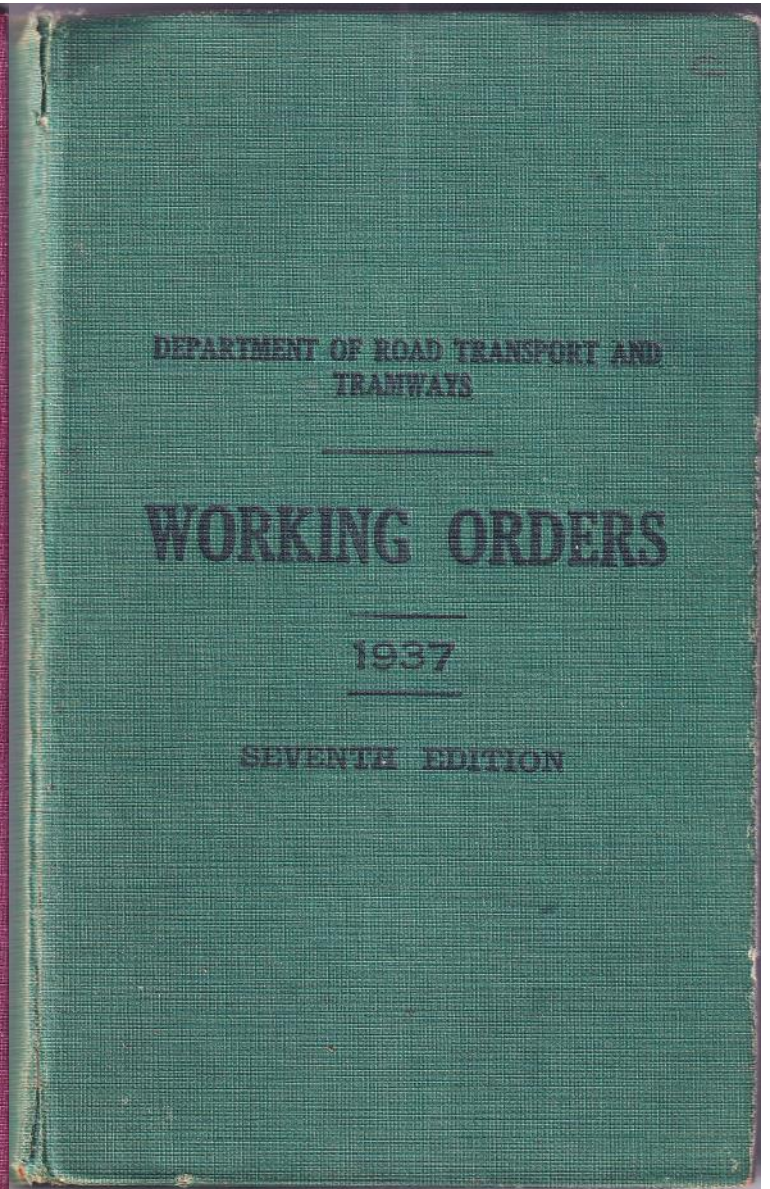
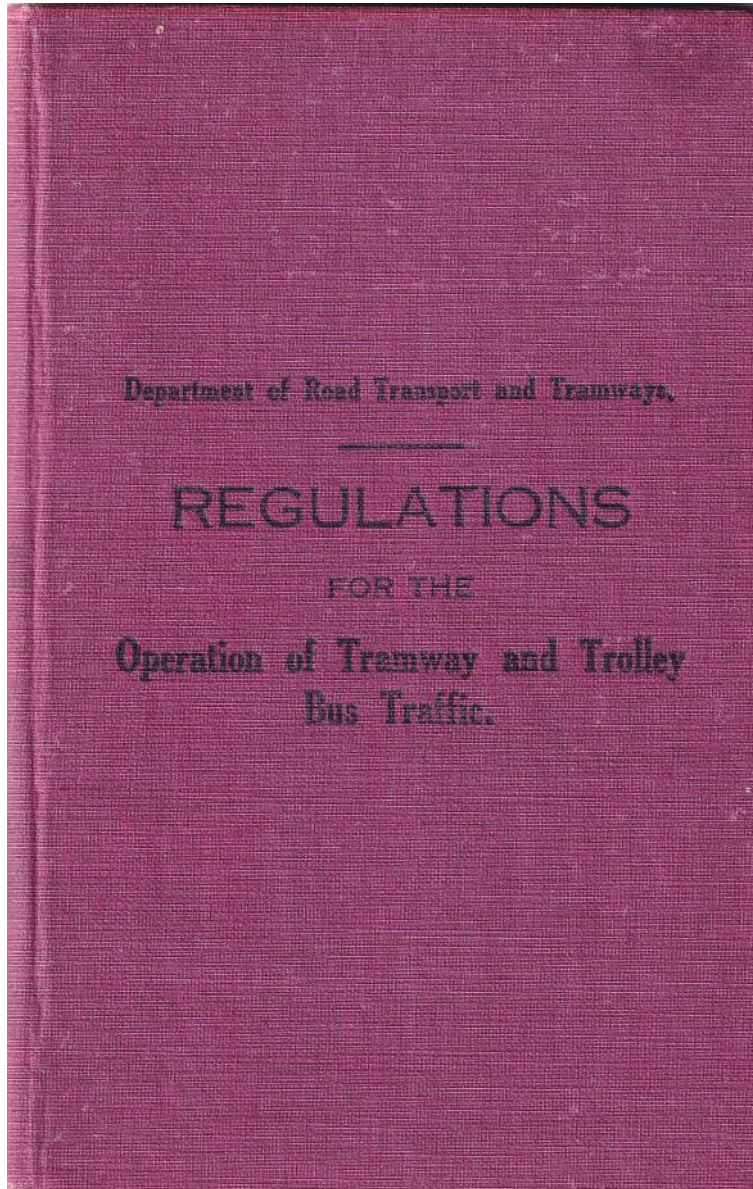




The Times

September 2022

A journal of transport timetable history and analysis



**Inside: More of the Paperwork
Karrakatta**

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The Times

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Page 1 illustrations

Upper Left: Cover of the Department of Road Transport and Tramways 1937 book of **REGULATIONS**.

Upper Right: The cover for the Department of Road Transport and Tramways 1937 **WORKING ORDERS** book.

Lower: An outbreak of trams at Moore Park.



Karakatta station in the 2020s

More of the Paperwork

DUNCAN MACAUSLAN

IN THE 1930s, SYDNEY'S TRAMS, buses and trolleybuses were operated by the Department of Road Transport and Tramways (DRTT). The tramways had been split from the NSW Government Railways in 1930, named the Metropolitan Transport Trust, becoming the DRTT in 1932 by the Transport (Division of Functions) Act, 1932. Despite the administrative changes, it retained much of the detailed regulatory regime of the Railways. For many years, two separate streams of documentation were produced: one for trams and trolley buses (considered to be 'trackless trams') and another for omnibuses.

