

Summary of

WAGR

Weekly Notices

Volume 1

1896-1920

Compiled by
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Introduction

This document is the result of a number of years of perusal of the Weekly Notices that were produced by the W.A.G.R., and their successor, Westrail.

These Weekly Notices provide a unique insight into the working of the Government Railway system, and the changes that have come about over a period exceeding 100 years. They include information on the changes and growth within the railway infrastructure, in a form that was needed by the staff involved in this major transport undertaking.

At the same time, they provide a valuable insight into the changing social environment. The role that was played by the railways in the life of everyone for much of this period is evident from reading the special train notices, and amendments that were made to various official books to support the needs of a population both in the city and a developing countryside.

Usage

These summaries are provided in both hardcopy and electronic form for all to use in the pursuit of railway history. I would request that should you make use of them in the preparation of any publications that appropriate acknowledgement is made of their use.

What is included

The summary is the result of reading all of the Weekly Notices for a year, and extracting / summarising the contents. I have been selective in the extraction process, and attempted to be as complete as possible on the following.

Installation, opening and closing of sidings.

Movement of siding locations.

Naming and renaming of sidings and locations.

Opening and closing of staff stations, and changes between Staff and Ticket and Electric Staff.

Changes to signalling (major), and changes to signal boxes and block posts.

Opening and closing of sections of line, including temporary pre-opening services by PWD or contractors.

Changes to infrastructure and facilities at stations and sidings.

Opening and closing of stations as booking stations (essentially provision of SM).

Opening and closing of ballast pits.

Status (usually operational lengths) of private lines.

Timetable reprints (page references).

Special regular timetable services (eg Stone train services).

Locomotive availability on section of lines.

Locomotive stock alterations and additions, from about 1920 onwards (prior to that there were some notes on changes, but they were not complete).

Deviation activities.

Unusual special services.

Items of interest that may not be easily available from other sources.

What is not included

Some regular or repetitive information is not included in these summaries, as follows.

Special train services, eg Races, excursions, employee picnics. These were a regular operation for many years. Examples can be seen by perusal of the front pages of the Weekly Notices, or use of the indexes.

Changes of leases of private sidings.

Changes of normal timetabled train services.

Leases and sub-leases of sidings.

Changes to rolling stock (other than locomotives). The location of these in the Weekly Notices are noted in the summary.

Indexes

The bound volumes of the Weekly Notices that are held in the Railway Museum Archives contain comprehensive indexes for the later volumes. These can be perused to find much of the information noted in the 'What is not included' section. Note that each index generally occupies many pages, and perusal of the whole index may be necessary to identify the information required.

Abbreviations

The following abbreviations are included in these summaries. While most will be familiar to most users, they are included here for completeness.

CR – Coaching Rates Book

ELT – Engine Load Table

GA – General Appendix

GR – Goods Rate Book

MR – Midland Railway Co.

WTT – Working Time Table

ufn – Until further notice

Down and Up

Currently, and for most of the history of railways in WA, Down and Up have been used as directions, with Down referring to away from the main port, Fremantle, or away from the principal terminus of a service.

However, the original use of these terms were the opposite, with Up referring to the direction away from the original termini of Fremantle and Geraldton. This was reversed (for most lines) on 1st July 1899.

In perusing these summaries, and the original Weekly Notices, it is necessary to understand the context in which these terms are used to prevent confusion.

Mileages

A number of mileage systems, or more correctly distance scales, have been used within the Western Australian railway system over the period covered by these summaries.

At first, all mileages were measured from Fremantle or Geraldton, as the starting point of the original railway lines. At a later time, mileages came to be measured from Perth, as the principal station. Following the changeover, there was a considerable period during which two mileages were quoted, from Fremantle and from Perth.

For stations east of Bellevue, the mileages were initially calculated via the original main line through Mundaring. Following the construction of the Parkerville deviation, mileages were calculated via Parkerville. Again there was a considerable period during which mileages could be quoted in both forms. These are usually obvious as they will state via P (or Parkerville) or via SM (or Smiths Mill).

Deviations add some complexity to quoted mileages, as most resulted in a change of length of the new line in comparison to the old. The result of this was that distances to all stations beyond the start of the deviation would change. In some cases this is identified within the Weekly Notices; in other cases (usually smaller changes) the change would not be reflected until the next WTT was issued, and in the case of rate mileages (see below) large changes would be notified by separate amendment sheets to the GR and CR books.

With the provision of mileposts during the construction of railway lines there is an added complication with deviations, in that 'real' mileage no longer agrees with the milepost. In most cases there was no relocation of mileposts beyond the deviation, although new mileposts were generally erected along the deviation itself.

This led to the specification of two forms of mileage, which generally only appeared in the WTT and reprints of these tables in the Weekly Notices. These were 'Actual' and 'vide Milepost' mileages. In theory, 'Actual' mileages should be the real mileage of each station or siding, while 'vide Milepost' mileages should represent the position based on the current physical mileposts in the area. It should be noted that the specification of these separate mileages did not come into immediate use. Note that changes of differences between these two mileages can give indications of the difference in length of a deviation, and also the approximate location of the beginning and end of a deviation.

A final set of mileages is the rate mileages, used to calculate distance for accounting purposes. These are generally specified in the CR and GR books, with changes notified via the Weekly Notices. In most cases these should be the actual mileage, rounded to the nearest mile.

With a change to the metric system, distances are now measured in kilometres, and in timetables are generally specified from the beginning of the section of line, usually the terminus, or junction station or location.

Acknowledgements

I would like to acknowledge the assistance of the Australian Railway Historical Society (W.A. Division) Archives section for assistance in making the bound copies of the Weekly Notices available to me.

Status

The Weekly Notices have been published by the W.A.G.R. and their successors since late 1896.

Currently this summarization process is not yet complete.

The table below contains details of the current status against known volumes.

Volume	Year	Status
1	1896 – 1920	Completed
2	1921 – 1945	Completed
3	1946 – 1970	Completed
4	1971 - onwards	Extraction continuing

WEEKLY NOTICES - 1896

WN 1, we 4/9/1896

Wonyong, spelling used in one timetable, but not repeated elsewhere.

Telephone advice of running of trains, following stations to provide, Fremantle, Perth, Midland Junction, Chidlow's Well, Spencer's Brook, Beverley, Northam, Hine's Hill, Southern Cross, Boorabin, Pinjarrah, Bunbury, Picton Junction, Boyanup.

Eastern Railway, list of work to be carried out by trains, pages 6, 7.

Wooroloo platform, late Byfield's Mill, shelter shed and platform constructed at Byfield's Mill, commences 1/9/96.

Position of chopper couplings, 30/8/96 couplings on all wagons at stations and sidings to be placed on wagons as in Circular 34.

Using sand on heavy grades, to assist drivers and guards to control trains and prevent overshooting stations, in future when rails wet and slippery and where approach is on heavy grade, SM, Officer in Charge or one of staff to proceed to top of grade, or as near as possible, and sprinkle sand on each line of rails for 20 or 30 yds, or further if time permits, to be done immediately before train expected to arrive.

WN 2, we 11/9/1896

Opening railway to Kalgoorlie, Tuesday 8th September 1896. Special passenger train will leave Fremantle for Kalgoorlie on Monday 7/9/96, returning from Kalgoorlie Friday 11/9/96, timetable page 2, load is 8 sleeping cars, 2 composites, 1 Ministerial Saloon, old Governor's Saloon, 1 inspection

car, 2 covered goods vans fitted with vacuum pipes and 1 bogie B van, two G class engines attached to run special between Fremantle and Boorrabin (sic), attendant to travel on Ministerial Saloon through to Kalgoorlie, SM Fremantle to supply guard, 5 conductors for sleeping cars, 1 lamp cleaner to travel through with train and replenish lamps at Southern Cross on up and down journeys, water tanks on sleeping cars, Governor's Saloon and Ministerial car to be replenished en route; 6 spare roof lamps properly trimmed to be sent forward to replace any that become defective or damaged during journey.

Sleeping cars between Fremantle and Boorabbin and Albany; not attached to mail and express trains from 5th to 12th inclusive.

East Fremantle, 30/8/96 opened as ES station, section North Fremantle – East Fremantle.

Midland Junction fixed signals, 3/9/96, three down distant signals provided on separate posts about 600 yds outside fouling points; right hand applies to trains from Parkerville main line, centre to trains from Smith's Mill branch, left applies to Canning Jarrah Timber Company branch, page 8.

8 point indicators connected to facing points at Fremantle, 1 at East Fremantle, 3 at North Fremantle, 2 at Cottesloe (in addition to those in Circular 36).

WN 3, we 18/9/1896

Duplication of line Fremantle to Midland Junction, 13/9/96 details of Ballast train, pages 5 – 7. (Repeated in subsequent WNs)

Clackline improvements, earthworks now completed, blasting operations discontinued

at 62m 40ch.

McDowell 81 Mile Siding, cases of goods for Mr McDowell being taken onto the platform at Drakesbrook instead of being left at siding; goods to be consigned and left at Siding.

Midland Junction, 5/9/96 additional down and up home signals brought into use (Circular 42).

Perth Cabin C, 6/9/96 signals and interlocking brought into use, absolute block system introduced on main line (Circular 43).

WN 4, we 25/9/1896

Boyanup Junction, instructions for handling of trains from Donnybrook and Busselton, page 12.

Clackline Junction, instructions for handling of trains from Spencer's Brook and Newcastle, page 12.

G.S. Railway, until GSR couplings are made uniform with this department, empty trucks being returned to Beverley by all up trains except No 29 Mail must be marshaled next to the brake van as far as Spencer's Brook.

Lion Mill, reference to it being "late White's Mill" in reference to missing tickets.

Midland Junction, 10/9/96 up home and distant signals into use (circular 44).

WN 5, we 2/10/1896

Swan View Bridge 28¼ Mile, reference to in special excursion train working.

Cookernup Water Tank, referred to in timetable, different site to Cookernup.

Train staff and ticket apparatus, repeated regulations for these, page 12. This appears to be an electrically interlocked system to

separately release staff and a ticket from drum.

MR Coy wagons, a number are being utilized for timber from Messrs Baxter and Prince Siding on Donnybrook line (24¼ Mile) and Mullewa.

Electrical Workshops, from 28/9/96 removed to Midland Junction.

WN 6, we 9/10/1896

Duplication Fremantle to Midland Junction, timetable for ballast trains to Beenup, pages 12, 13.

Burswood, Kelmscott, Beenup, 5/10/96 opened as S&T stations, sections now East Perth – Burswood – Cannington – Kelmscott – Beenup – Jarrahdale Junction.

WN 7, we 16/10/1896

Class N engines, intended for local passenger work, not to be used other than on 60lb rail.

WN 8, we 23/10/1896

East Perth, from 17/10/96 all up and down local passenger trains, No 20 down mail (weekdays), No 20 down special mail (Sundays), all up and down SW Mixed trains will stop to pick up and set down.

Lighting and distribution of roof lamps, details page 16.

WN 9, we 30/10/1896

Class N engines, prohibition to running over 45 and 46 lb rails refers to main lines only, for shunting purposes may run into any siding laid with these rails.

Class K engines must not be taken into sidings which may be equipped with sliding rail points.

Lighting and distribution of roof lamps, corrections page 12.

WN 10, we 6/11/1896

Mahogany Creek, Messr's Gill & Co's private siding 31m 22ch ready for traffic.

WN 11, we 13/11/1896

Nil of interest.

WN 12, we 20/11/1896

Mt Baker, from 29/10/96 opened as telephone station for purpose of signalling arrival and departure of trains to Clackline and 51 Mile between 6am and 6pm Sundays excepted.

WN 13, we 27/11/1896

24 Mile Siding, until it is opened as a crossing station SM Midland Junction to arrange to supply with empties, siding to be worked from Smith's Mill line and Eastern line on alternate days, if circumstances permit shunting from both lines daily this should be done.

Class O engines, load from Midland Junction to Chidlow's Well is 185 tons or equal 23 loaded.

Covered goods vans 4152 – 4169, although marked WAGR are to be treated as belonging to GSR Company, when emptied to be returned to Beverley by first available train.

Subiaco – Claremont, ufn two engines attached not to run on new road; if necessary one must be placed in the rear.

WN 14, we 4/12/1896

Lockeridge Crossing, 30/11/96 71 up and b0 down to stop for Mr Parry's party, Guildford fares to be charged.

Beenup closed, Beenup Ballast Pit opened, 14/11/96 as staff station, sections now Kelmscott – Beenup Ballast Pit – Jarrahdale Junction.

Cold Storage Wagons, working of, page 6.

Clackline Junction, 23/11/96 signalling and interlocking brought into use, details page 7.

Jarrahdale Timber Coy wagons 65 to 84, ufn not to be allowed to run on government railways; fitted with higher wheels and body frames than old Jarrahdale wagons, painted white with name Jarrahdale in black on the side.

Absolute Block System, Junction Working, from 30/11/96 into operation: Cabin A Perth – down main East Perth and Perth; East Perth – Up main Cabin A and East Perth; Cabin B Perth – up main Cabins C and B; West Perth – down main Cabin C and West Perth, page 10.

WN 15, we 11/12/1896

Racecourse (Geraldton), 8&9/12/96 opened as temporary staff station for Geraldton races, splitting Northampton Junction – Mullewa Junction.

Yilgarn line, 197m 71ch, 209m 54ch, 221m 24ch, 226m 73ch, 239m 24ch, 246m 54ch, new sidings put in between Northam and Southern Cross.

WN 16, we 18/12/1896

Breaches of the Regulations, 10/10/96, Porter, dismissed, cause – absenting himself from duty.

Brunswick, 5/12/96 opened as a staff station, splitting Yarloop – Picton Junction.

WN 17, we 25/12/1896

Layton's Crossing (first crossing Perth side

of North Fremantle), 1 parcel of newspapers to be thrown out.

Spencer's Brook – Northam No 11 pass, since 10/8/96 extended through to East Northam.

Discontinuance of Monthly Notice, Monthly Notice has been discontinued, No 5 was the last issue.

WN 18, we 1/1/1897

K class engines 34 and 36, only equal to hauling O class load Midland Junction to Chidlow's Well, other K class to take load shown in Appendix.

Perth Racecourse Branch line sidings, goods for Western Australian Brick Coy should be consigned to Burges Siding, Perth Racecourse Branch Line; for Swan Brick Coy to Perth Racecourse Siding.

WEEKLY NOTICES - 1897

WN 1, we 8/1/1897

Nil of interest.

WN 2, we 15/1/1897

Canning Races, ref to specials running between Cannington and Racecourse without staff or ticket. Repeated on other occasions.

North Fremantle, Claremont and Lion Mill, backlights of signals now altered according to Appendix 2, at night when on will show a backlight, no light when off.

Up and Down platforms, stations on single lines where up and down platforms provided, up and down trains must invariably be worked to respective platforms.

WN 3, we 22/1/1897

Mundaring Sidings, wagons should be labeled to Mundaring and not Gugeris. Two sidings, one on west side belonging to Holmes and Balin, other on east side to Adelaide Timber Co

WN 4, we 29/1/1897

Duplication Fremantle to Midland Junction, ballast train between Beenup and East Perth extended to Claremont. Separate Beenup ballast ceases between Perth, East Perth and Bayswater, and will work between Claremont and Subiaco on new line. Two ballast trains working on one line, timetables pages 3-5.

Refreshment Rooms, reference to Refreshment rooms being at Pinjarrah, Hines Hill, Beverley, Katanning, Chidlow's

Well and Boorabbin.

WN 5, we 5/2/1897

Baker's Hill, alteration to grades, from 24/1/97 until alterations to grades are complete, 57m 57ch to 58m 41ch, trains pass over new deviation, entrance at 57m 7ch (sic) is by set of points. Note Baker's Hill would appear to relate to the physical rise, not the station which was still Mount Baker at this time.

Taking over Great Southern Railway – Beverley to Albany, reference to where guard's journals are to be sent.

Cannington, line of railway laid in for Metropolitan Water Supply, crossing over South West line at right angles ½ mile on south side of Cannington station. Distant signals worked from levers at crossing put in 600yds either side, porter in charge 6am to 6pm daily.

New GSR coaches, 4 new GSR coaches presently in traffic, must be kept continuously in service between Perth and Fremantle, may be distinguished by having 8 compartments.

WN 6, we 12/2/1897

15 Mile, 6/2/97, closed as a block post, new section East Perth – Bayswater.

93½ Mile Siding (Eastern line), from 8/2/97, Nos 1 and 60 to pick up/set down school children.

Green's Siding, at 21½ mile SW line complete.

19 Mile Junction (Eastern Line), 2/2/97 interlocking and signals brought into use, up

home and distant, down starting home and distant.

WN 7, we 19/2/1897

Cannington, 13&14/2/97, special trains from Fremantle to Cannington containing pipes, to be unloaded by Water Supply Co immediately. Repeated on other occasions.

Burlong, 15/2/97, opened as S&T station splitting Spencer's Brook – Northam.

15 Mile, from 18/2/97 several trains to stop here (plus a warning that passenger trains not to be stopped at unauthorized places without authority from CTM).

10 Mile Siding, 19 Mile Siding referred to between Coolgardie and Kalgoorlie (appear to be mileages ex Coolgardie).

Northam – Kalgoorlie, from 15/2/97 all mixed trains stop where required to pick up and set down passengers; includes new sidings in course of construction.

Woodbridge, Turton's Siding and 51 Mile, point indicators provided.

WN 8, we 26/2/1897

Bunbury – Donnybrook, additional goods trains, timetable page 11.

WN 9, we 5/3/1897

McDowell's Siding, 28/2/97, LE belonging to J.McDowell runs from her to Pinjarrah and return, with pilot driver to turn.

Stephenson's Siding, between Cottesloe and Claremont closed to traffic.

WN 10, we 12/3/1897

Old Bayswater Racecourse Junction, 8/3/97 ufn No 35 and 35 Perth – Midland to stop to set down members of the WA Rowing Club.

Beenup – Claremont ballast, from 7/3/97 extended through to Fremantle.

Karrakatta, siding opened.

WN 11, we 19/3/1897

Nil of interest.

WN 12, we 26/3/1897

Bismarck, reference to station name in missing goods section.

12 Mile Donnybrook line, siding opened.

19 Mile – Guildford, 11/3/97, ES brought into use.

WN 13, we 2/4/1897

Racecourse Autumn meeting, pages 2 – 4, especially instructions re up racecourse line being opened at 6am, closed after last race, also all wagons standing on the branch to be removed that morning.

43½ Mile SW Railway, siding now ready for passenger traffic, mixed trains to stop for passengers.

WN 14, we 9/4/1897

Nil of interest.

WN 15, we 16/4/1897

Kelmscott, 15/4/97 opened as booking station

Collie, 6/4/97, opened as staff station splitting Picton Junction – Brunswick.

Claremont, 7/4/97 interlocking connected to signal box.

WN 16, we 23/4/1897

Falkirk, 19/4/97 down home and distant

brought into use for shunting purposes only, only No 56 down allowed to shunt, signals not to be lit at night.

Woodbridge, 20/4/97, new up platform brought into use, instead of existing one for up and down trains; loop will be used as main line to allow existing platform to be pulled down and rebuilt at higher level.

Guildford, 20/4/97 new up home provided about 80yds ahead of existing up home which will be removed.

15 Mile Siding ER renamed Falkirk.

Bayswater, 9/4/97 new up and down platforms at Bayswater in use.

Woorooloo (sic) platform, ref to circular opening Woorooloo, note no crossings allowed.

WN 17, we 30/4/1897

Canning Races, now Canning Racecourse Junction opened as temporary staff station for the day.

Fremantle shunting engines, from 15/3/97 five from 6am to midnight on jetty, two from 6am to midnight in yard, one from 6am to noon in yard.

WN 18, we 7/5/1897

Perth Goods Yard shunting engines, from 24/3/97, two from 6am to 6pm, one from 6pm to 6am, one from 5.20pm to 5am.

Midland Junction shunting engine, one from one from 8.30am to 6pm, Mon to Sat.

Hines Hill, 1/5/97 opened as booking station.

Woorooloo, 1/5/97 opened as booking station.

16³/₄ miles MR, siding and platform now

complete, named Bullsbrook. Mixed trains stop here instead of at Cranebrook Crossing.

43¹/₂ Mile Siding SWR, 3/5/97 renamed Mardella.

WN 19, we 14/5/1897

Cottesloe, 8/5/97 the new up and down starting and advanced starting signals brought into use and all signals will be worked from new signal cabin on down platform.

WN 20, we 21/5/1897

Gregson's Well, 17/5/97, all mixed and mail trains cease stopping.

Boyanup, 15/5/97, opened as booking station.

North Fremantle, new goods yard is now open for traffic.

WN 21, we 28/5/1897

24 Mile Siding, 24/5/97 renamed Bellevue.

51 Mile Siding, 24/5/97 renamed Werribee.

Green's 21¹/₂ Mile Siding, 24/5/97 renamed Oakdale.

81 Mile Siding (McDowell's), 24/5/97 renamed Waroona.

WN 22, we 4/6/1897

Woodbridge, from 22/5/97 all trains run on main line instead of the loop.

WN 23, we 11/6/1897

Lacey's Siding, new siding at 24m 25ch on old road via Smith's Mill now open for traffic.

Carnamah, MR, 1.6.97 opened as booking

station.

WN 24, we 18/6/1897

Mt Baker, loop is now ready for crossing trains.

Coolgardie – Mungari – Binduli – Kalgoorlie, 31/5/97 ES brought into use on these three sections.

MWS Crossing over main line near Cannington; reference to mileage being 20m 40ch.

WN 25, we 25/6/1897

Seabrook, 14/6/97 opened as a staff station.

Mokine, 18/6/97 opened as staff station.

WN 26, we 2/7/1897

Nil of interest.

WN 27, we 9/7/1897

Nil of interest.

WN 28, we 16/7/1897

Falkirk, from 12/7/97 all passenger and mixed trains cease calling.

Leederville, 12/7/97 opened as coaching booking station.

WN 29, we 23/7/1897

Nil of interest.

WN 30, we 30/7/1897

Bunbury Racecourse Junction, 25/7/97 line broken here, 1m 50ch from Bunbury.

Collie, 1/8/97 opened as a booking station.

Yarloop, 1/8/1897 opened as a booking

station.

WN 31, we 6/8/1897

Townsite Manjedal has been altered to Mundijong (appears to refer to the townsite and not a station).

Mt Baker, 56m 79ch ER altered to Baker's Hill.

WN 32, we 13/8/1897

Nil of interest.

WN 33, we 20/8/1897

Reference to section Parkerville – Belleview (sic).

WN 34, we 27/8/1897

2 Mile Cattle Siding, Geraldton – Walkaway line, 23/8/97 breaking road to put in points.

Yarrabin Siding, 222m 24ch GSR altered to Woodanilling.

York, point indicators fixed at all points on main line.

WN 35, we 3/9/1897

ES Columns, design of heads, note indicating staves now in use painted in two colours, red and blue and colours placed alternately

WN 36, we 10/9/1897

Nil of interest.

WN 37, we 17/9/1897

Cannington, Metropolitan Water Works Crossing has been taken out.

Armadale, 13/9/97 opened as booking station.

WN 38, we 24/9/1897

86m and 86m 14ch SWR, between Drakesbrook and Wagerup, 20&21/9/97 breking road to put in points.

North Dandalup, 6/9/97 opened as staff station splitting Jarrahdale Junction – Pinjarrah.

WN 39, we 1/10/1897

Nil of interest.

WN 40, we 8/10/1897

List of wagon classes, descriptions and numbers, pages 12 & 13.

McGuire's (Newcastle line), altered to Delmore.

WN 41, we 15/10/1897

Nil of interest.

WN 42, we 22/10/1897

Baker's Hill, point indicators fixed at down and up facing points.

WN 43, we 29/10/1897

Cottesloe Beach, 24/10/97 up main broken at 3m 43ch to take out points.

Mokine, 3 ground discs now in use.

WN 44, we 5/11/1897

Brunswick renamed Collie Junction, Collie renamed Brunswick from 1/11/97.

Albany – Albany Loco Cabin, 27/10/97 ES brought into use.

Waterloo, 26/10/97 signals brought into use.

WN 45, we 12/11/1897

Boulder Line Extension, 8/11/97 opened to passenger traffic, timetable page 6.

Brunswick Junction, 3/11/97 signals brought into use.

Baker's Hill, 2/11/97, interlocking and signals brought into use.

WN 46, we 19/11/1897

Old Brunswick station will be known as Brunswick Junction, and Old Collie will remain unaltered, from 5/11/97.

Perth – Bunbury, from 1/12/97 no settlement stops will be made by any train; stoppages shown in timetable must be adhered to.

WN 47, we 26/11/1897

Boulder Line Extension, 10/11/97 amended timetable page 8.

