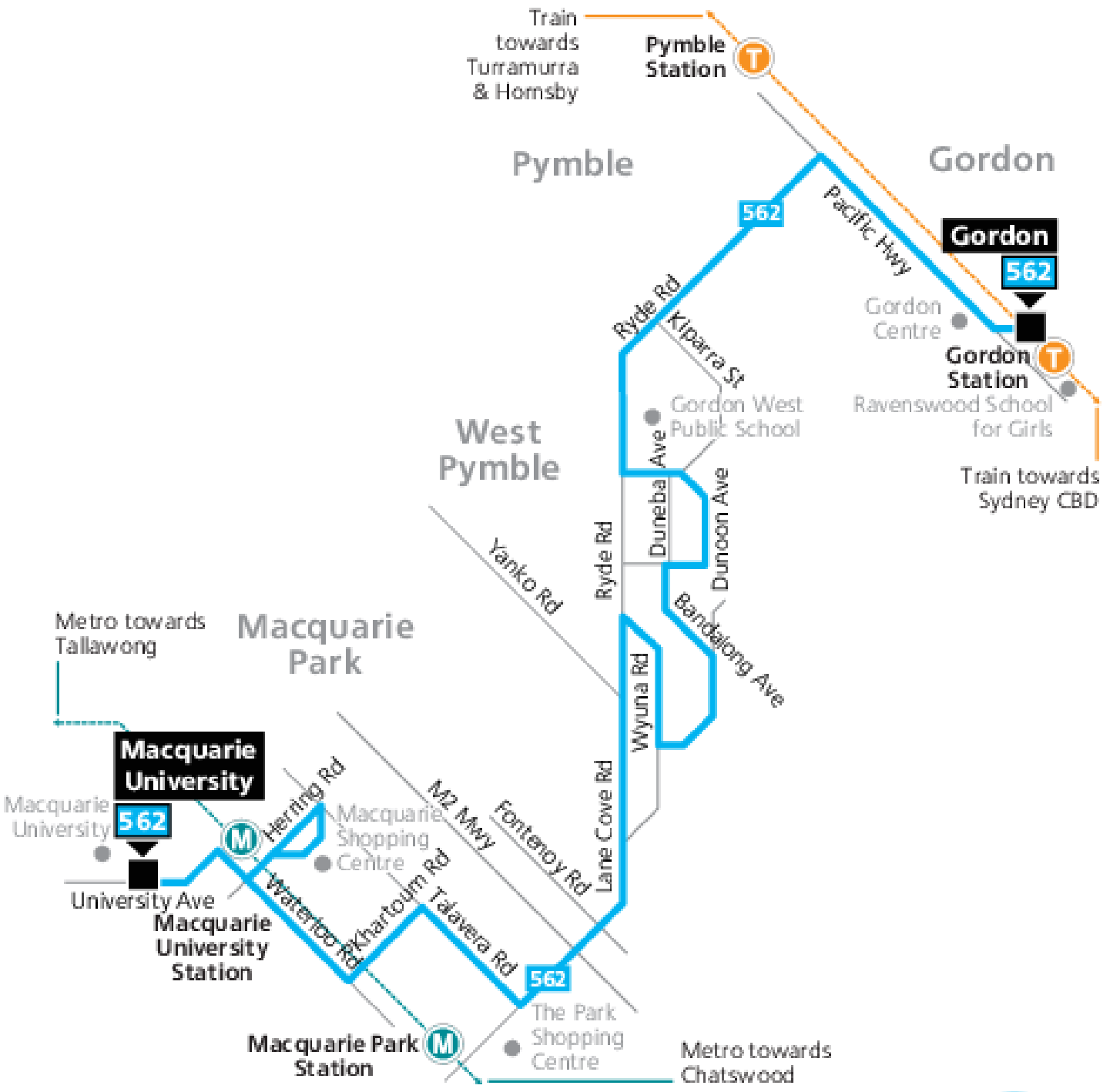
The Times

August 2022

A journal of transport timetable history and analysis



Route 562

B

Inside: It's a long way to Marble Bar
Cemetery Trains in W.A.
Mess on the North Shore
More on Canberra

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The Times

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Editor Geoff Lambert 179 Sydney Rd FAIRLIGHT 2094 NSW email: thetimes@timetable.org.au

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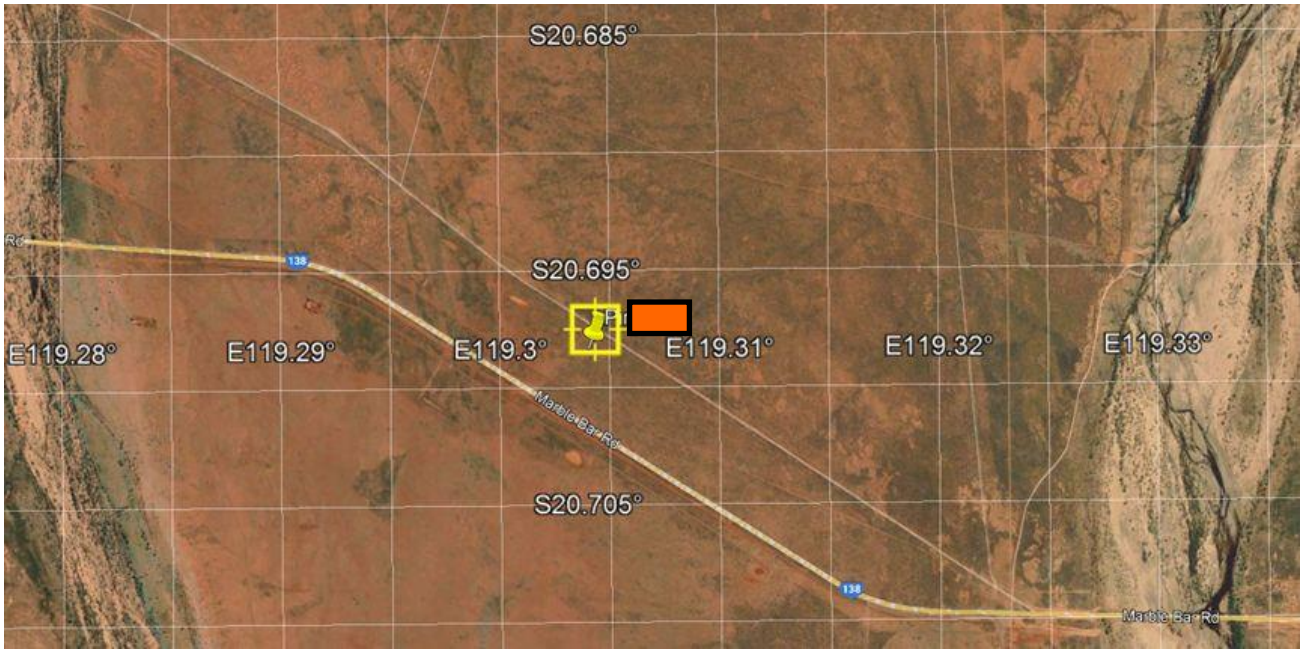


- A now unnamed spot on a Google Earth map.
- Where is the mapping pin?
- Can you recognise it?
- Can you find it in a timetable?
- What happened here?
- Go to page 3

Well, it's a long way away

DAVID HENNELL

GOVERNMENT RAILWAY LINES or systems that are isolated by geography or gauge are often largely overlooked by the powers that be and, consequently, develop a life and identity of their own. Classic examples include Cooktown to Laura in Queensland, the Eyre Peninsula lines in South Australia, Commonwealth Railways' North Australia Railway (one could argue that the entire CR system was in this category!), Bellerive to Sorell in Tasmania, Hopetoun to Ravensthorpe in Western Australia and Moe to Walhalla in Victoria. Private lines were unique in their various ways, too.