Weekly Notices

Separate Weekly Notices (WN) were first published for Tramways in 1895, and those for Omnibuses in the 1930s.

WNs were published on Thursdays, for the following Saturday to Friday period. The deadline for content was noon on the Wednesday, to allow time to edit, compose, print, bind and distribute them to all staff. Page size was 153mm by 255mm and most were at least four folded sheets stapled. Pagination was annual, restarting at "1" with WN 1 of the year.

All employees were required to obtain and read the WN by the Friday. WNs were issued for tram and bus. In 1937 the DRTT's Annual Report showed a total of 5,227 tramway staff and 1,349 bus traffic staff. This implies that over 6,500 Weekly Notices were printed and distributed in a day.

The preamble to tramway WN's contained the note: 'Officers in charge, Sub-inspectors, Starters, Signalmen, Tram and Trolley Bus Drivers, Conductors, Conductresses, Flagmen and all others connected with the working of Trams and Trolley buses must see that they receive a copy of the Weekly Notice not later than Friday in each week, and absence of notice to the contrary will be regarded as sufficient proof of receipt'. Employees then had to alter their working books

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Sydney,
18th March, 1948.

For Employees only.

DEPARTMENT OF ROAD TRANSPORT AND TRAMWAYS, NEW SOUTH WALES.

TRAFFIC BRANCH—TRAMWAY DIVISION.

TRAMWAY WEEKLY NOTICE No. 12.

SATURDAY, MARCH 20, to FRIDAY, MARCH 26, 1948.

NOTE—Officers in charge, Inspectors, Sub-Inspectors, Starters, Signalmen, Tram and Trolley Bus Drivers, Conductors, Conductresses, Flagmen and all others connected with the working of Trams and Trolley Buses must see that they receive a copy of Weekly Notice not later than Friday in each week, and absence of notice to the contrary will be regarded as sufficient proof of receipt.

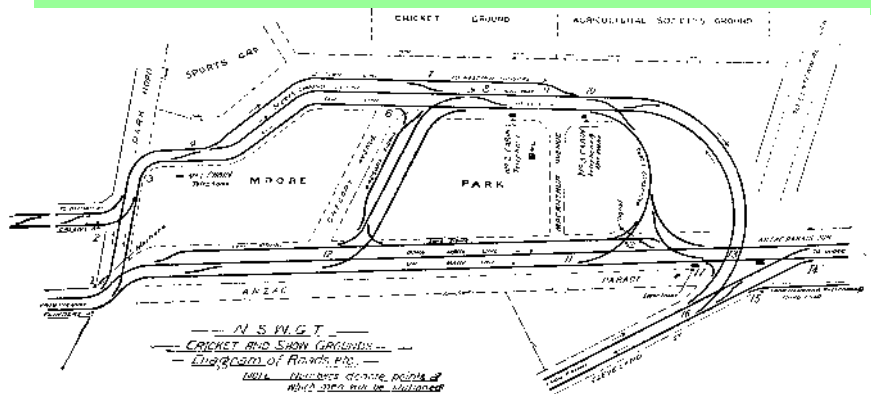
Any reference in this Weekly Notice to Conductors is intended to apply also to Conductresses when such reference is applicable.

Each Employee must note all Alterations in his Working Book **IN INK.**

Information for Weekly Notice must reach this Office not later than noon on Wednesday.

Employees must read this Notice carefully, have it in their possession during its currency whilst on duty, and keep it for reference.

The example above is part of page 1 of Tramway WN 12 of 18 March 1948, 32 pages, stapled, pages 323 - 354. It covers the Easter Show and the Randwick Races, contains the track map and also details of changes to the Prison Van. [see further extract on our rear cover].



The Moore Park Track diagram from WN12/1948 showing the locations of 17 pointsmen required.

'IN INK'. They must read it carefully, have it in their possession whilst on duty and 'keep it for reference'.

The WN included details of special events, changes to regulations, reminders to follow regulations and working orders, and timetable amendments. Sports and special events were the main body of the WN. Racing at Randwick, and the Easter show, occupied many pages and

always included the diagram of tramway roads showing the points where men were stationed [See Endnote on page 6].

Regulations

Operations employees were required to carry a small library around with them.

The DRTT published books of Regulations and Working Orders. For

DIVERSION OF INDUSTRIAL, PRISON VAN AND RANDWICK WORKSHOPS SPECIALS DURING SHOW GROUND TRAFFIC.

Monday to Thursday, March 22 to 25.

Industrial and Randwick Workshops Specials which normally run from Waverley Depot and proceed via Greens Road and the Cricket Ground will be altered to depart Depot at the times indicated and run as follows:—

Randwick Workshops Specials.

Nos. 170, 108, 139, 115 and 164—Depot Junction dep. 3.30, 3.33, 3.34, 3.35 and 3.36 p.m., run via Oxford, Liverpool, Elizabeth, Goulburn, Campbell and Finders Streets and Anzac Parade, Randwick Yard arr. 3.57, 4.0, 4.1, 4.2 and 4.3 p.m., thence as tabled.

Industrial Specials.

Nos. 168, 171 and 190—Depot Junction dep. 4.2, 4.33 and 4.12 p.m. (run via Oxford, Liverpool, Elizabeth, Goulburn, Campbell and Crown Streets), West Kensington arr. 4.31, 5.2 and 4.41 p.m., thence as tabled.

Nos. 128, 191 and 173—Depot Junction dep. 4.13, 4.16 and 4.18 p.m. (run via Oxford, Liverpool, Elizabeth, Goulburn, Campbell and Crown Streets), Carminya Street Cross-over arr. 4.41, 4.38 and 4.46 p.m., thence as tabled.

No. 168—Depot Junction dep. 3.4 p.m. (via Oxford, Liverpool, Elizabeth, Chalmers, Redfern Streets and Botany Road), Daceyville arr. 3.47 dep. 3.49 p.m., thence as tabled.

No. 126—Depot Junction dep. 3.14 p.m. (via Oxford, Liverpool, Elizabeth, Chalmers, Redfern Streets and Botany Road), Daceyville arr. 4.27 dep. 4.29 p.m., thence as tabled.

Destination Signs.

Trams running between Waverley and Daceyville are to show "Special" signs between Depot and Goulburn Street, then show "Daceyville" signs.

Trams running between Waverley Depot and West Kensington or Carminya Street are to show "Special" signs to Elizabeth and Goulburn Streets, then "West Kensington" signs.

