along the line). Strangely, the DERM then actually provided the motive power for a goods service Moulamein-Balranald. This is only a brief summary and Victor goes into much greater detail in his article, which is well worth reading. Many of you would have the original copy of the August 2008 The Times, but, if not, it is available on-line.

The weekly Moulamein-Balranald goods appears to be the only example of the Victorian Railways using a DERM as a locomotive. That being said, the various rail cars used on the Croydon-Normanton line have run goods services with assorted freight vehicles attached. However, I'd love to hear of other examples, from anywhere in the world, of rail motors being used to haul goods trains.

Until the rail car service Wodonga-Tallangatta ended on 30th September 1961, the Public timetable showed an unbalanced service, but Working Timetables showed that the Monday morning service from Wodonga was formed by a balancing rail car trip from Tallangatta on late Saturday evening, which is shown in the Worker as "taking passengers offering". The fact that this service was never advertised in the Public timetable leads one to ask where

CAMBERWELL and ASHBURTON.—Week Days. 71

Single. 1st s. d.	Single. 2nd s. d.	Return. 1st s. d.	Return. 2nd s. d.	Down.		a m	a m	a m	a m	Sat. only	Sat. exc.	Sat. only	Sat. exc.	p m	Sat. Night
				MELBOURNE	dep.	7 10	8 10	9 0	10 40	1 15	2 40	5 5	5 15	6 25	11 25
0 6	0 5	0 9	0 7½	CAMBERWELL	a.	7 32	8 32	9 22	11 2	1 37	3 2	5 27	5 37	6 46	11 47
					d.	7 40	8 35	9 32	11 20	1 43	3 10	5 35	5 42	6 53	11 57
0 7	0 5	0 10½	0 7½	Riversdale ..	..	7 44	8 39	9 36	11 24	1 47	3 14	5 39	5 46	6 57	12 1
0 8	0 6	1 0	0 9	Hartwell ..	..	7 50	8 45	9 42	11 30	1 53	3 20	5 45	5 52	7 3	12 7
0 9	0 6	1 0	0 9	ASHBURTON	arr.	7 54	8 49	9 46	11 34	1 57	3 24	5 49	5 56	7 7	12 11

Single. 1st s. d.	Single. 2nd s. d.	Return. 1st s. d.	Return. 2nd s. d.	Up.		a m	a m	a m	p m	p m	p m	Sat. only	Sat. exc.	p m	p m	Sat. Night
				ASHBURTON	dep.	8 9	9 12	10 51	1 16	1 16	4 10	4 20	6 33	7 13	..	12 15
0 3	0 2	0 4½	0 3	Hartwell ..	..	8 13	9 16	10 55	1 20	1 20	4 14	4 29	6 37	7 17	..	12 19
0 3½	0 2½	0 5½	0 4	Riversdale ..	..	8 17	9 20	10 59	1 24	1 24	4 18	4 33	6 41	7 21	..	12 23
				CAMBERWELL	a.	8 21	9 24	11 3	1 28	1 28	4 22	4 37	6 45	7 25	..	12 27
									Sat. only	Sat. exc.						
0 3½	0 2½	0 5½	0 4		d.	8 29	9 27	11 15	1 32	1 35	4 32	4 42	6 52	7 32	..	..
0 9	0 6	1 0	0 9	MELBOURNE	arr.	8 47	9 47	11 35	1 52	1 55	4 52	5 2	7 12	7 52	..	..

CAMBERWELL and ASHBURTON—Sundays.

Down.		a m	p m	p m	p m	p m	p m
MELBOURNE	dep.	9 10	1 0	2 30	4 25	6 30	
CAMBERWELL	a.	9 32	1 22	2 52	4 47	6 52	
	d.	9 40	1 30	3 0	5 0	7 5	
Riversdale ..	..	9 44	1 34	3 4	5 4	7 9	
Hartwell ..	..	9 50	1 40	3 10	5 10	7 14	
ASHBURTON	arr.	9 54	1 44	3 14	5 14	7 17	

Up		a m	p m	p m	p m	p m	p m
ASHBURTON	dep.	10 4	2 42	4 42	6 4	7 24	
Hartwell ..	..	10 8	2 46	4 46	6 8	7 28	
Riversdale ..	..	10 12	2 50	4 50	6 12	7 32	
CAMBERWELL	a.	10 16	2 54	4 54	6 16	7 36	
	d.	10 25	3 0	5 0	6 22	7 40	
MELBOURNE	arr.	10 45	3 20	5 20	6 42	8 0	

Passengers change carriages at Camberwell.

MAY 1, 1897 RAILWAYS. 71

CAMBERWELL and BURWOOD.—Week Days.

Down. Train Service.		Sat. only	Sat. exc.	Sat. exc.	Sat. only		Sat. Night	SUNDAYS.	
		a m	a m	a m	p m	p m	p m	p m	p m
MELBOURNE	dep.	8 0	9 10	11 0	1 15	1 20	5 25	11 25	12 40	2 55	9 5
CAMBERWELL	arr.	8 22	9 32	11 22	1 37	1 42	5 45	11 47	1 2	3 17	9 27
Cab Service (Fare 3d.)					Daly	Daly					
CAMBERWELL	dep.	8 25	9 40	11 30	1 45	1 45	5 50	11 50	1 5	3 20	9 30
Hartwell	..	8 45	10 0	11 50	2 5	2 5	6 10	12 10	1 25	3 40	9 50
BURWOOD POST OFFICE	arr.	8 55	10 10	12 0	2 15	2 15	6 20	12 20	1 35	3 50	10 0

Up. Cab Service (Fare 3d.)		a m	a m	a m	p m	p m	p m	p m	p m	Sat. Night	SUNDAYS.		
BURWOOD POST OFFICE	dep.	7 50	9 0	10 40	1 0	1 0	5 0	6 45	10 50	12 15	2 25	8 30	
Hartwell	..	8 0	9 10	10 50	1 10	1 10	5 10	6 55	11 0	12 25	2 35	8 40	
CAMBERWELL	arr.	8 20	9 30	11 10	1 30	1 30	5 30	7 15	11 20	12 45	2 55	9 0	
Train Service.					Sat. only	Sat. exc.							
CAMBERWELL	dep.	8 29	9 37	11 15	1 32	1 35	5 32	7 22	11 32	12 55	3 0	9 2	
MELBOURNE	arr.	8 47	9 57	11 35	1 52	1 55	5 52	7 42	11 52	1 15	3 20	9 22	

Holders of current Periodical Tickets, available to or from Riversdale, Hartwell, and Ashburton will be conveyed FREE by the Cab Service.

it was advertised (at Tallangatta station perhaps?), and whether anyone other than railway personnel ever used the service.

Secondly, Tim Fischer asks about Outer Circle Railways timetables. In the definitive history of this line, *The Outer Circle* by Beardsell & Herbert, the following timetables are illustrated: June 1890 Bradshaw's Guide to Victoria Camberwell-Oakleigh and return; May 1891 Bradshaw's Melbourne-Riversdale-Fairfield Park and return, and Camberwell-Oakleigh and return; January 1894 Bradshaw's Camberwell-Oakleigh; May 1900 Bradshaw's Deepdene-Ashburton; May 1916 VR South Suburban District WTT Deepdene-Ashburton and return. Unfortunately, Beardsell & Herbert has been out of print for some decades and is a much sought-after book. A search of the AbeBooks second-hand books website (http://www.abebooks.com/servlet/SearchEntry) on 12th September 2014 showed that there were three copies being advertised for sale with prices ranging from US$113 to

US$141. The good news, however, is that according to what David Beardsell told me some 12 months' ago, a revised edition is in the process of being written.

Because of the 1890s Depression, the Outer Circle Railway closed in stages between 1890 and 1897, the last section to close being Camberwell-Ashburton on 1st May 1897. However, this section did reopen on 4th July 1898. In my own collection I have a bound volume comprising of the six Bradshaw's for the first six month's of 1897. Illustrated here is the timetable for April 1897, being the last Ashburton rail timetable for some 14 months. Also reproduced is the May 1897 timetable for the horse-drawn cab Camberwell-Burwood Post Office, which replaced the train over most of its route, albeit only until July 1898.