Cottesloe Beach, 3/11/97 closed as temporary block station.

Wongong, correct mileage from East Perth is 21m.

Yalup Brook, unattended siding at 86m 72ch between Drake's Brook and Wagerup now ready for use.

Cottesloe, 17/11/97 interlocking brought into use.

Binduli, 1/12/97 opened as booking station.

WN 48, we 3/12/1897

106 Mile, near Wael, 158 and 27 Mixed stop for school children.

Woodbridge, 1/12/97 opened for cloak-room, articles and parcels traffic.

Beenup, correct mileage is 35m 66ch ex

Fremantle.

WN 49, we 10/12/1897

Boulder Line Extension, 29/11/97, amended timetable page 7.

Serpentine, Mundaring, Torbay Junction, 1/12/97 opened as booking stations.

WN 50, we 17/12/1897

Conditional water trains, Northam – Southern Cross – Coolgardie – Kalgoorlie, from 8/12/97 timetable pages 5 – 8.

10 Miles MR, reference to brick traffic coming from here.

Electrical Staffs, arrangements made to engrave names of sections on all electrical staffs.

WN 51, we 24/12/1897

Woolundra, 9/12/97 opened as staff station.

Beenup Ballast Pit closed, Armadale opened, 9/12/97 as staff station.

Grass Valley – Meenar – Meckering – Waeel – Cunderding, 9/12/97 opened as electrical staff sections. (This seems to be conversion from S&T to ES).

Coolgardie – Calooli – Ubini – Bulla Bulling, 14/12/97 opened as ES sections.

Bulla Bulling – Goondari – Dedari – Woolgangie – Boondi – Boorabbin, 21/12/97 opened as ES sections.

WN 52, we 31/12/1897

Leederville, 28/12/97 post with down starter an Subiaco down distant moved 12' further from line.

Bulla Bulling – Goondari – Dedari – Woolgangie – Boondi – Boorabbin, 30/12/97 opened as ES sections.

New Year Holidays, 31/12/1896 – 4/1/1897

Perth – Racecourse specials.

Carriage stock arrangements for services.

Anniversary Day, 26/1/1897

Perth – Racecourse specials.

Carriage stock arrangements for services.

Easter Holidays, 1897

Q class shunting engines at Perth and Midland replaced by G class, engines available for special trains if necessary.

Queen's Birthday, 1897

Similar to above.

Record Reign Demonstration, 20-24/6/1897

Numerous special services.

Proclamation Day, 21/10/1897

Numerous special services.

Prince of Wales' Birthday, 9/11/1897

Similar to above.

Christmas Holidays, 1897

Similar to above.

WEEKLY NOTICES - 1898

WN 1, we 7/1/1898

Bunbury Harbour Works Stone Trains, from 4/1/98 timetable page 6.

WN 2, we 14/1/1898

Bayswater, point indicators will be fixed for all roads leading from main line.

WN 3, we 21/1/1898

219 Mile Camp (between Pingelly and Brookton), from 18/1/98 1A and 2A mixed stop Tues to Fri for school children.

WN 4, we 28/1/1898

Missing

WN 5, we 4/2/1898

Extension of Boulder Line, from 1/2/98 extended to Horseshoe. Boulder renamed Boulder City. Kalgoorlie – Boulder staff section replaced by ES Kalgoorlie – Golden Gate – Boulder City – Horseshoe. Timetable pages 5, 6.

WN 6, we 11/2/1898

Waterloo, 3/2/98 point indicator fixed at north facing points.

WN 7, we 18/2/1898

Northampton line, mile posts moved and now show correct mileage from centre of Geraldton platform. New and old mileages page 10.

WN 8, we 25/2/1898

Boulder line, 1/3/98, opened for goods and parcels traffic to Lakeside, accounting stations Hannan's St (parcels only), Golden Gate, Boulder City, Horseshoe.

Wagin Lake, reference to new Loco Shed.

WN 9, we 4/3/1898

Boulder line, from 1/3/98 timetable pages 5-7. From 1/3/98 the Top road between Golden Gate and Horseshoe will be known as the Shunting Neck.

Collie, truck loads of goods to/from general public will not be accepted at Collie Station, must be dealt with at Collie Siding under p&s conditions. Truck loads for Harbour Works Dept and small consignments for general public may be accepted at Collie Station as hitherto.

WN 10, we 11/3/1898

East Perth – Burswood, 5/3/98 ES replaces S&T

Enginemen and Guards' Barracks, regulations for the use of these at Northam, Southern Cross and Wagin Lake published. Northam and Wagin Lake available from 4/3/98.

Bulla Bulling, 10/3/98 opened as booking station.

Yalup Brook siding, re WN 47/97 mileage is 85m 79ch.

Summary of interlocking, signals and point indicators, page 14; Interlocking and Signals – Fremantle, East Fremantle, Cottesloe,

Claremont, Karrakatta, Subiaco, West Perth, Perth, East Perth, Falkirk, Bayswater, 19 Mile Junction, Guildford, Woodbridge, Midland Junction, Bellevue, Swan View, Lion's Mill, Bakers' (sic) Hill, Werribee, Clackline, Mullewa Junction, Picton Junction; Signals only – North Fremantle, Cottesloe Beach, Leederville, Chidlow's Well, Spencer's Brook, Beverley, Northam, York, Brunswick Junction, Waterloo, Boyanup Junction; Point Indicators – all facing points (not interlocked) Fremantle to Southern Cross. (Continued each WN, with some changes occurring to list over time).

WN 11, we 18/3/1898

Coolgardie, 14/3/98 down home and distant provided, point indicators fitted to all facing points on main line at both ends of station; platform road treated as the main line.

Boulder line, since 1/3/98 ES sections are Kalgoorlie – Golden Gate – Boulder City – Horseshoe – Lakeside.

Boulder Line Shunting Neck, from 14/3/98 will be worked as S&T, staff only.

Castor Oil, considerable damage being done to boilers by drivers using castor oil to prevent priming; to be discontinued and instead may use a small quantity of cylinder or petroleum oil.

Brick arches, in "Location and Condition of Engines" returns include a statement of all engines provided with a brick arch, and those that are not giving reasons for its absence.

Boulder Line Mileages – Hannan's Street 1m 2ch, Queen of the West 2m 49ch, Golden Gate 3m 20ch, Boulder City 4m 7ch, Horseshoe 5m 30ch, Lake Side (sic) 7m 38ch.

WN 12, we 25/3/1898

WATC Races, for 19/3/98 meeting, reference to block instruments being connected and brought into operation between 12 noon and 7pm, section being Bayswater to Racecourse Terminus. Flagman placed 600yds from Racecourse Cabin to act as distant, and speed limit over newly constructed portion of line from river to new Racecourse platform.

WN 13, we 1/4/1898

Mullewa Junction, 1/4/98 opened as booking station.

Binduli, Mungari, Calooli, Ubini, Boondi, Bulla Bulling, Goondari, Dedari, Woolgangie, Boorabbin, 28/3/98 point indicators brought into use.

WN 14, we 8/4/1898

Woolundra, 2/4/98 closed as staff station, new section Kellerberrin – Doodlakine.

North Dandalup closed, Serpentine opened, 4/4/98 as staff stations, sections now Jarrahdale Junction – Serpentine – Pinjarrah.

Spring Hill, 20/3/98 point indicators provided.

Byfield's Siding and Woorooloo, 2/4/98 point indicators provided.

Point Indicator Summary; regarding list Fremantle to Southern Cross, point indicators have not yet been fixed at Seabrook, Meenaar, Waeel, Booraan, Walgoolan, Yerbellon, Woolundra, Moongaar (sic), Nulla Nulla and Doongin.

Cannington, 1/4/98 up and down home and distant brought into use.

Burswood, 1/4/98 up and down home and distant brought into use.

Kalgoorlie and Wilkie's Quarry (between Goondari and Bulla Bulling), 4/4/98 point indicators provided.

WN 15, we 15/4/98

54 Mile, from 12/4/98 No 3 gds to stop Sat exc to pick up school children for Baler's Hill.

Wilkie's Quarry, owing to points being disconnected point indicator not brought into use.

Bungulla, Baandee, Nangeenan, point indicators not yet fixed, in addition to previous list.

WN 16, we 22/4/1898

Cunderdin – Wyola – Tammin – Bungulla – Kellerberrin – Doodlekine (sic) – Baandee – Hine's Hill – Nangeenan – Merriden, 18/4/98 ES replaces S&T working.

Seabrook, Meenaar, Waeel, point indicators have been brought into use.

Kalgoorlie, down home and distants provided from Boulder Kanowna and Menzies line; homes on triple bracket. Home ex Kanowna not in use until line extended into station yard.

Chifney's Crossing (80¼ mile) Southern line, from 18/4/98 No 1A pick up school children for Burges's (sic) Siding.

List of trains stopping for school children, page 10, repeated in later WNs.

WN 17, we 29/4/1898

Owen's Anchorage Railway, 9/4/89 opened, running from end of Jetty, Fremantle Goods Yard, 1m 70ch south for the West Australian Smelting Works. S&T staff only. Smelting Works Sidings situated on top of an incline, brakevan to be attached to each train, only H

or G engines capable of taking a 6ch curve to be used.

Summary of Interlocking, Signals and Point Indicators with additions page 11.

WN 18, we 6/5/1898

Ghooli, Bronti, Yellowdine, Kellandi, Karalee, Gilgai, Koorarawalyee, Wari, Duri, Woolundra, Baandee, Nangeenan, Ballast Pit between Baandee and Hines Hill, 2/5/98 point indicators provided.

WN 19, we 13/5/1898

Albany Loco Cabin, 9/5/1898 up and down home and distant signals provided, current down distant removed.

Doongin, Nulla Nulla, Noongar, Yerbillion, Walgoolan, Booran, 9/5/98 point indicators provided.

WN 20, we 20/5/1898

Boorabin – Duri – Warri – Koorarawalyee, 14/5/98 ES replaces S&T working.

Vacuum on trains; instances have occurred of engines (particularly Class N) working on passenger trains carrying 25" of vacuum; when detached and class G engine employed to work train it is unable to maintain this vacuum; 22" of vacuum is quite sufficient to maintain.

Albany ½ mile Siding, jetty end of station, 16/5/98 two point indicators provided.

Albany, 16/5/98 up home and distant provided, present present home and distant taken out of use.

Perth Goods Yard, shunting roads will be numbered starting from engine road opposite new goods shed – Engine Road, No 1 Road, No 2, No 2A, No 3 up to No 18. No 2A will shortly be taken out.

WN 21, we 27/5/1898

Cannington, 24/5 down home moved out 100 yds to cover new points.

Burswood, 23/5/98 down home moved out 60yds, up home moved out 75 yds, both to cover new points.

Numbers and descriptions of wagons at present in use – pages 12, 13.

WN 22, we 3/6/1898

Nil of interest.

WN 23, we 10/6/1898

New marshalling yards, Fremantle, the roads are to be numbered 1 to 9, commencing nearest Light House Hill, 9 being nearest Harbour Works offices.

Spring Hill, point indicators will not be lit at night time.

WN 24, we 17/6/1898

Kanowna line opened, 15/6/98, S&T, timetable page 6.

WN 25, we 24/6/1898

UDRR, altered passenger train service by Canning Jarrah Timber Coy from 22/6/98, page 4.

96m 20ch Southern line, 18/6/98, putting in points at Hick's Siding.

WN 26, we 1/7/1898

195m from Albany, 27/6/98, putting in road to ballast pit.

Collie line opened 1/7/98, S&T Brunswick Junction – Coalville, timetable page 4. Coalville opened as booking station.

Mullewa – Cue, opened 1/7/1898, S&T, sections Mullewa – Yalgoo – 180 Mile Ballast Pit – Yowergabbie – 210 Mile Ballast Pit – Mt Magnet – Austin – Cue. Yalgoo, Mt Magnet, Day Dawn and Cue opened as booking stations.

Burlong, 21/6/98 closed as ES station, section now Spencer's Brook – Northam.

WN 27, we 8/7/1898

Jarrahdale Junction, 3/7/98, main line broken for moving points and laying in double compounds.

District Loco Inspector Coolgardie and staff have been transferred to Kalgoorlie.

WN 28, we 15/7/1898

Lake Austin, 1/7/98 opened as a booking station.

Mundaring, 11/7/98, present station closed, new station at 33m 4ch opened,

WN 29, we 22/7/1898

Merriden –Booran – Burracoppin – Walgoolan – Carrabin- Yerbillion, 18/7/98 ES replaces S&T.

Several pages cut up.

WN 30, we 29/7/1898

Moore Street, 26/7/98, gates brought into use.

WN 31, we 5/8/1898

Yerbillion – Bodallin – Noongar – Nulla Nulla – Parker's Rd – Doongin – Southern Cross, 30/7/1898, ES replaces S&T.

166 mile Ballast Pit near Hines Hill, point indicators have now been fixed.

WN 32, we 12/8/1898

Canning Park Races; by this stage a staff section was also being opened Canning Racecourse Junction to Racecourse Platform.

Clifton Siding, SWR, siding put in at 100m 30ch, termed at present Iron Pot, all mixed have stopped since 11/6/98.

WN 33, we 19/8/1898

Nil of interest.

WN 34, we 26/8/1898

Swan View, trains not to cross except in special cases, details page 7.

Padbury's Siding, 21 Miles ER open for goods traffic as private siding.

Hicks, 94m 65 ch via PArkerville, 96m 36ch via Smith's Mill, public siding complete.

WN 35, we 2/9/1898

Cuballing Pool, temp staff station closed, Brookton, staff station opened, 29/8/98. Sections will be Beverley – Brookton – Pingelly -195 Mile Ballast Pit (in WTT as water tank 192m 64ch from Albany) – Narrogin.

Jubilee Estate, mileage 19.3 (sic) from 1/9/98, various trains to stop for passengers.

York – Greenhills line, 1/9/98, opened, S&T staff only, mileages ex Fremantle (via SM) - York 89m 66ch, No1 Siding 97m 22ch, No 2 Siding 101m 16ch, Greenhills 104m 7ch, (mileages above are as corrected in next WN) timetable page 5.

Mundaring, Serpentine, 29/8/98, point indicators fixed at facing points each end of crossing loop.

East Perth, 31/8/98, siding closed for all traffic except Resident Engineer.

Northam, 29/8/98, alterations to signals, page 9.

WN 36, we 9/9/1898

Greenhills line mileage correction entered above.

WN 37, we 16/9/1898

Nil of interest.

WN 38, we 23/9/1898

Brookton, 14/9/98 closed as staff station, section now Beverley – Pingelly.

Woodanilling, 15/9/98 opened as temporary staff station, splitting Wagin Lake – Katanning.

ES replaces S&T, 17//98 sections Southern Cross – Ghooli – Bronti.

WN 39, we 30/9/1898

Waterloo, 20/9/98 closed as staff station, section now Collie – Picton Junction.

Keysbrook, 18/9/98 moved to mileage 49m 55½ ch, about 1 mile on the Perth side of old site.

WN 40, we 7/10/98

Coalville, renamed to Colliefields.

ES replaces S&T, 1/10/98 Yellowdine – Kelandi – Karalee.

180 Mile, Yowergabbie, 210 Mile, 5/9/98 closed as temporary crossing stations, section now Yalgoo – Mt Magnet.

Kelmscott, 3/10/98 closed as S&T station, section now Cannington – Armadale.

WN 41, we 14/10/1898

Missing from volume

WN 42, we 21/10/1898

Kendenup, 17/10/98 opened as temporary staff station, sections now Mt Barker – 44 Mile – Kendenup – Cranbrook.

WN 43, we 28/10/1898

ES replaces S&T, 22/10/98 Yellowdine – Bronti.

Points to Ballast Pit sidings spiked and locked –GSR 44-mile, 195-mile; York – Greenhills 110m 37ch; Northern 6 mile Pit (Northampton line), 21 mile pit Newmarracarra, 92m 20ch Cue line, 1 5m 42ch Wuraga Cue line, 179m 17ch Murrum Cue line. (blank in '1 5' is as printed).

Exhibition Siding, opened at 362m 8ch in Coolgardie – Mungari section, interlocked with keyed staff,

Owen's Anchorage Railway, length about 2m 50ch, complete for conveyance of goods traffic.

WN 44, we 4/11/1898

Donnybrook – Bridgetown line, 1/11/98 opened for goods and passenger traffic, S&T sections Donnybrook – Balingup – Bridgetown. Balingup and Bridgetown opened as booking stations.

Amended rate mileages Northern line – Moyagee 239m, Wagga 155, Austin 247 from Geraldton.

WN 45, we 11/11/1898

Owen's Anchorage, timetable page 11.

Jubilee Estate stopping place, 5/11/98 renamed Woodlupine.

Castelanelli, 392³/₄ mile between Kalgoorlie and Kanowna, private siding fit for traffic, worked by ordinary mixed trains.

WN 46, we 18/11/1898

Mardella, North Dandalup, Coolup, Waroona, Drakesbrook, 14/11/98 point indicators fixed.

Points to ballast pits spiked and locked – Lion Mill and 55 Mile ER, 22 Mile near Donnybrook and 53 Mile on No 4 Section SWR.

WN 47, we 25/11/1898

228 Mile ex Albany, 1 & 2 Mixed stop SE for school children.

Lake View Consols siding, 19/11/98 interlocking brought into use, to be worked by keyed staff for Binduli – Mungari section.

Yalup Brook, Wagerup, Cookernup, Harvey, 21/11/98 point indicators fixed.

Castelanelli, correct mileage is 391m 49¹/₂ch via Parkerville, 393m 20¹/₂ ch via Smith Mill.

WN 48, we 2/12/1898

Mornington, Collie, Collie Siding, Racecourse Junction, Timber Siding Bunbury, Bunbury, 28/11/98 point indicators fixed.

Lake View Consols Siding, 375³/₄ mile Yigarn Railway, to be known as Giovanni's.

WN 49, we 9/12/1898

Nil of interest.

WN 50, we 16/12/1898

Boulder Mines Sidings, 8/12/98,

interlocking brought into use, page 6.

Picton Junction – Bunbury, 10/12/1898 ES replaces S&T.

Worsley Siding, 125m 15ch on Colliefields branch fit for traffic.

Burswood – Cannington, 12/12/1898 ES replaces S&T.

Pinjarrah, 13/12/98 new down auxiliary home provided, 250 yds outside home, distant moved out 250 yds.

WN 51, we 23/12/1898

Yarloop, 12/12/98 point indicators fixed.

Ballast Pit points spiked, 112 miles and 165m 30ch Yilgarn Railway.

WN 52, we 30/12/1898

Wonnerup, reference to a private siding between the crossovers gives mileage as 154m 52ch.

WEEKLY NOTICES - 1899

WN 1, we 6/1/1899

Welshpool, from 1/1/99 all passenger and mixed to stop for passengers if required.

Fremantle South Quay, opening of interlocking, 1/1/99 block instruments brought into use between East Fremantle and South Quay Cabin.

Clifton, 2/12/99 opened as a staff station splitting Brunswick – Yarloop section (date may be 2/1/99 – WN refers to Monday 2nd December, which does not match, but 2nd January was a Monday).

WN 2, we 13/1/1899

Clifton, opening as staff station postponed.

WN 3, we 20/1/1899

20 Mile Siding (from Albany), from 17/1/99 1&2 mixed stop Tuesdays and Fridays for produce and passengers.

Northam interlocking changes, details page 4.

Pinjarrah renamed Pinjarra.

WN 4, we 27/1/1899

McFarlane & Lovell's Siding, 130m 19ch Bunbury – Donnybrook) fit for traffic.

Wooroloo, 17/1/99 interlocking opened.

62m 20 ch and Coolup opened as temporary staff stations for ballasting purposes, splitting Serpentine – Pinjarra – Yarloop sections.

Waterloo, 21/1/99 'not in use' boards

removed from signals, normal position will be all clear.

SWR, from 23/1/99 ballasting commenced 67 mile to 81 mile.

WN 5, we 3/2/1899

Kalgoorlie – Kanowna, 28/1/99, ES replaces S&T.

Mullewa Junction, siding on the Cue side of the platform has been connected with the interlocking.

WN 6, we 10/2/1899

Great Southern, reference to 20 Mile Siding being worked by Nos 1 & 2.

Cookernup, private siding for Mr J M Ferguson complete and fit for traffic.

Cookernup, 30/1/99 point indicators brought into use.

Picton Junction – Brunswick Junction, 4/2/99, present S&T replaced by ES, Picton Junction – Collie, Collie – Brunswick Junction.

Clifton Siding, 10/1/99 open for traffic, 100m 30ch.

Beenup, Wongong, Armadale, Kelmscott, 6/2/99 point indicators brought into use.

Canning Racecourse Junction, Oakdale, Welshpool, 8/2/99 brought into use.

WN 7, we 17/2/1899

Clifton Siding, to be known as Wokalup.

WN 8, we 24/2/1899

Great Southern, 20 Mile Siding, attaching or detaching trucks to be done by hand, as siding unballasted and unsafe for engine to enter.

Gianini's Siding, from 18/2/99 Nos 7 & 8 Saturday to stop for passengers.

Greenbushes, Westralia Jarrah Forests Ltd private siding now complete.

62m 20ch SWR closed, 81m 20ch SWR, opened, 20/2/99 as temporary staff stations, sections now Serpentine – Pinjarra – Coolup – 81m 20ch – Yarloop.

WN 9, we 3/3/1899

Carnamah (MR), 28/2/99 closed as booking station.

Worsley Siding, reminder that it is private siding for Jarrah Timber and Wood Paving Corporation only.

WN 10, we 10/3/1899

ES replaces S&T, 4/3/99 sections Armadale – Jarrahdale Junction – Serpentine – Pinjarra.

81m 20ch temp staff station SWR, correct mileage is 81m 40ch.

Atkins & Law's siding 122m 78ch Colliefields branch to be known as Millbrook.

M'Farlane's (sic) Siding 130m 19ch Donnybrook branch to be known as Crooked Brook.

WN 11, we 17/3/1899

Perth Yard, 12/3/99 blocking all mains and No 7 platform road for periods for erection of Hydraulic Luggage Lift Bridge.

Maddington stopping place moved to

mileage 22m 67ch, near junction of Racecourse line.

Authorised stopping places, correct mileages are (local and ex Fremantle) – 21m 0ch (139m 24ch) Busselton line, 21m 2ch (139m 36ch) Donnybrook line, 21m78ch (Gavins) (140m 22ch) Donnybrook line.

WN 12, we 24/11/1899

Perth yard, 18/3/99 Guildford dock, removing points and make loop into dead end.

Brunswick, 11/3/99 point indicators brought into use on points to/from Collie line.

Gianinis Siding to be known as Yonda Siding (between Mungari and Binduli).

WN 13, we 31/3/1899

Elsternwick Siding, 24/3/99, 91½ mile MR, opened for goods, parcels and livestock.

ES replaces S&T, 25/3/99 Yarloop – Wokalup – Brunswick Junction.

Lennonville, 1/4/99 opened as booking station.

Kurawa, 1/4/99 renamed to Broad Arrow.

WN 14, we 7/4/1899

Wokalup, 1/4/99 opened as a booking station.

WN 15, we 14/4/1899

Bunbury Races, 14&15/4/99 special trains to Racecourse line run whole way to Racecourse using staff for Bunbury – Picton Junction for whole section.

WN 16, we 21/4/1899

ES replaces S&T 18/4/99 Pinjarra –

Waroona – Yarloop (seems that this involved opening Waroona as a staff station) if goods and mixed cross, goods must invariably be placed in ballast siding.

Waroona, 20/4/99 opened as temporary staff station.

Warbrook Siding, 13½ mile MR, 10/4/99 opened to traffic.

Karrakatta Cemetary, notes re running of funeral train, special ticket office to be opened for train in Roe St near departure platform, hearse to be placed in dock at least 30 minutes before departure.

WN 17, we 28/4/1899

Yardarino, MR, position slightly altered, mileage now 244 ex Midland Junction.

East Fremantle Junction and Fremantle Goods Yard, instructions re working page 8.

Worsley siding, train must not be allowed to stand on main line while shunting; to be placed in dead end before engine is taken off.

Sutherlands Siding, 15/4/99 opened, 29/4/99 staff locking brought into use, 376m 2ch Yilgarn railway.

WN 18, we 5/5/1899

90½ mile, between Grass Valley and Meenar, 12 & 27 to stop for school children.

Dardanup, Paddington, 1/5/99 opened as booking stations.

Gradients where trains to stop to pin down and release brakes, Colliefields and Bridgetown branches, page 14. Note – description by down and up indicates that down was to Colliefields and to Bridgetown.

WN 19, we 12/5/1899

Coolingup, 1/5/99 altered to Coolingnup.