Randwick Workshops Specials to show "Special" signs between Waverley Depot and Randwick Workshops.

Prison Van.

The Prison Van is to shunt at Darlinghurst on all trips. Additional running time to be allowed accordingly.

in perfect order, must be prompt, civil and obliging, must not use improper language, not enter into altercations, not gamble, not be intoxicated, not accept gratuities ... and many other things. No wonder the traffic staff said that, by following every regulation, they could be sacked for failing to keep the service operating.

One interesting regulation was that you had to be 21 to hold the positions of inspector, sub-inspector, ticket examiner, chageman, starter, conductor in charge, ganger or pilotman, but 23 to be a driver.

Regulations 52 onwards covered signalling signal, points, tram and trolleybus working. These added a lot more than fare collection to the conductor's responsibility: examining vehicle for defects or damage, taking charge of the tram if the driver found it 'absolutely necessary' to leave the tram, controlling assistant conductors, keeping the tram clean and free of dust, being responsible for the safety and convenience of passengers, working in complete harmony with the driver, keeping a sharp lookout to prevent accidents or injury, signalling when it was safe to move the tram, applying the rear hand-brake (but not from the platform), attending to the trolley pole, protecting the tram at junctions and sidings, announce names of stops and a few others. All this whilst standing within reach of the trolley cord!

Working Orders

The 1937 Working Orders mentioned in regulation 7, were in a similar-sized green hard-covered book of 378 pages. This book detailed how the already verbose regulations worked and were implemented. Again, a copy was issued to every employee and had to be carefully studied and obeyed.

A strange feature is the referencing system. Each paragraph on a page had a sequence letter starting with (a), each Working Order has a subject heading. For example, the working order for Shunting begins on page 178 but its first sub-order is (b), second (c) and its third on page 179 is (a). Shunting is a big topic and there are seven more (a) sub-orders on pages 180 to 186.

Summarising this book is impossible,

WN12/48, p353, details of changes to Workshops, Industrials and the infamous Prison Van.

tramway employees, these were the Regulations for the Operation of Tramway and Trolley Bus Traffic and Tramway and Trolley Bus Working Orders.

In 1937, the regulations book was 118mm by 163mm, 80 pages, plus a hard bound burgundy cover. It contained 189 regulations passed under the Transport Act, 1930, replaced those from 1921, and were signed by Michael Bruxner as Minister for Transport. The [Sydney Bus Museum](#) (SBM) copy is interesting as it was issued to 'N. Oliver, Conductress'. Employees attention was immediately drawn to regulation 2 which attempted to do what no Tramway Act had ever done, that was to define a tramway and a tram:

'tramway' shall mean a transport service on which trams or trackless trolleys are employed and a tramway service shall have a corresponding meaning.

'tram' shall mean any tramway vehicle propelled by steam, electricity, or other means, and with or without trail-cars attached and shall include a trackless trolley, herein referred to as a trolley bus.

So, a tramway has trams running on it and trams run on tramways, a perfectly circular definition!

Regulation 7 required every employee to have a copy of the regulations, which *must be produced when asked*, but also, they needed to produce a copy of the Working Orders, current public timetable book and the current Weekly Notice.

There followed a long list of "musts" and "must nots." Must report any infringement of any regulations, by-laws, working orders and supplementary instructions immediately to a superior officer. Must come on duty with a clean and neat uniform with badge and number

SHUNTING.

(b) **Shunting to be done Quietly.**—All shunting should be done as quietly as possible, particularly between 10 p.m. and 6 a.m.

(c) **Protection of Cars shunting through Junctions and Crossovers, etc.**—No vehicle must be shunted or moved from one Main line to the other, or cross, enter, or leave the Main line until properly protected by fixed or hand signals in accordance with Regulations 118 and 120.

In the event of trams coming to a stand when shunting through cross-overs, with the rear of tram fouling the opposite Main line, the Assistant Conductor (when employed of **obstructing tram must proceed in front and stand on the line which is obstructed and give a Danger Signal to approaching trams, and remain in this position until his tram is clear of the fouling point**, in accordance with Regulation 118. In the absence of an Assistant Conductor, the Driver will be held responsible for protecting his tram against trams approaching on the opposite line, and the Conductor in charge for protecting his tram from the rear. Drivers must see that this protection is afforded before proceeding.

(a) **Trams Not to be Moved Backward or Forward except when properly protected by hand signals.**—When it is necessary for a tram to be shunted backward or forward, it must be moved slowly and carefully. The Conductor in charge must stand in such a position as to command a clear view of the Driver and of the line in the direction in which the tram is moving, and signal his Driver to proceed by hand or whistle signals, in accordance with Regulations Nos. 53 and 57, and be ready to signal the Driver to stop instantly.

Under no circumstances must Tramway vehicles be moved backward or forward except when the Driver has a clear view of the person signalling; should this view be obscured while the tram is in motion the Driver must stop his tram instantly and wait until the person signalling has taken up such a position as to be clearly seen by the Driver.

(b) **Pitt and Spring Streets Junction—Shunting Trams.**—In the event of it being necessary to shunt a tram from Pitt-street into Spring-street, where one-way traffic is in operation, arrangements must be made for the tram to be protected during the shunting operations, in accordance with Regulations 118 and 120.

If it be necessary for the tram to proceed to Bent-street via Spring-street, Pilot working must be established in accordance with Regulation 158.

(c) **Anzac-parade Show Ground Connecting Lines—Shunting at.**—Coogee and Clovelly broken shift and change-over trams to and from Dowling-street Depot, between the hours of 7.30 and 9.0 a.m., Mondays to Saturdays, and 4.15 p.m. and 7.30 p.m., Mondays to Fridays, must proceed through Anzac-parade Junction and shunt in the Show Ground Siding.

The regulations regarding shunting

because it is a treatise on how the Sydney tramways were operated, but it should be read by anyone interested in

tramways. It includes instructions on dealing with derailments, using Bundy time recorders, operating R and R1

cars, coupling and uncoupling, fare collection, dealing with accidents, staff selection, destination signs, driving ballast motors, carrying 60-foot rails over tramlines and many other topics. Reference is made to the many forms to be used in reporting accidents, late running, tram defects and other matters.

Under '*Parcels, Hawkers Baskets etc.*', fish and prawns could be carried at certain times unless the odour was *objectionable*. Homing pigeons in baskets must be carried but dogs, rats, mice and other animals must not, and dead rabbits were to be conveyed on the back platform.

The only reference to Timetables is on page 241, where employees are to be guided by the public timetable, unless they have a copy of the Working Timetable, and all conductors must carry a copy of the public timetable. Weekly Notices are referred to on page 262, which enforces the need to get one and read it each Friday.