WAGR's Port Hedland to Marble Bar line is definitely in this category but deserves its inclusion for another – and rather bizarre – reason as well.

Port Hedland is located on the Western Australian Pilbara coast many, many miles north of Perth but fewer nautical miles and a lot more kilometres. During the life of the Marble Bar railway, the only practical access to Port Hedland from Perth was by sea as road travel over these distances was mostly very slow, tedious and rather difficult. Aviation was very much in its infancy for much of the time although it made great strides during World War II.

Just to set the scene:-

- the railway ran from the jetty at Port Hedland generally in a south easterly direction;
- 114 mi 32 ch (184.1 km) from Port Hedland station to Marble Bar;
- it was completed by 30th June 1912 and traffic commenced on 1st July 1912 [although no timetable appears to have been issued at this time—Proof reader comment];
- the formal opening occurred on 15th July 1912;
- after an unadventurous life – if you overlook many severe washaways due to flooding, its inland terminus being one of the hottest places in Australia, a reasonably benign World War I and an anything but benign World War II thanks to Japan – the last train ran on 27th October 1951;
- formal closure occurred on 31st October 1951 and WAGR transferred ownership to the Public Works Department. The section Port Hedland to Shaw River was used by the PWD for water trains until May 1953.

The public timetable illustrated (page 3, upper) is dated 16th December 1946 and the cover date of the working timetable (lower) is 1st May 1950 although it is believed to have been held back until 15th May 1950 as the PTT with the 1st May date includes the

Table 42. PORT HEDLAND-MARBLE BAR RAILWAY.

Height above Sea.	Miles from Pt. Hedl'd.	STATIONS.	Tues. only.			STATIONS.	Wed. only.
Feet.			a.m.				a.m.
29	...	PORT HEDLAND ... dep.	8 0	...	...	MARBLE BAR ... dep.	8 30
64	12	Pippingarra ... ... „	8a41	...	...	Eginbah ... ... „	9a44
124	20	Pundano ... ... „	9a18	...	...	Coongan ... ... „	10a22
221	31	Strelley ... ... „	9a55	...	...	Warralong ... ... „	11a49
240	53	Carlindi ... ... „	11a 9	...	...		p.m.
	57	Pin Pin ... ... „	a	...	...	Shaw River ... ... „	12a15
263	59	Shaw River ... ... „	11a38	...	...	Pin Pin ... ... „	a
274	64	Warralong ... ... „	11a59	...	...	Carlindi ... ... „	12a39
			p.m.			Strelley ... ... „	1a53
406	89	Coongan ... ... „	1a41	...	...	Pundano ... ... „	2 25
433	94	Eginbah ... ... „	2a 8	...	...	Pippingarra ... ... „	3a 7
602	114	MARBLE BAR ... arr.	3 12	...	...	PORT HEDLAND ... arr.	3 43

The above Service is subject to alteration without previous notice being given.

Kodak Film and Kodak Prints are matched Kodak Products.

Kodak Film makes every Camera a better Camera.

PORT HEDLAND-MARBLE BAR.

DOWN. UP.

Miles from Pt. Hedland.	STATIONS.	1 Fast Mxd. Tu.			STATIONS.	2 Fast Mxd. W.		
M. C.		a.m.				a.m.		
...	PORT HEDLAND† dep.	8 0	...	...	MARBLE BAR ... dep.	8 30	...	...
11 45	Pippingarra* ... „	8a41	...	...	Eginbah ... ... „	9a44	...	...
20 24	Pundano* W ... „	9a18	...	...	Coongan ... ... „	10a22	...	...
30 40	Strelley* ... ... „	9a55	...	...	Warralong ... ... „	11a49	...	...
53 14	Carlindi* ... ... „	11a 9	...	...		p.m.		
57 8	Pinpin* ... ... „	a	...	...	Shaw River ... „	12a15	...	...
59 0	Shaw River* W ... „	11a38	...	...	Pinpin ... ... „	a	...	...
64 1	Warralong* ... „	11a59	...	...	Carlindi ... ... „	12a39	...	...
		p.m.			Strelley ... ... „	1a53	...	...
88 65	Coongan* ... ... „	1a41	...	...	Pundano ... ... „	2 25	...	...
94 0	Eginbah* W ... „	2a 8	...	...	Pippingarra... ... „	3a 7	...	...
114 32	MARBLE BAR*† W arr.	3 12	...	...	PT. HEDLAND ... arr.	3 43	...	...

NOTE.—This Service is subject to alteration without previous notice being given.

15th May alterations and there were WTT changes notified in May issues of Weekly Notice. The 14-day postponement had no effect on our line whatsoever.

Now, it's your turn to spot the bizarre difference between the extracts, normal differences between WTTs and PTTs aside.

| [reading, exploration and thinking space here]

|Congratulations on spotting the different spelling of one of the station names!

At least WAGR was consistent. All the WTTs that I've seen spell it as one word and all the PTTs show it as two words.

Pinpin was the last new station on the Port Hedland to Marble Bar railway, having opened on 1st December 1936. Perhaps Santa came a little early so as to avoid the worst of the area's heat. 57 mi 8 ch converts to 91.9 km.

WAGR WTT symbols:-

† staff and ticket station (it's not called train staff and ticket here and just how often were staff tickets issued?)

* unattended

a stops to pick up or set down passengers when required (and, presumably, shunt where necessary)

W locomotive watering station

The note "*This Service is subject to alteration without previous notice being given.*" covers delays to shipping, cyclones, floods and many other contingencies. The wording is slightly different in the PTT.

60 ft turntables were provided at both termini and there was a private siding for the Port Hedland Road Board at 77 mi 0 ch from 1935.

Only single tickets are issued.

PASSENGER AND PARCELS RATES—PORT HEDLAND RAILWAY.

PASSENGER FARES.—First Class, 3d. per mile; second class, 2d. per mile. Children under 14 years of age, half-fare; under 5 years of age, free. Only single tickets are issued.
Scale of Charges for the conveyance of Parcels, Excess Luggage, etc., by Mixed trains (minimum 9d. per packet).