Dardanup, 1/5/99 opened as staff station splitting Picton Junction – Boyanup,

Dardanup, 9/5/99 up and down home and distant signals provided.

WE 20, we 19/5/1899

Firewood trains Kalgoorlie – Gidgi, page 8/9, also mentions Wigg's siding.

Balingup closed, Greenbushes opened as staff stations and booking stations, 22/5,99 section now Donnybrook – Greenbushes – Bridgetwon.

ES replaces S&T, 15/5/99 Waroona – Yarloop.

WN 21, we 26/5/1899

East Perth, 20/5/99, Electric Tramway Coy Siding brought into use connecting with down Bunbury line.

WN 22, we 2/6/1899

Brunswick Junction – Colliefields, loads published for O & K engines.

Waroona, 18/5/99 point indicator (singular) brought into use.

WN 23, we 9/6/1899

Coate's Well, up ballast pit siding has been connected to main line.

Woodbridge, 1/6/99 opened as goods accounting station, no yard accommodation.

WN 24, we 16/6/1899

20 Mile Siding GSR, 20m ex Albany, 330m ex Fremantle, in future to be treated as

ordinary unattended siding for goods and coaching.

54 Mile Ballast Pit ER, 1/6/99 point indicator (singular) fixed.

WN 25, we 23/6/1899

J.R.Wigg siding, Yilgarn railway, 369¾ now complete.

WN 26, we 30/6/1899

20 Mile siding GSR, rate mileage to be reckoned as 332m ex Fremantle (corrected from 352m later).

Colliefields, truck weighbridge and loop now ready and fit for traffic.

Parkerville, 20/6/99 interlocking opened.

Lady Shenton Mine Siding, 30/6/99 interlocking provided, staff for Menzies – Broad Arrow section.

Watheroo MR, 30/6/99 closed as booking station.

J.R.Wigg siding, 27/6/99 interlocking brought into use.

Up and Down alteration, from 1/7/99 up and down reversed, except for Owen's Anchorage, Donnybrook – Bridgetown, Busselton, Cue and Northampton branches.

WN 27, we 7/7/1899

ES replaces S&T, 1/7/99 Kalgoorlie – Broad Arrow.

Goongarrie, 1/7/99 opened as S&T splitting Broad Arrow – Menzies.

R. Allen's siding, 231m Cue line, has been completed.

WN 28, we 14/7/1899

York, 12/7/99 point indicator fixed on points from Greenhills line to Thorpe's Flour Mill siding.

WN 29, we 21/7/1899

Bunbury Harbour Works stone trains, 8/7/99 ceased to run.

Bunbury – Bridgetown, O class loads published.

44 Mile Ballast Pit, 17/7/99 opened as temporary staff station, splitting Mt Barker – Cranbrook.

Lunenberg, will remain open as a staff station permanently (appears to have been opened via a circular rather than WN).

Classification of signal boxes, from 1/7/99, list page 5.

WN 30, we 28/7/1899

Vettersburg, Menzies line, mileage is 421m 69ch via Parkerville and 423m 40ch via Smith's Mill, rate is 424 (correction to WTT and Rate Books).

WN 31, we 4/8/1899

Lake View Consols, 379m Yilgarn, now fit for traffic, interlocking in use 29/7/99

Cannington, 27/7/99 interlocking brought into use.

44 Mile Ballast Pit closed, Kendenup opened, 31/7/99 as temp staff station for ballasting, sections now Cranbrook – Kendenup – Mount Barker.

WN 32, we 11/8/1899

Great Boulder Main Reef GM Coy siding, 403m 60ch Menzies line, siding fit for

traffic; 5/8/99 interlocking in use.

44 Mile Ballast Pit not closed as temp staff station, sections now Cranbrook – Kendenup – 44 Mile Ballast Pit – Mt Barker.

WN 33, we 18/8/1899

North Dandalup, correct mileage is now 56m 46ch, in future mixed trains to stop at the crossing loop, 2ch closer to Pinjarra than old stopping place.

Wigg's Siding, Menzies line, mileage is 392m 36ch via SM, rate 392; was there two Wigg's Sidings?

WN 34, we 25/8/1899

GSR Ballast Siding, 208m from Albany, opened.

Lord-street (sic) Cabin, 10/8/99 opened as Block station splitting Cabin A Perth and East Perth section.

WN 35, we 1/9/1899

Coolgardie – Kalgoorlie, working of wood sidings, timetable page 7, sidings named Narda, Sutherlands and Yonda.

Goongarrie, 1/9/99, opened as accounting station.

Bardoc, 28/8/99, opened as staff station, splitting Goongarrie – Broad Arrow.

Bardoc, 1/9/99, opened as accounting station.

WN 36, we 8/9/1899

Kendenup, 12/8/99, 44 Mile Ballast Pit, 19/8/99, closed as temporary staff stations, section now Mt Barker – Cranbrook.

Dale Bridge and 143¾ Mile (from

Fremantle) Ballast Pit, 4/9/99, opened as temporary staff stations, splitting York – Beverley and Pingelly – Narrogin sections.

WN 37, we 15/9 1899

Coolgardie – Kalgoorlie, working of wood sidings, timetable page 9.

Wigg's Siding, Menzies line, ref to mileage 5m 63ch ex Kalgoorlie.

20 Mile Siding GSR, siding has now been ballasted and is safe for traffic.

458m 13ch, Menzies railway, siding for Mr James Clarke completed, fit for traffic.

Dalgarup Station on Bridgetown branch changed to Hester.

WN 38, we 22/9/1899

Falkirk, 17/9/99, 14m 70ch up main, putting in points.

Warooka – Drakesbrook, 17/9/99, removing station building between Warooka and Drakesbrook.

Falkirk, present siding and proposed station to be called Maylands.

Mr Clarke's Siding, 458m 13ch Menzies line, 18/9/99, interlocked and brought into use.

WN 39, we 29/9/1899

Calooli – Ubini, siding for Mr J. Hogan 354½ mile via Smith's Mill complete, fit for traffic.

Giovanni's siding should read Yonda (GR book).

Wigg's Siding Easter railway should read Darrine (GR book).

WN 40, we 6/10.1899

Smith's Mill, 1/10/99 putting in points and crossings.

Karrakatta, 1/10/99 up and down main, putting in new crossing.

Hogan's Siding, 354½ mile, Calooli – Ubini 30/9/99 interlocking provided.

Lunenburg, 1/10/99 opened as booking station.

WN 41, we 13/10/1899

15½ mile ex Albany, No 2 to stop each Mon & Tues for passengers.

Dardanup, 7/10/99, arms and lamps of fixed signals removed.

Maylands, 7/10/99, closed as temporary block station.

WN 42, we 20/10/1899

20 Milw Siding ex Albany from 14/10/99, 59, 34 and 48 mails stop if required for passengers.

Dale Bridge and 143¾ Mile Ballast Pit, 14/10/99 closed as temporary staff stations. Old sections York – Beverley, Pingelly – Narrogin resumed.

Maylands, 17/10/99, new signals and signal cabin in use, up and down distant, home, starter and advance, new point not in use ufn.

WN 43, we 27/10/1899

Brunswick Junction, 25/9/99 interlocking brought into use.

Upper Capel temporary staff station transferred to Newlands, section now Donnybrook – Newlands – Greenbushes.

North Mole line, description and working page 15.

Maylands, 23/10/99, up home moved to permanent position 200 yds nearer Perth.

Coolgardie – Kalgoorlie, 2 crossing loops opened as ES stations; Gunga (367m 35 ch) splitting Coolgardie – Mungari and 376m 21ch splitting Mungari – Binduli. Siding at 376m 23ch to be known as Kurrawang.

WN 44, we 3/11/1899

Busselton branch, from 28/10/99 all branch trains to stop at 22 mile if required for passengers.

Gunga, Kurrawang, 28/10/99 point indicators fixed at both end of loops.

WN 45, we 10/11/1899

Maylands, 30/10/99 interlocking brought into use. Signals used 8am to 6pm, not lighted at night.

Geraldton, 4/11/99 up home and distant brought into use. (Later corrected to read down home and distant)

Waroona, reference to opening of Waroona new station.

Worsley, extensions of dead ends may be used for traffic.

Gidgi opened as a staff station splitting Kalgoorlie – Broad Arrow. ES Kalgoorlie to Gidgi, S&T Gidgi – Broad Arrow.

Mine Siding sections, Golden Gate Kamballie and Golden Gate – Lake View Cosnols, info on working page 20.

WN 46, we 17/11/1899

Nil of interest.

WN 47, we 24/11/1899

Waroona, 1/12/99 opened as booking station.

Spring Hill, 21/11/99 both ends of loop interlocked and brought into use.

WN 48, we 1/12/1899

Nil of interest.

WN 49, we 8/12/1899

Smithfields Siding, Menzies line, 6 & 9 stop Saturdays only for passengers.

Goods rolling stock, numbers and description, pages 8 – 10.

Yonda siding removed from up to down side of line, fit for traffic.

Wigg's siding, Menzies line, 8/12/99 interlocking brought into use.

208 mile GSR ballast pit siding, points removed.

Colliefields renamed Collie, Collie renamed Roelands, Collie Siding renamed Roelands Siding, 1/12/99.

Boulder City, 22/11/99 point indicators provided at extreme ends of loop.

WN 50, we 15/12/1899

Nil of interest

WN 51, we 22/12/1899

Drakesbrook has been closed to all traffic.

Wokalup, correct mileage is 100m 60ch ex Fremantle.

Newmarracarra, closed as temporary staff station.

WN 52, we 29/12/1899

WA Goldfields Firewood Supply Co siding, 393m 79ch ex Fremantle via Parkerville on Kalgoorlie – Kanowna line fit for traffic, interlocked since 22/12/99. Rate 396 from Fremantle.

Dale Bridge, 23/12/99 closed as temporary staff station, section now York – Beverley.

Kalgurli GM Co siding, Boulder Railway complete and fit for traffic. Mileage 388m 33ch via Parkerville and 390m 6ch via Smith's Mill. Difference is 1m 53ch longer via Smith's Mill.

Capel, 27/12/99 opened as temporary staff station splitting Boyanup – Busselton.

Canning Racecourse Junction renamed Maddington.

Maddington, duplicate ES instruments provided at Cannington, Maddington and Armadale to allow cutting in for race traffic. Racecourse line to be operated on ordinary staff.

WEEKLY NOTICES - 1900

WN 1, we 5/1/1900

Loads for R class engines Mullewa – Cue, page 7.

WN 2, we 12/1/1900

Nil of interest.

WN 3, we 19/1/1900

Nil of interest.

WN 4, we 26/1/1900

Cue line, time allowed for loco purposes, specifies No 1 Tank, Mullewa, Wurarga, 210 Mile and 232 Mile.

Stopping places, correct mileages of authorized stopping places are 22m 0ch (140m 24ch ex Fremantle) on Bussleton branch, 21m 2ch (139m 36ch) and 21m 78ch (Gavins, 140m 22ch) on Donnybrook branch. (note – mileages don't add up). Passengers and small consignments only.

Capel, 13/1/00 closed as temporary staff station.

WN 5, we 2/2/1900

Cannington, 28/1/00, up end of loop and siding extended 214ft. Up starting and down home moved out to suit extension/

North Fremantle – Stores Site, 29/1/00 ES replaces ordinary staff working.

Newlands closed as temporary staff station, Upper Capel opened as permanent staff station, 29/1/00 sections now Donnybrook – Upper Capel – Greenbushes.

WN 6, we 9/2/1900

Greenough River Crossing, Nos 1 & 2 mixed to stop for 10 minutes to enable passengers to obtain light refreshments.

22 Miles Boyanup – Busselton, level crossing and siding now fit for traffic.

Coolgardie Water Scheme Pipes, on and after 2nd Feb a continuous service for distribution will commence from Falkirk and Midland Junction.

WN 7, we 16/2/1900

Geraldton Stockyards, 12 & 14/2/00 converting siding into loop, mileages given as 2m 3ch and 2m 18ch Walkaway line.

WN 8, we 23/2/1900

Menzies, Goongarrie, Bardoc, 19/2/00 point indicators provided.

Serpentine, work of extending loop completed.

WN 9, we 2/3/1900

Harvey, 26/2/00 98m 25ch points put in for Harvey loop extension.

Gidgi, Paddington, Broad Arrow, 24/2/00 point indicators brought into use.

139m 54ch Bunbury – Donnybrook line, loop completed, fit for traffic.

Hookers Siding, 136m 54ch ex Fremantle SWR, 22/1/00, converted to public siding.

143 ¾ Mile Ballast Pit, 27/2/00 opened as temporary staff station splitting Pingelly –

Narrogin.

WN 10, we 9/3/1900

Nil of interest.

WN 11, we 16/3/1900

139m 54ch and 136m 54ch sidings SWR renamed to Argyle and Runnymede respectively.

WN 12, we 23/3/1900

Byfields Siding, 76m 74ch via Parkerville now fit for traffic, rate 79m ex Fremantle.

143¾ mile Ballast Pit, 11/3/00 closed as temporary staff station.

WN 13, we 30/3/1900

Byfields Siding, 19/3/00 interlocking brought into use for keyed ES.

WN 14, we 6/4/1900

Hay River Road, 2/4/00 closed as staff station, section now Torbay Junction – Mount Barker.

Dale Bridge, 2/4/00 opened as permanent staff station splitting York – Beverley.

20 Mile Siding, with new April timetable occasional crossings will take place, when necessary this place will be opened as temporary staff station.

WN 15, we 13/4/1900

Nil of interest.

WN 16, we 20/4/1900

Nil of interest.

WN 17, we 27/4/1900

Collie branch, 23/4/00 ES will replace S&T on sections Collie – Lunenburg – Brunswick Junction.

Spencer's Brook, 4/4/00 interlocking opened.

Public siding at De Hamel Estate, 83m 39ch SWR fit for trains, goods and parcels traffic may be booked.

WN 18, we 4/5/1900

55 Mile Ballast Pit ER, 29/4/00 putting in crossing.

WN 19, we 11/5/1900

Nil of interest.

WN 20, we 18/5/1900

21m 70ch Siding Busselton branch will be known as Elgin.

WN 21, we 25/5/1900

Dale Bridge, 21/5/00 point indicators in use.

WN 22, we 1/6/1900

Smithfield Siding, Menzies line moved to 345m 46ch Yilgarn railway, rate 347m.

Pinjarra, 26/5/00 shunting signals provided on up and down starting signals.

Upper Capel, 1/6/00 opened as booking station.

WN 23, we 8/6/1900

New sidings for loading pipes fit for traffic – Midland Junction, laid off Messrs Hopkins Bros siding, and Maylands, laid off Ferguson's siding.

WN 24, we 15/6/1900

Boondi, 9/6/00 bringing signals into use, up and down home and distant.

Distinctive names for sections of railways to be adhered to: Eastern Railway – Fremantle to Beverley and branches to Newcastle, Northam and Greenhills; Eastern Goldfields Railway – all railways east from Northam; South-Western Railway – all lines south-west of East Perth; Great Southern Railway – all lines from Beverley to Albany; Northern Railway – all lines from Geraldton.

WN 25, we 22/6/1900

Smithfields Siding, Menzies line, re WN 22, in future known as Moondine.

WN 26, we 29/6/1900

42m 60ch Chidlow's Well – Wooroloo, 24/6/00 connecting up new deviation with old road.

WN 27, we 6/7/1900

Helena Vale Racecourse branch, 2/7/00 opened; junction at 23m 76ch in Bellevue – Swan View section, 26 ch east of Bellevue. Trains work on Bellvue – Swan View staff to 23m 76ch, then S&T between 23m 76ch and Racecourse terminus. Details of signaling and special messenger to transfer staff between junction and Bellevue, pages 4&5.

WN 28, we 13/7/1900

West Perth, 8/7/00 alterations to loco yard interlocking, Cabin C.

Electric Train Staff System

New regulations, 1/7/00

Absolute Block System

New regulations, 1/7/00

WN 29, we 20/7/1900

Nil of interest.

WN 30, we 27/7/1900

Fremantle, 22/7/00, moving some points and crossovers at passenger station.

Engine Load Table currently being issued to engine drivers, guards, shunters and others concerned.

WN 31, we 3/8/1900

Bayswater, 29/7/00 breaking up main to put in crossing.

WN 32, we 10/8/1900

Boulder line, 5/8/1900 line broken at 389m 14ch and 389m 26ch to turn traffic onto new line between those mileages (part of duplication work. Details page 5.

Waterloo, 7/8/00 signals taken down and removed.

WN 33, we 17/8/1900

EGR, 150m 30ch via SM, 78 & 5 to stop for school children.

Bakers Hill, 1/9/00 opened as booking station.

Lion Mill, 15/8/00 closed as a goods booking station.

WN 34, we 24/8/1900

Boulder line duplication, 19/8/00 main line slewed to new line at 389m 46ch and 390m 1ch.

Boyerine, 133½ m ex Albany, from 20/8/00 all mixed to stop for passengers, parcels and light goods.

Byfields Siding Northam, from 13/8/00, rate 77 via P and 79 via SM.

WN 35, we 31/8/1900

Boulder line duplication, 28/8/00 main line slewed to new line at 390m 45ch and 391m 55ch.

Electric Signal Repeaters, details of usage, and list of locations and signals provided, page 8.

WN 36, we 7/9/1900

Boyerine, re WN34/00, correct mileage is 135m 55ch ex Albany, rate 216 ex Perth.

Electrical Signal Repeaters, corrected list (some up and down reversals) page 6.

WN 37, we 14/9/1900

Beenup, Messrs Bunning Bros siding, 37m 16ch, 10/9/00 interlocking provided.

Clackline, Fremantle Smelting Works siding 61m 7ch 12/9/00 interlocking provided.

East Perth, 24/9/00 signalling alterations.

Collie, Lunenburg, 14/9/00 point indicators provided.

Lion Mill, 11/9/00 interlocking in use from Goldfields Water Supply siding, signal details page 12.

Reclassification of rolling stock from 10/9/00; list of new classifications page 13.

WN 38, we 21/9/1900

Nil of interest.

WN 39, we 28/9/1900

Nil of interest.

WN 40, we 5/10/1900

Darrine, 14/9/00 interlocking provided.

WN 41, we 12/10/1900

Nil of interest.

WN 42, we 19/10/1900

EGR Duplication, 14/10/00, traffic transferred to new road between 377m 70ch and 382m between Binduli and Kurrawang.

112m from Fremantle EGR, 15/10/00 breaking road to take out points and crossings

Boyanup, 26/9/00 interlocking provided.

East Fremantle Junction, 7/10/00 interlocking provided.

WN 43, we 26/10/1900

Woolundra, all mixed and passenger, Express excepted, stop when required.

WN 44, we 2/11/1900

Boulder duplication, 29/10/00 main line at each end of Kalaroo broken to turn traffic onto new road alongside platform.

WN 45, we 9/11/1900

134m 64ch from Albany, 5/11/00 and 134m 75½ ch from Albany, 6/11/00 (near Lime Lake) putting in points and crossings.

Narda and Yonda sidings pulled up and removed.

Elsternwick (MR) accommodation provided to load and unload horses and vehicles.

Chandalla (MR) platform removed, so no accommodation to load and unload horses and vehicles.

WN 46, we 16/11/1900

Kalgoorlie, 11/11/00 breaking road between down home and Cabin A to put in double compounds.

Coolgardie – Kalgoorlie duplication, 12/11/00 breaking road at 370m 70ch and 372m 70ch near Mungari to slew over onto new road.

Kalgoorlie, 11/11/00 signalling alterations page 19.

Moorumbine siding GSR, 216m 46ch ex Albany fit for traffic.

Kamballie, 11/11/00 interlocking alterations.

Moojebing, 123m 65ch ex Albany public siding complete.

Woodanilling, 12/11/00 opened as temporary staff station, splitting Katanning – Wagin Lake.

WN 47, we 23/11/1900

Bellevue, 18/11/00, up and down main Eastern line broken between up and down home signals to put in junction of Helena Vale Racecourse line.

Owen's Anchorage line, new overhead coal stage and siding to same at Fremantle Smelting Works is now complete.

Boyanup, road running into turntable fit for traffic.

Pages 13/14 partly removed.

WN 48, we 30/11/1900

Roelands, 30/11/00 closed as booking station and ES station, section now Picton

Junction – Brunswick Junction.

Swan View, 8/11/00 interlocking brought into use.

Harvey, 1/12/00 opened as a booking station.

WN 49, we 7/12/1900

Coates, 2/12/00 breaking road at 54m 44ch taking out points to ballast pit.

208 Mile Ballast Pit GSR, 24/11/00 closed as temporary staff station.

WN 50, we 14/12/1900

MR, correct mileages ex Midland Junction are Upper Swan 9, Elsternwick 91 miles.

Double line working Kurrawang – Kalgoorlie, down main not continuous to the stop signals, down trains may be sent forward from Binduli under 'Section clear, but station or junction blocked working'.

WN 51, we 21/12/1900

Woodanilling, 5/12/00 closed as temporary staff station, section now Wagin Lake – Katanning.

Bellevue, interlocking brought into use.

Boyerine, 134m 69ch from Albany public siding fit for traffic.

WN 52, we 28/12/1900

Ameresco Bros Siding (late Castelanelli's) Kanowna line, 22/12/00, interlocking in use.

Dale Bridge, new loop laid to avoid trains being run through goods shed loop for crossing purposes.



WEEKLY NOTICES - 1901

WN 1, we 4/1/1901

Bellevue Junction, instructions re runaway siding, page 19.

Goondari, name altered to Lilliginni.

WN 2, we 11/1/1901

Nil of interest.

WN 3, we 18/1/1901

Kalgoorlie – Hannan St, 13/1/01 breaking at 387m 13ch to allow new line to be laid.

WN 4, we 25/1/1901

Kalgoorlie, 20/1/01 breaking Menzies and Kanowna branch lines between home and distant signals to connect up new roads running under new Maritana St bridge.

Darrine, siding for JR Wigg on down side is being pulled up to permit duplication; temporary siding has been constructed on opposite side of line until site for new siding has been chosen.

Hannans Street, 20/1/01, all signals and points worked from present cabin worked from new cabin.

Golden Gate, 23/1/01, all signals and points worked from present cabin worked from new cabin.

Denmark line, bogie covered goods vans prohibited from Millar's Torbay – Denmark line; must not be loaded with goods intended for the Company's stations.

WN 5, we 1/2/1901

Woodanilling, 29/1/01 opened as temporary staff station splitting Katanning – Wagin Lake.

Boyerine, rate mileage to be reckoned as 219m from Fremantle.

WN 6, we 8/1/1901

Pages 9 & 10 partially removed.

Kalgoorlie, 3/2/01 alterations to interlocking.

WN 7, we 15/2/1901

Nil of interest.

WN 8, we 22/2/1901

Woodanilling, 4/2/01 closed as temporary staff station.

WN 9, we 1/3/1901

115½ mile, Cue line, 27/2/01 removing points.

WN 10, we 8/3/1901

Boulder duplication, 9/3/01 road broken opp home signal east end Kalgoorlie yard and 386m 55ch Kalgoorlie – Hannan Street section to turn traffic onto new up road under Maritana St bridge.

66½ mile Cue line, 6/3/01 removing points to Baxter and Princes siding.

Boulder City alterations during duplication, page 16.

Moorumbine siding, GSR, 4/3/01 name altered to Westbrook siding.

WN 11, we 15/3/1901

Darrine siding (between Gunga and Mungari), has been taken up and removed.

WN 12, we 22/3/1901

Siding for Mr W.G.F.Gloed, 335m 37ch EGR via Parkerville fit for traffic, 13/3/01 interlocking provided.

WN 13, we 29/3/1901

Boulder line duplication, 17/3/01, bringing into use double line Hannan St to Golden Gate, pages 9 to 11.

Golden Gate, Kallaroo and Hannan St, 27/3/01 signaling alterations pages 11, 12.

Hogan's private siding EGR transferred to J.Ryan & Co, 353m 28 ch via Parkerville

Matthews and Brooks private siding EGR 348m 52ch via Parkerville fit for traffic, rate 350 from Fremantle.

Lavatory and sleeping cars, table showing trains with, page 16.

WN 14, we 5/4/1901

Lennonville, 30/3/01 opened as S&T station splitting Mt Magnet – Austin.

Woolundra, 1/4/01 opened as an ES station.

Northampton Railway, 16 Mile siding (15m 40ch) taken out, new siding (15 Mile) put in at 15m 20ch.

Wigg's siding, 391m 12ch Menzies line transferred to Mr J. Watson Brown.

Dardanup, 1/4/01 reopened as booking station.

WN 15, we 12/4/1901

Kalgoorlie Cabin B to Hannan Street, 31/3/01 double line opened, pages 11, 12.

WN 16, we 19/4/1901

De Hamel, SWR, renamed to Hamel.