I hope this goes some of the way to answering Tim's queries.

Albert Isaacs, Hawthorn, Vic.

I wish to follow up two aspects of Tim Fischer's article "Timetable Riddle: Burren Junction to Pokataroo" on page 12 of the September Times. Tim gave us two challenges. First, to find another example of a branch line with non balanced services. Such a weird service also occurred on the Victorian Railways' very long branch line to Balranald in southern NSW between 1968 and the cessation of the passenger service on this line in 1975. This was one of the railways in southern NSW that have always been part of the Victorian network, not of the NSW network. In this period there were two trains a week from Balranald, but only one per week to Balranald. The other Rail Motor each week ran only as far as Moulamein. Then, in one of the weirdest timetable oddities ever, the Rail Motor (after resting for a day) was used in lieu of a locomotive to haul a goods train from Moulamein to Balranald! And to make this even more wonderful, this all occurred in Tim's former State and Federal electorates. I wrote about this oddity in the Times of August 2008, no. 293, pages 3 to 5. However, in that article, I said that the peculiar practice started in November 1969. In fact, it started from 1 December 1968.

Tim also challenged us to find a timetables available for the very short lived northern section of the Outer Circle line in Melbourne. I attach a timetable taken from Bradshaw's Guide to Victoria for April 1891. This is the first timetable following the opening of the northern section of the Outer Circle line on 24 March 1891 and soon after the opening of the southern section on 30 May 1890. This copy of Bradshaw's Guide is held in the National Library, but they have none for the latter period of 1891. However, Bradshaw's Guide for this period are also held in the State Library of Victoria.

Regards, Victor Isaacs

MELBOURNE to RIVERSDALE and FAIRFIELD PARK.

Melbourne Terminus— *Princes Bridge.*

Single. 1st	Single. 2nd	Return. 1st	Return. 2nd	Down.		Sat.	Sat. excp	Sat.	Sat. excp	Sat. excp.	
a. d.	s. d.	s. d.	s. d.			a m a m	a m a m	p m	p m p m	p m p m	p m
...	..	..	..	MELBOURNE	a.	6 50 ..	9 0 11 20	1 15	1 20 2 25	2 40 5 5	6 25 ..
0 6	0 5	0 9	0 7½	CAMBERWELL	a.	7 12 ..	9 22 11 42	1 37	1 42 2 47	3 2 5 27	6 47 ..
					d.	7 17 ..	9 30 11 48	1 43	1 50 2 55	3 10 5 35	6 55 ..
0 7	0 5	0 10½	0 7½	RIVERSDALE	a.	7 20 ..	9 33 11 51	1 46	1 53 2 58	3 13 5 38	6 58 ..
					d.	7 26 8 26	9 40 11 54	1 58	1 58 3 12	3 18 5 43	Daily 7 15 ..
0 7	0 5	0 10½	0 7½	Shenley ..	..	7 29 8 29	9 43 11 57	2 1 2	2 1 3 15	3 21 5 46	7 18 ..
0 8	0 6	1 0	0 9	Deepdene ..	..	7 33 8 33	9 47 12 1 2	2 5 2	2 5 3 19	3 25 5 50	7 22 ..
0 9	0 6	1 0	0 9	East Kew ..	..	7 36 8 36	9 50 12 4 2	8 2	8 3 22	3 28 5 53	7 25 ..
0 10	0 8	1 3	1 0	Willsmere ..	..	7 39 8 39	9 53 12 7 2	11 2	11 3 25	3 31 5 56	7 28 ..
0 11	0 8	1 4½	1 0	Fulham Grange	..	7 44 8 44	9 58 12 12 2	16 2	16 3 30	3 36 6 1	7 33 ..
1 0	0 9	1 6	1 1½	FAIRFIELD PARK	a.	7 46 8 46	10 0 12 14 2	18 2	18 3 32	3 38 6 3	7 35 ..
					d.	8 1 8 53	10 11 12 26 2	20 2	20 4 21	4 21 6 16	7 45 ..
..	..	..	..	Northcote South	..	.. .. ..	 2	24 2	24	.. ..	7 49 ..
..	..	..	..	Clifton Hill	..	.. .. ..	 2	26 2	26	.. ..	7 51 ..
..	..	..	..	COLLINGWOOD	a.	8 9 9	1 10 19 12 34	2 28	2 28 4 29	4 29 6 24	7 53 ..

FAIRFIELD PARK to RIVERSDALE and MELBOURNE.

Single. 1st	Single. 2nd	Return. 1st	Return. 2nd	Up.															
a. d.	s. d.	s. d.	s. d.			a m	a m	a m	a m	p m	p m	p m	p m	p m	p m	p m	p m	p m	p m
..	..	..	..	COLLINGWOOD	d.	6 22	7 26	8 20	10 36	12 46	12 46	2 33	4 46	6 37	6 37	..	..	..	..
0 2	0 1½	0 4	0 3	Clifton Hill	..	6 24	..	..	..	.	.	2 35	..	..	..	..	..	..	..
0 2	0 1½	0 4	0 3	Northcote South	..	6 26	..	..	..	..	..	2 37	..	..	..	..	..	..	..
					a.		7 34	8 28	10 44	12 54	12 54	2 41	4 54	6 45	6 45	..	..	..	..
0 3	0 2	0 4½	0 3	FAIRFIELD PARK	d.	6 30	7 51	8 51	10 50	12 58	Sat. 1	Sat ex 0 2	4	6 50	6 50	..	..	..	..
0 3	0 2	0 4½	0 3	Fulham Grange	..	6 32	7 53	8 53	10 52	1 0	1 2	2 48	5 0	6 52	6 52	..	..	..	..
0 4	0 3	0 6	0 4½	Willsmere ..	..	6 37	7 58	8 58	10 57	1 5	1 7	2 53	5 5	6 57	6 57	..	..	..	..
0 5	0 4	0 7½	0 6	East Kew ..	..	6 40	8 1	9	11 0	1 8	1 10	2 56	5 8	7 0	7 0	..	..	..	..
0 6	0 5	0 9	0 7½	Deepdene ..	..	6 43	8 4	9	11 3	1 11	1 13	2 59	5 11	7 3	7 3	..	..	..	..
0 7	0 5	0 10½	0 7½	Shenley ..	..	6 47	8 8	9	11 7	1 15	1 17	3 3	5 15	7 7	7 7	..	..	..	..
					a.	6 50	8 11	9 11	11 10	1 18	1 20	3 6	5 18	7 10	7 10	..	..	..	..
0 8	0 6	1 0	0 9	RIVERSDALE	d.	6 56	8 16	9 16	11 20	1 21	1 24	..	5 21	7 23	Sat. 7 36	Sat. Sat ex	..	..	..
					a.	7 0	8 20	9 20	11 24	1 25	1 28	..	5 25	7 27	7 40	..	..	..	..
0 9	0 6	1 0	0 9	CAMBERWELL	d.	7 7	8 27	9 27	11 35	1 32	1 35	..	5 32	7 32	7 47	..	..	..	..
..	..	..	..	MELBOURNE	a.	7 27	8 47	9 47	11 55	1 52	1 55	..	5 52	7 52	8 7	..	..	..	..

BURNLEY, GLEN IRIS and OAKLEIGH.