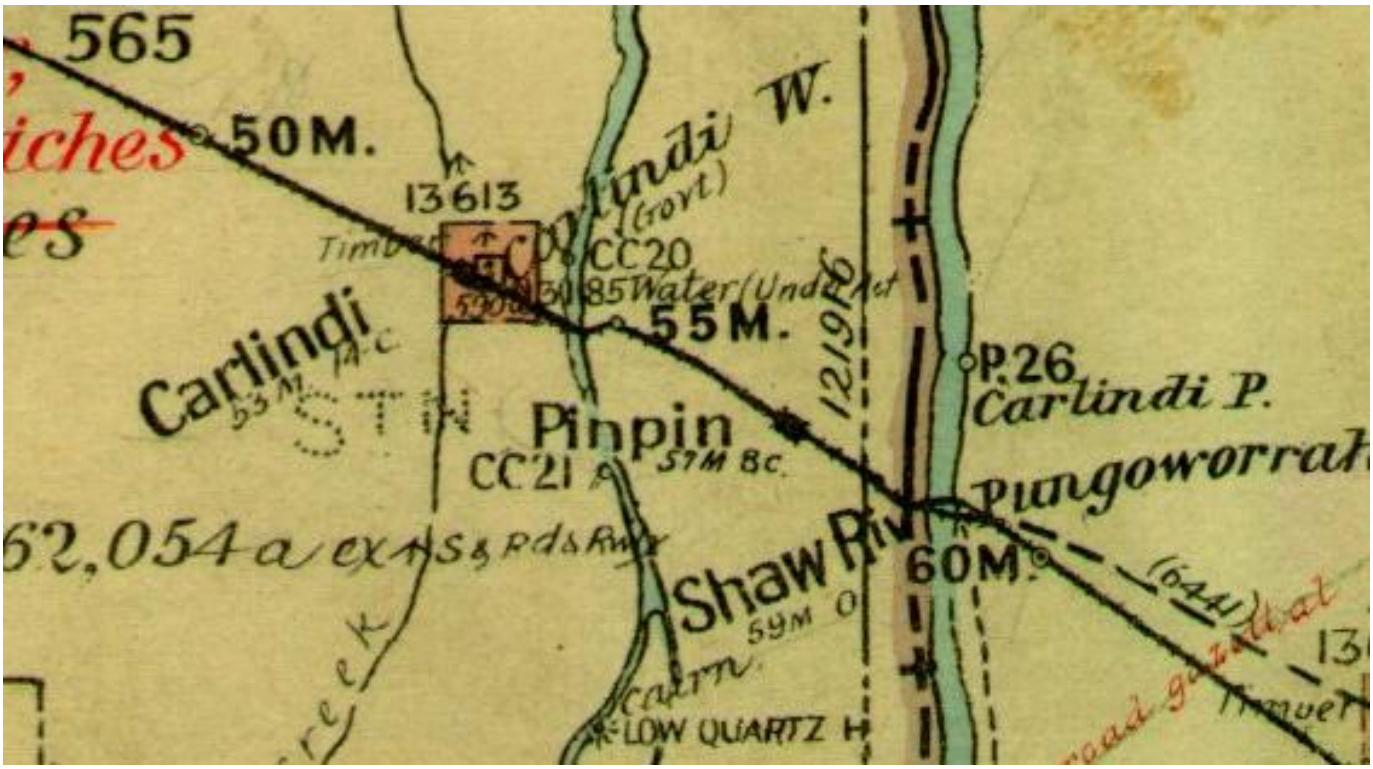
Miles.	3lbs. and under.	Over 3 and up to 7lbs.	Over 7 and up to 11lbs.	Over 11 and up to 14lbs.	Over 14 and up to 28lbs.	Over 28 and up to 42lbs.	Over 42 and up to 56lbs.	Over 56 and up to 70lbs.	Over 70 and up to 84lbs.	Over 84 and up to 98lbs.	Over 98 and up to 112lbs.	Each additional 28lbs. or part thereof.	Miles.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	
15	0 9	0 9	0 9	0 9	1 3	1 6	2 6	2 3	2 9	3 0	3 6	0 2	15
25	0 9	0 9	1 3	1 6	2 3	3 0	3 9	4 3	4 6	5 3	5 9	1 3	25
50	0 9	1 3	1 6	2 0	2 9	3 9	5 0	5 3	5 9	6 6	7 3	1 6	50
75	1 3	1 6	2 0	2 9	3 6	4 6	5 9	6 0	6 9	7 6	8 3	2 0	75
100	1 3	1 6	2 3	3 0	3 9	5 0	6 0	6 3	7 6	8 9	9 6	2 3	100
125	1 3	1 6	2 9	3 6	4 3	5 9	7 3	7 3	8 3	9 6	11 0	2 9	125

Bread, butter, eggs, fish, fruit, meat, articles of or like nature, and all vegetables, will be charged half the above rates (minimum 9d per package.)
Ice will be charged one-quarter the scale rates above (minimum charge 9d. per package).
Bicycles, perambulators and go-carts and H.C.D. traffic will be charged at the rates shown under the respective headings in the Coaching Rates Book, plus 50 per cent.
LIVE STOCK AND GOODS are carried at charges and under conditions specified in the Goods Rates Book.
Goods and Parcels must be consigned under Platform and Siding Conditions and freight prepaid.

76 THE BEST BREAKFAST FOOD—"AVENA" ROLLED OATS—BAGS AND PACKETS.

The information included for the benefit of the public is of interest. The non-issue of return tickets [extract, above] isn't much of a fare penalty as normal return fares in Western Australia at the time were charged at double single less 4d (2nd class) or double single less 6d (first class) for all journeys of 10 mi (16 km) (*i.e.* Perth to Midland Junction) or more – yes, even up to Perth to Wiluna via Wongan Hills at 709 mi (1141 km). Kodak was a good supporter of the railways in various states.

Port Hedland was a long way away from Perth then, and still is now. So far away that probably no-one noticed or, if they did, cared.



David Whiteford says: *Pinpin was named for Pinpin Creek, an alternative name for the east branch of the Strelley River, the new siding being close to the east side of the river / creek.* **The Editor says:** Placenames (presumably Indigenous names) starting with "Pin" are pretty much confined to Western Australia … but NOT confined to the East Pilbara Shire in which Pinpin was located. Indeed a "Pin Pin Road" can be found in Beermullah, just north of Perth. The East Pilbara was the land of the Ngarda-Ngarli-Yamdu peoples, but there is no written evidence that they gave the name Pinpin to this spot. The doubling up of Indigenous names [Pin Pin or Pinpin] is Australia-wide and seems to have been a way of intensifying or emphasising the attributes of a place.

Cemetery Train Services In Western Australia

DAVID WHITEFORD

TRAIN SERVICES TO CEMETERIES have likely been around for almost as long as passenger trains, and in Australia there have been some notable branches and stations to serve them. New South Wales and Victoria, as examples, had Rookwood, Sandgate, and Kew.

Western Australia did not have any cemetery branch but railway operations were important, particularly to the Perth Metropolitan Area's principal Karrakatta cemetery on the Perth to Fremantle suburban railway line. After the Swan River colony was founded in 1829, the earliest metropolitan cemeteries were close to the main Perth and Fremantle town sites. The first suburban railway opened between Fremantle, Perth and Guildford in 1881 but it wasn't until 24 April 1899 that the Karrakatta Cemetery was opened.

A rail service to Karrakatta had been established in 1896 following the establishment of a reserve for defence purposes less than quarter of a mile from the railway. Forty-two acres were cleared for a camp and a 1,000 yard long by 10 chains wide strip became a rifle range. The first military camp was early in April 1896 and the first use of a landing for training and detraining the troops at Karrakatta was on 2 April. This will be the subject of an article in its own right.

In June 1896, land sales began in the area with block sizes ranging from five to twenty acres, while on 30 June there was an inspection of sites at Subiaco and Karrakatta for a prospective cemetery. By the end of the year, picnic trains were being run to Karrakatta, an example being the combined Roman Catholic Schools picnic at the encampment ground on Wednesday 7 October. Karrakatta was also a scheduled stop for a few designated trains each week.

In 1897, the railway between Fremantle and Midland Junction was duplicated. Karrakatta station was

THE ENTRANCE GATES AND CARETAKER'S LODGE.

moved nine chains nearer to Fremantle with up and down platforms provided at the new site. A siding there was opened in March.

Karrakatta was decided upon as the site for Perth's new cemetery and it was opened on 24 April 1899 with the first interment being Robert Creighton, late of Waroona, who had died from typhoid at the Perth Hospital. The funeral train was used for the first time. To provide for funerals, the W.A. Government Railways converted a six wheeled first class brake car (AC 7) into its only funeral car, AO 7. The car had a 12 passenger compartment and a combined guard / coffin compartment. With little use by then for a funeral car, AO 7 was converted to brakevan Z 5006 in 1930 and finally written off as Z 29 in 1973.

In early years, two train slots were available daily from Perth. Applications for the train to run had to be made by the Secretary of the Karrakatta Cemetery Board to the District Superintendent, Perth, not later than 10am for the afternoon train, Sunday inclusive, and 4.30pm, the previous day for the morning train. A minimum charge for each funeral train was £3. Initial fares were 1s return each passenger and 10s each corpse.

In October 1907 the rates for passengers and corpses were the same, but the minimum charge for a train was down to £2.