WN 17, we 26/4/1901

Hennessey's Crossing, 2m 6ch ex Bunbury, from 22/4/01, all pass and mixed trains to stop when required

WA Goldfields Firewood Supply Coy siding, 337m 76ch complete and fit for traffic.

WN 18, we 3/5/1901

214m 46ch level crossing ex Albany, from 28/4/01, 1 & 2 stop when required for school children.

Matthews & Brooks private siding, 338m 79ch EGR via Parkerville now complete, to be known as Whanga, rate 341m.

East Perth, 1/5/01 opened as goods accounting station for small consignments, no public siding accommodation.

Chandalla (30 m MR) closed, new siding opened at 32¼ m, 1/5/01 to be known as Chandalla.

Gidgi closed, Paddington opened as ES station, sections now Kalgoorlie – Paddington – Broad Arrow.

Dardanup, 29/4/01 signals re-equipped and brought into use.

WN 19, we 10/3/1901

Golden Gate – Kamballie, 28/4/01 double line brought into use, making double line from Kalgoorlie – Kamballie, Winter's

block instruments, sections Golden Gate – Boulder City – Kamballie, details pages 10 – 13.

WN 20, we 17/5/1901

Kurrawang – 366m 40ch (to be known as Gunga), 5/5/01 double line brought into use, line then complete from Kalgoorlie to temporary junction (Gunga), details pages 11 – 14.

351m 30ch Ballast Pit, 13/5/01 opened as ES station splitting Ubini – Calooli, points facing up trains.

WN 21, we 24/5/1901

Lion Mill, 13/5/01, signal alterations page 9.

Kalgoorlie Cabin A, 18-26/5/01 interlocking machine rearranged page 9.

WN 22, we 31/5/1901

156m 30ch, between Doodlekine and Baandee, 31/5/01 putting in points for ballast pit.

Kalgoorlie Cabin A and Cabin B, 25-26/5/01 interlocking, pages 9 and 10.

WA Goldfields Firewood Siding, re WN17/1901, correct mileage is 338m 76ch via Smith's Mill.

WN 23, we 7/6/1901

Nil of interest.

WN 24, we 14/6/1901

16 Mile Northampton line, to be known as Oakagee.

Upper Capel, 1/7/01 renamed to Kirupp.

318m 7ch between Boondi and Woolgangie, new crossing loop being constructed.

WN 25, we 21/6/1901

109m 3ch level crossing ex Albany, from 17/6/01 1&2 mixed to stop for school children.

WN 26, we 28/6/1901

Boulder City, 13/6/01 interlocking opened.

WN 27, we 5/7/1901

26m 8ch near Greenmount, 1/6/01 putting in points and crossings.

Roelands Siding, 114m 12ch, 1/7/01 siding closed and rails removed.

Boorabbin, 1/7/01 opened as goods accounting station.

Kurrawang, 27/2/01 (sic) interlocking has been in use.

Golden Gate, 3/7/01 complete scheme of interlocking brought into use, details pages 14, 15.

WN 28, we 12/7/1901

Nil of interest.

Special Notice

Re West Australian Government Railways Association Strike from John Davies, General Manager.

WN 29, we 19/7/1901

Nil of interest.

WN 30, we 26/7/1901

Stone trains, from 24/7/1901 running M, W, F North Fremantle to Roelands and return; note Roelands not reopened as a staff station.

Visit of Duke and Duchess of Cornwall,
20/7/1901 details pages 3 – 6.

318m 7ch EGR, new crossing loop,
22/7/1901 opened, known as Minindi,
splitting Woolgangie – Boondi.

WN 31, we 2/8/1901

109m 3ch ex Albany, stop for school
children discontinued.

WN 32, we 9/8/1901

Minindi, mileage is 318m 8ch via
Parkerville and 319m 59ch via Smith's Mill.

Wagin Lake, renamed to Wagin.

WN 33, we 16/8/1901

Jarrahdale Junction – Perth and return, from
6/8/01 special timber trains each Tuesday
and Thursday worked by Jarrahdale and
Jarrah Forests Coy' engine, men and trucks;
pilot driver, guard and van provided, page 9.

99m from Albany, from 12/8/01 1&2 to stop
for school children; stop at 98¼ m
discontinued.

Roelands, re WN 27/01, a siding exists at
Roelands station, available for goods traffic.

351m 30ch Ballast Pit, 31/7/01 closed as
temporary ES station, points spiked over,
section now Calooli – Ubini.

Darlington, siding to Fremantle Harbour
Quarry, now safe for trucks to be shunted
onto.

Coolgardie, Exhibition siding removed.

WN 34, we 23/8/1901

Shuntin engines, timetable for Fremantle,
Perth, Midland Junction, Northam Bunbury,
Geraldton, Kalgoorlie, Coolgardie, Albany

pages 12, 13.

Wagons fitted with vacuum brake and pipe,
list page 16.

WN 35, we 30/8/1901

Hennessey's Crossing, in future to be known
as South Bunbury.

Summary of places interlocked, signals and
indicators, and indicators only page 15.

Geraldton, 14/8/01 point indicator fixed on
points leading main line to loco yard.

Walkaway, 22/8/01 point indicators fixed at
facing points extreme end of yard.

WN 36, we 6/9/1901

Menzies – Kookynie, special train for
Governor's visit to Eastern Goldfields,
construction engineer providing pilot driver.

Wood trains, Southern Cross – Coolgardie,
pages 12, 13.

Lakeside, 30/8/01 a point indicator provided
on first pair of facing points.

WN 37, we 13/9/1901

Gunga, from 1/9/01 365m 23ch via P, 366m
74ch via SM.

Bayswater Racecourse line, goods may be
consigned to Messrs Hall & Nichol's siding,
17m 34ch.

WN 38, we 20/9/1901

Engine load table for Ec (Baldwin) engines,
ER and EGR, page 12.

Mungari, 11/9/01 interlocking brought into
use.

Binduli, shortly interlocking will be brought

into use.

Kallaroo, shortly interlocking will be brought into use.

J.H.Woods siding, Ubini – Calooli, 350m 77ch via P, 352m 48ch via SM brought into use.

Ga wagons, new wagons added (10), to be used for coal traffic.

WN 39, we 27/9/1901

Hannan Street Junction, 25/9/01 expecting to connect up interlocking.

WN 40, we 4/10/1901

38m SWR, 30/9/01 putting in points and crossings for temporary ballast pit.

Bellevue, 1/10/01 opened as goods accounting station.

Hannan Street Junction, 25/9/01 interlocking opened, Brown Hill line to be worked as a siding until officially opened.

McFarlane's siding, Crooked Brook, was closed from 31/7/01 and points taken out.

WN 41, we 11/10/1901

Lands and Survey Picnic to the Weir, 10/10/01, two extra coaches attached to regular trains to from Mundaring, Engineer for Coolgardie Water Scheme to arrange working between Mundaring and Weir.

Darlington Quarry Junction, 2/10/01 to be known as Boya, opened as ES station splitting Bellevue – Smith's Mill, only Quarry trains, LE and Engine and Brake may cross.

Sutherlands Siding, 425m 59ch via P, 427m 30ch via SM has been named Scotia.

WN 42, we 18/10/1901

Binduli, 16/10/01 interlocking opened.

Elgin, correct mileage is 140m 16ch ex Fremantle and 21m 17ch ex Bunbury.

WN 43, we 25/10/1901

List of pumping stations, and mileages from stations page 16.

Chidlow's Well, 14/10/01, interlocking brought into use.

WN 44, we 1/11/1901

Mungari, 1/11/01 opened as booking station.

WN 45, we 8/11/1901

Mungari, 1/11/01 opened as booking station.

Jarrahdale Junction, stockyards completed.

Kanowna, 2/11/01 point indicator fixed to outside facing points.

WN 46, we 15/11/1901

List of shunting engines, Fremantle, Perth, Midland Junction, Northam page 13.

Donnybrook, Baxter and Prince's siding disconnected from main line.

WN 47, we 22/11/1901

Mornington, renamed to Bengier.

WN 48, we 29/11/1901

Lion Mill, 1/12/1901 reopened as a booking station for light goods under 10cwt.

Trains with lavatory and sleeping cars, list page 21.

WN 49, we 6/12/1901

Merriden, 2/12/01, breaking road 177¼ putting in points and crossings.

287m 27ch near Gilgai, 2/12/01 putting in points and crossings.

Mulikupp, 4/12/01 59 Mail and 2 mixed to cross at siding; usually done at 20 Mile siding, is this a renaming?

Boya passenger and parcels traffic, from 16/11/01 28 and 65 to stop, rate 26m ex Fremantle.

20 Mile Siding, 1/12/01 to be known as Mulikupp.

7 Mile Brickfield on Bridgetown branch, 1/12/01 to be known as Copplestone.

WN 50, we 13/12/1901

Boya – North Mole stone trains, additional information mentioning J and K engines

page 11.

WN 51, we 20/12/1901

Nil of interest.

WN 52, we 27/12/1901

43 Mile, to be known as Beechina, 19/12/01 opened as ES station splitting Chidlow's Well – Wooroloo; only ballast may use loop until further notice.

Coolgardie, 15/12/01, interlocking opened, details pages 21 – 23.

Gilgai, 24/12/01 siding for Coolgardie Water Scheme brought into use, facing down trains.

Merredin, 24/12/01 siding for Coolgardie Water Scheme brought into use.

WEEKLY NOTICES - 1902

WN 1, we 3/1/1902

Mulikupp, 1/1/02, 59 Mail and 2 Mixed will cross, to be opened for crossing (this happened regularly, station between Mt Barker and Torbay Junction).

Hamilton Mills, each Sunday from 24/11/01, O class engine run from Collie to Lunenberg, working empties from West Collie and Lunenberg to Hamilton Mills, loading sleepers for EGR relaying; empties to be propelled from Lunenberg to Hamilton Mills.

Perth Racecourse - reference to this name rather than Belmont.

17 Mile - reference to opening a block post here on race days splitting Bayswater - Guildford section (this was done regularly).

page 15 onwards missing?

WN 2, we 10/1/1902

Yowergabbie, 8/1/02, 9 and 2 Mixed will cross here, opened as S&T staff station splitting Yalgoo - Mount Magnet section (this was done regularly).

Kamballi - this spelling used in train alteration notices.

MR Co, Loco and rolling stock list, page 12.

WN 3, we 17/1/1902

Maddington, 11/1/02, opened as ES station for the day for the race traffic, also S&T opened to Racecourse Platform (this was done regularly for Canning Park Race Days).

Water Trains - Timetables for sections Chidlow's Well - Northam (pages 6,7) and

Northam - Burracoppin (pages 8,9). (Note - reference to a 53 Mile siding, in the Chidlow's Well - Spencer's Brook section.)

55 Mile 10 Chain (between Coates' and Baker's Hill), 12/1/02, putting in points and crossings.

Adams and Dowie's Siding, 33 mile 20 chain near Parkerville, excavations being carried out for the siding.

38 Mile Ballast Pit, 6/1/02, opened as temporary ES splitting Armadale - Jarrahdale Junction section. Not to be used for ordinary crossing purposes. Point indicator erected by 10/1/02.

Claremont, 7/1/02, Up starting signal moved 85 yards nearer platform.

Worsley, siding for Jarrah Timber and Wood Paving Corp., 13/1/02, interlocking using 3 lever machine brought into use, can only be released by a key staff for Lunenberg - Collie section.

WN 4, we 24/1/1902

Burswood Turf Club Races - stopping point for race trains is shown as "Opposite RACECOURSE".

Stone Trains, Boya - Fremantle, timetable commencing 20/1/02, page 10,11. Notes that Harbour Works Quarry Siding at Boya is 26 miles 4 chains from Fremantle, and North Mole is 1 mile 70 chains from North Fremantle. Wording suggests use of J and K engines.

Crooked Brook, commencing at once, trains stop when required for passengers.

Karrijine, 12/1/02, opened as ES station splitting Werribee - Baker's Hill section.

Loop not to be used for crossing purposes ufn. From 14/1/02, siding ready for crossing purposes, however two trucks will be kept in loop for ballasting purposes, so all trains to be backed out onto main after crossing ufn. Mileage is 54 mile 53 chains.

Claremont, 15/1/02, signals and interlocking connected to new signal cabin at Fremantle end of Up platform, old will be taken down and removed.

Beechina, 14/1/02 ufn, all trains diverted to new loop to allow present main to be lifted. Point indicators have now been fixed.

WN 5, we 31/1/1902

Karrijine, point indicators have now been placed.

Chidlow's Well, 21/1/02, alterations to signalling for trains to and from Water Loop, additional points, also Up Home moved out 40 yds (20/1/02) to cover new points.

J.H.Woods Siding, 352 mile 48 chain, EGR via Smith's Mill, 27/1/02, siding will be known as Newport.

Day Dawn, siding for Great Fingall Consolidated Mine Co at mileage 258 m 70 ch ex Geraldton now complete.

Yandanooka (MR), 27/1/02, removed to mileage 204 ex Midland Junction.

Yerbillon, 25/1/02, siding brought into use for Coolgardie Water Scheme, points facing for down trains, staff locked.

Ghooli, 25/1/02, siding brought into use for Coolgardie Water Scheme, points facing for up trains, staff locked.

Messr's J. Ryan & Co's Siding, EGR, 353m 28ch via Parkerville, now known as Hogan's or Ryan's Siding, 27/1/02 renamed to Bali.

Bayswater Junction and Bayswater -

Racecourse line; new amended instructions for Appendix issued, page 27.

WN 6, we 7/2/1902

NR, in details of alterations to water trains, reference to stations Mullewa Junction, 17 1/4 Tank, Newmarracarra and Greenough River.

Karrijine, 28/1/02, siding now fit for traffic, may be used as a permanent crossing loop.

Lion Mill, Hummerston's siding, 37m 35ch repaired, now fit for trucks to run on.

WN 7, we 14/2/1902

228 Miles (from Albany), Nos 1 & 2 to stop when required during daylight only for passengers.

Burracoppin, 8/2/02, point indicator on water siding brought into use.

Beechina, new crossing loop, 5/2/02, traffic diverted from loop to main line.

38 Mile Ballast Pit, 4/2/02, closed as temporary ES station, Armadale - Jarrahdale Junction reopened.

Millbrook, Atkins & Law's siding may again be used for traffic, only G class engines may enter, up to scotch block. (on Collie branch)

WN 8, we 21/2/1902

38 Mile, SWR, 16/2/02, breaking road to take out points and crossings.

Water trains, timetable for Chidlow's Well - Northam, and Kellerberrin - Merriden, replacing earlier table.

Doodlekine altered to Doodlakine.

WN 9, we 28/2/1902

Dedari, 17/2/02, siding for Coolgardie Water scheme fit for traffic, facing up trains, staff locked.

WN 10, we 7/3/1902

Coolgardie Water Scheme sidings; these have now been constructed at Cunderdin, Merriden (sic), Yerbillion, Chooli, Gilgai and Dedari.

WN 11, we 14/3/1902

Kamballie Junction, 27/2/02, interlocking brought into use.

Karrijine, 3/3/02, interlocking brought into use, Up and Down roads provided, runaway catch points provided short distance in advance of the Down starter.

1 1/2 Mile Siding (Walkaway line) 10/3/02 renamed Bradley's.

1 1/2 Mile Siding (Mullewa line) 10/3/02 renamed Grant's.

WN 12, we 21/3/1902

Kalgoorlie - Kamballie via Brown Hill, timetable pages 15, 16.

Claremont, on date to be advised, interlocking will be brought into use.

Adam & Dowie's siding, 17/3/02, this loop siding will be interlocked and ready for use, points are staff locked.

Coolgardie - Gunga section, 16/3/02, block instruments installed on this section, and Absolute Block has replaced telephonette working. Further advice will be given when Absolute Block instruments installed on Gunga - Mungari and Mungari - Kurrawang sections.

List of some timber companies lines and

their lengths:

Midland Junc, Canning Jarrah Co 30

Jarrahdale Junc, Jarrahdale Co 19

Waroona, Gill McDowell Co 11

Yarloop, Millar's 14

Wokalup, Millar's 1 1/2

Worsley, Jarrah Timber & Wood Paving

Dardanup, Canning Jarrah Timber Co 13

Kirupp, G. Baxter (about 2 miles 4either side)

Greenbushes, Westralia Jarrah Forrests 5

Wonnerup, Jarrah Wood and Saw Mills 22

Torbay Junc, Millar's Denmark line 28

Kurrawang, WA Goldfields Firewood Co 40

WN 13, we 28/3/1902

Claremont, interlocking has been open since 15/1/02, but level crossing gates have not been coupled up.

Karrijine, 12/1/02, down starter moved 17 yds nearer signal cabin, inside balanced points leading to runaway siding.

Jarrahdale Junction, 24/3/02, renamed to Mundijong.

Brown Hill Loop line, 17/3/02, opened for passenger and goods traffic. Passenger stations are Hill End (low level gravelled platform, no siding, shelter shed), Brown Hill (low level platform, 12 ch siding, 4th class station), Trafalgar (same as Brown Hill). Loop at Trafalgar is about 20 ch nearer Kamballie than passenger stopping place. Croesus is not to be used for passenger or goods traffic. Worked under S&T, sections Hannan Street Junction -

Brown Hill and Brown Hill - Kamballie. Fixed signals and point indicators not yet provided. Brown Hill has telephone, attended by Officer-in-Charge and Night Officer.

Adams and Dowie's siding, rate mileage is 33m 29ch.

Beechina, 14/3/02, opened interlocking and as permanent crossing loop, Up and Down roads. Runaway catch points on Up road in advance of up starter.

WN 14, we 4/4/1902

Bunbury, 31/3/02, races trains running, specials to Racecourse to travel on train staff for Bunbury to Picton Junction, and retain it for whole journey.

Racecourse at York, 31/3/02, opened as staff station for race traffic, special trains from Northam and York (trains from York propelled when empty).

Mundaring Weir, 31/3/02, hired special, government engine and coaches to run through, pilot driver supplied over Weir line.

Werribee, telephone provided.

Brown Hill loop, rate mileages are Croesus (389), Hill End (390), Brown Hill (390), Trafalgar (391).

Croesus, 21/3/02, goods may now be dealt with (389m 24ch from Fremantle, 1m 49ch from Hannan's Street).

WN 15, we 11/4/1902

Subiaco, 6/4/02, breaking road at east end to alter points and crossings.

Perth Racecourse by now being referred to as Racecourse.

Boya - North Mole stone train timetable page 10.

Claremont, 7/4/02, level crossing gates coupled to interlocking.

WN 16, we 18/4/1902

No 7 Pumping Station, Gilgai siding, commencing at once, must only be shunted by Up trains.

WN 17, we 25/4/1902

Spencer's Brook, 18/4/02, down starter to Northam moved 50 ft towards Perth, to bring new crossover road now being laid within its protection.

Coates' Siding has ceased to be a stopping place, and Karrijine, some 200 yds away substituted.

WN 18, we 2/5/1902

Scotia Siding, 427m 30ch via Smith's Mill, from now all mixed stop when required for passengers.

Brown Hill, 1/5/02, opened as Goods accounting station.

Johnson Bros Siding, 426m 77ch, Menzies line, siding laid and fit for traffic, apparently staff locked, rate mileage 427.

Matthews & Brooks Siding, removed from Whanga to 325m 68ch EGR, now fit for traffic, rate 326.

WN 19, we 9/5/1902

Boulder City, 4/5/02, putting in temporary girders over excavation of Boulder Subway.

Boya - North Mole stone trains, timetable page 9, 10.

WN 20, we 16/5/1902

Albany, 14/5/02, down Home moved to a position 60 yds Perth side of points on main

line leading into shops.

Spencer's Brook, 9/5/02, alterations to signalling and points, mainly provision of extra crossover at eastern end (to form the scissors), and corresponding signalling changes.

Geraldton Cattle Yards, mileage is 317m 40ch from Fremantle. (note - correction later.)

WN 21, we 23/5/1902

219 Mile Camp, GSR, 19/5/02, mixed trains to stop when required for passengers.

Canning Jarrah Timber Co line at Midland Junction is 20 miles and not 30 as given in WN12.

WN 22, we 30/5/1902

Sandpit Siding on Bayswater Racecourse branch - reference to this in running of sand trains from Bayswater to Mundaring.

Geraldton Cattle Yards, correct mileage is 316m 32ch.

Clarke's Siding, Menzies line, 458m 15ch, completed and fit for traffic, rate 458.

Brown Hill, telephone is being installed.

232 Mile 54 Chain Ballast Pit, 22/5/02, opened as ES station, splitting Nulla Nulla - Parker's Rd, only ballast may cross, point indicator provided.

Mundijong, down starter loop to main (right arm of double bracket) has been made 2ft 3in lower than starter main to main (formerly level).

WN 23, we 6/6/1902

Waroona, 27/5/02, interlocking brought into use.

Clarke's Siding, siding has been removed to 434m 39ch and purchased by Messrs Ryan and Co., will be named at an early date (ref was to "Ryan's Siding").

WN 24, we 13/6/1902

Hamel, correct rate mileage is 83.

Beenup, Bunning Bros siding, re WN49/1901, name of siding has been altered to "Millard's".

WN 25, we 20/6/1902

Ryan's Siding, 434m 39ch, 16/6/02 renamed to Nena.

WN 26, we 27/6/1902

202 Mile EGR, 23/6/02, road broken to put in points and crossings into ballast pit road.

Johnson Bros Siding, 427 Mile Menzies line, 23/6/02, renamed to Troy.

232 Mile 54 Chain Ballast Pit, 18/6/02, closed as ES station, and Nulla Nulla - Parker's Road reopened.

Ivanhoe Gold Corporation Company, siding laid in of Boulder line at 390m 55ch, rate 391, engines may not enter due to sharp curves.

Dardanup, 25/6/02, opened as S&T station splitting Picton Junction - Boyanup section, unattended from 8pm to 7am.

202 Mile Ballast Pit, 24/6/02, opened as ES station splitting Carrabin - Walgoolan, only ballast may cross, point indicator provided.

Karrakatta, 1/7/02, Night officer appointed, now be switched in between 1pm and 12midnight, also opened as a coaching booking station.

WN 27, we 4/7/1902

Northam - Goomalling section, opened 1/7/02, stations (rate) are Racecourse (81, platform and siding), Noggojerring (84, platform, 5th class; goods shed and siding), Burke's (88, platform, 4th class; goods shed and siding), Wongamine (91, platform, 5th class; goods shed and siding), Yarramony (94, ditto), Jemacubbine (98, ditto), Rossmore (102, ditto), Hulongine (105, ditto), Goomalling (111, platform, 4th class; station, turntable, loading platform, goods shed, sheep and cattle yards, telephone), Goomalling opened as goods and coaching accounting station. S&T, section East Northam - Goomalling, Timetable page 6.

Karrakatta, 1/7/02, opened as goods and coaching accounting station.

Bellevue, 28/06/02, proposed to substitute a larger interlocking frame, present one will be dismantled.

WN 28, we 11/7/1902

Hay River Road, first time mentioned instead of Mulikupp for crossing of 59 Mail and 2 Mixed, opened for the day splitting Mt Barker - Torbay Junction section (regular operation, Mulikupp never mentioned again).

Burracoppin, alter rate mile to 194 in Merchandise Rate Book.

Boyerine, alter ditto to 219.

Bellevue, 8/7/02, additional signals provided (to allow up trains to arrive and depart through down platform).

WN 29, we 18/7/1902

Beechina, 14/7/02, main line broken to removed set of facing points, Perth side of Beechina station.

156 Mile 30 Chain EGR, 14/7/02, main line broken to put in points to ballast pit.

202 Mile Ballast Pit, 15/7/02, closed as ES station, and section now Carrabin - Walgoolan. Points taken out same day.

Coombe, Whiting & Co siding, 31m 5ch SWR (Armada) fit for traffic, rate 31.

Matthews and Brooks Siding, 362m EGR, 13/7/02, renamed Yerdi.

WN 30, we 25/7/1902

156 Mile 30 Chain Ballast Pit, 19/7/02, opened as ES station, splitting Doodlakine - Baandee section, ballast train only may cross, point indicator provided.

Bellevue, 8/7/02, altered interlocking brought into use.

Crooked Brook, in rate book insert *, unattended siding open for coaching traffic only.

Perth Cabin C, 21/7/02, minor signal alterations.

Lacey's Siding (Bellevue - Boya), 19/7/02, interlocked with usual staff key, points facing on down journey.

Burracoppin, Yellowdine, Koorarawalyee, 1/8/02, opened as goods and coaching stations.

WN 31, we 1/8/1902

Brownhill and Hill End in new rate book should be marked with *.

Armada, 29/7/02, Up Home and Distant signals brought into use, 28 and 628 yds from facing points, Up side.