Melbourne Terminus— **Week Days** (Saturdays included). *Princes Bridge*

M.	Single. 1st	Single. 2nd	Return. 1st	Return. 2nd	Down.		a m	a m	a m	a m	noon	Sat. exc.	Sat. only	Sat. exc	Sat. only
	s. d.	s. d.	s. d.	s. d.											
					MELBOURNE	dep.	7 5	8 25	9 25	10 40	12 0	1 5	1 5	2 25	2 25
2½	0 3	0 2	0 4½	0 3	BURNLEY ..	..	7 15	8 37	9 40	10 54	12 14	1 17	1 19	2 37	2 39
3¾	0 4	0 3	0 6	0 4½	Heyington ..	..	7 20	8 42	9 45	10 59	12 19	1 22	1 24	2 42	2 44
4½	0 5	0 4	0 7½	0 6	Kooyong ..	..	7 23	8 45	9 48	11 2	12 22	1 25	1 27	2 45	2 47
5¼	0 5	0 4	0 7½	0 6	Tooronga ..	..	7 26	8 48	9 51	11 5	12 25	1 28	1 30	2 48	2 50
6	0 6	0 5	0 9	0 7½	Gardiner ..	..	7 29	8 51	9 54	11 8	12 28	1 31	1 33	2 51	2 53
6½	0 7	0 5	0 10½	0 7½	Glen Iris ..	..	7 31	8 53	9 56	11 10	12 30	1 33	1 35	2 53	2 55
7¼	0 7	0 5	0 10½	0 7½	Darling ..	..	7 34	8 56	9 59	11 13	12 33	1 36	1 38	2 56	2 58
8¼	0 8	0 6	1 0	0 9	Waverley Road	..	7 37	8 59	10 2	11 16	12 36	1 39	1 41	2 59	3 1
9¾	0 9	0 6	1 0	0 9	OAKLEIGH	arr.	7 41	9 3	10 6	11 20	12 40	1 43	1 45	3 3	3 5

Week Days—*Continued.*

Down.		Sat. exc.	Sat. exc.	Sat. only	p m	Sat. exc.	Sat. only	p m	p m	p m	p m
MELBOURNE	d.	4 10	5 20	5 25	6 25	7 35	7 45	9 5	10 10	11 30	
BURNLEY	..	4 24	5 32	5 39	6 42	7 49	7 59	9 19	10 22	11 42	
Heyington	..	4 29	5 37	5 44	6 47	7 54	8 4	9 24	10 27	11 47	
Kooyong	..	4 32	5 40	5 47	6 50	7 57	8 7	9 27	10 30	11 50	
Tooronga	..	4 35	5 43	5 50	6 53	8 0	8 10	9 30	10 33	11 53	
Gardiner	..	4 38	5 46	5 53	6 56	8 3	8 13	9 33	10 36	11 56	
Glen Iris	..	4 40	5 49	5 55	6 58	8 5	8 15	9 35	10 38	11 58	
Darling	..	4 43	5 51	5 58	7 1	8 8	8 18	9 38	10 41	12 1	
Waverley Road	..	4 50	5 54	6 1	7 4	8 11	8 21	9 41	10 44	12 4	
OAKLEIGH	arr.	4 54	5 58	6 5	7 8	8 15	8 25	9 45	10 48	12 8	

Sundays.

p m	p m	p m	p m	p m	p m	p m	p m
10 0	1 0	2 0	2 30	4 25	..	6 35	
10 32	1 1	2 1	2 44	4 39	..	6 49	
10 37	1 1	2 1	2 49	4 44	..	6 54	
10 40	1 2	2 2	2 52	4 47	..	6 57	
10 43	1 2	2 5	2 55	4 50	..	7 0	
10 46	1 2	2 8	2 58	4 53	..	7 3	
10 48	1 3	0 3	0 4	55	..	7 5	
10 51	1 3	3 3	3 4	58	..	7 8	
10 54	1 3	6 3	6 5	1	..	7 11	
10 58	1 4	0 3	10 5	5	..	7 15	

OAKLEIGH, GLEN IRIS and BURNLEY.

Week Days (Saturdays included).

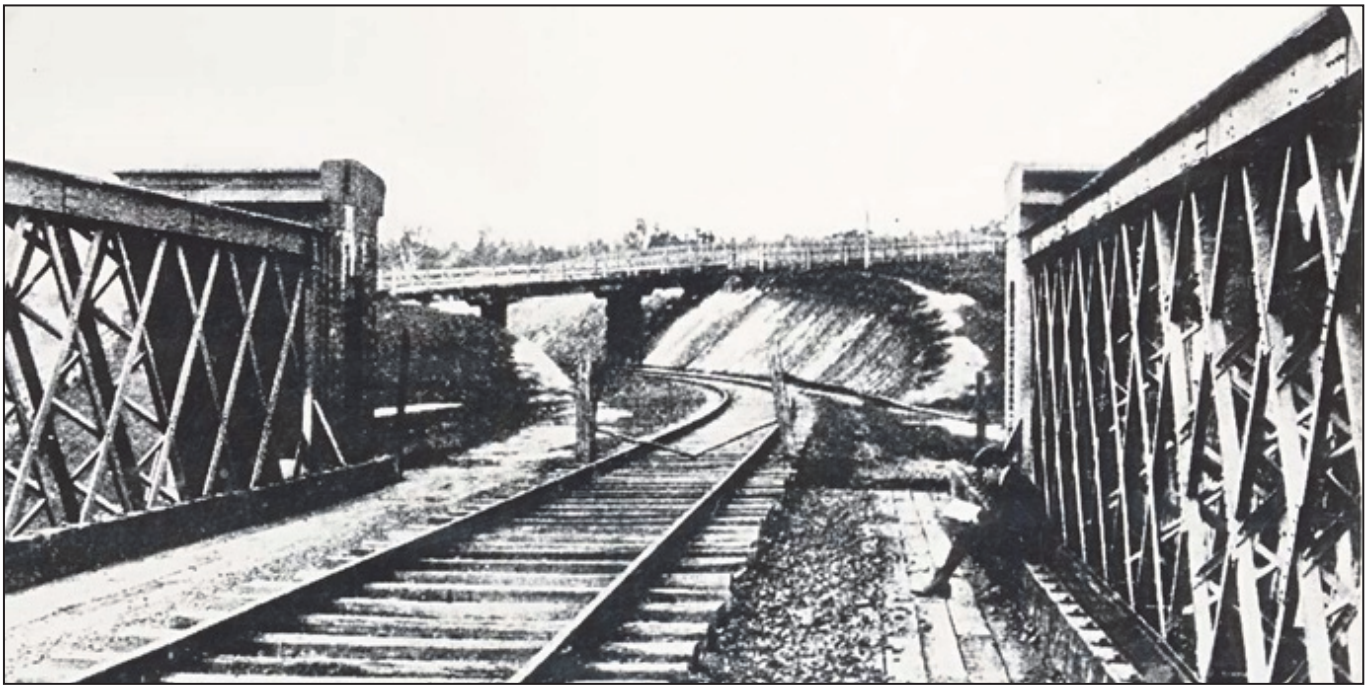
M.	Single. 1st	Single. 2nd	Return. 1st	Return. 2nd	Up.		a m	a m	a m	a m	a m	Sat. only	Sat. exc.	Sat. only	Sat. exc.
	s. d.	s. d.	s. d.	s. d.											
					OAKLEIGH	dep.	6 35	8 5	9 8	10 23	11 33	12 45	12 45	1 55	1 57
1½	0 3	0 2	0 4½	0 3	Waverley Road	..	6 39	8 9	9 12	10 27	11 37	12 49	12 49	1 59	2 1
2½	0 3	0 2	0 4½	0 3	Darling ..	..	6 42	8 12	9 15	10 30	11 40	12 52	12 52	2 2	2 4
3¼	0 3	0 2	0 4½	0 3	Glen Iris ..	..	6 45	8 15	9 18	10 33	11 43	12 55	12 55	2 5	2 7
3¾	0 4	0 3	0 6	0 4½	Gardiner ..	..	6 47	8 17	9 20	10 35	11 45	12 57	12 57	2 7	2 9
4½	0 5	0 4	0 7½	0 6	Tooronga ..	..	6 50	8 20	9 23	10 38	11 48	1 0	1 0	2 10	2 12
5¼	0 5	0 4	0 7½	0 6	Kooyong ..	..	6 53	8 23	9 26	10 41	11 51	1 3	1 3	2 13	2 15
6	0 6	0 5	0 9	0 7½	Heyington	..	6 56	8 26	9 29	10 44	11 54	1 6	1 6	2 16	2 18
7¼	0 7	0 5	0 10½	0 7½	BURNLEY	..	7 8	8 35	9 34	10 54	12 6	1 18	1 14	2 23	2 26
9¾	0 9	0 6	1 0	0 9	MELBOURNE	a.	7 17	8 42	9 42	11 2	12 15	1 22	1 22	2 32	2 35