Weekly notice 17 of 22 April 1899 noted that commencing at once the 4.15pm funeral train ex Karrakatta will arrive in Perth at Platform No. 6. But this notice from the very next Weekly notice (18 of 1899 page 8) refers to all trains arriving at the Horse Dock

Funeral Trains.

KARRAKATTA CEMETERY.

From Perth to Karrakatta Cemetery the rates are:—

Corpse	10s.
Passenger Fares	1s. Return.

Applications for the train to run must be made by the Secretary of the Karrakatta Cemetery Board to the District Superintendent, Perth, not later than 10 a.m. for the afternoon train, Sunday inclusive, and 4·30 p.m. the previous day for the morning train.

Corpses will not be received for conveyance unless a Medical Certificate be produced setting forth that death was not caused by any infectious or contagious disease.

Minimum charge for each Funeral Train to Karrakatta, £3.

Government Gazette 22 August 1899 page 2654.

Commencing at once.

All up Funeral Trains will arrive Perth at the Horse Dock Platform. Signalmen to specially note.

Down and up Funeral Trains will only stop at intermediate Stations, if required, to pick up or set down passengers respectively.

Platform.

On Wednesday 18 April 1900, there were two funeral parties conveyed by the 3pm funeral train from Perth's Roe Street (Funeral) platform, indicating that by then there was special provision for the train – or was this the Horse Dock in disguise? Certainly, newspaper notices for funeral trains were referring to the Funeral platform, Roe Street even before the first train was run.

The 1900 notice (below) for race trains at what was later known as Ascot Racecourse (and the terminus as Belmont) tells us that there was a crew and locomotive roster for funeral trains as one return working from Perth to Racecourse was to be worked by the engine of the Karrakatta funeral train.

The funeral train did not have to start in Perth and there are newspaper accounts of the train commencing from Smith's Mill (later Glen Forrest,

Special Trains: Fremantle, Perth & Racecourse.

Monday, October 22.

STATIONS.	A1 Pass	A3 Pass	A5 Pass	A7 Pass.	A9 Pass.	A 11 Empty*
Leave Perth from Platform No.	6	6	6	7	7	7
	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Fremantle ... ... dep	...	11 35 Stop all Stations p.m.	...	...	...	...
Perth ... ... arr	...	12 13	...	...	...	...
„ ... ... dep	11 50	12 20	12 35	12 45	1 45	4 30
East Perth ... ... dep	11 53	12 23	...	...	...	...
Maylands ... ... dep	...	...	...	...	...	...
	p.m.					
Bayswater ... ... dep	12 2	12 32	...	...	...	...
Racecourse ... ... arr	12 8	12 38	12 51	1 1	2 1	4 46

Special Trains: Fremantle, Perth and Racecourse *(continued)*

STATIONS.	B2 Empty	B4 Empty	B6 Pass*	B8 Pass.	B10 Pass.	B12 Pass.
	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Racecourse ... ... dep	12 13	12 55	5 27	5 35	5 45	6 10
Bayswater ... ... dep	...	...	5 34	5 41	5 51	6 16
Maylands ... ... dep	...	...	...	...	...	...
East Perth ... ... dep	...	...	5 43	5 50	6 0	6 26
Perth ... ... arr	12 30	1 11	5 46	5 53	6 3	6 28
„ ... ... dep	...	...	...	5 55 Stop all stations	...	...
Fremantle ... ... arr	...	...	...	6 33	...	...
Arrive Perth Platform No. ...	7	7	7	2	7	7

* **A11** and **B6** to be worked by engine of Karrakatta funeral trains.

Weekly notice 43 1900.

on the Mundaring line) on 17 July 1916 and from Midland Junction in December 1919.

People attending two funerals advertised for Tuesday 7 December 1920, were asked to take the 3pm trains from Perth or Fremantle. These were permanent timetabled all stations trains. The notice for a third funeral that afternoon said that the funeral was to leave the York Road, Greenmount, residence at 1.15pm, proceed to Midland Junction railway station thence by funeral train to Karrakatta. Friends attending may travel by train leaving Midland Junction at 1.50pm. This indicates that the coffin and at least immediate family were travelling by a special funeral train, while the 1.50pm train was an all stations to Fremantle timetabled train [right].

One of the last mentions of the funeral train in W.A. newspapers was for one leaving Guildford for Karrakatta at 2.06pm on Friday 23 January 1925. While many funeral notices continued to mention train times from Perth, these services were not specifically being called funeral trains and appear to be regular timetabled public services.

MOTHERS' DAY

The annual Mothers' Day in May attracted much patronage to Karrakatta throughout much of the twentieth century with this 1939 notice [right, middle] illustrating the special train arrangements.

Fathers' Day was similarly of importance to the WAGR, although there were far fewer years than Mothers' Day had when special trains were operated. This example [right, lower] is from Weekly Notice 36 of 1941.

It can be speculated that it was war time restrictions that required special trains for Fathers' Day.

The final year of Mothers' Day specials was 1959 [page 9, top right].

Karrakatta station is adjacent to the main cemetery entry and is still used by people attending the cemetery. All Fremantle line trains stop at the station.

O'MARA.—The Friends of Mr. and Mrs. E. Mahne, of 51 Victoria-street, North Perth, are respectfully invited to follow the remains of their late beloved uncle, Thomas O'Mara, late of Meckering, Western Australia, to the place of interment, the Roman Catholic Cemetery, Karrakatta. The Funeral is appointed to leave Messrs. Bowra and O'Dea's Private Mortuary, 195 Pier-street, Perth, at 2.30 o'clock THIS (Tuesday) AFTERNOON, per road. Friends wishing to attend the Funeral may proceed by the 3 o'clock trains leaving Perth and Fremantle.

BOWRA and O'DEA, Undertakers, 195 Pier-street, Perth. Tel. A4384.

ROBINSON.—The Friends of Mr and Mrs. A. Robinson, of York-road, Greenmount, are respectfully invited to follow the remains of their late beloved infant son, Roy, to the place of interment, the Anglican portion of the Karrakatta Cemetery. The Funeral is appointed to leave the residence, York-road, THIS (Tuesday) AFTERNOON at 1.15 o'clock, proceeding to the Midland Junction railway station, and thence by funeral train to Karrakatta. Friends attending may travel by train leaving Midland Junction at 1.50 p.m.

FARRALL BROS., Undertakers, The Crescent, Midland Junction. Telephone 81.

MOTHERS' DAY—Sunday, May 14—Train Arrangements (Increased Passenger Traffic to Karrakatta):—

Additions.—Special Passenger train, stopping all stations, Perth depart 1.50 p.m., Cottesloe arr. 2.17 p.m.; return, Cottesloe dep. 2.32 p.m., Perth arr. 2.56 p.m., thence as Passenger Shunter.

Special Passenger train, stopping all stations, Perth dep. 2.20 p.m., Cottesloe arr. 2.47 p.m.; return as arranged by Traffic Inspector.

Special Passenger train, stopping all stations and worked by Perth Passenger Shunter, Perth dep. 2.55 p.m., Cottesloe arr. 3.22 p.m.; return as arranged by Traffic Inspector.

Working Notes.—Nos. 516 and 520 Passenger trains ex Bellevue, also No. 518 ex Midland Junction, to be strengthened.

No. 160 Diesel electric car to have trailer attached ex Cannington.

Daglish and Karrakatta to switch in cabins from 1.50 p.m. to 6.0 p.m.

Loco. Section to provide engine power; Station-master, Perth, to supply coaches and Guards.

FATHER'S DAY—Sunday, September 7—Train Arrangements (Increased Passenger Traffic to Karrakatta):—

Additions.—Special Passenger train, stopping all stations, Perth dep. 1.50 p.m. Cottesloe arr. 2.17 p.m., return stopping all stations, Cottesloe dep. 4.35 p.m., Perth arr. 5.2 p.m.