Ubini, ballast pit siding now fitted with staff lock.

Bulla Bulling, 16/7/02, siding for Coolgardie WS brought into use, crosses main line at east end of Bulla Bulling, staff locked with Bulla Bulling - Ubini staff, scotch block adjacent to crushers.

Fremantle - East Fremantle, 20/7/02, Sykes' Lock and Block replaces Winter's Absolute Block.

Cunderdin and Woolgangie, 1/8/02, opened as goods and coaching booking stations.

East Fremantle, 29/7/02, Down Distant, Victoria Quay to East Fremantle permanently removed.

WN 32, we 8/8/1902

Trafalgar siding, rate book, add asterisk, not an accounting station.

WN 33, we 15/8/1902

Southern Cross, 6/8/02, signals and interlocking brought into use.

Dalebridge, Bootenal, Beechina, in new rate book add *, they are not accounting stations.

Pingelly, supplied with 10 ton cart weighbridge.

List of station and sidings for which goods are accepted with no siding accom for truckloads, page 24.

WN 34, we 22/8/1902

Perth Racecourse still being referred to on race days.

90½ Miles, EGR, 27 and 10 to stop for school children.

Moojebing, new rate book, alter to 228m.

156 Mile 30 Chain Ballast Pit, 18/8/02, closed as ES station, section now Doodlakine - Baandee.

WN 35, we 29/8/1902

Brown Hill, rate book, is open as goods and coaching accounting station.

WN 36, we 5/9/1902

Brown Hill, 2/9/02, Up and Down Home and Distant signals provided, with facing point detector locks.

Roelands, rate mileage alter to 114.

Sawyers' Valley, 1/9/02, putting in points and crossings at 35m 7ch.

WN 37, we 12/9/1902

Greenough River, reference to time for passengers on Nos 1 & 2 at the Refreshment Rooms here.

East Fremantle, 1/9/02, Sykes' Lock and Block replaces Winter's Absolute Block.

Trains on which lavatory and sleeping carriages are run, list page 16.

Beverley, 10/9/02, Up Home removed, present Up Auxiliary Home becomes Up Home.

Sawyer's Valley, 8/9/02, road broken at 35m 7ch to put in points and crossings.

WN 38, we 19/9/1902

Coolgardie, 28/8/02, old Cattle Siding, with facing points onto main line was removed.

Brown Hill line, 8/9/02, S&T sections Hannans Street Junction - Brown Hill, Brown Hill - Kamballie replaced by the ES section Hannans Street - Kamballie.

Main Shunting Neck between Golden Gate and Kamballie, a subsidence has occurred, traffic for Golden Horseshoe Mine is being worked via Kamballie ufn.

Bullabulling, siding for Coolgardie WS, sidings have been altered and are in fair order. Siding to Reservoir on the Down side is fit for G class engines. Siding to Quarry on Up side is fit for all classes as far as the warning boards erected on the dead ends at the Quarry.

Reference to Mulikupp in a list of sidings (indicates not the same as Hay River Road?).

WN 39, we 26/9/1902

Goomalling branch, only A, B, G, O and C classes may run.

Wurarga, 1/10/02, opened as goods and coaching booking station.

Kalgoorlie, 22/9/02, down starter from main and loop (six armed double bracket) will be moved off platform 40 yds east (just off platform), necessitated by the new watering arrangements for engines, will admit of their taking water inside starter.

Lord Street, Moore Street, Mackie Street and Cabin C, 22/9/02, minor alterations to up signals.

Mungari - Kurrawang, 20/9/02, Winter's Block Instruments introduced, Absolute Block System will supersede telephonette working.

WN 40, we 3/10/1902

Racecourse at Geraldton, 30/9/02 and 2/10/02, opened as Staff station each day to handle race trains.

North Mole Wharf, in future only A, B, D and H allowed.

Broad Arrow, 15/9/02, siding for Boulder Firewood Co connected with main line at western end of station and brought into use.

Coombe, Wood & Co siding, Owen's

Anchorage line, now fit for traffic, mileage 1m 11ch, only A or G allowed.

Croesus and Trafalgar, 29/9/02, loop sidings will be secured by staff locks.

Dardanup - Boyanup, 15m 10ch from Bunbury, main line broken to put in points.

WN 41, we 10/10/1902

Golden Gate subsidence, repairs have been effected, line again fit for traffic.

Coolup, 6/10/02, opened as ES station splitting Pinjarra - Waroona section, a day and a night officer provided.

Dalebridge, 6/10/02, closed as staff station, new section Beverley - York opened, officer in charge withdrawn.

Midland Junction B Cabin, 5/10/02, changes to interlocking and use of some lines, changes to use of some shunt signals.

WN 42, we 17/10/1902

Sleeper loading Siding for Permanent Way Department, 179m 46ch Bridgetown line, complete and fit for use, only for PerWay traffic.

Perth Racecourse Platform renamed to Belmont.

Coaching stock, list of numbers and classes, page 22.

Dardanup - Boyanup, 15m 10ch from Bunbury, 14/10/02, main line broken to put in points.

WN 43, we 24/10/1902

Byfield's siding, removed from Wooroloo to Karrijine, completed, now fit for traffic.

WN 44, we 31/10/1902

Pingelly, Broomehill, Cranbrook, from 27/10/02, these S&T stations will be unattended from 8pm to 7am daily.

Dale Bridge (sic), 24/10/02, point indicators removed.

Perth C cabin, 26/10/02, changes to crossover and some signals.

Gunga - Mungari, 22/10/02, Winter's Block Instruments replace telephonette working.

26m 37ch (Donnybrook - Brookhampton), 28/10/02, taking out points and crossings.

WN 45, we 7/11/1902

Woodbridge, Royal Ag Show, timetables show trains terminating at and returning from here.

Boyanup, A.B.Wright's Old Siding, A.F.Brown & Co, siding now fit for traffic, rate 134.

North Dandalup, platform is being built.

WN 46, we 14/11/1902

Gooseberry Hill, 10/11/02, special run from Perth to here for show, with shuttle service from Midland Junction to here, G class engine from Perth, plus spare G at MJ to assist if necessary.

Northampton line, siding at 26 1/4 miles (Mercy's), work now complete and siding now fit for traffic, decided it shall be known as Brookfield, rate 26.

WN 47, we 21/11/1902

York, 17/11/02, Up Home moved out 70ft.

Woodbridge, reference to Turton's Siding at 20m 70ch.

WN 48, we 28/11/1902

143 Mile, GSR, from 24/11/02, No 1 to stop to set down school children.

Bellevue Junction, instructions following interlocking, pages 10,11.

Cannington, 27/11/02, new crossover road between main line and loop at south end of yard brought into use.

Burke's, telephone provided.

Dale Bridge, scotch block put in at Beverley end of loop, now scotch blocks at both ends.

WN 49, we 5/12/1902

Adams & Dowie, No 101 Goods, Midland Junction - Parkerville, will be extended to here daily, returning as tabled!

Fremantle - Kalgoorlie expresses Nos 85 and 20 to consist of 1AA, 2AB and 1AC and sleeping car.

Albany Locomotive Cabin, 4/12/02, closed as ES station, and section becomes Torbay Junction - Albany, fixed signals marked out of use or removed, points fitted with staff lock. Albany Locomotive Sheds to be treated as intermediate siding. Engines may be attached / detached to main line trains at loco sheds.

Perth A, B, C and William St. Gate Cabins, new instructions, pages 15 - 20.

Mortuary platform, reference to this in Perth B Cabin instructions.

Pindar, 1/12/02, porter withdrawn with closure of Wool season (had been provided at start of wool season to because of large loadings here, was apparently not associated with safe-working duties).

WN 50, we 12/12/1902

454 Mile post, Menzies line, 6 & 10 mixed to stop each Saturday if required to pick up and set down to enable Gang 62 to get provisions.

North Dandalup, dead end extended to hold an additional 10 wagons.

Donnybrook, 28/11/02, W.N.Hedge's siding removed.

Sawyer's Valley, new loading platform and siding now complete and fit for traffic. Old siding at Log Landing is not to be further used and will shortly be removed.

Belmont branch, 8/12/02, Bayswater side of Racecourse Bridge, Belmont taking out crossover road between up and down mains.

WN 51, we 19/12/1902

Boya, 13/12/02, closed as ES station, section to be Bellevue - Smith's Mill. Signals secured at "all clear", main line points spiked over and secured until they are taken out.

No 5 Pumping Station, 3/12/02, scotch block placed on siding.

Picton Junction, in Xmas supplement (and in other WNs), timetable show specials from Busselton to Picton Junction and return, to be run by the one engine and crew, with no time to run to Bunbury to turn, also on one occasion, and excursion Perth to Bridgetown, with the instruction that engine to be turned at either Brunswick Junction or Donnybrook (same engine used throughout).

WN 52, we 26/12/1902

Mileage 47 from Albany, Nos 1 & 2 to stop when required for passengers, parcels and goods.

North Mole Wharf, in future worked by H class only.

Belmont, 20/12/02, Down Home and Distant, Up Advanced Starter signals provided, worked by levers fixed on ramp at Perth end of platform.

Broad Arrow, length of Kalgoorlie and Boulder Firewood Co bush line is 10 miles.

WEEKLY NOTICES - 1903

WN 1, we 2/1/1903

Smithfield, reference in special train working for picnic, between Kalgoorlie and Paddington.

East Northam, 18/12/02, interlocking brought into use.

Torbay Junction, 17/12/02, old semaphore signals taken out of use and removed, new signals brought into use - Up and Down Home and Distant, and Home from Torbay (Company's line), full details page 17.

Bradley's Siding, 4/12/02, work completed on removing this from Wiley's to Bradley's (17m 1ch, Northern line) completed, may be used.

WN 2, we 9/1/1903

Boya, all mixed trains will discontinue stopping.

Menzies - Leonora line, 12/1/03, taken over by Dept., through trains will leave Kalg. for Leonora at 7.10am and 2.15pm, and Leonora for Kalg. at 6am and 12.50pm, connect at Kal with Express and Mail trains to Perth, also some alterations in Kal - Menzies services, page 9.

WN 3, we 16/1/1903

Belmont, re WN 52/02, down distant is 500yds from down home.

Claremont, 12/1/03, down distant will be moved 60yds closer to home.

Woodanilling, 12/1/03, opened as accounting station, with day officer in charge, and as S&T station splitting Katanning - Wagin section.

Menzies - Leonora extension, 12/1/03, details of stations, mileages, staff sections etc, page 16.

WN 4, we 23/1/1903

6 Mile Ballast Pit Northampton line, Mr Pinnell is to be allowed to load firewood at the siding.

East Fremantle, 22/1/03, Up Starter moved 153yds nearer to Fremantle, up side of line, and outside Loco Siding points on up main, lower arm on post is up distant for Fremantle Station, controlled by top arm.

WN 5, we 30/1/1903

Matthews and Brooks' Siding, 12/1/03, disconnected, situated at 325m 68ch EGR (Yerdi), not intended to use again and will be pulled up.

Perth, 19/1/03 ufn, dead end road at Beaufort St bridge blocked to put in engine pit, water column on it also unavailable.

WN 6, we 6/2/1903

Walkerden's Brick Siding (situated down side of line, Bayswater end of River Bridge), crossover road between down and up lines taken out, so can only be worked by down trains, vehicles picked up may be propelled to Belmont station.

WN 7, we 13/2/1903

195 Mile and Cuballing Pool, 11 Goods to stop for school children.

WN 8, we 20/2/1903

Lion Mill, 16/2/03, additional disc signals

provided controlling traffic between runaway siding and main or Lion Mill sidings.

WN 9, we 27/2/1903

nil of interest.

WN 10, we 6/3/1903

Gwalia, from 28/2/03, unattended 7pm - 6am except in emergency or when trains appointed to cross.

Wokalup, rigid lever points fixed here.

Belmont and Belmont Park Racecourse, confusion arising over names, Belmont is new name for for Perth Racecourse Platform (near Bayswater), and Belmont Park Racecourse for that previously known as Burswood Racecourse.

General note - mileages on GSR appear to still be being measured from Albany, eg ref to 2m 78ch near Gledhow.

WN 11, we 13/3/1903

Kanowna, Mr B.T.Henderson's bush line is 12 miles long.

Bayswater, 4/3/03, signal cabin moved to new site 35yds nearer to Perth.

WN 12, we 20/3/1903

Paddington closed, Broad Arrow opened, 25/2/03, as ES station (not obvious from entry as what old and new sections were - ie, was Padd - BA already an S&T section?).

Boulder City, 14-15/3/03, alterations to yard and signals, also connection to new signal cabin near Wittenoom Street Crossing, details page 8.

Jesop's Well, telephone provided.

Log Landing, Smith's Mill branch, traffic must not be accepted for or at this place.

WN 13, we 27/3/1903

Brookfield siding, 26 1/4 miles Northampton section, renamed to Isseka.

Kallaroo, 19/3/03, block instruments provided, switched in 3 to 8pm daily.

Chidlow's Well, 25/3/03, alterations, No 1 siding connected to Water Siding instead of Up main.

WN 14, we 3/4/1903

Brown Hill loop, 1/4/03, Brown Hill renamed to Hill End and Hill End renamed to Brown Hill.

Leonora line, S&T stations to be unattended on a night as follows, Jessop's Well (8pm to 8am), Kookynie (10pm - 8am), Mount Malcolm (10pm to 6am).

Kalgoorlie, 27/3/03, Cabin B, some marshalling yard points connected to a 3-lever frame near Cabin B, and will be worked by shunters.

East Perth, 28/3/03, ER auxiliary up distant, 20ft high, up side of line provided 240yds outside up home.

Kallaroo, 26/3/03, up advanced starter No 7 connected to frame and worked as usual, crossover No 5 unspiked and brought into use.

Merredin, 30/3/03 ufn, lengthening engine pit, main line points spiked over, No 1 loop to be used as main, No 2 loop to be used as crossing loop.

WN 15, we 10/4/1903

West Midland, 6/4/03, 21m 47ch between Midland Junction and Woodbridge, opened

as a coaching station, and trains will stop there as per new timetable, day and night officer provided, not opened as a block station, up and down home and distant provided, worked by levers on respective platforms.

W.G.F.Gloede's siding, Woodbrook, rate mileage 337 to operate from 1/4/03.

Boorabbin, 6-11/4/03, main line broken daily at Southern Cross end to permit lengthening of engine pit.

WN 16, we 17/4/1903

Racecourse, York, 13/4/03, opened for day as S&T station for trains for York races (trains propelled when empty).

Torbay Junction - Albany, altered running of Millar's timber trains, implications of times are that trains worked through, timetable page 7.

WN 17, we 24/4/1903

85 Mile (from Albany), 20/4/03 ufn, 2 and 1 Mxd stop for school children.

Parkerville, 16-17/4/03, putting in points for new siding, remove present loop road, connecting existing siding to main 100ft nearer runaway siding (Perth end), connect new siding to main and quarry siding (CW end). Effect appears to be new siding on up side, present siding used exclusively as down main, present platform road as up main only, some signal alterations.

West Midland, signal details provided, page 11.

Midland Junction, Cabin A, connected some hand points to cabin.

Bayswater, 14-16/4/03, replaced up advance signal with one on down side opposite present, new down distant 4yds nearer home.

Fenians' Crossing, 11/4/03, opened as block post with flagmen (Easter Saturday), also occurred for other special workings.

Woolgangie, 20-27/4/03, lengthening engine pit at Boorabbin end.

WN 18, we 1/5/1903

Greenough Road, mentioned in special train for Greenough Road Races, on MR 10 minutes from Walkaway.

Owen's Anchorage branch, timetable page 9.

Owen's Anchorage branch, A class load is 30 from Fremantle to foot of 1 in 75 approaching Smelting Works, then 16 to Owen's Anchorage, where load exceeds 16, assistant guard to be provided, train divided at foot of bank, one guard to remain with rear portion, single loads only taken after dark.

CWS Pumping stations, locations are No 3 - Cunderdin station, No 4 - 2m 31ch west of Merriden, No 5 - 1m 7ch west of Yerbillon, No 6 - 77ch east of Ghooli, No 7 - 1m 61ch east of Gilgai, No 8 - 2m 47ch east of Dedari.

Cuballing Pool, 1/5/03, opened as S&T station splitting Pingelly - Narrogin section, also opened as goods and coaching station, unattended 8pm to 8am.

Perth Cabin C, 30/4/03, additional set back disc, plus rearrangement of other discs.

WN 19, we 8/5/1903

Moondine, 346m 61ch, 4-6/5/03, disconnecting siding.

WN 20, we 15/5/1903

92 Mile Post, 11/5/03 ufn, various trains to stop for school children attending York school, ordinary passengers may join and

alight at same time and place, but must be booked to/from Hick's Siding.

Northam Cabin A, 11-12/5/03, existing connections between engine shed and main taken up and removed, new crossover put in 200ft east of present position, down home also moved 200ft east.

WN 21, we 22/5/1903

17 Mile Block Cabin (Belmont Branch Junction), 16/5/03, up and down home and distant signals brought into use, levers in cabin, normal position clear when block is cut out.

Mullewa, 11/5/03 ufn, down traffic diverted through down facing points, Geraldton end of yard, over No 2 road and temporary crossover joining main line again 30yds west end of platform, 18/5/03, similar at Cue end, all traffic diverted over up facing points and temporary crossover joining main line 60yds east of platform, purpose is construction of engine pits in main line.

WN 22, we 29/5/1903

Smithfield, commencing 25/5/03, mixed trains will stop here, mileage 404 1/4 between Gidgi and Paddington for passengers and parcels.

Cue - Nannine, opened 1/6/03, details of stations page 12, timetable page 7.

Parkerville, since 11/5/03, interlocking in accordance with new arrangements, but some signals not brought into use ufn, general instructions re working pages 8, 9.

Collie Cemetery, special trains will be run from Collie to here (134m 66ch) with at least 6 hrs notice, conveying corpse in brakevan. Passengers charged ordinary fares to West Collie. (Rates Book)

Millard's Siding, 37m 17ch SWR, this siding

to be treated as a private railway and bush haulage charged.

East Fremantle, 13&25/5/03, changes to points and signalling, removal of connection to Victora Quay?

Jessop's Well, 13/5/03, closed as staff station, section now Menzies - Kookynie.

Owen's Anchorage line, 24/5/03, connecting deviation at Reclamation works with old Owen's Anchorage line at Fitzgerald Terrace, near the baths and the road leading from a point between the Customs Shed and No 1 Goods Shed through No 2 Goods Shed. From then all trains going to Owen's Anchorage and vice versa will leave and enter Fremantle Station yard at said points - between No 1 Goods shed and Customs shed, over the deviation instead of shunting round the jetty as before.

WN 23, we 5/6/1903

Welshpool, reference to being opened as ES station during race traffic, but trains not allowed to cross (Maddington opened as normal).

Cue - Nannine line, opening and Ministerial specials, pages 6, 7.

Cue - Nannine, working timetable, page 17.

Collie-Boulder siding, line from Collie station yard to the Collie-Boulder Coal Company's leases is being constructed by the Railway Construction Branch.

Ghooli, 1/6/03, up and down home and distant signals brought into use, levers fixed at block cabin near centre of loop, home signals fitted with facing point detectors, can only be lowered for main line.

Cue, Nallan, Tuckanarra, Stake Well, Nannine, telephones will be provided,

Cue - Nannine, general inf. printed again,

page 23.

WN 24, we 12/6/1903

79 Mile (from Albany), ufn, 1 & 2 stop for school children.

East Perth Junction, new instructions, pages 7, 8.

Day Dawn, 31/5/03, opened as a staff station, section now Austin - Day Dawn - Cue.

Parkerville, 27/5/03, the extra signals brought into use.

Millard's Siding, SWR, line is between 1 and 2 miles long.

Perth Cabin C, signals at scissors crossover down passenger and goods roads replaced by discs.

Bronti, 9/6/03, up and down home and distants brought into use, fitted with facing point detectors, can only be lowered for main, levers at cabin near centre of loop.

Bunbury Jetty, A class may now run, except on dead end siding of schooner berth, G class can only run on viaduct and not on dead end siding of schooner berth.

192 Mile GSR, between Wagin and Beverley, mention of 25,000 gallon tank.

WN 25, we 19/6/1903

Yellowdine, 18/6/03, up and down home and distants brought into use, facing point detectors fitted, can only lower for main line, levers fixed on platform, existing point indicators removed.

List publications, many local country papers, page 9.

Kalgoorlie, 15/6/03, up-stop signal removed from platform, new one erected between

down goods and sidings.

Midland Junction Workshops sidings, ufn, sidings leading to Hoskin's late shops will be broken, road closed east of level crossing at 22m 50ch, connection made from this road to east end of new loco.

WN 26, we 26/6/1903

CWS Pumping stations, loops at Merredin (No 4) and Cunderdin (No 3) Pumping station sidings complete and fit for traffic.

WN 27, we 3/7/1903

Upper Darling Range Branch, 1/7/03, timetable page 7.

R.Allen's siding 230m 17ch Nannine line, 1/6/03, opened for traffic.

Koorarawalyee, 1/7/03, up and down home and distant signals brought into use, facing point detectors, can only lower for main line, levers fixed on platform, point indicators removed.

CWS Pumping stations, loops at Gilgai and Dedari now complete.

Lacey's and Greenmount sidings, instructions re shunting during daylight only cancelled.

WN 28, we 10/7/1903

UDRR, 1/7/03, taken over by dept, details of line, pages 12 - 14, timetable page 8.

Jessop's Well, 6/7/03, opened as staff station, splitting Menzies - Kookynie.

Coogee extension, 1/7/03, extension Robb's Jetty to Coogee taken over, sidings are Briggs and Rowland's (rate 5m, private siding) and Coogee (rate 6m, explosive traffic only), worked by S&T,S only, no officer stationed at Coogee, until new

magazines and jetty are complete, will at times be necessary to lay down temporary tramline across new line, ~ 200yds south of Junction points, when done man to be stationed there.

Robb's Jetty, 6/7/03, opened as goods accounting station.

WN 29, we 17/7/1903

Owen's Anchorage line, all classes may run.

Geraldton - Cue, since 8/7/03, point indicators being fixed at following places: Greenough River, Mullewa, Wurarga, Yalgoo, Mt Magnet, Lennonville, Lake Austin, Day Dawn, Cue.

Boulder City, 8/7/03, interlocking completed and brought into use, instructions page 13, 14.

Golden Gate shunting neck, unfit for all engines heavier than G class, these include O, Q, K, P, T, U and R.

R.Allen's siding, correct mileage is 281 and not 230.

Imperial Firewood Co, siding at 25m 16ch SWR, fit for traffic, buffer stop on dead end not yet complete.

WN 30, we 24/7/1903

Boorabbin, 20/7/03, up and down home and distants brought into use, facing point detectors, can only be lowered for main, levers fixed on platform, point indicators removed.

WN 31, we 31/7/1903

CWS Pumping Stations, loop at Yerbillon siding fit for traffic.

WN 32, we 7/8/1903

Nil of interest.

WN 33, we 14/8/1903

Collie-Boulder extension, loads published with note that brakes must be pinned down at 137m 1ch approaching Collie.

Pindar, 5/8/03, employee stationed here to supervise loading of Dalgety & Co's wool.

Newmarracarra, 10/8/03, opened as staff station splitting Mullewa Junction - Greenough River section, expected to be for about a fortnight while ballast being obtained from 21 Mile Ballast Pit.

Statham's Siding, unfit for engines, ufn no engine beyond facing points.

Parkerville, 3/8/03, disc No 17 in use, indicator on points removed.

WN 34, we 21/8/1903

West Collie, note that station is situated on right ex Brunswick Junction.

Pickering Brook, 22/8/03, down home and distant brought into use, home has facing point detector, levers fixed near booking office, also oints at down end of yard leading to timber co's line connected to lever fixed on up side of points, staff lock fitted to points, points normally set for dead end and catch points open.

L.Driffields siding, situated 153m 32ch, 10/8/03, interlocking with key staff for Donnybrook - Kirup section brought into use (siding just put in?).

Statham's siding, engines may enter siding.

WN 35, we 28/8/1903

195 Mile Tank, from now, trains to stop for passengers when required here (192m 64ch

from Albany).

Malcolm, 25/8/03, line broken at 533m 15ch, Leonora end of Malcolm yard putting in points for temporary connection with Laverton railway.

WN 36, we 4/9/1903

Nil of interest.

WN 37, we 11/9/1903

Woolgangie, 10/9/03, up and down home and distant signals brought into use, homes have facing point detectors, can only be lowered for main, levers fixed on platform, point indicators removed.