Working Timetables

Working timetables were prepared for each line. The earliest in SBM's collection dates from 1 December 1892 for the Leichhardt steam trams weekday service. It has seven 190 by 110mm typeset pages, with notes on the last page. It shows only those trips which carry passengers; light engine trips to and from the 'shed' are not timed. In a different world, six cars were left overnight at the terminus, possibly with a watchman, and were used by the next day's first three runs.

From electrification, WTTs were sequentially numbered from issue 1 and separate issues were prepared for weekdays, Saturdays, Sundays (sometimes Summer and Winter issues) and public holidays. They were typed and then printed on foolscap in landscape layout; many of the later ones took advantage of Gestetner process and were copies of the hand-written originals. By closure, some lines had reached large issue numbers. For example, the last issued, 11 December 1955, for the Dulwich Hill, Cooks River and Earlwood lines for Sundays was number 242. Later issues moved the notes to the front pages, sometimes as many as four or five pages, followed by the timetable pages — as many as 22 pages.

TIME-TABLES.

(c) **Public and Working Time-tables—Employees to be guided by.**—Employees are to be guided by the Public Time-table book where no Working Time-table is issued or where Special Tables are not provided.

(d) **Public Time-table Book—Conductors to carry Copy**—All Conductors excepting those provided with Working Time-tables must at all times have with them while on duty a copy of the Public Time-table book.

WO of 1937, regarding carrying copies of working and public timetables

Run numbers were allocated on a system-wide basis for most of the life of Sydney tramways; which must have required some complex record system. Other operators — such as the MMTB — used depot-based numbers such as “GH22”. Sydney used depot-based run numbers on buses from the 1950s.

Amendments to WTTs were made in three ways, all announced in the WN. Major changes required a complete reissue of the WTT with a new issue number. If changes were only to a page or two, perhaps start of day, then only the amended pages would be issued, and it was up to the user to insert them. If only one or two changes were needed, the WN would detail the amendments for each run number. Often, where trams worked across several routes, changes to one WTT would require alterations to others.

The Schedulers

The WTTs were compiled by a specialist team of schedulers. Their input came from reports from inspectors and crews advising that particular trips were consistently overloaded, under-used or couldn't run to timetable. Load checkers were used to estimate the number of passengers on a car, or bus. The records from the Bundy clocks around the system provided evidence of late or, more rarely, early running. Politicians were

also known to provide advice based on complaints from their electors. Sometimes the schedulers ventured into the field to observe whether their plans were working or to check that the run times were either adequate or excessive.

The main aim was to provide the maximum service with the minimum number of vehicles and crews — hence the frequent use of coupled sets.

Like their railway counterparts, the main scheduling tool was the time-displacement graph. These were not so relevant for trams, because the network was mainly double track and road speed was low enough that collisions at intersections were, in the most part, avoidable. Staff sections were in use — for example, on the Watsons Bay line.

Once the schedulers agreed on the new WTT then it was distributed to several others for implementation.

At each depot, other schedulers created car rosters and then began the complex task of creating shift rosters and allocation of crews. Like any timetable, this was a circular process with feedback from the depots to the central team. More paperwork was prepared. Large sheets of rosters were prepared and posted in each depot from which crews copied their daily

duties to their shift journals.

Someone prepared lists for the starter and inspectors at busy locations, such as Wynyard or different locations at Circular Quay. These were used to record the car number and the departure time.

All these documents were on pre-printed forms.

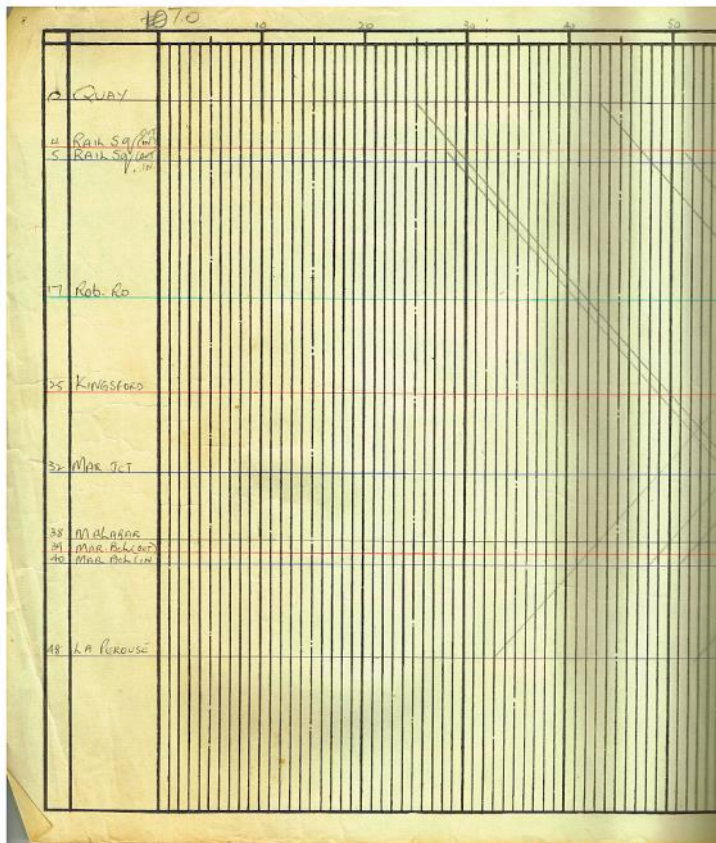
Another group to receive the WTT, or its amendments, were those that produced the public timetables. Another story.

Endnote: So important was this traffic that the DRTT's Chief Traffic Manager presented a paper *Handling of heavy traffic on special occasions* which was presented to the 4th Australian and New Zealand Tramway Conference held in Sydney from 19 to 23 March 1934 [see our rear cover and The Times of December 2000].

Note: Much of my knowledge for these articles can be attributed to long and detailed discussions with my good friend [Andy Chechlacz](#) who sadly passed away last year. He in turn credited David Keenan who trained him.

Write a [Letter to the Editor](#) about this story

Return to the [Index page](#)



The beginning of a long rolled-up time-displacement graph for the Circular Quay to La Perouse line. Notice how closely the first outward cars from the Quay and Railway Square travelled.

1st December, 1892.

WEEK DAYS.