Special Passenger train, stopping all stations, Perth dep. 2.20 p.m., Cottesloe arr. 2.47 p.m.; return stopping all stations, Cottesloe dep. 5.5 p.m., Perth arr. 5.32, dep. 5.37, Bellevue arr. 6.8 p.m., return empty, Bellevue dep. 6.15 p.m., Perth arr. 6.45 p.m.

Working Notes.—Nos. 518 and 520 Passenger trains ex Bellevue, No. 516 ex Midland Junction, also Nos. 513, 515, and 517 ex Fremantle to be strengthened, and "D" class engines to be provided.

Daglish and Karrakatta to switch in cabins from 1.50 p.m. to 6.0 p.m. Bayswater to switch in on empty coach train ex Midland Junction.

Assistant Station-master, Karrakatta, to be rostered for duty 2.0 p.m. to 5.0 p.m.

Loco. Section to provide engine power; Station-master, Perth, to supply coaches and Guards.

MOTHERS DAY—Sunday, May 10, 1959.—In connection with the above, the following additional train services will apply:—

DOWN.

Stations.	M1 Ety.	M3 Ety.	M5 Pass.	M7 Pass.	M9 Pass.	M11 Pass.	M13 Pass.	M15 Pass.	M17 Pass.	M19 Pass.	M21 Pass.
	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Fremantle .... dep.	....	....	1 35	2 5	2 35	3 5	3 35	4 5	4 35	5 5	5 35
			S.	S.	S.	S.	S.	S.	S.	S.	S.
Perth .... arr.	....	....	2 10	2 40	3 10	3 40	4 10	4 40	5 10	5 40	6 10
Do. .... dep.	....	12 50	....	....	....	....	....	4 45	5 15	....	....
Midland Junction .... arr.	....	1 13	....	....	....	....	....	S.	S.	....	....
Do. do. .... dep.	12 50	1 20	....	....	....	....	....	....	....	....	....
Bellevue .... arr.	12 53	1 23	....	....	....	....	....	5 18	5 48	....	....

UP.

Stations.	M2 Pass.	M4 Pass.	M6 Pass.	M8 Pass.	M10 Pass.	M12 Pass.	M14 Pass.	M16 Pass.	M18 Pass.	M20 Ety.	M22 Ety.
	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Bellevue .... dep.	....	....	1 7	1 37	....	....	....	....	....	5 37	6 0
Midland Junction .... arr.	....	....	....	....	....	....	....	....	....	....	6 3
			S.	S.						T.	
Do. do. .... dep.	....	....	....	....	....	....	....	....	....	....	....
Perth .... arr.	....	....	1 40	2 10	....	....	....	....	....	6 0	....
Do. .... dep.	12 45	1 15	1 45	2 15	2 45	3 15	3 45	4 15	4 45	....	....
	S.	S.	S.	S.	S.	S.	S.	S.	S.		
Fremantle .... arr.	1 20	1 50	2 20	2 50	3 20	3 50	4 20	4 50	5 20	....	....

S—Stops all stations. T—Through.

Note.—M 19, 5.5 p.m. Fremantle to Perth to be extended to Bellevue or Cannington, if necessary.

Standby D Type Locomotive to be provided Perth Station, 12.30 p.m. to 6.0 p.m. for use as required. Station-master, Perth, to have Guard and coaches in readiness.

Signal Cabins.—Station-masters, Daglish, Karrakatta and Mosman Park to switch in on Nos. 438 and 445 and out on Nos. 456 and 463.

Fremantle Cabin "A" to be attended 1.0 p.m. to 5.30 p.m.

Maylands Cabin to be switched in on No. 455 Passenger and remain in until completion of normal shift at 9.10 p.m.

Meltham Cabin to be switched in on Nos. 439 and 442 until clearance of Nos. 443 and 446 or as arranged with control.

Working Notes.—District Loco Superintendent, East Perth, provide crews and D type locomotives for M 3, M 2 and M 4.

Station-master, Perth, provide Guard and a set of three saloon coaches on each train.

Shed Foreman, Midland Junction, provide crew and D type locomotive for M 1.

Station-master, Midland Junction, provide Guard and set of three saloon coaches for M 1.

Control will be attended from 12.30 p.m. Train times, etc., to be reported as normal from this time.

COLLIE CEMETERY

Karrakatta was not the only cemetery in Western Australia to be served by special trains. Collie, the state's coal mining heartland, also had cemetery trains - operated from 1903. The cemetery is 3km west of the Collie station platform.

West Collie as in the notice below was re-named Allanson from 22 May 1916, but funeral notices some years before that refer to the cemetery as being at West Collie although that town site was still a few km further west. The mileage stated above was from Fremantle. The WTT of 16 May 1921 gives Collie's mileage as 124.36 and Allanson 120.78. The later West Collie yard that replaced most of the central Collie rail infrastructure is close to the cemetery.

Collie Cemetery.

Special trains will be run between Collie and the Cemetery, mileage 134 miles 66 chains, as desired, on payment of £5 5s., including conveyance of corpse in the brake-van.

Passengers will be charged the ordinary fares as to West Collie.

Application for the train to run must be made by the Secretary of the Collie Cemetery Board to the District Superintendent, Bunbury, at least six hours before it is required.

Corpses will not be received for conveyance unless a medical certificate be produced, setting forth that death was not caused by any infectious or contagious disease.

To operate from the 1st May, 1903.

Weekly Notice 22 1903 page 10.

Examples of funeral trains found in the Collie Mail newspaper are:

28 December 1910 – the funeral of two men who died from inhaling poisonous gas at the Wallsend Mine.

Sunday 5 February 1911 – the train ran from Collie-Cardiff to the cemetery. This was a branch south of Collie serving coal mines and the timber industry.

Tuesday 11 April 1911 – the train leaving Collie at 2.30pm.

Sunday 30 November 1919. Mr Andrew Watson was manager of the Co-operative Collieries and was killed on 29 November as the result of the overturning of a locomotive in the colliery.

Saturday 11 February 1928. The Collie Miners' Union chartered a special train for the funeral of 32 year old John Laurie who died in an accident at the Proprietary Mine.

Thursday 23 March 1933 – the funeral train leaving Collie at 4.15pm. This was possibly the last funeral train run.

BUNBURY

Bunbury's 'new' cemetery was established in 1914 and is on the present day border of the localities of Carey Park and Picton. The South West main line from Perth to Bunbury passed the northern edge of the cemetery with the current truncated Bunbury terminus 1km along the line, and the former South Bunbury stopping place a short distance further towards the old Bunbury terminus.

The WTT of 1 May 1922 seems likely to have introduced train Numbers 3 and 4, fast mixed Bunbury to Bridgetown and return stopping when required at Bunbury new Cemetery, approximately 2 ½ miles from Bunbury. Number 3 from Bunbury was timed out of South Bunbury at 12.47pm Mon-Sat and number 4 from Bridgetown timed out of Picton Junction at 2.53pm. This seems to have been a general passenger provision and not specifically for cemetery or other purposes.

BRIDGETOWN BRANCH.