Week Days—*Continued.*

Up.		Sat. only	Sat. only	Sat. exc.	Sat. exc.	Sat. only	p m	p m	Sat. only	Sat. exc.	p m	a m	p m	p m	p m	p m
OAKLEIGH	d.	3 30	4 55	5 0	6 5	6 10	7 15	8 35	9 50	9 50	10 55	9 57	12 37	2 10	4 0	6
Waverley Road		3 34	4 59	5 4	6 9	6 14	7 19	8 39	9 54	9 54	10 59	10 1	12 41	2 14	4 4	6
Darling ..	..	3 37	5 2	5 7	6 12	6 17	7 22	8 42	9 57	9 57	11 2	10 4	12 44	2 17	4 7	6
Glen Iris	.	3 40	5 5	5 10	6 15	6 20	7 25	8 45	10 0	10 0	11 5	10 7	12 47	2 20	4 10	6
Gardiner	..	3 42	5 7	5 12	6 17	6 22	7 27	8 47	10 2	10 2	11 7	10 9	12 49	2 22	4 12	6
Tooronga	..	3 45	5 10	5 15	6 20	6 25	7 30	8 50	10 5	10 5	11 10	10 12	12 52	2 25	4 15	6
Kooyong	..	3 48	5 13	5 18	6 23	6 28	7 33	8 53	10 8	10 8	11 13	10 15	12 55	2 28	4 18	6
Heyington	..	3 51	5 16	5 21	6 26	6 31	7 36	8 56	10 11	10 11	11 16	10 18	12 58	2 31	4 21	6
BURNLEY	..	4 0	5 23	5 30	6 33	6 39	7 43	9 3	10 19	10 23	11 23	10 30	1 6	2 41	4 28	6
MELB'RNE	a.	4 7	5 32	5 37	6 42	6 47	7 52	9 12	10 27	10 32	11 32	10 38	1 15	2 50	4 36	6

Sundays.

a m	p m	p m	p m	p m	p m
9 57	12 37	2 10	4 0	6	
10 1	12 41	2 14	4 4	4 6	
10 4	12 44	2 17	4 7	6	
10 7	12 47	2 20	4 10	6	
10 9	12 49	2 22	4 12	6	
10 12	12 52	2 25	4 15	6	
10 15	12 55	2 28	4 18	6	
10 18	12 58	2 31	4 21	6	
10 30	1 6	2 41	4 28	6	
10 38	1 15	2 50	4 36	6	



To The Show 1926

DAVID WHITEFORD

Annual agricultural shows, whether city or town, have meant extra rail operations to move people and exhibits and in Australia's capital cities the show is regularly one of the busiest periods in the year.

The Western Australian Royal Agricultural Society runs Western Australia's biggest show at the Claremont Showgrounds. The 1926 show ran from Wednesday October 6 to Sunday October 10 inclusive and the W.A. Government Railways published a 32 page (plus 4 page cover) *Royal Show 1926. W.A.G.R time tables fares and general information* booklet. It's a bit of a misnomer for railway information isn't found until page 28 and consists only of 2½ pages of ticket and train time information. Ticket details include holiday excursion tickets from country stations and suburban ticket issues with country passengers able to book through to Claremont, Perth or North Fremantle.

Time table information is a mix of country alterations – including some revised perishable traffic receiving days at Perth, North Fremantle or Fremantle – and the enhanced suburban services. The latter show only departure times from terminal stations. The only stock and exhibit trains shown ran on Monday 4 October starting from Katanning at 1.20am, Wyalkatchem at 1.45am and Brunswick Junction at 5.45am and all stopped at intermediate stations as required for passengers and exhibits. There were 4 return stock specials from Claremont conveying stock for the Great Southern, Eastern & Northern, South Western, and suburban & Midland Railway Company lines.

The rest of the booklet doesn't even contain show information. There were 19½ pages of advertisements, 9 pages of articles (including *Ploughing & plough matches* and *The importance of the potato*) and 4 pages of photographs. The cover was nicely illustrated with a drawing of an agricultural scene.

How does the public booklet compare to the W.A.G.R's Royal Agricultural Show supplement to *Weekly Notice* no. 39? It's 24 pages full of detailed ticket & timetable information and special instructions. The latter include Claremont engine whistle list, provision of relief engines, and Perth platform workings. Of course the public booklet covered only passenger alterations and a few special show freights whereas the supplement covers many more associated changes and more detailed tables of suburban and some country workings, such as the 1.20am Katanning – Claremont train on Monday 4th.

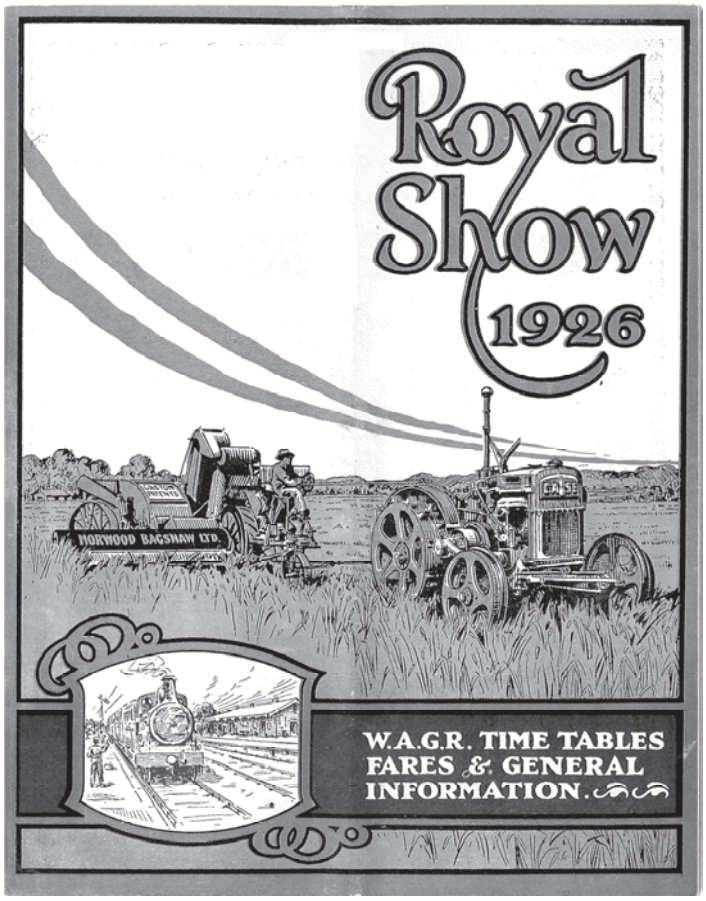
Readers may have noted references to North Fremantle, particularly the ticketing of country passengers to that station. In July 1926 Perth saw severe gales raging for several days and flood waters banked the Swan River to unprecedented heights. As the waters later abated at a terrific rate the northern embankment and one span of both the up and down tracks of the 1895 bridge, some 50 feet, were washed away. As a special gang was on site in case of storm damage traffic was halted before any train could cross. North Fremantle became the terminus of trains from Perth until later in October 1926. Freight trains used the Fremantle – Armadale line. This event will be covered in the next article.

While only the Perth Royal Show is rail served in W.A. in 2014, in 1926 many country shows required special trains and/or train alterations. Below is a table of those shows covered by the *Weekly Notices* of 1926.

Many of these 31 shows were on weekdays rather than weekends and the local town would have had their version of the public holiday that city residents had during the Royal Show.