LEICHHARDT

6 Cars left at Leichhardt.

	37	39	38	¹⁰ 37	39	25	38	47	40	41	37	48	39	38
	<i>g</i>	<i>g</i>	<i>g</i>	<i>a.m.</i>	<i>a.m.</i>	<i>a.m.</i>	<i>a.m.</i>	<i>a.m.</i>	<i>a.m.</i>	<i>a.m.</i>	<i>a.m.</i>	<i>a.m.</i>	<i>a.m.</i>	<i>a.m.</i>
Bent-street.....	...	...	...	5 55	6 25	...	6 52	7 12	7 13	...	7 34	...	8 1	8 3
Newtown Road Junction .....	...	...	...	6 15	...	...	7 12	...	7 33	...	7 54	...	8 21	8 8
Marion-street .....	...	...	...	6 36	...	...	7 33	...	7 54	...	8 15	...	8 42	9 1
Leichhardt.....	...	...	...	6 40 (5)	7 0 (8)	7 11 (8)	7 37 (4)	7 47 (12)	7 53 (17)	8 8 (11)	8 19 (11)	8 35 (10)	8 46 (17)	9 1 (6)
Leichhardt.....	¹⁰ 5 6	¹⁰ 5 35	¹⁰ 6 1	6 45	7 8	7 18	7 41	7 59	8 15	8 19	8 30	8 45	9 3	9 2
Marion-street	5 10	5 29	6 5	6 49	7 12	7 22	7 45	8 3	8 10	8 23	8 34	8 49	9 7	9 2
Newtown Road Junction	5 31	6 0	6 26	7 10	7 33	7 43	8 6	8 24	8 38	8 44	8 55	9 10	9 28	9 48
Bridge-street	5 51	6 20	6 46	7 30	7 53	8 3	8 26	8 44	8 57	9 4	9 15	9 30	9 48	10 8
						Off		Off				Off		

The first page of the 1892 Leichhardt working timetable

SUMMER SUNDAYS SUPPLEMENTARY SERVICE

	RUN NO.	657	658	657	658	657	658	657	658
Dowling St. Depot Jct	Dep	9.33	10.3	.	.	.	.	.	.
RAILWAY SQUARE	Dep	9.47	10.17	10.50	11.20	11.53	12.23	12.56	1.26
Robertson Road	Dep	9.59	10.29	11.12	11.32	12.5	12.35	1.8	1.38
COOGEE	Arr	10.16	10.46	11.19	11.49	12.22	12.52	1.26	1.55
COOGEE	Dep	10.20	10.50	11.24	11.54	12.27	12.57	1.26	1.56
Robertson Road	Dep	10.37	11.7	11.41	12.11	12.44	1.14	1.43	2.13
RAILWAY SQUARE	Arr	10.49	11.19	11.53	12.23	12.56	1.26	.	.
Dowling Street Depot Jct	Arr	.	.	.	.	.	.	1.47	2.17

	RUN NO.	657	658	657	658	657	658
Dowling St. Depot Jct	Dep	3.13	3.43	.	.	.	.
RAILWAY SQUARE	Dep	.	.	4.4	4.34	5.7	5.37
Robertson Road	Dep	3.17	3.47	4.16	4.46	5.19	5.49
COOGEE	Arr	3.34	4.4	4.33	5.3	5.56	6.6
COOGEE	Dep	3.35	4.5	4.38	5.8	5.41	6.11
Robertson Road	Dep	3.52	4.22	4.55	5.25	5.58	6.28
RAILWAY SQUARE	Arr	4.4	4.34	5.7	5.37	6.10	6.40
Dowling St. Depot Jct	Arr	.	.	.	.	6.24	6.54

IED:JR
T.T. NO. 119

Page 1

CIRCULAR QUAY - RAILWAY SQUARE LOOP - COOGEE

MONDAYS TO FRIDAYS

COMMENCING JUNE 29, 1959

Explanation of Signs

- A - Wait for and pick up clerical officers from Randwick Workshops finishing time 4.40 p.m.
 B - Connect at Anzac Parade Junction with the 3.43 a.m. trip ex Little Bay to Railway
 C - Consist of coupled cars.
 D - Connect at Anzac Parade Junction with 5.1 a.m. ex Anzac Parade Junction - Circular Quay.
 E - Connect at Darlinghurst with 3.33 a.m. trip ex Darlinghurst - Malabar.
 F - Pick up passengers at Anzac Parade Junction from the 4.45 a.m. trip ex Coogee to Railway.
 G - Run via Baptist, Cleveland and Chalmers Streets or vice versa.
 H - Show "Railway" with supplementary "Randwick Workmen's Tram" signs, and pick up and set down ordinary passengers throughout.
 J - Connect at Anzac Parade Junction with the 5.56 a.m. trip ex Anzac Parade Junction to La Perouse.
 K - Run via Elizabeth, Oxford and Flinders Streets, Anzac Parade and Dacey Avenue.
 L - The 12.5 a.m. trip ex Railway Square to Depot is to show "Coogee" signs, allow through fares and transfer passengers at Robertson Road into the 12.0 midnight trip ex Circular Quay - Coogee.
 M - Show "via Darlinghurst" supplementary signs and operate via Darlinghurst to Railway Square.
 N - Wait at King Street, Randwick for staff bus due 12.19 a.m.
 P - This trip to show "Coogee" with supplementary "Randwick Workmen's Tram" signs from Circular Quay and carry ordinary passengers in addition to Workshops employees.
 Q - Run via Elizabeth, Oxford and Flinders Streets - show temporary "Malabar" in addition to ordinary "Coogee" signs, allow through fares and transfer passengers into the 1.24 a.m. trip ex Robertson Road to Malabar.
 T - The 12.36 a.m. trip ex Railway Square to Depot is to show "Coogee" signs, allow through fares and transfer passengers at Robertson Road into the 12.32 a.m. trip from Circular Quay to Coogee.
 V - Depot Junction dep. 3.33 p.m. (coupled cars) Anzac Parade Junction dep. 3.39 (operate via Cleveland Street on Wednesdays excepted take up pupils of Sydney High School - Railway Square Loop arr. 3.47 dep. 3.49 p.m. thence as tabled.
 W - Take up employees from Australian Glass Manufacturers.

The supplementary summer Sunday Coogee line service WTT 177A of February 1960. Note G instructs the crew to operate by Baptist, Cleveland and Chalmers streets on their way to and from Railway Square.

Karrakatta

DAVID WHITEFORD

KARRAKATTA IS A STATION on the suburban railway from Perth to Fremantle, 7.4 km from Perth. The railway was opened on 1 March 1881 from Fremantle to Perth and Guildford.

A rail service to Karrakatta was 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 West Australian newspaper of 3 April reported that “the new platform was named Karrakatta, the meaning of which is the hill of fire, an appropriate name when it is remembered that the new rifle range is situated within the reserve”. However this nomenclature is not confirmed by Landgate’s Geographic Names records which agrees that Katta is hill but says that Karra could be the red-tailed black cockatoo, an orchid, a crab, or spiders.