UP. **WEEK DAYS.**

Max. Speed per hour.	STATIONS.		4 Fast Mxd. Wed.	20 Mxd. Sat.	32 Gds	4 Fast Mxd. Wed. exc.	2 Goods Wed. exc. C	34 Fast Mxd. Sat.	18 Goods. C
Miles.			a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
20	BRIDGETOWN	dep.	1 55	...	4 10	8 35	...	...	12 10
	Hester	,,	2a27	...	...	9a10	...	...	...
...	Yandil	,,	2a49	...	...	9a32	...	...	...
...	Greenbushes ...	arr.	3 14	...	5 45	9 57	...	...	1 35
...									21
...	Do. ...	dep.	3 24	...	6 5	10 7	...	...	1 45
...	Balingup ...	arr.	3 52	...	...	10 35	...	...	...
...	Do. ...	dep.	4 2	...	...	10 45	...	...	...
...	Mullalyup ...	,,	4a40	...	...	11a23	...	...	...
...	Kirup	arr.	5 8	...	8 20	11 51	...	...	3 35
						21			3
...	Do.	dep.	5 18	...	8 35	11 59 p.m.	...	...	3 50
...	Newlands ...	,,	5a31	...	...	12a12	...	...	...
...	Brookhampton ...	,,	5a55	...	...	12a35	...	...	...
20	Donnybrook ...	arr.	6 10	...	9 40	12 50	...	...	5 45
					21	Daily.	3	17	17
35	Do. ...	dep.	6 30	8 15	10 10	1 9	2 15	5 30	6 10
...	Argyle	,,	6a41	8a29	...	1a21	...	5a42	...
...	Gwindinup ...	,,	6a52	8a41	...	1a32	...	5a53	...
...	Boyanup ...	arr.	7 0	8 50	...	1 40	...	6 1	...
				21	1	3			
...	Do. ...	dep.	7 10	9 0	11 20	1 50	...	6 9	...
...	Crooked Brook ...	,,	7a20	9a12	...	2a 0	...	6a21	...
...	Dardanup ...	arr.	...	...	...	...	...	...	...
							17		
...	Do. ...	dep.	7 30	9 22	11 55	2 9	...	6 30	...
...	Picton Junction	arr.	7 43	9 38	...	2 22	...	6 43	...
			21	1		12	54, 56		
...	Do. ...	dep.	7 48	9 42	...	2 33	...	6 52	...
...	South Bunbury ...	,,	7a55	9a50	...	2a40	...	7a 0	...
35	BUNBURY ...	arr.	7 59	9 55	12 30	2 44	5 20	7 4	8 0
			6		3				

Nos. 3 and 4 stop when required at Bunbury new Cemetery, approximately 2¼ miles from Bunbury. No. 4 must have through loading. No. 2, if running on Saturdays, to cross No. 56 at Picton and arrive Bunbury 5·30 p.m.

BRIDGETOWN BRANCH.

UP. **WEEK DAYS.**

Max. Speed per hour.	STATIONS.		4 Fast Mxd. Wed.	20 Mxd. Sat.	32 Gds	4 Fast Mxd. Wed. exc.	2 Goods Wed. exc. C	34 Fast Mxd. Sat.	18 Goods. C
Miles.			a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.
20	BRIDGETOWN	dep.	1 55	...	4 10	8 35	...	...	12 10
	Hester	,,	2a27	...	...	9a10	...	...	...
...	Yandil	,,	2a49	...	...	9a32	...	...	...
...	Greenbushes ...	arr.	3 14	...	5 45	9 57	...	...	1 35
...									21
...	Do. ...	dep.	3 24	...	6 5	10 7	...	...	1 45
...	Balingup ...	arr.	3 52	...	...	10 35	...	...	...
...	Do. ...	dep.	4 2	...	...	10 45	...	...	...
...	Mullalyup ...	,,	4a40	...	...	11a23	...	...	...
...	Kirup	arr.	5 8	...	8 20	11 51	...	...	3 35
						21			3
...	Do.	dep.	5 18	...	8 35	11 59 p.m.	...	...	3 50
...	Newlands ...	,,	5a31	...	...	12a12	...	...	...
...	Brookhampton ...	,,	5a55	...	...	12a35	...	...	...
20	Donnybrook ...	arr.	6 10	...	9 40	12 50	...	...	5 45
					21	Daily.	3	17	17
35	Do. ...	dep.	6 30	8 15	10 10	1 9	2 15	5 30	6 10
...	Argyle	,,	6a41	8a29	...	1a21	...	5a42	...
...	Gwindinup ...	,,	6a52	8a41	...	1a32	...	5a53	...
...	Boyanup ...	arr.	7 0	8 50	...	1 40	...	6 1	...
				21	1	3			
...	Do. ...	dep.	7 10	9 0	11 20	1 50	...	6 9	...
...	Crooked Brook ...	,,	7a20	9a12	...	2a 0	...	6a21	...
...	Dardanup ...	arr.	...	...	...	...	...	...	...
							17		
...	Do. ...	dep.	7 30	9 22	11 55	2 9	...	6 30	...
...	Picton Junction	arr.	7 43	9 38	...	2 22	...	6 43	...
			21	1		12	54, 56		
...	Do. ...	dep.	7 48	9 42	...	2 33	...	6 52	...
...	South Bunbury ...	,,	7a55	9a50	...	2a40	...	7a 0	...
35	BUNBURY ...	arr.	7 59	9 55	12 30	2 44	5 20	7 4	8 0
			6		3				

Nos. 3 and 4 stop when required at Bunbury new Cemetery, approximately 2¼ miles from Bunbury. No. 4 must have through loading. No. 2, if running on Saturdays, to cross No. 56 at Picton and arrive Bunbury 5·30 p.m.

On Monday 14 March 1939, diesel electric rail cars replaced most steam passenger services on the Bunbury to Northcliffe railway. A new working timetable was published in Weekly Notice 9 and it included number 3 stopping as required at Bunbury cemetery (the 'new' having been long dropped). On Tuesday, Thursday and Saturday, number 3 was a fast mixed timed out of South Bunbury at 12.41pm while on Wednesday and Friday it was the diesel electric car to Northcliffe, out of South Bunbury at 12.49. In the other direction, numbers 10 and 4 were to stop as required. Number 4 was still a fast mixed on Wednesday and Friday, timed out of Picton Junction at 2.33pm, while on Tuesday and Thursday it was the returning Northcliffe DEC due out of Picton Junction at 2.28. Number 10 was the Saturday DEC from Northcliffe, due out of Picton Junction at 1.34pm.

Monday 31 May 1948 saw the introduction of road bus services to replace rail passenger services on most of the lower south-west railways. The Bunbury cemetery stop was still in the WTT of 16 December 1946 so it seems that the last possible use of the cemetery stopping place would be Saturday 29 May 1948. Interestingly, it was only these Bridgetown / Northcliffe trains that ever had the Bunbury cemetery footnote despite many other main line and branch services passing by.

While no special fares or regulations for funeral trains in Bunbury have been found, it is possible that trains did stop for funeral services.

On Monday 1 January 1923 the funeral of Andrew Smith took place at the cemetery. He had been a WAGR shunter at Brunswick Junction and was run over by a locomotive and killed on 30 December. A special train brought

the body to Bunbury.

On Wednesday 29 August 1917 a train was run for a young Italian man who died in Bunbury hospital from injuries received at Wellington Mills. The South Western Times of 30 August reported that a special train was run to convey the deceased's friends and work mates to attend the funeral. This was presumably from Wellington Mills and Dardanup, the WAGR junction station for the mill railway.

Did these trains stop at the cemetery to allow mourners to detrain?

98 year old Joseph Dodds of Brunswick Junction died on 7 September 1919 and his remains were brought to South Bunbury by train on Monday 8 for the funeral service.

On Saturday 6 November 1920 one of Western Australia's worst train accidents occurred on the Mornington Mill railway as a train from the mill to the WAGR at Wokalup ran away and derailed, with the deaths of nine men. A special train on Sunday conveyed the dead to Bunbury where the bodies were placed in the morgue. Then all Monday special trains brought mourners and sympathisers to South Bunbury, where, in the local cemetery, the remains of seven good men and true were laid to their eternal slumber. (Bunbury Herald 9/11/1920 p3).