My thanks to John Young for supplying the timetable, and Don Finlayson whose account of the Fremantle bridge event was published in the March 1990 *Westland.*

Kalamunda, 1 February	Pingelly, 13 October
Denmark, 10 February	Narrogin, 14 & 15 October
Jandakot, 13 February	Wickepin, 19 October
Mount Barker, 3 May	Harvey, 20 October
Meckering, 10 September	Gnowangerup, 20 October
Goomalling, 17 September	Toodyay, 20 October (trains stopped opposite the Showground in the north of the town)
Greenough, 21 September (at Crampton siding on the Midland Railway Co. Line)	Wagin, 22 October
Northam, 21 & 22 September	Kelmscott, 23 October
Northampton, 23 September	Kukerin, 25 October
Kellerberrin, 24 September	Katanning, 28 & 29 October
Geraldton, 28 & 29 September (at Utakarra siding)	Bunbury, 4 & 5 November (on the Bunbury Racecourse / Showground branch railway)
Moora, 29 & 30 September (ticket information only, Moora served by the Midland Rly. Co.)	Mount Barker, 11 November (a second show for the year!)
Wongan Hills, 30 September (and a Field Day on 1 October)	Bridgetown, 17 November
Merredin, 30 September	Donnybrook, 24 November
Kulin, 2 October	Busselton, 3 December
Harrismith, 12 October	



FULCREEM BRAND CAKIES—MAKES 20 CAKES.

WESTERN AUSTRALIAN GOVERNMENT RAILWAYS.

TIME TABLES.

ROYAL AGRICULTURAL SHOW,

CLAREMONT, 6th to 10th OCTOBER, 1926.

TICKET ARRANGEMENTS.

HOLIDAY EXCURSION TICKETS (minimum—3s. First class, 2s. Second class) will be issued to Claremont from stations Chidlow to Swan View, Sawyers' Valley to Greenmount, Karragullen to Bushmead, also from Armadale, Kelmscott, Gosnells, and stations on Jandakot Branch on October 5 to 9 inclusive, available for return on day of issue only.

HOLIDAY EXCURSION TICKETS (Minimum—3s. First class, 2s. Second class) will be issued to North Fremantle, Claremont, or Perth, from all other stations not shown above (including Midland Company's line), except between stations within the Suburban Area, on September 28, and thereafter by trains timed to arrive Perth up to 2·0 p.m. on October 9, available for return until October 12.

Passengers holding Holiday Excursion Tickets may terminate their journey at any Suburban Stations short of destination.

SUBURBAN TICKET ISSUE.—Special Return Tickets, First and Second class, to Claremont, combining the return rail fare plus the admission charge to the Royal Show Grounds, will be issued from all Suburban Stations excepting Perth and North Fremantle, on October 5 to 9 inclusive, and from Perth and North Fremantle on October 5, 7, 8, and 9.

On Wednesday, October 6 (People's Day), Special Return Tickets to Claremont at a special fare of 1s. 3d. Return (no class) plus the admission charge to the Royal Show Grounds, will be issued from Perth and North Fremantle between the hours of 6 a.m. and 3·30 p.m., and during such hours the issue of ordinary single and return tickets to Claremont from Perth and North Fremantle will be entirely suspended.

The admission charge to the Royal Show Grounds will be—

2s. on Tuesday and Wednesday, October 5 and 6.
1s. on Thursday, Friday, and Saturday, October 7, 8, and 9.

Passengers who do not desire the combined rail fare and show admission ticket can obtain ordinary tickets excepting from Perth and North Fremantle on Wednesday, October 6 (People's Day), when a Special Return rail ticket will be issued at 1s. 3d. return (no class) between the hours of 6 a.m. and 3·30 p.m.

TRAIN ARRANGEMENTS.

TUESDAY, SEPTEMBER 28.

KATANNING - TAMBELLUP - ONGERUP SECTION.—Cancellations.—8·30 a.m., Katanning to Tambellup; 10·55 a.m., Tambellup to Borden.

PERISHABLE TRAFFIC.—Perishable traffic for Dartnall-Borden Section will be accepted at Perth, North Fremantle and Fremantle on Tuesday, September 28, instead of Friday and Saturday, September 24 and 25.

WEDNESDAY, SEPTEMBER 29.

ONGERUP - TAMBELLUP - KATANNING SECTION.—Cancellations.—8·0 a.m., Borden to Tambellup; 1·10 p.m., Tambellup to Katanning.

THURSDAY, SEPTEMBER 30.

KATANNING - TAMBELLUP - ONGERUP SECTION.—Additions.—8·30 a.m., Katanning to Tambellup; 10·55 a.m., Tambellup to Borden.

DON'T MISS SEEING PLAISTOWE'S EXHIBIT AT SHOW.

FRESHER GROCERIES

BROADHURSTS QUALITY SERVICE

LOWER PRICES

BRANCHES ALL OVER WESTERN AUSTRALIA

No matter where in this vast State you may reside, the countless advantages of dealing at BROADHURSTS are just as easily attainable to you as though you lived in the city. Every Post-office and Pillar-box is a branch of BROADHURSTS. Post your order to-day — it will receive that thorough, prompt attention for which BROADHURSTS Mail Order Department is famous throughout the West.

WE WELCOME YOUR VISIT TO THIS NOTED FOOD STORE WHEN NEXT YOU ARE IN THE CITY.

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GROCERS · PROVISIONERS · TEA BLENDERS
FRUITERERS · CONFECTIONERS · PASTRY COOKS, Etc.

MURRAY STREET, PERTH

WILSON STREET - KALGOORLIE
HANNAN STREET - KALGOORLIE

THE LARDER OF THE WEST.

PLAISTOWE'S TOFFEE DE LUXE—Made with Milk, Eggs, Butter, and Sugar.

TRAIN ARRANGEMENTS—continued.

FRIDAY, OCTOBER 1.

ONGERUP - TAMBELLUP - KATANNING SECTION.—Additions.—8·0 a.m., Borden to Tambellup, lifting passengers and live stock traffic; 1·10 p.m., Tambellup to Katanning.

MONDAY, OCTOBER 4.

STOCK AND EXHIBITS TRAINS leave Katanning 1·20 a.m., Wagin 3·10 a.m., Narrogin 5·0 a.m., Pingelly 6·55 a.m., Brookton 7·40 a.m., Beverley 8·50 a.m., York 7·50 a.m., Wyalkatchem 1·45 a.m., Dowerin 3·35 a.m., Goomalling 5·0 a.m., Northam 9·10 a.m., Spencer's Brook 10·0 a.m., Mokine 10·15 a.m.; Midland Junction 8·35 a.m., Guildford 9·15 a.m., Brunswick Junction 5·45 a.m., Pinjarra 8·55 a.m.

These trains stop where required for passengers and exhibits.

WYALKATCHEM - NORTHAM SECTION.—Addition.—1·45 a.m., Wyalkatchem to Northam, stopping at all stations and connecting with 7·20 a.m. train, Northam to Perth.

G.S.R.—Alteration.—The 3·30 p.m. train, ex Albany Monday, will leave Albany at 6·35 p.m., running on Sunday's table to Katanning, thence on ordinary table to Perth.

MIDLAND RAILWAY.—Addition.—5·0 a.m., Watheroo to Midland Junction and Perth, stopping at all stations.

TUESDAY, OCTOBER 5.

SUBURBAN.—Additions.—10·30, 11·50 a.m., and 2·20 p.m., Perth to Claremont; additional trains will also run from Claremont to Perth.

MT. MARSHALL BRANCH.—Addition.—3·50 a.m., Lake Brown to Wyalkatchem, stopping at all stations and connecting with 10·17 a.m. train, Wyalkatchem to Northam and Perth.

WEDNESDAY, OCTOBER 6.