The first 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 is the subject of this article. [timetable above right]

[The West Australian newspaper](#) of 1 April 1896 reported that “The

THE EASTER ENCAMPMENT.—The Railway Department inform us that the following trains will stop at Karrakatta platform today to set down and pick up passengers:—
From Perth : 6.10, 7, 9.15 a.m. ; 12.30, 2.30, 3.35, 5.30, 6.20, 7.10, and 10.50 p.m. From Fremantle : 6.10, 7, 9.15 a.m. ; 12.30, 2.30, 3.30, 5.30, 6.20, 7.10, and 10 p.m.

Encampment at Karrakatta.

During the encampment at Karrakatta the following trains will stop at that station :—

WEEK DAYS.—EX PERTH, 6.30, 7.0, 8.30, 9.15, 10.30 and 11.30 a.m. ; 12.30, 1.30, 2.30, 3.30, 4.30, 5.15, 5.30, 6.10, 6.30, 7.0, 8.0, 9.0 (Saturdays excepted), 9.30 (Saturdays only), 10.0, 10.30 (Saturdays only), 11.15 (Saturdays excepted), and 11.30 (Saturdays only) p.m.

EX FREMANTLE, 6.30, 7.30, 8.0, 8.30, 9.15, 10.30, 11.30 a.m. ; 1.30, 2.0 (Saturdays only), 2.30, 3.30, 4.30, 5.15, 5.30, 6.15, 7.0, 8.0, 9.0, 9.30 (Saturdays only), 10.0, 11.0 (Saturdays only), and 11.15 p.m.

EX CLAREMONT, 6.15 p.m.

On Sundays all trains will stop (Kalgoorlie express excepted).

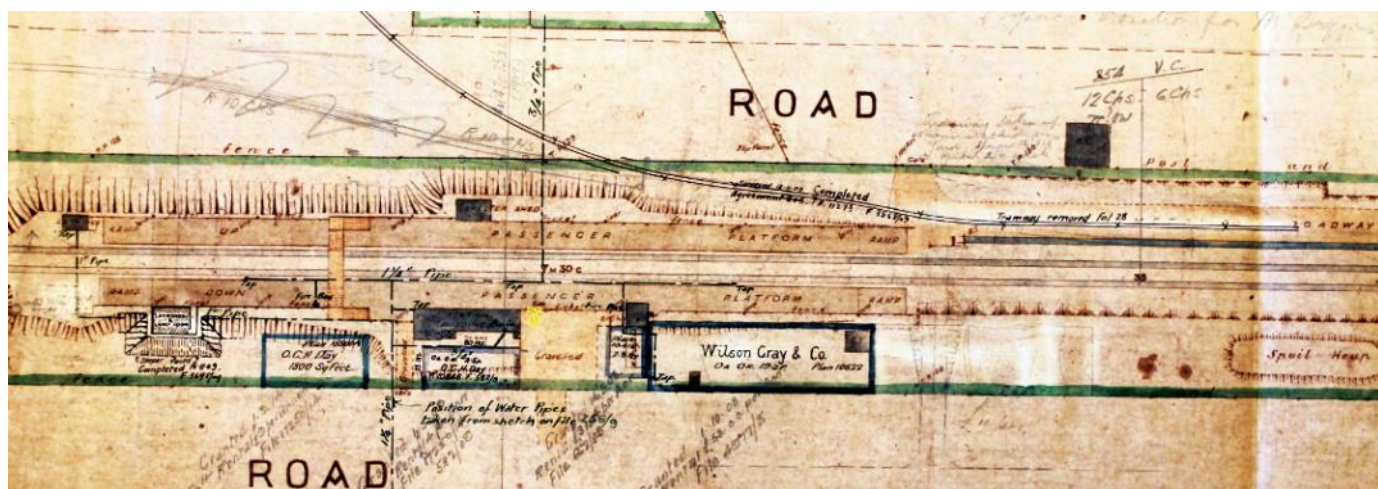
Weekly Notice 9 February 1900.

platform at Subiaco...is nearly completed, and it is expected it will be finished this evening”. A close call! There was just one platform as the railway was still a single line.

The timetables give details for travel by contingents, with likely number of

men in brackets, according to a General Order from Headquarters:

The Perth (112), Fremantle (143) and Guildford (43) Corps were the first to enter the encampment with arrangements made for them to leave Perth and Fremantle by train at 8.15am



This WAGR plan in the State Records Office of W.A. shows Karrakatta with up and down platforms, the goods siding off the Up platform, and a two foot gauge tramway that ran into the defence reserve. That’s a story still to be researched.

UP. SUBURBAN LINE—continued.

Distance to Fremantle.	Miles.	Stations.	WEEK DAYS.													
			31	65	97	67	69	63	71	73	75	77	79	81	83	45
			Goods.	Pass.	Express.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Goods.	
53		FREMANTLE dep.	2 55	3 30	4 30											
		East Fremantle arr.		3 32	4 32											
		North Fremantle Do. dep.		3 37	4 37											
3		Cottesloe Beach dep.														
20		Cottesloe Do. dep.														
10		Claremont dep.														
40		Karrakatta * dep.														
52		Subiaco Do. dep.														
11		Mt. Eliza Junction + + + dep.														
16		West Perth + + + arr.														
11		Do. dep.														
76		PERTH (CENTRAL) arr.	3 55	4 11	4 15	5 0	5 14	5 25								
		Do. dep.	4 25	4 28	5 5											
12		East Perth 15-Mile * dep.														
15		Bayswater arr.														
18		Do. dep.														
19		19-Mile Junction + + + arr.														
		Do. dep.														
		Guildford + + + arr.														
19		Do. dep.	4 19	4 51												
20		Woodbridge arr.														
20		Tuckon's Siding * dep.														
20		MIDLAND JUNCTION + + + arr.	4 56													

* Stops to pick up only for Stations at which train is timed to stop East of Guildford's Wall.
 † Stops at Karrakatta Wednesday and Saturday only.

STATIONS.	WEEK DAYS.														
	83a	85	97a	91	93	95	97a	99	101	103	105	107	85	109	111
	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Goods	Goods.	Goods.	Goods.	Goods.
FREMANTLE dep.	7 10	7 30													
East Fremantle arr.	7 12	7 32													
North Fremantle Do. dep.															
Cottesloe Beach dep.															
Cottesloe Do. dep.															
Claremont arr.															
Karrakatta * arr.															
Subiaco arr.															
Do. + + + dep.	7 45	7 45	8 3												
Mt. Eliza Junction + + + arr.	7 39	7 50	8 06												
Do. dep.	7 42	7 52	8 12												
PERTH (CENTRAL) arr.	7 47	7 55	8 14												
Do. dep.															
East Perth 15-Mile * arr.															
Bayswater dep.															
Do. arr.															
19-Mile Junction + + + dep.															
Do. arr.															
Guildford + + + arr.															
Do. dep.															
Woodbridge arr.															
Tuckon's Siding * dep.															
MIDLAND JUNCTION + + + arr.															

on Thursday 2 April.
 Geraldton (51) to leave 9.45pm Thursday to arrive at camp about noon on Friday.
 Bunbury (46) to arrive in Perth at 6am Friday. It is reported they reached camp at 7am.
 Albany / Plantagenet (32) to leave Albany 5pm Thursday, collecting the York contingent at 5.05am Friday and go through to Camp where they arrived about 11am, but it is reported that the York contingent was conspicuous by its absence.