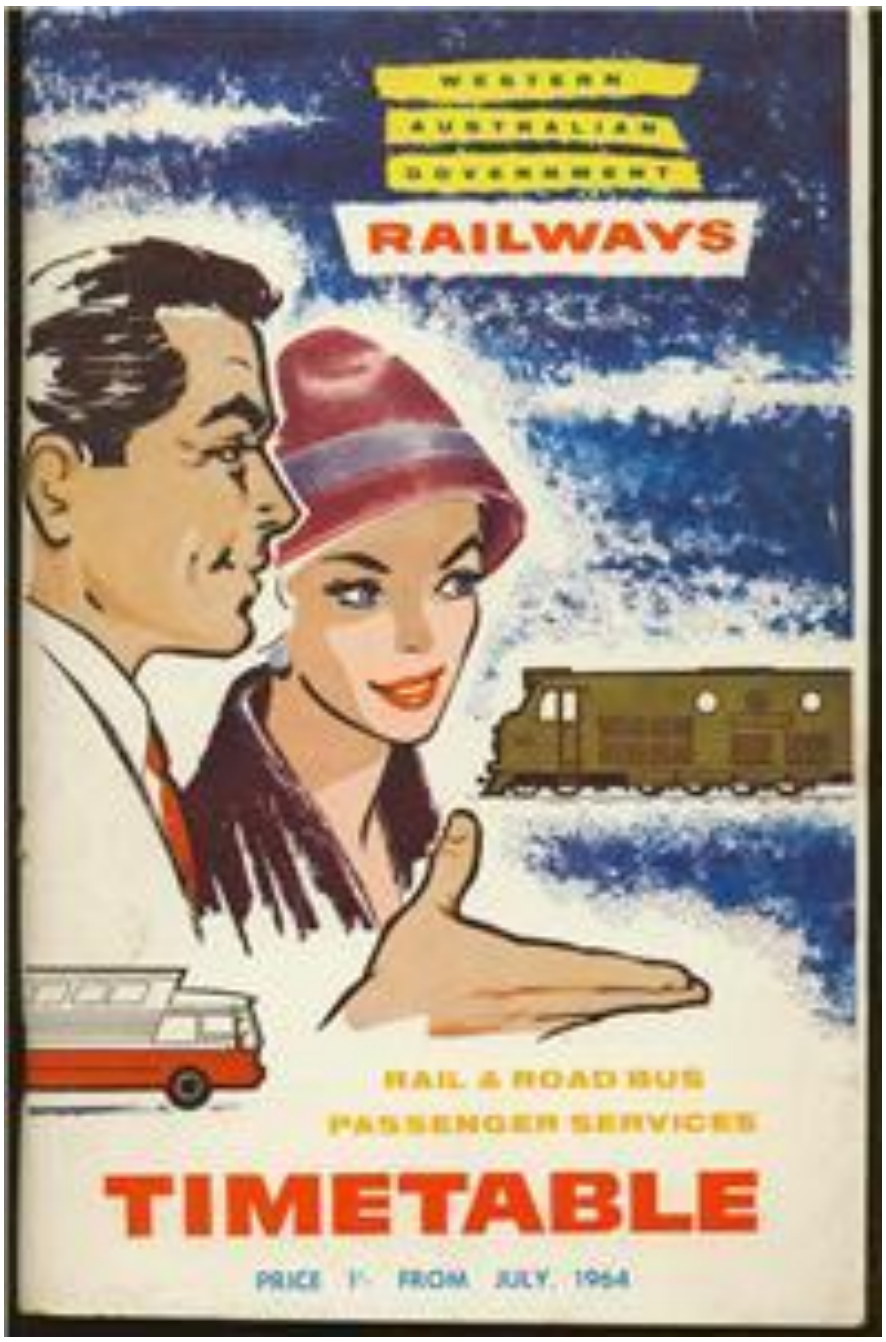
The funeral of Mr J K Sims of Brunswick Junction was on Friday 4 November 1921 and was to leave the South Bunbury railway station on arrival of the Perth train at 1.15. (Bunbury Herald 4/11/21).

South Bunbury was never more than a landing with a shelter shed and despite the railway passing the cemetery, the small stop had its moments of importance.

CONCLUSION

Special funeral trains were run to Karrakatta and Collie cemeteries while services at Bunbury's 1914 'new' cemetery were served by South Bunbury railway station and possibly trains halting at the cemetery. Unusually, it was a designated passenger stopping place although it never appeared in the public timetables. Karrakatta Cemetery is still served by Karrakatta railway station.

Finally, an example from one of W.A's many private timber railway systems. 29 year old J F Pearce died in Yarloop hospital on 14 October 1925, possibly of war related injury. He had worked at Millars' Nanga Brook Mill and a special train was run for mourners from Nanga and Hoffman Mills to Yarloop on Thursday 15th, with the cortege then proceeding to Cookernup Cemetery for the interment. This is likely just one example of many such operations that occurred on the extensive timber and firewood rail systems.



North Shore Musings

JAMES T WELLS

North Shore Musings

An interesting and quirky bus route in northern Sydney is the 562:

562 Macquarie University to Gordon B

Valid from: 02 May 2022

Creation date: 20 June 2022
NOTE: Information is correct on date of download.

Monday to Friday	♿	♿	♿
Macquarie University Campus Interchange, Macquarie Park	10:30	12:00	13:00
Macquarie Centre, Macquarie Park	10:34	12:04	13:04
Lane Cove Rd opp Eden Gardens, Macquarie Park	10:39	12:09	13:09
Wyuna Rd after Ryde Rd, West Pymble	10:45	12:15	13:15
Dunoon Ave before Kiparra St, West Pymble	10:49	12:19	13:19
Ryde Rd opp Gordon West Public School, Pymble	10:50	12:20	13:20
Gordon Station	10:57	12:27	13:27

That's right – only three services a day in each direction Monday-Friday, with no services at weekends.

But, you ask, Gordon and Macquarie are major centres — surely they deserve a better service than this to connect them?

The answer is that the prime service is the 197:

197 Mona Vale to Macquarie University via Gordon B

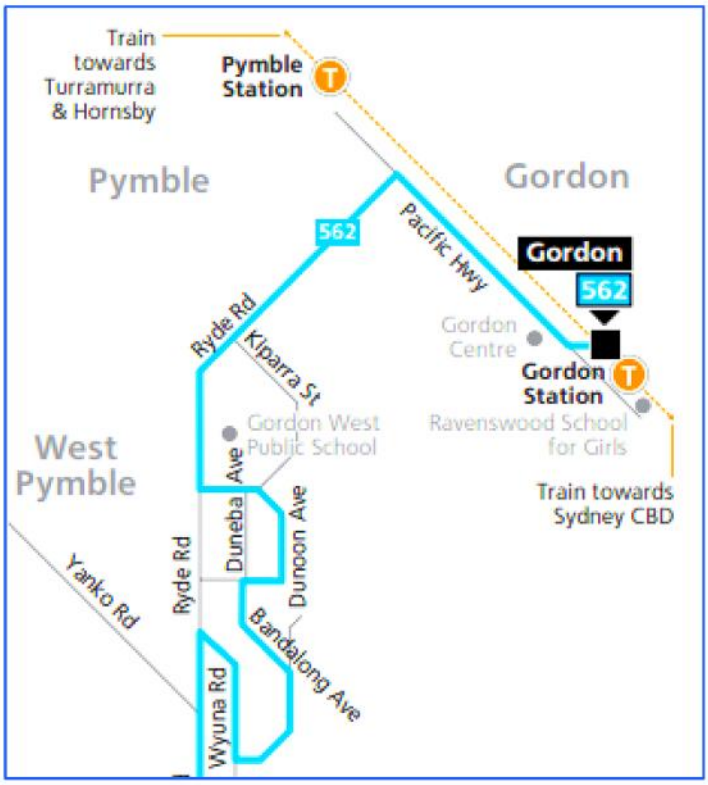
Here's part of the timetable:

Monday to Friday	♿	♿
Macquarie University Campus Interchange, Macquarie Park	10:20	10:50
Macquarie Centre, Macquarie Park	10:25	10:55
Macquarie Park Station	10:28	10:58
Ryde Rd opp Gordon West Public School, Pymble	10:33	11:03
Gordon Station	◖10:43	◖11:13
Gordon Station	10:45	11:15
Mona Vale Rd at Memorial Ave, St Ives	10:55	11:25
Mona Vale Rd opp Brigidine College, St Ives	10:58	11:28
St Ives Showground, Mona Vale Rd, St Ives	11:02	11:32
Belrose Super Centre, Garigal Rd, Belrose	11:06	11:36
Myoora Rd near Booralie Rd, Terrey Hills	-	11:43
Bahai Temple, Mona Vale Rd, Ingleside	-	11:50
Pittwater Place Shopping Centre, Park St, Mona Vale	-	11:58

◖ Drops off passengers only

Ryde Road is part of a major Sydney arterial road, Route 3. Route 3 begins at Blakehurst in the south and ends at Mona Vale in the Northern Beaches.

The 197 uses Ryde road en route from North Ryde to reach the Pacific Highway. So does the 562, but the 562 deviates off Ryde Road to serve Gordon West. Notice the peculiar dog leg along Wyuna Rd. (see map, page 13)

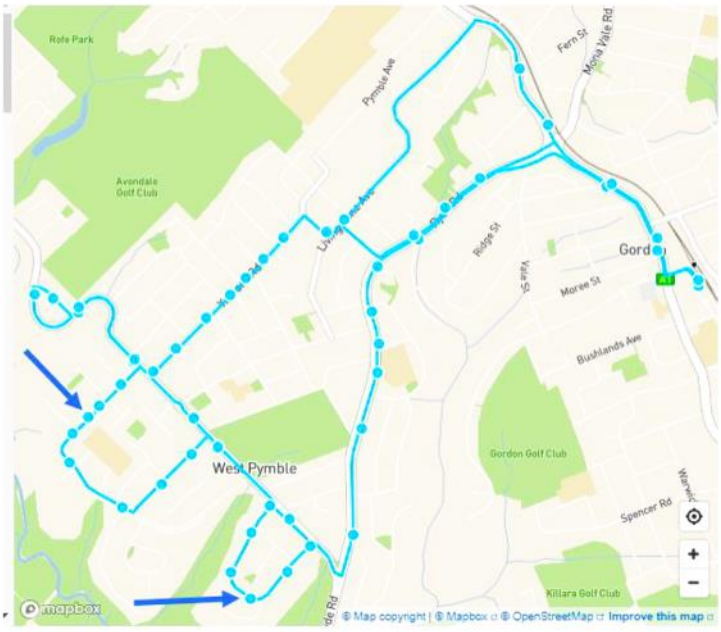


I wonder if this service is a nominal one designed to satisfy the policy that most urban residents should live within 400m of a bus route? I understand that this doesn't mean "within 400m walking distance from a stop".

Note that, to the east of Gordon West, is the Blackbutt Creek bush reserve. No part of the 562 route in Gordon West is more than about 250m from Ryde Rd.

In years gone by, the 562 timetable would have been incorporated with the 197 timetable. This would have required one extra line item, plus the display of route numbers above each column.

Such a timetable could possibly also have incorporated the Route 560 West Pymble service, which also runs from Gordon Station. [see below and page 14]



What a mess!

The basic inter-peak timetable for the 560 is:

560 Gordon to West Pymble (Loop Service) B

Valid from: 02 May 2022

Creation date: 21 June 2022
NOTE: Information is correct on date of download.

Monday to Friday	♿	♿	♿
Gordon Station	09:36	10:06	10:36
Gordon West Public School, Ryde Rd, West Pymble	09:41	10:11	10:41
Kooloona Cres after Hampshire Ave, West Pymble	09:45	10:15	10:45
Congham Rd opp Patterson Ave, West Pymble	09:49	10:19	10:49
Ryde Rd opp Minnamurra Ave, Pymble	09:54	10:24	10:54
Gordon Station	10:01	10:31	11:01

The two intermediate stops are marked on the map by arrows so it's clear that the southern loops get a regular off peak service.

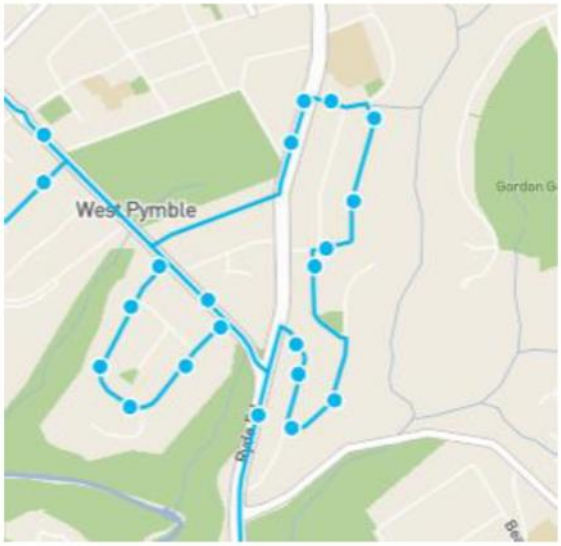
But it gets complicated. There are five blocks of timetable for M-F and each one has a different stop listing. For example the night service does not include Kooloona Crescent, the first loop of Yanko Rd. It appears that the loop adjacent to the Avondale Golf Club only gets two services a day; the evening terminating at the odd spot of Ryde Rd opposite Minnamurra Ave, Pymble.

It appears there is only one service a day that goes up Livingstone Avenue to the Pacific Highway at Pymble.

A strong case can be made that the stop listing should be uniform throughout the timetable even if this means a lot of near empty timetable lines.

My question is: "Why shouldn't the 560 service be modified to include the back streets of Gordon West?" This would eliminate the need for the 562. I suspect that the answer might be that Gordon West residents value the direct access that the 562 gives them to the Macquarie Centre, a major shopping centre.

For Macquarie, West Pymble residents have the 572 which runs from Turramurra, via South Turramurra and West Pymble, to Macquarie. But, crikey, look at this part of the 572 map:



This shows the 572 also serving Gordon West. But there do not appear to be any Gordon West stops shown in the "pdf stop listings" for the service [*"the list of the timing points below the days of the week, occurring in the Google PDF version of the timetable"* – proof reader comment]. "Google Departure Board" [*Accessed by clicking on a bus stop in Google Maps – a dialog box containing some or all of the next departures from that stop will pop up* – proof reader comment] suggests there is only one service a day, about 3:20 pm, for the 572 in Gordon West. Reflecting on the 400m rule, one area in the district that has virtually no bus service at all is Gordon / Killara west of the North Shore railway line down to Lady Game drive.

Canberra Services

Two Letters to the Editor from JIM STOKES

I WAS INTERESTED TO READ James Wells' article on Canberra area services in the 1980s. I attach a few photos I took of the morning train ex Cooma, which by then was a rare opportunity to see a locomotive-hauled passenger train south of Queanbeyan in daylight. My vague recollection was that running the overnight train ex Sydney back to Goulburn in the mornings had something to do with school children for a holiday camp in the Snowies, but I may be wrong about this.

… and then …

Hi Geoff

Glad the photos were of interest! I attach a couple more. The 3 CPH cars at Bredbo [page 16, lower] were running an ARHS ACT trip to Bombala. You can see them in the distance in the other Bredbo photo I sent you [this page, lower].

Cheers

Jim

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RAIL MOTOR NO2