Geraldton - Northampton Junction duplication, 7/9/03, present junction of Northampton and Cue lines closed, and Cue line slued to connect with new line parallel to present line from Geraldton, will be used for all trains to and from Cue line, existing line used for all trains to and from Northampton. On new line, up home and distant brought into use at points leading in to loco yard, these points fitted with point indicator. Sidings leading off new line to Way and Works Shops and Millar's Timber yard are staff locked with Geraldton - Mullewa Junction staff. Racing on parallel lines strictly prohibited.

Smithfield, this loop siding is now interlocked with keyed staff for ES section Kalgoorlie - Broad Arrow, mileage is 403m 29ch via Parkerville, 405m 00ch via Smith's Mill.

WN 38, we 18/9/1903

Allen's Siding, from now, mixed trains stop when required for passengers, mileage is 281m 34ch.

UDRR, from 16/9/03, loco workshops ballast train working, new staff station

opened, known as Workshops Junction, 1/2 mile south of Mid Junc, new sections MJ - Work Junc (S&T), Work Junc - Statham's (ES), timetable page 7.

UDRR, 9/9/03, Zig-Zag dead ends fitted with point indicators.

25 Mile Siding, SWR, from 12/9/03, 6 and 13 to stop for passengers.

Boondi, we 19/9/03, facing points fitted with detector locks, levers shifted from facing points to cabin near centre of loop, up home moved out 48yds.

Northam, Cabin A, 14/9/03, dock road and runaround at up end of platform provided, also down home to dock, up starter from dock plus others.

WN 39, we 25/9/1903

Millbrook Siding, now safe for K and O engines from main line points to dead end, in future instead of empties being first worked to Lunenberg they may be detached at Millbrook by down trains and carefully shunted into the Mill road, loading for Collie direction may also be attached by down trains from the Mill road and on account dead end leading from main line not being provided with buffer stops great care to be exercised.

Smithfield, re WN37, old stopping place at 404m 15ch known as Smithfield has been discontinued, and name transferred to new siding, rate mileage 405 via Smith's Mill.

UDRR, Ballast Pit Siding at 3m 30ch, 8/9/03, interlocking completed, points facing to down trains, staff locked, siding has runaway siding.

Millar's Karri & Jarrah Forests siding, 1/9/3, opened, 0m 29ch from Geraldton.

WN 40, we 2/10/1903

25 Mile Siding SWR, from 26/9/03, 10 and 21 to stop on Sats only.

Lilliginni, 28/09/03, up and down home and distants brought into use, homes have facing point detectors, can only be lowered for main, levers at cabin near centre of loop.

Cuballing Pool, 1/10/03, renamed to Cuballing.

Fremantle to Perth, 27/9/03, temporary single line working over up main between 5m 20ch and Claremont, 5m 20ch has up and down home and distant and up starter, and is interlocked, single line is ES, 5m 20ch to Cottesloe is ordinary block.

WN 41, we 9/10/1903

Buchanan River, 6&10/10/03, opened as temporary staff station on each of these days to cross 11 gds and 2 pass (appears to be first occasion, but happened on other occasions later).

Waterloo, 5/10/03, opened as ES and crossing station splitting Brunswick Junction - Picton Junction, day and night officer provided, 1/11/03, opened as goods and coaching station.

WN 42, we 16/10/1903

80¼ Mile stopped, 81¾ Mile started, 12/10/03, GSR stopping point for school children.

Albany, for convenience of passengers arriving and departing by the White Star boats at Albany, special trains will be run as required between Albany station and the Deep Water Jetty, service to be worked by shunting engine.

Midland Junction A to Woodbridge, 10-16/10/03, single line working over down, then up line, under pilot working, to enable

erection of girders for West Midland subway.

Midland workshops siding - earlier note should have referred to east end of loco workshops rather than loco.

WN 43, we 23/10/1903

York Racecourse, 17/10/03, opened as staff station for race trains, as per other times.

Racecourse (Geraldton), 20&21/10/03, opened as staff station for special race trains.

228 Mile GSR, when No 2 not required to stop for passengers or parcels, will slow on Tu, Th and Sat to take up mail bag.

Northampton Junction, in future only local Geraldton - Walkaway and Northampton branch trains will stop when required here.

Gooseberry Hill, small consignments of goods and parcels may be accepted, mileage 30m 38ch.

WN 44, we 30/10/1903

Noggojerring, 27/10/03, opened for day as staff station for working of special trains for EG employees annual picnic.

369 Mile 6 Chain EGR, 24/10/03 ufn, 21 and 22 Mxd stop Saturdays for repairers.

Day Dawn - Cue - Allen's siding, altered goods timetable, page 22.

WN 45, we 6/11/1903

Wolwolling, shown in timetable as between Narrogin and Buchanan.

R. Williams & Co siding, loop siding, down side of line at 94m 25ch staff locked with ES for Yarloop - Wokalup section.

WN 46, we 13/11/1903

Bunbury Racecourse, 7/11/03, races, trains to travel on Bunbury - Picton Junction staff, Racecourse and Racecourse Junction to be attended.

Collie - Collie-Boulder railway, 2/11/03, timetable, no passengers allowed, page 19.

Kamballie, new Up Home from Brown Hill line 40ft high instead of present 20ft high about to be erected, to show over tailings dump of Great Boulder Perseverance Mining Co, complete on or before 7/11/03.

Boulder City, by 7/11/03, new Down home 33ft instead of present 20ft erected to show over buildings.

Bellevue, Carmichael and Metzke's siding, 23m 66ch complete and fit for traffic.

Dardanup, by 7/11/03, altering station yard, up and down homes moved out to clear new facing points, facing point detectors fitted, can only be lowered for main, levers on platform close to booking office.

Lady Shenton Gold Mine Siding, reference to this at 466m 33ch EGR.

WN 47, we 20/11/1903

Fenians Crossing, 14/11/03, opened as temporary block post for race trains, 4 flagmen as up and down home and distant signals (may have occurred before this as well).

Smith's Mill and Mundaring, from 16/11/03, no night officers, ES instruments made automatic.

Collie - Collie-Cardiff, 2/11/03, taken over, open for goods traffic only, unattended sidings are Wallsend (137), Old Proprietary (137), Collie Burn (140), Cardiff (143) (rate).

Northampton Junction, 16/11/03 renamed Bluff Point.

Malcolm - Gwalia, ufn section applies between junction of branch line to Mt Morgans and Gwalia, shunter must accompany each train between Malcolm and this junction.

WN 48, we 27/11/1903

GSR, change to standardize point indicators, list page 9.

Bullabulling, 24/11/03, up and down home and distant signals provided, facing point detectors, can only be lowered for main, levers at down end of station buildings, point indicators removed.

Clackline, 25/11/03, up homes on separate posts provided instead of existing bracket home, down side of line east of level crossing.

North Fremantle, up starter signal was obscured by footbridge, new 30ft one provided, arms visible over bridge.

Greenough River, 1/12/03, renamed to Eradu.

E.Brown & Co siding, 126m Collie branch, open for traffic.

WN 49, we 4/12/1903

Malcolm - Morgans, contractors service is daily mixed, Morgans dep 8am, Malcolm 11.30am - 1pm, Morgans arr 5pm.

Dalebridge, 1/12/03, opened as staff station, splitting York - Beverley section, also opened as goods and coaching station, attended days only.

Woodbridge, Guildford, Maylands, Subiaco, Claremont, Cottesloe, ufn one crossover road at each place removed (plain rails substituted).

Gunga, Binduli, 1/12/03, closed as block stations and staff withdrawn, sections now Kalgoorlie - Kurrawang - Mungari - Coolgardie.

Welshpool, 23/11/03, opened as staff station to facilitate working of ballast trains.

Annaconda and Murrin Murrin, parcels may be accepted for here, consigned via J.Timms & Co, Malcolm.

WN 50, we 11/12/1903

Morgans, parcels may be accepted as for Annaconda, etc.

Wallis' Landing, up to 10cwt may be accepted for here, no siding accomodation, rate 34.

G.Baxter's siding, 30/11/03, completed fit for traffic, 192m 33ch from Geraldton.

WN 51, we 18/12/1903

Gunga, Binduli, 26/12/03, required to be switched in to handle trains for Westral Cycle meeting.

Perth Cabin C, 14/12/03, changes to signals and points, page 16.

Keysbrook, 12/12/03, public siding brought into use, up side of line at 49m 55ch, interlocked with ES key.

Bank engine key working, 12/12/03, Kalgoorlie to 387 3/4 mile (Kalg - Broad Arrow) brought into use, full instructions

page 18 - 20.

Maddington, 4/12/03, opened daily (Sun exc) as ES station in connection with duplication from Burswood - Maddington.

Wells' Bros siding and Guppy's siding, reference to both of these on UDRR in Rates book.

WN 52, we 25/12/1903

Buchanan River, telephone installed.

Northam, W.Thomas&Co siding complete, 76m73ch.

Donnybrook, by 16/12/03, point indicators fitted to facing points at each end of yard, and points leading to engine shed.

W.B.Sexton, siding at 179m 46ch Bridgetown line, formerly used by perway branch for loading sleepers, shortly to be interlocked, meanwhile to be worked with scotch blocks.

WN 53, we 1/1/1904

Kanowna line, loads published for E class engines, 30, 35 and 40 each way (Fst Mxd, Mxd and Gds).

Scotia, siding taken up, not a stopping place, passengers not to be booked there.

Boddalin, telephone provided.

WEEKLY NOTICES - 1904

WN 1, we 8/1/1904

Welshpool not opened as temporary staff station 25/12/03 to 1/1/04.

Maddington not opened as temporary staff station 25/12/03, 26/12/03 and 1/1/04.

Burswood - Maddington duplication, 3/1/04, ES cancelled, absolute block working introduced, block stations are Burswood - Cannington - Maddington, temporary block at Welshpool for use on special occasions, present line is up, new line is down, details pages 7, 8.

Workshops Junction, 25/12/03 - 3/1/04, closed as temporary staff station.

WN 2, we 15/1/1904

Laverton extension, contractors train runs weekdays, Laverton dep 6.30am, Morgans 8am, Malcolm 11.30am - 1pm, Morgans 4.30pm, Laverton arr 6pm.

Leonora branch, no goods train to be more than 50% over load of a single engine; when two engines employed, leading engine to haul 40% of load, second engine coupled at rear of first section and haul 60% (except for Bank Engine Key working).

UDRR, 11/1/04, train staffs reengraved from Statham's to Zig-Zag Bottom Points (was staff station moved or just the naming changed, not obvious from WN).

Burswood - Welshpool, 10/1/04 - 16/1/04, temporary single line working on down line via ES. Burswood, down advance out of use, up home and distant apply to single line. Welshpool, temporary junction points 60yds up side of block cabin, new down home on down side of line at junction

points, also down starter provided, junction points not interlocked but detector lock provided.

Collie-Cardiff branch, Proprietary Coal Company has private sidings at Wallsend and Old Proprietary, Collie Boulder Coal Company at Collie Burn, and Collie Cardiff Coal Company at Cardiff. Public sidings at Wallsend, Collie Burn and Cardiff, platform only at Old Proprietary.

W.B.Sexton's siding, 179m 46ch Bridgetown line, 16/1/04, interlocked with Greenbushes - Bridgetown train staff.

E.Brown & Co siding, 126m Collie line, 13/1/04, interlocked with Lunenberg - Collie train staff.

Thomas & Co siding, re WN52/03, mileage 76m 73ch is via Parkerville, correct rate mileage (via Smith's Mill) is 78m 44ch (indicates difference of 1m 51ch shorter via Parkerville).

Stores Site Cabin, North Mole, 31/12/03, alterations to arrangements and location, see page 11.

WN 3, we 22/1/1904

Hamilton Mills, mileage of stoppage (sic) for passengers is 128m.

Kamballie, 16/1/04, a hand worked point connected to lever frame.

Leonora section, from 1/1/04, fixing point indicators on facing points at Leonora, Gwalia, Malcolm, Kookynie, Jessop's Well and down end of Menzies.

Fremantle Smelter Siding, 63m ER, Bunning Bros have permission to use.

Binduli, 20/1/04, siding will become a dead end, can only be worked by down trains, 3 lever apparatus fitted at points and down home and distant brought into use, Annett's lock on distant lever.

Geraldton - Mullewa Junction, ES introduced.

Waterloo, 17/1/03, closed as ES station, section now Brunswick Junction - Picton Junction, staff withdrawn.

WN 4, we 29/1/1904

Fenians Crossing, being opened as a block post on days when races were at Burswood or Canning Park, under same arrangements as for races at Belmont (had occurred previously).

SWR train working, in previous WN had altered working to Perth engines working to BJ, and Bunbury engines working Bunbury - BJ only, now pending facilities being provided at BJ, 2 engines stationed there to work some trains from BJ to Pinjarra, in meantime Perth engines return from Pinjarra, and Bunbury engines do some Bunbury - Pinjarra.

Bridgetown branch, engine loads published for K engines.

WN 5, we 5/2/1904

SWR, 30/1/04 ufn, 6, 10, 13 & 21 stop each Sat if required for pass on Maddington side of Canning Bridge (24 Mile), 5 stops daily to put out meat.

Mundijong, 2/2/04, down starting bracket signal removed, new single post signal in same place, top arm from main, bottom arm from loop.

Lilliginni, 4&5/2/04, work on extending crossing loop.

Calooli, 29/1-2/2/04, work on extending crossing loop.

WN 6, we 12/2/1904

241 Mile 3 Chain GSR, 8/2/04 ufn, 1 and 2 to stop for school children.

Greenhills mixed train service, timetable page 6.

Canning Bridge (24 Mile), 5 stops when required for pass and parcels.

Greenhills, 1/2/04, opened as goods and coaching station.

Woodlupine, dead end siding put in off up line, trailing, 3 lever frame, 6/2/04 up home and distant brought into use.

Ubini Ballast Pit, ref to this being at 351m 15ch.

Dedari, 8-10/2/04, work on extending loop.

Woolgangie, 11-13/2/04, work on extending loops (sic).

Ubini, 8/2/04, work on extending crossing loop.

WN 7, we 19/2/1904

Canning Bridge, 13 Mxd Sun stops to set down pass when required.

E.Brown & Co siding, 126 miles, 12/2/04, renamed Penrith.

Golden Gate, 10/2/04, new engine pit road leading off No 1 Siding brought into use.

Collie-Cardiff line, re WN2/04, Wallsend and Old Proprietary are private sidings only, no public traffic of any sort; Collie Burn is site of the Collie Boulder Coal Co mine, truckloads of goods cannot at present be dealt with here, but tranship traffic only; Cardiff public goods can be dealt with in any

quantity, also has private siding for Collie Cardiff Coal Co.

Mileage 490, near Jessop's Well, 16/2/04, laying in points for Peiper and Long's siding.

WN 8, we 26/2/1904

K engine transferred Fremantle to Collie, restricted to 10mph from East Perth to Brunswick Junction.

110 Mile 40 Ch from Albany, from 8/2/04, 1 and 2 stop for school children.

110 Mile EGR, from now, 10 and 27 stop for school children.

North Fremantle, 18/2/04, alteration to points and signals at down end of goods yard, some points rearranged as scissors crossover.

Boyanup, 24/2/04, new crossover at down end from Busselton line to No 1 platform forming scissor with present crossover, also up home Busselton to No1 platform, and down starter No1 platform to Busselton, also some changes to discs.

Bayswater, 26/2/04, down advanced starter moved out 60yds.

Claremont, 22/2/04, up advanced starter moved out 70yds, post will carry up distant for Congdon Street when that station opened.

North Dandalup, 1/3/04, opened as a goods and coaching station.

Coolup, 1/3/04, opened as a goods and coaching station.

WN 9, we 4/3/1904

Nil of interest.

WN 10, we 11/3/1904

25 Mile siding, 5/3/04, Workshops picnic, 2 trains run to here, propelled when empty back to Maddington for stowing, then reverse later.

Perth B Cabin, 5/3/04, new up starter with co-acting arms to show over and under new William St bridge.

Perth Cabin A, 7/3/04, alterations to signals account extension of engine sheds.

Stations without goods sheds, list page 16.

W.A.Jarrah Saw Mills private siding 153m 32ch Donnybrook line, 7/3/04 renamed to Driffields.

Congdon Street, 1/3/04, new station opened, day and night officer in charge, down and up home and distant provided worked by levers on platform.

WN 11, we 18/3/1904

Geraldton, date to be notified, interlocking frame fixed between main line and loco road near points from main line to goods yard, new bracket starting signal, present up home and distants connected to frame.

Kelmscott, 3/3/04, opened as temporary ES station splitting Maddington - Armadale, day and night officer in charge.

Pieper and Long's siding, 488m 63ch via Parkerville, 490m 34ch via Smith's Mill, Leonora line, completed, staff locked.

Kalgoorlie and Boulder Firewood Co siding, Menzies line near Vetttersburg, 422m 61ch via Parkerville, 424m 32ch via Smith's Mill, completed, staff locked.

WN 12, we 25/3/1904

Sawyers' Valley, public siding put in.

Midland Junction Cabin B, 19/3/04, alterations to down starting signals.

WN 13, we 1/4/1904

Nil of interest.

WN 14, we 8/4/1904

Hamilton Mills, from now, down mixed trains will stop here, 128m, when required for passengers only, up trains will not stop here, and passengers must travel to and from Penrith.

Canning Bridge, all trains to discontinue stopping here.

Geraldton, then interlocking changes in use 16/3/04.

WN 15, we 15/4/1904

Northam, home signal main line to dock eastern end of yard reconnected and brought into use.

37m 1ch, UDRR, 13/4/04, taking out ballast pit points.

WN 16, we 22/4/1904

Menzies - Leonora section, Myamin, Niagara, Tampa, Dingo Creek, Melita, and Engine Triangle Sidings are being interlocked.

22¼ Mile Ballast Pit, 13/4/04, opened as a temporary staff station attended during day, for ballasting Bridgetown section.

Picton Junction, 16-18/4/04, rearranging two crossovers as a scissors, up starter moved out 50yds.

WN 17, we 29/4/1904

36m 50ch, UDRR, 24/4/04, putting in points.

WN 18, we 6/5/1904

K class engines, 1/5/04, exchanged between Fremantle and Collie, limited to 10mph over SW main.

195 Mile Water Tank, add to list of stations and stopping places with no accommodation for truck loads.

Kalgoorlie Cabin A, 3/5/04, extra disc signals.

Fenian's Crossing, 30/4/04, up and down home and distant brought into use, levers fixed close to block cabin.

Beverley, 11/5/04, up home moved out to clear new crossover, new down starter erected at down end of new crossover, facing point detector fitted, levers fixed close to up facing points leading to siding.

Jessop's Well, new engine pit on main line.

WN 19, we 13/5/1904

UDRR timetable reprint, pages 4, 5.

Menindi, mentioned between Boondi and Woolgangie, also Warri between Koorarawalyee and Duri.

Wongamine, renamed to Chitibin.

Kelmscott, 4/5/04, closed as ES station, section now Maddington - Armadale.

North Fremantle Cabin B, 8/5/04, altering junction arrangements for Rocky Bay (refers to Rocky Bay Junction) page 14.

Lion Mill - Chidlows Well duplication, from 9/5/04, blasting operations.

WN 20, we 20/5/1904

Allen's Siding, note in timetable that mileage is 281m 34ch (north of Cue), also reference to Allen's Siding, 188m (south of

Mt Magnet).

Collie - Cardiff, from 3/5/04, brake coach attached to 1, 3, 10 and 14 when running, passengers conveyed between east end of Throssell St (136m 74ch) and Cardiff, but not permitted to travel between Collie station and that mileage, also stop if required at Collie-Burn.

UDRR, Turner's mentioned in details of working, but was not listed in timetable in previous WN.

Allen's Siding, formerly at 281m has been moved to 188m.

Turner's Siding, 6/5/04, brought into use, 36m 54ch near Green's Landing, staff locked.

Golden Gate, 18/5/04, additional crossover road and dead end, also alterations to signals.

Murdong, siding completed and brought into use, staff locked, 241m 3ch via Parkerville and 242m 54ch via Smith's Mill.

Driffield's Siding, 17/5/04, interlocking will be restored.

Kallaroo, 20/5/04, crossover road at north end taken out.

WN 21, we 27/5/1904

7 Mile post NR, from now, various trains to stop for school children.

94 Mile (from Albany), from 30/5/04, 1 and 2 stop for school children.

Strelitz Bros siding, Owen's Anchorage line, mileage is 1m 55ch from Fremantle.

SWR, 16/5/04, point indicators at unattended sidings removed.

WN 22, we 3/6/1904

Great Boulder Perseverance Gold Mine siding, this is interlocked with Kamballie - Lakeside staff (see also WN20/04).

Kirupp, Grenbushes 28/5/04, point indicators fitted to facing points.

Chidlow's Well, in connection with duplication, down distant moved further from line, down home moved 50yds out.

Goomalling railway, from 1/6/04, work commenced on interlocking (staff locking) unattended sidings.

WN 23, we 10/6/1904

J.Byfield's Siding, at Karrijine, transferred to the State Machinery and Produce Co. from 9/4/04.

95 Mile 50 Chain Ballast Pit, 6/6/04, opened as temporary staff station splitting Katanning - Cranbrook section (for about 8 - 9 days).

Greenhills, 13/6/04, closed as goods and coaching station.

Collie-Boulder Coal Co private siding, now completed, no buffer stop provided, mileage 142m 40ch.

Pinjarrah, 1-9/6/04, putting in engine pit in up road.

WN 24, we 17/6/1904

Noongaar, correct mileage is 221m 29ch via Parkerville, and 223m via Smith's Mill.

WN 25, we 24/6/1904

Kalamunda, spelling changed to Kalamunnda.

Pinjarra, extending platform (apparently at north end).

WN 26, we 1/7/1904

454 Mile Camp Leonora branch, 4 (Fri) and 5 (Sat) to stop.

Claremont, 20/6/04, down advance starter moved 15yds nearer station and to up side of line.

Turner's Siding, re WN20, this was previously at Lion Mill.

Collie-Boulder Coal Co private siding, WN23 incorrect, siding has been provided for Collie Timber Co.

Tammin, 1/7/04, opened as goods and coaching station.

Perth, William st Bridge, in connection with bridge opening, signal cabin together with interlocking and signals applying to crossing has been removed.

Pinjarra, 22/6-6/7/04 installing engine pit in down main.

WN 27, we 8/7/1904

Great Boulder Perseverance GM Co siding is at 392m 52ch, special train for Hannans Cruching Co tailings to Lakeside on Sundays may be propelled from Lakeside back to here.

List of 10cwt stations with no public siding accomodation.

Boondi, 5-6/7/04, relaying points and extending crossing loop.

WN 28, we 15/7/1904

Copley's siding, 2m 9ch from Fremantle is interlocked with train staff.

95 Mile 50 Chain Ballast Pit, 29/6/04 closed as staff station, 11/7/04 reopened as staff station, 16/7/04 closed as staff station.

Maddington - Armadale duplication, 3/7/04, opened with present line as up and new line as down, full details page 30.

WN 29, we 22/7/1904

25 Mile siding, from 18/7/04, all pass and mx'd stop when required for pass and parcels.

WN 30, we 29/7/1904

25 Mile Siding, from 18/7/04, good up to 10cwt may be accepted.

Gradients for pinning down and releasing brakes, list pages 66,67.

Engine Load Table, 1/8/04, new one based on tonnage.

East Perth, 17/7/04, new sidings, crossover road and signals, details page 69.

95 Mile 50 Chain Ballast Pit will remain open for about 2 weeks from 16/7/04.

WN 31, we 5/8/1904

Popanying (sic), additional facilities consisting of sleeper platform, shelter shed and level crossing provided.

95 Mile 50 Chain Ballast Pit, 27/7/04, closed as staff station, and Moojebing (sic) opened, will remain as staff station until about 3/8/04.

WN 32, we 12/8/1904

UDRR, ufn no train to run after dark, service altered, and one train stables at Pickering Brook to provide morning up service.

Owen's Anchorage line, all classes of engine may run, but curves through No 3 Goods shed onto line are too sharp for K class.

195 Mile Water Tank GSR, renamed

Yornan.

WN 33, we 19/8/1904

25 Mile Siding renamed Gosnell's.

Canning Park Racecourse line, since 8/8/04, trucks must not be loaded to Canning Park.

North Fremantle Junction, changed interlocking and diagram, page 125.

WN 34, we 26/8/1904

Statham's siding, opened as ES station for ballast train working, splitting Midland Junction - Bottom Points section, only ballast may cross, Statham's and Bottom Points both attended.

WN 35, we 2/9/1904

UDRR, from 24/8/04, normal working resumed.

Perth Cabin B, 28/8/04, alterations to Up starting signals, page 159.

Bottom Points, 24/8/04, additional accomodation provided, opened as a crossing station, day and night officer provided, down trains arrive on left hand road (outer dead end), up trains on right hand road (inner dead end).