In addition there were at least 36 other men from Headquarters, medical and other operations with a reported total of 440 men attending.
 The train service was not without problems when a contingent from Albany was over-carried to Claremont and the weary men had to march three miles to the camp. Newspapers reported that the guard of the train is said to have stated 'he forgot' the train had to stop at the new platform. Geraldton and Bunbury contingents were compelled to wait in Perth for ordinary trains as per the Sunday

timetable (being Easter, the regular weekday service did not operate), with more than an hour's detention for one group and considerably longer for the other. "So much for the traffic branch of the railways. As regards the Permanent Way branch, however, credit is due for the expeditious manner in which a suitable landing for training and detraining the troops was erected at Karrakatta, although an improvement in the shape of a couple of lights would have been much appreciated as a means of facilitating the sorting of luggage. The transport of the guns of the Perth and Fremantle artillery from Perth to the camp was attended with considerable difficulty. There being no conveniences for landing the Fremantle guns at any spot nearer than Subiaco, it was deemed the wisest plan to train them to Perth, and to drag them to the camp from that point" - West Australian 4 April 1896.

The heavy road (much of it sand) and horses too light a draught for the work meant that the men, guns and baggage arrived in camp at all hours of the night.

On Sunday 5 April the participants were taken by special train to Perth to attend services at the churches of their various denominations.

The camp was open to visitors and almost all of the passenger trains on the Fremantle railway were to stop at the new platform.

Most men left the encampment during Monday 6 April by various regular trains, some men remaining until the next day to assist in the final packing up.

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

SUBURBAN LINE—continued.

DOWN.

Distance from Midland Junction.	Miles.	STATIONS.	SUNDAY.														
			62	40	124	2	64	102	110	114	116	118	120	122	126	92	
	Chas.		Goods.	Suburban Goods.	Goods.	Goods.	Goods.	Goods.	Goods.	Kalgoorlie Express.	Pass.	Pass.	Albany Mail.	Pass.	Pass.	Pass.	Goods.
1 37		MIDLAND JUNCT.††† dep.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	HOON	P.M.	P.M.	P.M.
		Turton's Siding* ...	...	...	3 30	5 40	2 15	4 15	8a 4	...	...	10 5	10 20	12 0	...	1 50	1 15
1 50		Woodbridge ...	...	...	...	...	...	...	...	...	...	10 10	...	P.M.	...	1 55	...
2 37		Guildford††† ...	arr.	...	...	...	...	...	...	...	...	10 13	10 25	12 5	...	1 58	...
		Do. dep.	...	...	...	...	...	...	...	...	...	10 14	10 27	12 9	...	1 59	...
		19-Mile Junction†††	arr.	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Do. dep.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6 6		Baywater ...	arr.	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Do. dep.	...	...	...	...	...	...	...	...	...	10 24	...	12 19	...	2 9	...
7 27		15-Mile* ...	arr.	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Do. dep.	...	...	...	...	...	...	...	...	...	10 26	10 35	12 28	...	2 18	...
9 42		East Perth ...	arr.	...	...	...	...	...	...	...	...	10 35	10 45	12 30	...	2 20	...
		Do. dep.	...	...	...	...	...	...	...	...	...	10 37	10 50	12 32	...	2 22	...
10 31		PERTH (Central) ...	arr.	...	4 15	6 20	3 0	5 0	8 30	...	...	...	...	...	...	...	...
		Do. dep.	12 15	1 50	...	6 40	3 15	...	8 40	10 0	10 45	11 0	1 0	2 15	2 30	2 0	...
11 6		West Perth†††	arr.	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Do. dep.	...	...	...	...	...	...	b	10 3	10 48	11 3	1 3	2 18	2 33	2 40	...
12 55		Mt. Eliza Junction†††	arr.	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Subiaco ...	arr.	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Do. dep.	...	...	...	...	...	...	b	10 9	10 54	11 9	1 9	2 24	2 39	...	...
14 67		Karrakatta* ...	arr.	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Do. dep.	...	...	...	...	...	...	b	10 30	11 5	11 20	1 20	2 35	2 50	...	...
16 17		Claremont ...	arr.	...	...	...	...	...	b	10 27	11 12	11 27	1 27	2 42	2 57	...	...
18 7		Cottesloe ...	arr.	...	...	...	...	...	b	10 27	11 12	11 27	1 27	2 42	2 57	...	...
18 64		Cottesloe Beach ...	arr.	...	...	...	...	...	b	10 30	11 15	11 30	1 30	2 45	3 0	...	...
20 70		North Fremantle ...	arr.	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Do. dep.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21 64		East Fremantle ...	arr.	...	...	...	...	...	9 6	10 36	11 21	11 35	1 35	2 51	3 6	...	...
		Do. dep.	...	...	...	...	...	...	9 10	10 40	11 25	11 39	1 40	2 55	3 10	...	...
22 27		FREMANTLE ...	arr.	1 10	3 40	7 30	4 15	...	9 12	10 42	11 27	11 41	1 42	2 57	3 12	3 40	...

a Stops to pick up and set down passengers when required.