SUBURBAN LINE.—The ordinary service will be cancelled and special service of trains will be run between North Fremantle, Perth, Midland Junction, Bellevue, and Belmont, as under :—

NORTH FREMANTLE TO PERTH.—6·11, 6·16, 6·44, 7·4, 7·14, 7·39, 7·59, 8·14†, 8·24, 8·39, 9·4, 9·34, 10·4, 10·34, 10·49 K.E., 11·4, 11·14K.E., 11·24K.E., 11·34, 11·44K.E., 11·54K.E. a.m.; 12·4, 12·14K.E., 12·24K.E., 12·34, 12·47K.E., 12·54K.E., 1·4, 1·14K.E., 1·24K.E., 1·34, 1·44K.E., 1·54K.E., 2·4, 2·14K.E., 2·24K.E., 2·34, 2·49 K.E., 3·4, 3·19K.E., 3·34, 3·49K.E., 4·4, 4·19K.E., 4·34, 4·49K.E., 5·4, 5·19K.E., 5·34, 5·45*, 5·49K.E., 6·0*, 6·4, 6·14*, 6·19 K.E., 6·29*, 6·34, 6·44*, 6·49K.E., 6·57*, 7·4, 7·19K.E., 7·34, 7·49K.E., 8·4, 8·19, 8·34, 9·4, 9·34, 10·4, 10·39, 10·49K.E., 11·4, 11·19, 11·34 p.m.

SUBIACO TO PERTH.—8·42 a.m.

† Karrakatta, Subiaco, and West Leederville excepted. K.E. Karrakatta excepted. * Stops at Claremont, Daglish, Subiaco, West Leederville, and West Perth only.

IN ADDITION SPECIAL TRAINS, AT FREQUENT INTERVALS, WILL RUN BETWEEN CLAREMONT AND PERTH AND NORTH FREMANTLE AFTER SHOW.

PERTH TO NORTH FREMANTLE.—6·0, 6·35, 6·55, 7·10K.E., 7·25, 7·45, 8·0K.E., 8·10K.E., 8·30, 9·5, 9·30, 10·0, 10·15K.E., 10·25K.E., 10·30, 10·45K.E., 10·55K.E., 11·0, 11·15K.E., 11·25K.E., 11·30, 11·45K.E. a.m.; 12·0, 12·7‡, 12·15K.E., 12·23‡, 12·30, 12·45K.E., 12·59‡, 1·0, 1·15K.E., 1·28‡, 1·30, 1·45K.E., 2·0, 2·15K.E., 2·30, 2·45 K.E., 3·0, 3·15K.E., 3·30, 3·45K.E., 4·0, 4·15K.E., 4·30, 4·45K.E., 5·0, 5·15K.E., 5·31, 5·46K.E., 6·1, 6·16K.E., 6·30, 6·45K.E., 7·0, 7·15K.E., 7·35, 8·0, 8·35, 9·0, 9·30, 9·45K.E., 10·0, 10·20K.E., 10·30, 11·0, 11·20K.E., 11·45 p.m.

‡ Claremont first stop. K.E. Karrakatta excepted.

IN ADDITION SPECIAL TRAINS AT FREQUENT INTERVALS WILL RUN, PERTH TO CLAREMONT BETWEEN THE HOURS OF 9·0 A.M. AND 3·0 P.M.

PERTH TO MIDLAND JUNCTION.—6·33*, 6·40, 7·0, 7·33, 8·20, 8·50, 9·45, 10·15, 11·15, 11·45 a.m.; 12·15†, 12·45, 1·0, 1·15, 2·15, 3·15, 4·20, 4·45, 5·15, 5·28, 5·42, 6·0, 6·15, 6·30, 6·45, 7·0, 7·15, 7·45, 8·15, 8·45, 9·15, 9·45, 10·52†, and 11·20 p.m.

* Maylands first stop. † Bayswater first stop.

PERTH TO BAYSWATER.—7·58 a.m.; 12·5 and 10·40 p.m.

MIDLAND JUNCTION TO PERTH.—6·0, 6·32, 7·15, 7·26. 7·50, 8·15, 9·0, 9·30, 10·5, 10·23, 10·53, 11·20, 11·53 a.m.; 12·23, 12·53, 1·23, 1·38, 1·53, 2·53, 3·53, 5·12, 5·32, 5·55, 6·9, 6·23, 6·38, 6·53, 7·15, 7·23, 7·40, 8·0, 8·23, 8·53, 9·34, 9·53, 10·34, 11·30 p.m.

BAYSWATER TO PERTH.—8·26, 10·55, 11·25 a.m.; 12·26 and 11·0 p.m.

PERTH TO BELLEVUE.—6·40, 7·10‡, 8·20 a.m.; 1·0, 1·15, 4·20, 5·42, 6·30, 7·10‡, 8·40‡, 8·45, 9·45, 10·52, and 11·20 p.m.

‡ Midland Junction first stop.

BELLEVUE TO PERTH.—7·5, 7·22, 8·1, 8·22, 10·0, 10·26 a.m.; 12·41, 1·45, 5·25, 5·55, 6·30, 7·10, 9·30, and 10·30 p.m.

PERTH TO BELMONT.—5·45, 6·40, 7·42, and 9·12 a.m.; 12·20, 1·5, 6·40, and 10·55 p.m.

BELMONT TO PERTH.—6·37, 7·12, 8·28, and 9·55 a.m.; 12·53, 1·40, 7·7, and 11·26 p.m.

EASTERN LINE.—Addition.—8·40 p.m., Perth to Northam, stopping at all stations, Midland Junction to Northam.

MUNDARING BRANCH.—Alterations.—11·25 a.m. and 4·15 p.m., Mundaring Weir to Midland Junction, will be extended to Perth. The 1·35 p.m. train, Midland Junction to Mundaring Weir, will leave Midland 1·55 p.m. and run 20 minutes later throughout. 5·27 p.m., Perth to Sawyers' Valley, will leave Perth at 7·10 p.m.

UPPER DARLING RANGE BRANCH.—Alterations.—5·56 p.m., Midland Junction to Pickering Brook, will leave at 7·45 p.m., connecting with 7·10 p.m., ex Perth, and be extended to Karragullen, 8·10 p.m., Goods car attached. Pickering Brook to Midland Junction, will run from Karragullen, leaving there at 10·20 p.m., and will not have a connection to Perth.

SOUTH-WESTERN LINE.—Additions.—8·55 a.m., Pinjarra to Perth; 8·25 p.m., Perth to Brunswick Junction (stopping where required between Armadale and Brunswick Junction). Alteration.—11·45 a.m., Armadale to Perth, will leave at 11·48 a.m., and run as tabled on Saturdays.

JANDAKOT LINE.—Alterations.—6·15 p.m., Fremantle to Armadale, will leave Fremantle at 7·0 p.m.; 6·15 p.m., Goods Car attached, Armadale to Fremantle, will leave Armadale at 6·50 p.m., and arrive Fremantle 8·55 p.m.

SEE PLAISTOWE'S WORKING EXHIBIT AT SHOW.

PLAISTOWE'S TRIPLE BLEND COCOA—Used in the Government Hospitals of W.A.

TRAIN ARRANGEMENTS—continued.

THURSDAY, OCTOBER 7.

ADDITIONAL TRAINS WILL RUN BETWEEN PERTH AND CLAREMONT AND NORTH FREMANTLE AND CLAREMONT.

RETURN STOCK SPECIALS leave Claremont for Great Southern Line at 9·0 p.m., Eastern and Northern Lines at 9·40 p.m., and for South-Western at 10·5 p.m.

FRIDAY, OCTOBER 8.

RETURN STOCK SPECIAL will leave Claremont at 10·C a.m. for Suburban and Midland Railway Company's Lines.

MT. MARSHALL BRANCH.—Addition.—5·30 p.m., Wyalkatchem to Lake Brown, connecting with 7·10 a.m., ex Perth, and 11·25 a.m., ex Northam.

SATURDAY, OCTOBER 9.

ADDITIONAL TRAINS WILL RUN BETWEEN PERTH AND CLAREMONT AND NORTH FREMANTLE AND CLAREMONT.

E.G.R.—Addition.—9·40 p.m., Express, Perth to Merredin, conveying passengers for stations Northam to Merredin and Branch Lines inclusive.

MONDAY, OCTOBER 11.