WN 36, we 9/9/1904

East Perth, 5/9/04, independant disc from sidings removed and replaced by point indicator.

Karalee station and barracks now connected by phone.

Pindar, 1/9/04, porter-in-charge provided for wool season.

WN 37, we 16/9/1904

Collie branch, reference to 15 Mile Ballast Pit.

Newmarracarra, 1/10/04, renamed to Kojarena.

WN 38, we 23/9/1904

Kurrawang Firewood Co, 18/9/04, special pass from Kalgoorlie to Kurrawang, then handed over to Co for special over their line.

Bottom Points, 10/9/04, down home and up home and distant provided.

Lion Mill, 19/9/04, alterations to signals account duplication.

Midland Junction, new down stop signalbeing erected 5yds in front of present, to show over new footbridge.

Malcolm, Leonora end, 16-23/9/04, connecting Laverton railway.

37m 60ch and 37m 72ch ER, 18/9/04, slewing over new line.

WN 39, we 30/9/1904

487 Mile Leonora line, from 24/9/04, 6&7 Sats stop for perway men.

Collie-Burn, ufn, loop must not be used for truckloads without special permission of CTM or DSBunbury.

Bellevue, 22/9/04, new siding with weighbridge brought into use, on up side of branch line with facing points inside up home, trailing points in No1 platform road.

Menzies, 26/9/04 ufn, putting in engine pit.

WN 40, we 7/10/1904

East Perth Junction, 5/9/04, changed interlocking brought into use, instructions

page 253, 254.

Heidelberg, 26/9/04, siding brought into use, 35m 7ch, loading stage on loop, will accommodate 10 trucks, staff locked.

Austin, 1/10/04, closed as staff station, section now Lennonville - Day Dawn, also closed as booking station.

Woodlupine, 10/10/04, opened as goods and coaching station.

EGR, 1/10/04, staff stations closed as follows:

Seabrook, section now East Northam - Grass Valley.

Woolundra, section now Kellerberrin - Doodlakine.

Noongaar, section now Boddalin - Nulla Nulla.

Warri, section now Koorarawalyee - Duri.

Minindi, section now Boondi - Woolgangie.

Ubini, section now Bulla Bulling - Calooli.

On 2/10/04, officers-in-charge and night officers removed from all except Seabrook and Woolundra, where officers-in-charge will stay for present.

Dardanup, night officer has been withdrawn.

WN 41, we 14/10/1904

Woodbrook, WA Firewood Co siding, lease of siding terminated 12/9/04, siding removed.

Lion Mill, 9/10/04, removing diamond crossing, putting in new junction, connecting deviation on branch line, also connect interlocking to new signal cabin on up end of station, details page 278.

West Collie, siding has been removed from

up to down side of line.

WN 42, we 21/10/1904

19 Mile Cabin, 18-20/10/04, switched in at times for Royal Show traffic, 4 flagmen used (Fenians' Crossing and 17 Mile also opened).

98 Mile (from Albany), from now, 1 and 2 stop for passengers and parcels.

Kanowna line, 15/10/04, bank engine key working brought into use from Kalgoorlie to 387 1/2 miles.

Lion Mill Junction, 9/10/04, interlocking instructions, page 302, 303, (note not all of the changes came in that day, altered to date to be advised).

Chidlow's Well, 9/10/04, altered interlocking, instructions page 303, 304, (changed to be on a date to be advised).

WN 43, we 28/10/1904

Nil of interest.

WN 44, we 4/11/1904

150m 30ch, EGR, 97 and 12 stop for school children instead of 5 and 78.

Albany - Denmark service, from 24/10/04, Millar's notify will run mixed trains between Albany and Denmark on Mon, Wed and Sat only, on times of 3 and 20 between Torbay Junction and Albany.

Mount Malcolm, 1/11/04, up (Laverton and Leonora) and down home and distant signals provided, levers for down close to end of platform, levers for up at up end of scissors crossover, facing point detectors, homes can only be lowered for platform road, point indicator on down facing points from platform road.

WN 45, we 11/11/1904

Special Holiday Service, Fremantle - Midland Junction and Belmont, timetable reprint, pages 365 - 368.

Midland Junction, 6/11/04, erecting girders of new passenger overbridge.

WN 46, we 18/11/1904

21 Mile 10 Chain Ballast Pit, 14/11/04, opened as staff station splitting Picton Junction - Dardanup section (later WN indicates it as Boyanup - Donnybrook).

Gt. Boulder Proprietary GM siding, off mines shunting neck, is complete, mileage 388m 74ch via P and 390m 54ch via SM.

88 Mile 14 Chain Ballast Pit, staff locked in East Northam - Goomalling section.

Lion Mill - Chidlow duplication, 16/11/04, brought into use.

WN 47, we 25/11/1904

Nil of interest.

WN 48, we 2/12/1904

Collie Burn Loop, ufn, truck loads may be accepted consigned to Collie Coal Co.

Leederville, 22/11/04, up and down starting signals out of use and removed.

Menzies, 22/11/04, up and down home and distant signals provided, levers at ends of platforms, facing point detectors fitted, home can only be lowered for platform road.

Brookton, 1/12/04, opened as a goods and coaching station.

Pindar, 30/11/04, porter withdrawn.

WN 49, we 9/12/1904

21 Mile 10 Chain Ballast Pit, 29/11/04, closed as staff station and section now Boyanup - Donnybrook.

WN 50, we 16/12/1904

Ec engines, 236 - 255, pressure reduced to 180 psi.

Golden Gate, 7/12/04, alterations to signals at Tramway crossings on shunting necks, page 468.

Sillem & Inglis private siding, Albany, ready for use, 350m 8ch via P, 351m 68ch via SM.

Brookton, in future will be a permanent staff station, splitting Beverley - Pingelly section, unattended nights.

Christmas supplement

Gunga, 24&26/12/04, opened as block post, 4 flagmen as signals.

WN 51, we 23/12/1904

Greenhills, 1/1/05, opened as goods and coaching station.

Day Dawn and Mt Magnet, from 21/12/04, unattended from 11pm to 6am, except for mixed or crossings.

WN 52, we 30/12/1904

Cottesloe Beach, 24/12/04, for 9 hours opened as a block signal box, 2 flagmen to act as starting signals.

Golden Gate, 29/12/04, up distant signals (plural) from shunting necks (plural) taken out of use and removed.

47 Mile stopping place (from Albany), add to list of 10cwt only, rate 305.



WEEKLY NOTICES - 1905

WN 1, we 6/1/1905

Nil of interest.

WN 2, we 13/1/1905

51½ Mile Ballast Pit, SWR, 7/1/05, opened, points face towards Bunbury (points installed 6&7/1/05).

Gilgai, 8/1/05, closed as staff station, section now Koorarawalyee - Karalee.

Noongaar, 9/1/05, opened as staff station , splitting Nulla Nulla - Boddalin section.

J.Ryan & Co siding, 434m 17ch Menzies line, transferred to WA Goldfields Firewood Supply Co.

Murrum, 9/1/05, renamed Munbinia, rate 183 from Geraldton.

Balingup, 4/1/05, opened as temporary staff station splitting Kirupp - Greenbushes, facilitate loading of sleepers on main line, unattended at night.

WN 3, we 20/1/1905

Spencer's Brook, 14/1/05, new siding, down home altered to bracket signal.

Tambellup, 7/1/05, opened as temporary staff station splitting Broomehill - Cranbrook section, unattended nights.

Cottesloe, Eureka Milling Co private siding now ready.

WN 4, we 27/1/1905

Copley & Co's Siding, 2 mile from Fremantle on Owen's Anchorage line now ready for traffic.

Mundaring, Weir line, under control of GWS Administration, worked under S&T from Mundaring to Weir, at Mundaring staff and box is under control of the SM, WAGR trains on line must be piloted, pilot provided by GWSA.

Seabrook, 31/12/04, Northam Milling and Mining Co siding removed.

51½ Mile Ballast Pit, 16/1/05, opened as staff station splitting Serpentine - North Dandalup section.

WN 5, we 3/2/1905

Malcolm - Laverton line, 1/2/05, taken over, service will be Laverton dep 9am weekdays, Malcolm arr 12.06, connecting with 12.30pm to Kalgoorlie and Perth; Malcolm dep 6.30pm weekdays in connection with 8am from Kalgoorlie, Laverton arr 9.36pm; G class load FM 200 tons, FG 240 tons, Gds 280 tons; distances via SM are Malcolm (533m 56ch), Anaconda (550m 16ch), Murrin Murrin (544m 36ch), 29 Mile Siding (563m 49ch), Morgans (572m 63ch), Hawk's Nest (587m 64ch), Laverton (597m 45ch), total 63m 69ch; Murrin Murrin has officer-in-charge, Morgans and Laverton have SM, no night staff; S&T, sections Malcolm - Murrin Murrin - Morgans - Laverton; telephones at staff stations.

Balgobin, 52 1/2 Mile post, 5 & 10 to stop for school children, other passengers may also travel.

Malcolm, 1/2/05, up auxiliary homes brought into use, 20yds outside facing points of engine triangle on Leonora and Laverton lines, up distants moved to 450yds outside aux. homes; ordinary levers removed and six lever interlocked apparatus in use, special key locks up signals and releases facing

points of triangle.

WN 6, we 10/2/1905

Murrin Murrin, Morgan's, Laverton, 4/2/05, point indicators brought into use.

W.B.Sexton's siding, 179m 46ch
Bridgetown line, shown as a Sleeper Siding in WTT will be known in future as Sexton's.

Todd's siding, 23m, 4/2/05, up home and distant provided, worked by 3 lever frame, distant is on same post as Bellevue up advance.

Laverton extension, Malcolm mileage shown as 533m 56ch is to stand pending issue of new rate book; Murrin Murrin mileage is 554m 36ch.

WN 7, we 17/2/1905

Gosnell's, goods in any quantity may be accepted for settlers and others, Wholesale Firewood Co have given permission for use of siding.

Bottom Points, 6/2/05, officer-in-charge and night officer removed, all trains must use outer road, all points to and from inner dead end spiked and locked, point indicator fitted to points leading from outer dead end.

Laverton extension, rate mileages are Anaconda 550, Murrin Murrin 554, 29 Mile Siding 564, Morgans 573, Hawke's (sic) Nest 588, Laverton 598.

21 Mile Ballast Pit, 13/2/05, opened as temporary staff station splitting Boyanup - Donnybrook, unattended nights, near Argyle.

WN 8, we 24/2/1905

Jandakot line Junction, 9/2/05, point indicator fixed on points leading to Jandakot line, shows green for Robb's Jetty and red

for Jandakot.

White and Varley, 9/2/05, private siding 85m 43ch via SM, near Grass Valley brought into use, staff locked.

Lion Mill, 20/2/05, new disc signal.

WN 9, we 3/3/1905

Malcolm - Laverton timetable reprint, note 566 Mile Tank and Condenser shown, page 167.

WN 10, we 10/3/1905

Coal Test, F engine will work 43 and 4 between Midland Junction and Northam on March 3, 4, 6-10, 13, 14, for testing, full loads to be specially provided.

Mundijong, weighbridge complete.

York, 4/3/05, new weighbridge brought into use.

187m EGR, 6/3/05, putting in points.

WN 11, we 17/3/1905

Mulikupp, 18/3/05, used to cross special and regular train.

Coal Test, E engine to work 99, returning as 78 Pass next day between Northam and Southern Cross on March 16, 18, 21, 23, 25, full loads on 99 to be specially provided.

Fremantle Harbour Trust re lines on main jetty, page 229.

Chidlow's Well - Wooroloo duplication, 13/3/05, blasting work commenced.

WN 12, we 24/3/1905

Dining Cars, 19/3/05, trial of 2 new dining cars, Mid. Junc. - Perth - Pinjarra - Perth - M.J.

51 Mile Condenser, Laverton line, 3 & 4 stop when required for passengers and parcels, mileage is 584.

Collie - Cardiff service, since 11/3/05, mixed convey passengers through to and from Collie.

Coal tests, tests with 43 & 4, Midland Junction to Northam will continue indefinitely.

Burlong, 1/3/05, points of siding removed.

WN 13, we 31/3/1905

Picton Junction, 24/3/05, changed interlocking (no details given), new instructions, page 280, 281.

Mt Kokeby, siding to grain shed complete.

Kalgoorlie, Explosives Siding, 27/3/05, interlocking provided, with down home and distant, siding is dead end, worked by down trains, Annett's lock on distant.

Collie Burn, 27/3/05, Scottish Collieries of W.A. siding interlocked with train staff.

Collie - Cardiff line, some sidings shortly fitted with staff locks, when done staff for section will be issued.

Kalgoorlie B, 11/3/05, 3 discs from No1 siding plus bolt lock provided.

WN 14, we 7/4/1905

York Racecourse, 1/4/05, opened as staff station for day for races, specials between York and Racecourse to be propelled when empty (propelling done regularly, but not opened as staff station previously?).

East Perth - Maddington and Canning Park Racecourse branch relaid with 60lb material, N class may now run.

Picton Junction, water column has been

removed nearer platform.

Canegrass, ballast pit siding now fit for any class of engine.

Torbay Junction, from 1/4/05, unattended nights.

Greenhills, 1/4/05, closed as a goods and coaching station.

33m 20ch SWR, 3/4/05, putting in points.

WN 15, we 14/4/1905

East Perth - Armadale, and Canning Park RC branch have been relaid in 60lb, N class may run.

EGR, ES stations, release of April timetable, Woolundra and Warri reopened as ES stations, Meenaar, Walgoolan, Noongaar, Ghooli, Duri and Lilliginni closed; signals at Lilliginni marked out of use.

Dining Cars, from 10/4/05, attached to 85 Southern Cross to Kalgoorlie and 20 Kalgoorlie - SC; reulations pages 340 - 344.

WN 16, we 21/4/1905

Perth, Cabin B, 16/4/05, cabin moved back about 40ft.

Condenser, correct rate mileage is 585m.

Boya, 18/4/05, Quarry siding disconnected from signal cabin and connected to small lever outside, points provided with staff lock, siding can then be worked independantly of signal cabin, signals marked not in use.

489 3/4 mile EGR, 17/4/05, taking out points.

486 1/2 mile EGR, 20/4/05, putting in points.

WN 17, we 28/4/1905

Express train composition, from now will be 1 AJ, 2 AQ, 2 AR, 1 V; extra AQ is attached on Mail days, also in connection with arrival of s.s. Kanowna or Kyarra.

Chidlow's Well, 22/4/05, catch points added between points on down main to protect against breakaway.

Buchanan River, renamed Barton.

219 Miles GSR, this is not a recognized stopping place and in future goods must not be accepted for it.

Yarloop, 26/4/05, up and down home and distant provided, levers at down end of office, facing point detectors, home can only be lowered for platform road, indicators removed from facing points.

Gosnell's, ufn constructing platform.

WN 18, we 5/5/1905

Perth Cabin C, 30/4/05, scissors crossover down passenger and goods roads and associated disc signals moved 90ft nearer Fremantle.

Baker's Hill, n29/4/05, new down distant provided 80yds nearer home, old one removed.

WN 19, we 12/5/1905

Wokalup, 10/5/05, up and down home and distant provided, levers at down end of office, facing point detectors, home can only be lowered for platform road, indicators removed from facing points.

Perth Cabin B, yard alterations and new disc signal.

29 Mile Siding Laverton extension renamed Kowtah.

WN 20, we 19/5/1905

Kaloorlie Explosives Magazine Siding, now complete, rate 385.

434m EGR, 19/5/05, taking out points Neenagh siding.

WN 21, we 26/5/1905

Pieper & Long's Siding moved from 489m 60ch to 487m 24ch, rate 487.

Kalamunnda, weighbridge completed.

47m 20ch NR, siding for Mines Dept ready, put in to facilitate supply of water to bore site near Mullewa.

Perth Cabin B, 22/5/05, new up bracket starting signal provided.

Burlong, added to 10cwt list.

455m 53ch EGR, 23&24/5/05, putting in points.

WN 22, we 2/6/1905

Gidgi, mileage is 395m 49ch via P, not 396m 18ch as shown in 1904 Mileage Book.

Maddington, 30/5/05, new siding with trailing points in up line put in, small frame controls points and up home and distant, uses Gosnell's Annett's key.

Walkaway, 1/6/05, up and down home and distant provided, levers at each end of platform, facing point detectors, home signals can only be lowered for platform road, indicators removed from facing points.

WN 23, we 9/6/1905

East Fremantle, 1/6/05, points put in up and down goods road for working ballast train in and out of sidings, no fixed signals, points worked from East Fremantle cabin.

WN 24, we 16/6/1905

York, siding to grain shed completed.

Chidlow's Well, 12/6/05, alterations in conjunction with duplication to Wooroloo, page 582.

S.Doney's private siding, 456m 26ch Menzies line fit for traffic, rate 456m.

WN 25, we 23/6/1905

Beverley, grain shed siding complete.

Lion Mill, public siding complete.

WN 26, we 30/6/1905

Karalee, Merredin, 1/7/05, opened as booking stations.

Koorarawalyee, 1/7/05, closed as booking station.

WN 27, we 7/7/1905

Cottesloe Beach, 21-23/6/05, down distant, up and down homes moved nearer station.

Fremantle, reference to construction work on new station, 24/6/05, temporary connection provided from site of new station to site of new loco sheds, crosses up and down goods roads.

Cottesloe Beach, 1/7/05, starting signals ready for use, levers working signals fixed on up platform at east end of station, when block working not in force down home and distant can be worked from levers on down platform, block working operates certain hours of day from 3/7/05.

WN 28, we 14/7/1905

Ridge Hill, goods up to 10cwt and parcels may be accepted for this stopping place.

WN 29, we 21/7/1905

170 1/2 Miles EGR, 78 and 5 stop for school children.

Millbrook, 30/6/05, Millar's lease expired, points spiked over.

Spencer's Brook - Beverley, 18/7/05, ES introduced, sections are Spencer's Brook - York - Dalebridge - Beverley.

Clackline, new loop off back platform road complete.

WN 30, we 28/7/1905

Perth Cabin C, 22/7/05, new disc signal.

272 Mile 21 Chain (via SM) GSR, public siding completed (later noted as 81 1/4 Mile ex Albany).

Broome Hill, new siding complete.

Karalee, 22/7/05, up and down home and distant provided, levers fixed at office, facing point detectors, home signals can only be lowered for main line, indicators removed from facing points.

Midland Junction Cabin A, 24/7/05, new crossover and signals, page 719.

Perth Goods, 21-28/7/05, No 1 dead end, constructing engine pit.

WN 31, we 4/8/1905

Definitions of train mileage, types etc, pages 737 - 740.

Westbrook, Popanying Pool, referred to in list of light loading ramps on GSR.

Distance table, new rate book, in many cases have increased by one mile.

256 Mile 35 Chain (via SM) GSR, public siding constructed between Broome Hill and

Tambellup.

Duri, 1-2/8/05, removing points both ends.

WN 32, we 11/8/1905

Doney's siding, from 29/7/05, 7 & 2 Mxd stop Sats for passengers, Comet Vale fares to be charged.

Perth - Armadale and Canning Park RC branch, all classes may now run.

Mungari, 1/8/05, closed as block, goods and coaching station.

Coolgardie Racecourse Siding, complete, mileage of points leading from main line is 362m 24ch via SM.

41m to 41m 20ch ER, 7-9/8/05, slewing over to new road.

WN 33, we 18/8/1905

Coal Bore Siding, NR, 47m from Geraldton, 1/8/05, recognized as a stopping place for passengers (Goldfields Diamond Drilling Co).

Picton Junction, 16/8/05, new shunting neck constructed off down road at Bunbury end of yard, point indicator on catch points in shunting neck.

Fenian's Crossing, 10/8/05, provision of temporary block cabins A (up side, 500yds west of crossing) and B (down side, 300yds east of crossing in cutting), each has trailing crossover and up and down starting home and distant signals, B also has siding trailing connection in up road 146 yds west of cabin; cut in 7am - 5.30pm Mon - Fri, 7am - 12.30pm Sat, associated with Subway construction.

286m 14ch EGR, 15/8/05, moving points.

287m 22ch EGR (pump station), 16/8/05, putting in spring crossings.

338m 45ch EGR, 17/8/05, moving points.

332m 56ch EGR (pump station), 18-19/8/05, putting in spring crossings.

WN 34, we 25/8/1905

Perth Cabin B, 20/8/05, present carriage shed taken out of use and new carriage shed used, alterations to signals and points page 836.

Beverley - Brookton, Brookton - Pingelly, 22/8/05, ES replaces S&T working.

23 Mile siding ER, 15/8/05, lamps provided in signals to enable siding to be worked at night.

Pindar, 17/8/05, porter-in-charge provided for wool season.

WN 35, we 1/9/1905

9 1/2 Mile Crossing, Walkaway line, from now, 21 and 23 stop for school children.

Mungari, 23/8/05, closed as a block station, up and down starters become home signals, homes become distants, distants and advance starters removed, siding becomes dead end worked by down trains, points moved back close to cabin at suitable date, all other points will be removed, Annett's key provided, cabin may be switched in for special working.

Woodbridge, Royal Ag. Society siding disconnected and points spiked over.

Perth Cabin B, extra disc.

Fenian's Crossing, 30/8/05 ufn, single line working between A and B cabins, up starter from B and down starter from A out of use, ballast siding spiked, ES used.

232m, EGR, 28/8/05, putting in points.

WN 36, we 8/9/1905

Jandakot Railway extension, from now, goods and parcels may be consigned to Railway Construction Branch.

Popanying Pool, 1/9/05, renamed Popanyinning.

North Dandalup, 4/9/05, up and down home and distant provided, levers on platform close to office, facing point detectors, signals can only be lowered for main line, indicators removed from facing points.

Seabrook and Meenaar, 5/9/05, fitted with staff locks.

Mungari, 4-7/9/05, removing points.

WN 37, we 15/9/1905

Stewart and Lloyd's siding, Robb's Jetty line near Fremantle, whole of siding completed.

Smelters' siding near Clackline, Bunning Bros sublease transferred to Clackline Firebrick Co.

Serpentine, 13/9/05, up and down home and distant provided, levers on platform close to office, facing point detectors, signals can only be lowered for main line, indicators removed from facing points.

Perth Cabins A and B, 10/9/05, alterations to signals.

WN 38, we 22/9/1905

Explosives Siding at Kalgoorlie, 5/9/05, extended.

Perth Cabin B, 18/9/05, signal alterations.

Fremantle - Robb's Jetty, section altered to No2 Shed Fremantle - Robb's Jetty, trains piloted by shunter to and from goods yard.

233m EGR (Parker's Road), 15/9/05, take

out ballast pit points.

WN 39, we 29/9/1905

Owen's Anchorage line, K class may run, limited to 5mph round curve at Cliff St.

Tambellup, 1/10/05, officer-in-charge appointed, opened as goods and coaching station.

Mullewa Junction, 1/10/05, renamed Crowther.

Coolup, 28/9/05, up and down home and distant provided, levers on platform close to office, facing point detectors, can only be lowered for main, point indicators removed.

Merredin, 23/9/05, up and down home and distant provided, levers on platform close to booking office, facing point detectors, can only be lowered for main, point indicators removed.

179m 58ch (Merredin), 25/9/05, put in ashpit.

WN 40, we 6/10/1905

Nil of interest.

WN 41, we 13/10/1905

EGR Staff stations, 9/10/05, with new timetable, open following as staff stations: Meenaar, Walgoolan, Noongaar, Lilliginni; on date to be arranged following closed as staff stations: Waeel, Wyola, Woolundra, Baandee, Nangeenan, Killandi.

Fenians' Crossing, 9/10/05, double line working resumed over temporary bridge, signals will stand at clear, signalmen withdrawn from temporary cabins.

Yornan, 1/11/05, renamed Yornaning.

195 Mile Water Tank (159m from Fremantle), deleted from list of stations in

rate book.

Ubini, 4/10/05, staff locked.

WN 42, we 20/10/1905

Dining Car is now attached to 85 and 20, Perth - Northam.

Dingo Creek, telephone provided in cabin, to allow line clear to be given to Kookynie for 7 pass if 3 gds running late.

Perth Cabin B, 15-17/10/05, alterations to points and signals, details pages 1094, 1095.

WN 43, we 27/10/1905

Perth A, B, C, 21/10/05, alterations, details page 1129.

Claremont, 21/10/05, down starter moved out 25yds.

Claremont (mentions platform extension in title), crossover road from Woodbridge to be removed to down end here, note that this is first year of Show at Claremont.

Kanowna, Westralia Timber and Firewood Co line, now 19 miles.

WN 44, we 3/11/1905

256 Mile 35 Chain public siding, 1/11/05, renamed Wudara.

Perth Cabin B, 29-31/10/05, change connection to goods yard and some signals, page 1168.