STATIONS.	SUNDAY.									
	128	130	133	134	136	138	140	142		
	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.		
MIDLAND JUNCT.††† dep.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.		
Turton's Siding* ...	...	...	...	6 30	...	6 5	...	10 10
Woodbridge ...	...	...	...	6 35	...	6 10	...	10 15
Guildford††† ...	arr.	...	...	6 37	6 35	6 13	...	10 18
Do. dep.	...	...	...	6 37	...	6 14	...	10 19
19-Mile Junction†††	arr.	...	...	...	...	...	...	...
Do. dep.	...	...	...	...	...	...	...	...
Baywater ...	arr.	...	...	...	...	...	...	...
Do. dep.	...	...	...	6 49	...	6 24	...	10 29
15-Mile* ...	arr.	...	...	...	...	...	...	...
Do. dep.	...	...	...	...	...	...	...	...
East Perth ...	arr.	...	...	6 58	...	6 33	...	10 38
Do. dep.	...	...	...	...	...	6 35	...	10 40
PERTH (Central) ...	arr.	...	...	...	...	6 37	...	10 42
Do. dep.	3 30	4 30	5 35	7 10	7 45	9 30	10 15	...		
West Perth†††	arr.	...	5 37	...	...	...	...	...
Do. dep.	...	...	5 39	...	...	...	...	...
Do. dep.	3 33	4 33	5 39	7 13	7 48	9 23	10 18	...		
Mt. Eliza Junction†††	arr.	...	...	...	...	...	...	...
Subiaco ...	arr.	...	...	...	...	...	...	...
Do. dep.	3 39	4 39	5 45	7 19	7 54	9 29	10 24	...		
Karrakatta* ...	arr.	...	...	...	...	...	...	...
Do. dep.	3 50	4 50	5 56	7 30	8 5	6 40	10 35	...		
Claremont ...	arr.	3 57	4 57	6 3	7 37	8 12	9 47	10 42
Do. dep.	4 0	5 0	6 6	7 40	8 15	9 50	10 45	...		
Cottesloe ...	arr.	...	...	...	...	...	...	...
Do. dep.	4 6	5 6	6 12	7 45	8 21	9 56	10 51	...		
East Fremantle ...	arr.	4 10	5 10	6 16	7 50	8 25	10 0	10 55
Do. dep.	4 12	5 12	6 18	7 52	8 27	10 2	10 57	...		

deduplicated. Karrakatta station was moved nine chains nearer to Fremantle with Up and Down platforms provided at the new site. A siding there was opened in March. The defence reserve continued to be used for encampments and the rifle range for competition for

many years, with trains servicing attendees. [1897 timetables on page 10 and above]

While much of the reserve is now housing, a significant portion is still in defence force use as Irwin Barracks.

Write a [Letter to the Editor](#) about this story

Return to the [Index page](#)



Karrakatta (1897?), looking towards Perth. The cemetery is to the right and defence reserve to the left. Photo courtesy [*Rail Heritage Western Australia*](#).



Karrakatta in later years—probably in the early 1970s. The suburb and the trains are radically changed ... but the station and its tree remain. The buildings on the platform were demolished in 1977.

Effective: 21/07/2019

Train Timetable



Fremantle Line

- Perth
- City West
- West Leederville
- Subiaco
- Daglish
- Shenton Park
- Karrakatta
- Loch Street
- Claremont
- Swanbourne
- Grant Street
- Cottesloe
- Mosman Park
- Victoria Street
- North Fremantle
- Fremantle

Note that Christmas Day operational times may differ to the Public Holiday times shown on this timetable. To enquire about these times, please call the InfoLine on 13 62 13 or log on to the Transperth website at transperth.wa.gov.au



Looking for more information?

Visit us online
transperth.wa.gov.au

Get the app
Download our free iPhone® or Android™ app to help you plan your journey.

Call us
InfoLine on 13 62 13
(TIS 13 14 50)
Hearing or speech impaired?
Call via NRS on 133 677

Visit an InfoCentre at:

- Elizabeth Quay Bus Station
- Perth Busport
- Perth Station
- Perth Underground Station



Stopping Patterns to Fremantle

All Stops



Pattern	Perth 99007	City West 99202	West Leederville 99212	Subiaco 99222	Daglish 99232	Shenton Park 99242	Karrakatta 99252	Loch Street 99262	Claremont 99282	Swanbourne 99292	Grant Street 99302	Cottesloe 99312	Mosman Park 99322	Victoria Street 99332	North Fremantle 99342	Fremantle 99352
Monday to Friday																
am	5:15	5:17	5:19	5:21	5:22	5:24	5:26	5:27	5:30	5:31	5:33	5:35	5:36	5:38	5:40	5:45
	5:30	5:32	5:34	5:36	5:37	5:39	5:41	5:42	5:45	5:46	5:48	5:50	5:51	5:53	5:55	6:00
	5:45	5:47	5:49	5:51	5:52	5:54	5:56	5:57	6:00	6:01	6:03	6:05	6:06	6:08	6:10	6:15
	6:00	6:02	6:04	6:06	6:07	6:09	6:11	6:12	6:15	6:16	6:18	6:20	6:21	6:23	6:25	6:30
	6:15	6:17	6:19	6:21	6:22	6:24	6:26	6:27	6:30	6:31	6:33	6:35	6:36	6:38	6:40	6:45
	6:30	6:32	6:34	6:36	6:37	6:39	6:41	6:42	6:45	6:46	6:48	6:50	6:51	6:53	6:55	7:00
	6:45	6:47	6:49	6:51	6:52	6:54	6:56	6:57	7:00	7:01	7:03	7:05	7:06	7:08	7:10	7:15
	7:00	7:02	7:04	7:06	7:07	7:09	7:11	7:12	7:15	7:16	7:18	7:20	7:21	7:23	7:25	7:30
	7:10	7:12	7:14	7:16	7:17	7:19	7:21	7:22	7:25	7:26	7:28	7:30	7:31	7:33	7:35	7:40

The timetable in 2022



COUNTRY VISITORS.

When this edition comes off the press many thousands of country visitors will have arrived in Sydney for the Royal Easter Show.

Many of these country people will be unfamiliar with the layout of the City and suburbs and may be likely to experience difficulties due to not knowing the various transport routes or the location of their intended destinations, such as large City stores or City or suburban streets, and being unaware of sectional points and correct fares.

Every officer and employee is enjoined to afford the utmost possible assistance and courtesy to these country visitors, in readily answering questions with civility and, in cases where it is apparent that the passengers or intending passengers are strangers and are in doubt, in offering to help them without waiting to be asked questions. The whole attitude of the Staff to these visitors should be one of friendship and helpfulness.

Fares have been increased by 1d. since many of the country people were last in Sydney and some will be unaware or forgetful of the increase, with the result that there is a possibility of many incorrect tickets being issued. Where passengers appear to be country people and tender coins without naming the number of sections or their destination, they should be politely asked their destination, or the number of sections they are travelling, in order to avoid error. In cases where 2d. is tendered for an adult fare, the passengers should be courteously informed that fares have been increased since last July and that the fare for one section is now 3d.

Most country people are unaccustomed to the rush and bustle of City life and are much slower than City people in joining and alighting from trams and omnibuses. Drivers and Conductors should therefore be patient and exercise particular care in allowing passengers sufficient time to join and alight, and Drivers should observe the instruction of looking along the offside footboard before starting trams.

Usually, when country people return home after the Easter Show, their one topic of conversation for some time is "what they saw at the Show". This year, let us all aim at giving them a second topic to talk about—"the civility, helpfulness and efficiency of Sydney's tram and omnibus Staff, and the safety of tram and omnibus travel".

Yokels vs Locals???