E. and G.S.R.—The 4·0 p.m., Perth to Albany, will run in two divisions, the first leaving at 4·0 p.m., conveying passengers for all stations to Northam and Narrogin, the second, leaving Perth at 4·40 p.m., will run through to Narrogin, and stop all stations thence to Albany. Passengers from stations, Bellevue to Cuballing inclusive, travelling to stations beyond Narrogin, must travel to latter station by first division.

TUESDAY, OCTOBER 12.

Alteration.—9·15 a.m., Motor Coach, Albany to Denmark, will leave Albany at 9·45 a.m., connecting at Elleker with 4·40 p.m., ex Perth (Monday).

By Order,

C. S. GALLAGHER,
Chief Traffic Manager.

Perth, September, 1926.

t 538/26 By Authority: FRED. WM. SIMPSON, Government Printer, Perth.

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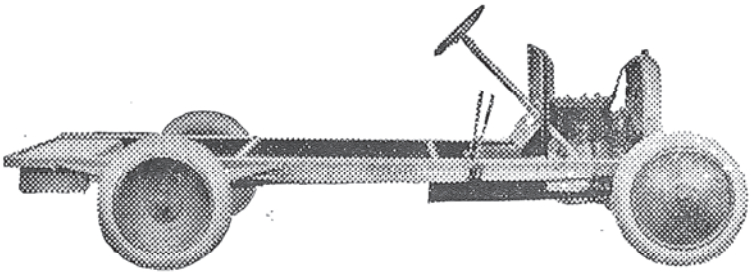

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W.A. AGENT

E. J. DAVEY, 832 HAY ST., PERTH.

The 1926 North Fremantle railway bridge collapse – and 88 years on!

DAVID WHITEFORD

IN NO YEAR ON RECORD, *so far as the railways are concerned, has there been such extensive damage due to different parts of the system through floods and washaways. In July, 1926, very heavy rains fell over practically the whole of the South Western portion of the State and were responsible for extensive washaways.*" So said the 1926-7 W.A. Government Railways' *Annual Report*. On 22 July the most severe incident was the collapse of the North Fremantle railway bridge, cutting Fremantle off from direct rail communication with Perth. Fortunately the Fremantle – Jandakot - Armadale railway was available for freight traffic and passengers were catered for by a limited ferry from Fremantle to the north wharf linking with trains.

The collapsed bridge was the second rail bridge to cross the Swan River at Fremantle. The first was available for construction traffic on 31 August 1880 as the Fremantle – Perth – Guildford railway was being built. For duplication and heavier locomotives, the second bridge opened on 5 November 1895. Ironically the 1925-26 Railways' *Annual report* covered plans for a new bridge, possibly a combined road-rail one, with tram tracks and a lifting span for shipping. The July 1926 collapse meant urgent restoration was required and the Commissioner of Railways said in his 1927 report "The question of a new steel railway bridge at Fremantle is still in abeyance, but the order of its urgency has in no way diminished. While the re-constructed portion of the old bridge is in very good condition the whole structure is antiquated and the annual cost of maintenance is becoming increasingly and excessively heavy." However this bridge was not replaced until 1964 when a new bridge with dual gauge tracks was opened as part of the standard gauge project.

After the collapse

Weekly notice 31, 1926 (week ending August 6) was the first issued after the collapse and has surprisingly little about train arrangements. Its cover contains the 31 July Helena Vale races timetable with the horse train travelling from Fremantle and South Beach to Helena Vale (on a short branch from Bellevue, near Midland) via Armadale, Perth and Bayswater (where horse boxes from Belmont were attached). The journey from Fremantle to Helena Vale was 3 ½ hours compared to 1 hour 40 minutes from South Beach to Helena Vale via the main line. Subsequent race trains to meetings at Belmont Park / Goodwood (Armadale line between East Perth and Rivervale), Belmont (Ascot Racecourse) and Canning Park (short branch near Maddington, Armadale line) all ran via Jandakot and Armadale until the bridge was reopened.

The next bridge related item was headed "Closing of North Fremantle Bridge – freight charges to and from Fremantle and Jandakot line stations, via Armadale." All traffic between Fremantle or Jandakot line stations and any point on the system must be charged mileage via the route the traffic was hauled, but the extra charge consequent on the increased mileage via Armadale was not to exceed 4s per ton. Considering the reasons, and happening at a time when the *Annual report* was continually referring to motor truck competition, this seems a strange move and one to alienate consignors. In *Weekly notice* 39 freight from North Fremantle to South West stations gained similar charges. *W/n* 32 included a goods train timetable for Fremantle – Perth via Armadale with a list of many cancellations on the North Fremantle – Midland Junction line. There were sur-

prisingly few additional trains via Jandakot.

W/n 33 has the North Fremantle – North Mole passenger train instructions and timetables. Monday – Friday there were 12 trains to the Mole and 13 from. Saturday had 13 each way and there was no Sunday service.

However from Thursday 19 August the ferry connections with the final 4pm M-F trains to and from North Mole were discontinued and presumably the connecting trains also ceased. The ferry was an adapted service based on the established cross harbour service provided for port workers and not the general public. Newspaper accounts indicate that the ferry / rail connection service was provided for season ticket holders rather than passengers purchasing on the day of travel. They had the options of travelling between North Fremantle and Fremantle by private buses or the municipal tramway, and could continue through to Perth by bus. On Thursday 23 September North Fremantle was the starting point for a 'fast mixed' to Northam Racecourse on the Goomalling line. The departure time of 7.55am probably precluded a start from Fremantle due to the additional hour and 40 minutes required to just reach Perth via Jandakot.

The Royal Agricultural Show was held at Claremont Showgrounds October 5 to 9 inclusive. North Fremantle, of course, was terminus for an intensive passenger service on the 6th and 7th when a public holiday was held. (see previous article).

The bridge re-opens

W/n 42 week ending 22 October 1926 was the first published following re-opening of the bridge. The horse train to the Helena Vale races, 16 October, was the first race train to run over the bridge. Further on in that issue was advice that #200 newspaper train, 4.30am ex Perth, had re-opened the North Fremantle Bridge on Tuesday 12 October. Only the Down main line was available, single line electric staff operating from East Fremantle Junction to North Fremantle. Ordinary Working time table services were resumed and all specials including North Mole trains were cancelled. In addition to the *Weekly notices*, Special train notice #2 was issued on 29 July. Unfortunately no known set of these survives. Fremantle passengers who had purchased seasonal tickets to and from North Fremantle could use these tickets at no extra cost until 31 October but for tickets expiring after that date a prorate charge from 1 November to expiree date would be charged.

On Monday 22 November electric staff over the bridge was replaced by semi-automatic signalling.

While a new steel bridge was not to be built, an entirely new Up structure (with the exception of two reconditioned 50 foot spans) with rolled steel jousts throughout, decked, and ballasted, supported by timber piers, was built and was opened on 22 April 1928. Single line working had operated for 18 months. *"The reopening of this line has greatly facilitated train movements, and will obviate a recurrence of the delays that occurred in the busy season"* (Commissioner's 1928 report).

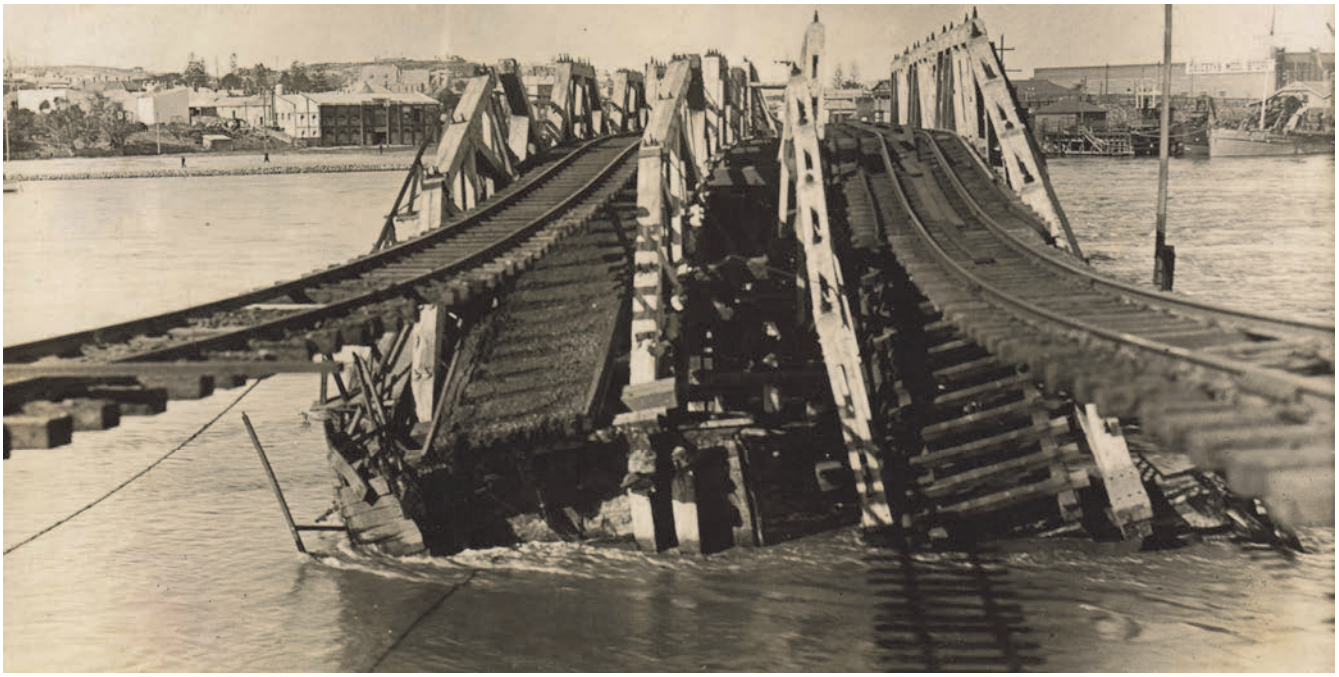
And 88 years on...

As this article was nearing completion history, of a sort, almost repeated itself. In the early night of Sunday 17 August, 2014 storms hit Fremantle and a container ship broke its moorings and floated against the Fremantle railway bridge (as it is generally now called). Electric power was immediately cut, the nearest train being one station away according to a Transperth spokesman. The bridge did not collapse but required inspection and some repairs. All services between Fremantle and North Fremantle on Monday 18th were cancelled, North Fremantle once again being the suburban terminus due to bridge problems. Initially the disruption was expected to last *"at least a week while the damage is repaired"* (Transperth notice) but the following Friday (22nd) it was announced it would now be at least Monday 1st September before services were restored.

But unlike 1926 there was no ferry service! Train replacement buses frequently operated between Fremantle and North Fremantle for all passengers and with integrated fares. Existing bus routes 98, 99, 103 and 107 were also promoted as linking the two stations.

Services did resume over the bridge from the first timetabled train on Monday 1st September after three weeks, unlike 1926 when the bridge was closed for almost three months – although one wonders if—if more serious repairs were required—such expedient re-opening would be possible in 2014.

Freight services were also cancelled in 2014. At least one daily return standard gauge container service runs to North Quay. There is no alternative standard gauge route on the north side of the Swan River and although the North Quay line has been built to dual gauge it has never been used by a narrow gauge train and n.g container rolling stock is not available.



Silliest timetable on the planet

GEOFF LAMBERT

It is 2130 on a winter's night at Nambucca Heads Railway Station. All is quiet and dark—then! The lights come on! Cars begin to arrive at the station and they disgorge passengers for the Brisbane train. Then a bus rumbles into view and comes to a stop amid a sigh of air brakes. The Brisbane passengers are herded onto the bus and, at 2150 it departs. For Brisbane? No. For Macksville! More passengers arrive– this lot want to go to Sydney. Have they just missed the bus? No– they are waiting for the Sydney XPT.

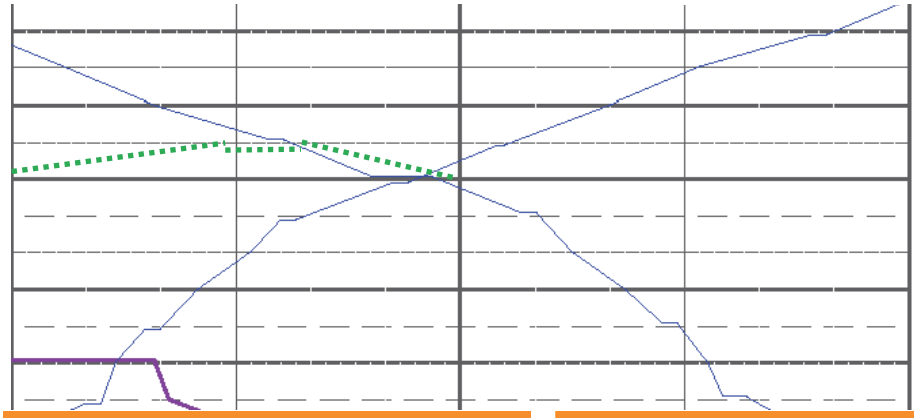
Meanwhile, down at Macksville, passengers are also milling about. They too are bound for either Sydney or Brisbane. Into this melee comes the bus with the folk from Nambucca. An XPT headlight appears from the south and the train draws to a stop. The Brisbane-bound passengers board it and it departs. Some of the passengers form Sydney clamber onto the bus and, 11 minutes later, it too departs.

At Nambucca, the waiting passengers hear an XPT approaching–it is coming from the wrong direction- northbound! It creeps through the station, headlight dimmed, and comes to a stop within sight of those on the platform. On board, the passengers who arrived at Nambucca to catch this train nearly 90 minutes ago are just settling down to sleep in the darkened carriages. They have advanced a mere 8 metres for an effective velocity of 0.0053 kph!

The southbound XPT lumbers in and stops at the platform. As the Sydney passengers board it, they hear the Brisbane train hoot and depart. Then they too are on their way. As both trains disappear around the bends, the bus from Macksville pulls into the station. Its passengers clamber down into cars, the bus departs, the lights go out and quiet returns to the North Coast.

The graphical timetable and the PTT which chart these shenanigans appear below (the bus is in green) .

Please explain!



Sydney (Central) – Macksville – Nambucca Heads

Destination	Brisbane (T)	Nambucca Heads (C)
Days of Operation	Daily	Daily
Service No.	031	185
Sydney (Central)	14:41	
Strathfield	u14:53	
Hornsby	u15:20	
Gosford	u16:01	
Wyong	u16:16	
Fassifern	u16:46	
Broadmeadow	17:04	
Maitland	17:27	
Dungog	18:11	
Gloucester	a19:04	
Wingham	a19:53	
Taree	20:08	
Kendall	a20:54	
Wauchope	21:13	
Kempsey	21:52	
Eungai	…	
Macksville *arr*	a22:34	
Connection		
Macksville *dep*		22:45
Nambucca Heads		23:05

Nambucca Heads – Macksville – Brisbane (Roma St)

Destination	Macksville (C)	Brisbane (T)	Tweed Heads (C)	Surfers Paradise (C)
Days of Operation	Daily	Daily*	Daily	Daily*
Service No.	186	031	161	163
Nambucca Heads *dep*	21:50			
Macksville *arr*	22:20			
Connection				
Macksville *dep*		a22:34		
Nambucca Heads		…		
Urunga		a23:08		
Sawtell		a23:27		
Coffs Harbour		23:35		
Grafton		00:49		
Casino *arr*		02:19		
Connection		…		
Casino *dep*		…	02:35	02:36
Tweed Heads		…	05:48	…
Surfers Paradise		…		05:26
Kyogle		a02:46		
Brisbane (Roma St)		04:53		

* During NSW Daylight Savings, services will arrive and depart QLD locations 1 hour earlier than shown.