Boya, H.W.Taylor's siding put in order.

8 1/2 Mile Block Cabin, between Subiaco and Karakatta, ready from 30/10/05, up and down home and distant provide, cabin and levers on up side of line opposite telephone pole 181.

Claremont, 30/10/05, new crossover at Perth

end ready.

Leederville, Congdon Street, 30/10/05, extra levers on down platform for working up signals provided.

272 Mile 21 Chain public siding, 1/11/05, renamed Tingerupp.

WN 45, we 10/11/1905

82m and 198m (or 98m) GSR, 1 and 2 no longer stop for school children.

Collie, South-West Timber Hewers' Co-Op. Society, add bush line, length 4 mile, line is fit for traffic as far as siding, G class only, rate mileage 136.

Perth Cabin B, 1/11/05, extra signals.

WN 46, we 17/11/1905

Cottesloe, 15/11/05, new disc signal.

Millar's K&J Co siding, Wagin, rate 205, added to rate book.

Perth Cabin A, 11/11/05, new discs.

Waeel, Wyola, Woolundra, Baandee, Nangeenan, Kellandi, staff locking completed.

151 Mile 20 Chain Ballast Pit, 13/11/05, opened as temporary ES station splitting Kellerberrin - Doodlakine section.

WN 47, we 24/11/1905

East Fremantle, 16/11/05, re WN23&27/05, temporary sidings taken out of use and spiked.

Broad Arrow, Kalgoorlie & Boulder Firewood Co line taken up.

GSR, 14/11/05, ES introduced on Pingelly - Cuballing - Narrogin sections.

Minindi, 21&22/11/05, take out points.

Ghooli, 23/11/05, take out points.

WN 48, we 1/12/1905

Burswood, loop extended, up starter moved back 20yds to suit clearances between siding and main.

East Fremantle Goods Junction, 26/11/05, new signal box opened, replaces present cabins at East Fremantle and South Quay, changes to points and signals, details pages 1274, 1275.

Greenhills, 1/12/05, opened as goods and coaching station.

Guildford, 25&26/11/05, down home and crossover moved 75ft nearer bridge.

WN 49, we 8/12/1905

Perth, Cabins A, B, C, new instructions, pages 1301 - 1308.

391m 60ch (between Kamballie and Lakeside), 4/12/05, take out points.

WN 50, we 15/12/1905

Lilliginni, 11/12/05, up and down home and distant provided, levers at cabin near centre of loop, facing point detectors, can only be lowered for main line.

WN 51, we 22/12/1905

Chidlow's Well - Wooroloo duplication, 10/12/05, open double line from C's Well to new temporary junction at 43 1/2 mile, then ES over new down road to Wooroloo; signal changes at C's Well; Beechina Temporary Junction has up and down home and distant and up starter, frame on up side close to facing points; Wooroloo, signal changes, page 1404, 1405.

Coombe, Wood & Co siding Owen's Anch. line, 19/12/05, points and catch points staff locked.

H. Teesdale Smith, 9/12/05, private siding provided at 85m 43ch Goomalling line via SM, staff locked.

Chidlow's Well - Wooroloo duplication, 20/12/05, complete connection of double track; Beechina, remove points and crossings, signals out of use and removed; Wooroloo changes to signals, page 1408.

Christmas Supplement

Binduli, Mungari, Gunga, 26/12/05, switched in for special service, telephone block to be worked since block instruments not available; 4 flagmen at Gunga, 2 at Binduli as up home and distant.

Fenians' Crossing, both A and B cabins opened for race traffic.

Meltham opened as a block station with 4 flagmen for race traffic.

WN 52, we 29/12/1905

Collie - Narrogin line, Construction Dept running a material train from Narrogin - Williams at 5.30am daily, returning ex Williams 3.30pm, Narrogin arr 6pm.

17 Mile Block Cabin, 23/12/05, up and down starter home and distant signals provided, levers on up side of line at cabin.

Perth Cabin B, track and signal alterations.

Belmont, 23/12/05, new up starter at up end of platform, detectors on facing points to down road and engine loop.

Grass Valley, 23/12/05, up and down home and distant provided, levers on platform at down end of station, facing point detectors, signals can only be lowered for main line, point indicators will be removed.

H.Teesdale Smith, siding on Goomalling
line, rate should be 82m.

Great Boulder Perseverance GM Co siding,
Kamballie, 393m, remove from rate book.

WEEKLY NOTICES - 1906

WN 1, we 5/1/1906

Collie, Timber Hewers' Tramway, details of working, page 7.

WN 2, we 12/1/1906

Perth Cabin A, 11/1/06, new and changed signals.

Fremantle - East Fremantle, 17/1/06, main lines deviated to north of new station site.

WN 3, we 19/1/1906

Dining Cars, from 15/1/06, run Perth - Cunderdin instead of Northam on 85 and 20.

York, ashpit and turntable provided.

Werribee, 15/1/06, closed as ES station, section now Karrijine - Wooroloo.

Wudara, sleeper platform erected on west side of line.

Beechina, in duplication this has been cut out as a stopping place, passenger and goods traffic may not be accepted.

Kalgoorlie Cabin B, 18/1/06, changed signals.

Perth Cabin A, 15/1/06, new sidings along Roe St complete, new crossover and signals.

WN 4, we 26/1/1906

Perth Cabin A, changes in WN3 now on 22/1/06.

WN 5, we 2/2/1906

J.C.Hutton, siding on Owen's Anchorage line 5m from Frem. opened.

W.B.Sexton siding, Bridgetown line transferred to Sexton and Drysdale.

WN 6, we 9/2/1906

Meckering, 27/1/06, up and down home and distant provided, levers on platform at down end of station, facing point detectors, can only be lowered for main, point indicators removed.

WN 7, we 16/2/1906

Cunderdin, 10/2/06, up and down home and distant provided, levers on platform, facing point detectors, can only be lowered for main, point indicators removed.

Hannan St and Golden Gate, 11/2/06, north end of each, put in crossing.

51m 40ch SWR, 13/2/06, take out points.

WN 8, we 23/2/1906

Jandakot, 21/2/06, for agricultural show, special run, government engine throughout, Construction Dept supplies pilot driver.

Werribee, 14/2/06, staff locking of points provided.

Dale Bridge, 17/2/06, up and down home and distant provided, levers on platform, facing point detectors, can only be lowered for main, point indicators removed.

Perth - East Perth, 11/2/06, reducing number of signals, Moore and Mackie St gate cabins will be controlled by bolt locks from Lord St and Perth C and will not control any signals, details page 200.

WN 9, we 2/3/1906

Lime Lake, telephone installed.

WN 10, we 9/3/1906

Seabrook, grain shed erected.

Brookton, 5/3/06, up and down home and distant provided, levers on platform, can only be lowered for main, point indicators removed.

Coolgardie Racecourse, 7&10/3/06, used for race trains, trains travel on staff for section Coolgardie - Calooli, branch leaves main at 362m 24ch, Racecourse Junction and Racecourse to be attended.

WN 11, we 16/3/1906

Collie - Narrogin section, from 5/3/06, construction train leaves Williams 9.30am, Narrogin 10.45 - 2.45pm, Williams arr 4pm.

WN 12, we 23/3/1906

125 Mile 46 Chain GSR, new public siding constructed, platform on east side of line, rate 126m.

Fenian's Crossing, 18/3/1906 ufn, single line working between A and B cabins under ES, after unloading of bridge girders.

Plague specials, conditional tables for passenger trains from Roe St platform to Coogee, brake coaches to be fumigated by Central Board of Health before return to traffic.

WN 13, we 30/3/1906

Bottom Points - Kalamunnda, 21/3/06, S&T replaced with ES.

Robb's Jetty - Jandakot extension, 1/4/06, taken over, Stations are Robb's Jetty 2m 46ch, Spearwood 4m 50ch, Bibra Lake 7m

48ch, Jandakot 8m 75ch, Spearwood - Jandakot unattended, worked under S&T S only, telephone at Jandakot, ticket cabinet to be carried in brakevan; no timetable published in WN.

WN 14, we 6/4/1906

Darlington, in connection with construction of new station, necessary to remove existing one now to allow main to be slewed.

Oakover siding MR, 31/3/06, closed to all traffic.

Greenhills, 1/4/06, closed as goods and coaching station.

Jandakot section, 1/4/06, timetable page 372.

WN 15, we 13/4/1906

Maddington, since 2/4/06, constructing platform.

Fremantle, since 28/3/06, turntable out of use.

Cuballing, 5/4/06, up and down home and distant provided, levers on platform, can only be lowered for main, point indicators removed.

Fremantle Smelting Works siding, 2/4/06, staff locked.

Bunbury, signal levers moved to platform, facing point detectors fitted, signal can only be lowered for platform, point indicator removed.

York, signal levers moved to platform, facing point detectors fitted, point indicator removed.

Fenians' Crossing, 3/4/06, double line working resumed.

Fremantle - Robb's Jetty section, 4/4/06,

altered to run from Fremantle station instead of No2 Shed.

WN 16, we 20/4/1906

Fenian's Crossing, 13/4/06, signals rearranged to provide up and down home and distant only at A and B cabins.

WN 17, we 27/4/1906

Jandakot branch, engine loads, classes K, O, G, page 465.

W.A.Goldfields Firewood Supply Co, bush line length now 55m from Kurrawang.

Lord St cabin, 21/4/06, interlocking rearranged, no apparent changes made.

WN 18, we 4/5/1906

Fremantle, turntable has now been repaired.

Cue, stockyards have been removed to Munbinia.

Dardanup, Wokalup, Yarloop, Coolup, Serpentine, North Dandalup, signal levers have been interlocked.

Katanning, 28/4/06, up and down home and distant provided, levers interlocked, on platform at up end of station, facing point detectors, can only lower for main, point indicators removed.

WN 19, we 11/5/1906

Dining cars, these work on expresses Perth to Cunderdin, and Southern Cross to Kalgoorlie, spare car at Perth and Southern Cross; if expresses run in two divisions, one car on each; if spare not available, single car is swapped between divisions at Chidlow's Well and Bulla Bulling.

WN 20, we 18/5/1906

Beverley, remove 15ton truck weighbridge (RB) (not sure whether removed, or a correction).

Golden Gate, erase 7 ton capacity crane.

Horses and carriages can be unloaded at following: Anaconda, Binduli, Comet Vale, Croesus, Hannan St, Kallaroo, Kurrawang, Mungari, Murrin Murrin, Niagara, Woolgaar (RB) (coorections?).

Shelter sheds at Boddalin, Comet Vale and Karalee (RB).

Burges' Siding, 12/5/06, opened as temporary ES splitting Spencer's Brook - York section, point indicators provided.

Mount Kokeby, 12/5/06, opened as temporary ES splitting Beverley - Brookton section, point indicators provided.

Maddington, platform complete, lamps fixed shortly.

WN 21, we 25/5/1906

Nil of interest.

WN 22, we 1/6/1906

7 Mile Stopping Place, 6m 66ch from Geraldton, added to list of passenger fares, rate 299 from Perth.

4½ Mile Crossing, 4m 33ch from Geraldton, added to list of passenger fares, rate 302 from Perth.

125 Mile 46 Chain GSR, 1/6/06, renamed Youraling.

Hastie's siding Bunbury, 17/5/06, staff locked.

Allan's Siding, removed from 188m NR to 204m NR (506 ex Frem) and lengthened by

5 chain.

Collie - Narrogin railway, from 24/5/06, train runs Tu, Thur, Sat, Darkan 7am, Narrogin 10am - 4pm, Darkan 7pm.

WN 23, we 8/6/1906

UDRR, Qa class loads published.

Woodbridge, telephone provided.

East Fremantle Goods Junction cabin, 4/6/06, extra discs.

Darlington, 2/6/06, siding staff locked and ready for use.

Truck and Cart Weighbridges, list, pages 633, 634.

WN 24, we 15/6/1906

Nil of interest.

WN 25, we 22/6/1906

Nil of interest.

WN 26, we 29/6/1906

Wudara, 1/7/06, renamed Peringillup.

Fremantle, 26/6/06, divert traffic to new up road, each end of new central platform.

WN 27, we 6/7/1906

Lime Lake, telephone provided.

Wolwolling, 1/8/06, renamed Highbury.

Werribee, 1/7/06, siding closed, remove from goods rate and passenger fare list.

307 Mile 4 Chain GSR, new public siding provided, length 1488ft, standing room 1125ft, rate 307, 46m37ch ex Albany, shelter shed will be on east side of line.

WN 28, we 13/7/1906

Karrijine, 9/7/06 ufn, 53m 54ch - 53m 68ch temporary deviation.

Fremantle, a crossover and discs removed.

WN 29, we 20/7/1906

Wooroloo - Spencer's Brook duplication, commencing at once, blasting between Wooroloo and Karrijine.

Kalgoorlie - Broad Arrow, 10/7/06, staff instruments automatic, night officer withdrawn from Broad Arrow.

WN 30, we 27/7/1906

Kamballie, 9/7/06, Golden Horseshoe Estates Co tramline crossing shunting neck completed, working 8am to 5pm, flagman provided.

Werribee, 34 and 61 will stop for school children.

WN 31, we 3/8/1906

Roelands, 23/7/06, telephone installed.

208 Mile Ballast Pit GSR, near Pingelly, staff locked.

Roelands - Bunbury, stone trains, 2 per day, Harbour Works tip trucks and K class, trains to run on Picton Junction - Brunswick Junction staff.

WN 32, we 10/8/1906

Murdong, shelter shed provided on up side.

Cossack - Roebourne Tramway, 6/8/06, timetable, page 861

WN 33, we 17/8/1906

York, June 1906, up home removed and

replaced by bracket signal applying from Albany and Greenhills.

WN 34, we 24/8/1906

Werribee, from 13/8/06, parcels and goods less than 10cwt may be accepted, also certain passenger trains to stop.

WN 35, we 31/8/1906

Narrogin - Darkan section, engine loads for C, E & Ec, G, N & R, O and T.

7 Mile Stopping Place, 1/9/06, renamed Meru.

Narrogin - Darkan section, 1/9/06, taken over from PWD; S&T Narrogin - Williams - Darkan; Williams attended and opened as goods and coaching station; each siding holds 46 trucks, has shelter 10ft x 8ft, out-of 12ft x 10ft, Williams has station with office, ladies waiting room, shelter shed, goods shed, loading ramp, crane, stockyards; all shelter sheds except Dumberning on right ex Frem; mileages (ex Frem, rate and ex Narrogin) are Dumberning (180m 13ch, 180, 5m 59ch), Geeralying (184m 10ch, 184, 9m 56ch), Williams (194m 49ch, 195, 20m 15ch), Boranning (200m 78ch, 201, 26m 44ch), Tarwonga (208m 78ch, 209, 34m 43ch), Dardadine (214m 08ch, 214, 39m 53ch), Hillman (219m 70ch, 220, 45m 35ch), Darkan (224m 15ch, 224, 49m 60ch); 31/8/06 special will run to Darkan to institute working on 1/9/06.

Roelands, 1/9/06, opened as booking station.

Fremantle, 27/8/06, down home moved 30yds nearer cabin.

Williams' Siding (94 Miles), 1/9/06, renamed to Uduc.

Pickering Brook, 1/9/06, closed as booking station and officer in charge withdrawn.

52 1/2 Mile SWR, stoppage of 4 and 9 for school children discontinued.

Narrogin - Darkan, 1/9/06, timetable for section, page 940.

WN 36, we 7/9/1906

Narrogin, 1/9/06, signals provided, levers on main line platform near down end and interlocked, facing point detectors, down distant, home (top arm to down platform, bottom to independant platform), starter (down plat to Albany), starter (indep plat to Collie), up distants (from Albany and Collie), bracket home (Albany to Up plat, Collie to indep plat), starter (from up plat), starter (from indep plat).

East Fremantle and East Fremantle Goods Junction, 2/9/06, alterations to connections and signals, page 959.

Narrogin - Darkan, opening delayed to 7/9/06.

Pieper and Long's siding, 5/9/06, putting in points at 477m (heading refers to removal of siding).

Burswood, Henrickson & Knutson's siding complete, mileage 14m 73ch.

Kalgoorlie & Boulder Firewood Co, 3/9/06, hired special Kalgoorlie to Lakeside, then coaches passed over to run special over Co line.

WN 37, we 14/9/1906

Engines permitted to run on lines, page 982.

Narrogin - Darkan, traffic to be charged local rates on this line and charges separated between this section and rest of railways.

Werribee, 5/9/06, opened as temporary staff station for working of ballast trains, signals removed from posts, point indicators on siding points.

Harvey, Wokalup, telephones provided.

Broad Arrow, 8/9/06, down (only) home and distant provide, levers at up end of station buildings, facing point detector, point indicator removed.

East Fremantle Goods Junction, 8/9/06, new shunt signal.

Owen's Anchorage and Jandakot lines, timetable, page 1001, 1002.

WN 38, we 21/9/1906

307 Mile 4 Chain GSR, 1/10/06, named Carburup (sic) (also known as 47 Mile?).

Piper (sic) and Long's siding, has been removed to 477m 61ch NR, staff locked.

WN 39, we 28/9/1906

Nil of interest.

WN 40, we 5/10/1906

Piper & Long's siding is fitted with Annett's lock, so can be worked by trains on staff or ticket.

Roelands, 25/9/06, auto staff instruments installed, worked by guards after officer in charge ceases duty.

Northam Racecourse, 4/10/06, Racecourse platform opened as staff station for the day due to races, splits East Northam - Goomalling section.

WN 41, we 12/10/1906

Belmont, 29/9/06, detector locks placed on facing points.

4 1/2 Mile Stopping Place (previously Crossing?), 1/11/06, renamed to Utakarra.

Briggs & Rowlands' siding, Rocky Bay line

complete.

Congdon Street, 8/10/06, down and up starting signals in use.

Claremont, 8/10/06, down starter moved 12yds nearer platform.

Leederville, 8/10/06, down and up starting signals in use.

Roelands, 5/10/06, points from main line to public siding, and from quarry line to weighbridge road interlocked and controlled by Annett's Key.

WN 42, we 19/10/1906

Fenians' Crossing, 5/10/06 ufn, opened as temporary block station for a period each weekday morning.

Claremont, 14/10/06, new signal cabin brought into use and present cabin closed. All of changes in place by 22/10/06.

WN 43, we 26/10/1906

Pickering Brook, 1/11/06, opened as goods and coaching booking station.

Beenup, 23/10/06, opened as temporary staff station for Perway purposes, splitting Armadale - Mundijong, will remain open about 1 week, day and night porter in charge, points to ballast pit face toward Perth.

Craiggemore, Laverton line trains to stop for pass, parcels, goods up to 10cwt, 595m 27ch, rate 595.

WN 44, we 2/11/1906

Cunderdin, cart weighbridge, 15 ton added (GR).

Leonora, cart weighbridge, 15 ton added (GR).

Ghooli (256m), Gilgai (286m), Duri (303m), added as 10cwt (GR).

Ubini, Binduli, added (GR).

6½ Mile Block Cabin, 29/10/06, ready for use, up and down home and distant signals provided, cabin and home signals are on embankment 30ft above rail level.

WN 45, we 9/11/1906

Perth Cabin B, 30/10/06, added disc.

Cullala, MR, 5/11/06, 74m ex Frem, closed to all traffic.

WN 46, we 16/11/1906

Funeral car AO7, this has been fitted with bogies, can now run on express and mail trains.

Lion Mill, Bunning Bros, length of line 2 1/2 miles added (GR).

Cossack - Roebourne Tramway, length is 8m 38ch (GR).

Greenhills, 1/12/06, opened as goods and coaching accounting station.

WN 47, we 23/11/1906

UDRR, 8/11/06, new deviation opened at lower part of zig-zag, ES now situated at Zig Zag bottom points removed to 2nd Zig Zag on new road, Ridge Hill stopping place will be altered to bottom zig zag, trains stop calling at present site.

WN 48, we 30/11/1906

94m 30ch SWR main, 28&29/11/06, extending siding.

Wooroloo - Karrijine duplication, 26/11/06, breaking line at 53m 44ch, divert traffic onto new line from there to up end of Werribee,

present signals at Werribee apply to new road.

Pindar, 19/11/06, porter-in-charge withdrawn, female caretaker placed in charge, but to be treated as unattended siding.

WN 49, we 7/12/1906

Goomalling - Dowerin section, loads published for C, G, O, T, section opened 4/12/06, length 14m 74ch, agricultural branch, rate mileages Siding No1 117, Siding No2 122, Dowerin Siding 126, passengers to rebook at Goomalling, no accomodation for loading or unloading livestock, telephone at Dowerin under charge of Mr Jackson, storekeeper, S&T staff only, Northam - Dowerin timetable page 1412.

UDRR, changes to zigzag changed rate mileages, No 2 Dead End (new passenger stop) 28m, Gooseberry Hill 30 -> 31, Heidelberg 35 -> 36, Green's Landing 36 -> 37, other distances unaffected; passengers, parcels, goods up to 10cwt for public to/from Statham's now to No 2 Dead End, Statham's private siding rate 27m is not changed.

WN 50, we 14/12/1906

**** Not in volume ****

WN 51, we 21/12/1906

Yornanning (sic), shelter shed provided on right ex Fremantle.

WN 52, we 28/12/1906

North Fremantle - East Fremantle Goods Junction, 16/12/06 ufn, single line working via pilot over down main, for renewing portion of bridge, also pilot working from E.F.Goods Junc to Fremantle Goods on down road.

Cottesloe, 13/12/06, added disc back platform to up main.

Williams, 1/1/07, renamed Marjidin.

North Fremantle - Claremont, 20/12/06, Lock and Block installed, except at Congdon Street (to be provided later).

WEEKLY NOTICES - 1907

WN 1, we 4/1/1907

Williams, 1/1/07, renamed Marjidin.

East Fremantle - North Fremantle, 22/12/06, double line working resumed.

Craiggiemore, ref to mileage being 595m 27ch.

WN 2, we 11/1/1907

Cottesloe, 26/12/06, new disc signals.

WN 3, we 18/1/1907

Nil of interest.

WN 4, we 25/1/1907

UDRR, 21/1/07, names on staves changed from section M.J. - No 1 Zig Zag to M.J. - No 2 Zig Zag.

Beenup, 19/1/07, opened as temporary staff station splitting Armadale - Mundijong, for approx 12 days, day and night porter, points to ballast pit face towards Perth, spiked after work completed.

WN 5, we 1/2/1907

Nil of interest.

WN 6, we 8/2/1907

Nil of interest.

WN 7, we 15/2/1907

Greenmount siding, interlocked with ES.

WN 8, we 22/2/1907

H.Teesdale Smith's private siding in future to be treated as public siding.

Penrith, 126m, E.Brown & Co private siding transferred to Bunning Bros.

WN 9, we 1/3/1907

Wagin - Dumbleyung Agricultural section, local rates to be charged, mileages from Wagin are Goondaring 6, Ballaying 13, Nippering 19, Dumbleyung 25, staff and ticket, one section, timetable starting 19/2/07 page 287.

Paddington, 1/3/07, closed as booking station.

Bardoc, 1/3/07, closed as booking station.

Kamballie, 28/2/07, new aux distant between distant and home provided.

WN 10, we 8/3/1907

Wagin, until compounds provided and road pulled over clear of loco yard, pilot to be provided for all branch trains, pilot to ride on all trains between junction of branch with loco and station.

53 Mile ER, 25/2/07, siding ready for use, up and down home and distant provided, points trailing in up line, point indicator on catch points, levers in signal cabin.

Bardoc, 1/3/07, closed as staff station, section now Broad Arrow - Goongarrie

Kamballie, new distant was up aux distant.

WN 11, we 15/3/1907

South Mole siding, now staff locked with Fremantle - Robb's Jetty staff.

WN 12, we 22/3/1907

Greenhills, 1/4/07, closed as booking station.

Torbay Junction, 11/3/07, facing point detectors fitted, levers placed on platform and interlocked.

WN 13, we 29/3/1907

Chandalla siding, MR, removed from 32 to 30m ex M.J., 40 ex Perth and 52 ex Fremantle.

WN 14, we 5/4/1907

Wagin - Dumbleyung, engine loads published, page 491.

Marley Pool, there is no crane here coorection of Rates book.

Kallaroo, 1/4/07, closed as booking station.

Katanning - Kojonup, date to be advised, one S&T section, timetable page 511.

Laverton branch, temporary service due to washaways, page 511.

WN 15, we 12/4/1907

114m 40ch Collie line, siding has been interlocked with staff.

Katanning - Kojonup, timetable in force 6/4/07.

WN 16, we 19/4/1907

Fenians' Crossing, 8/4/07, A cabin, 9/4/07, B cabin, taken out of use and signals removed.

Mt. Lawley, 10/4/07, opened as coaching station, day and night officer in charge, 9/4/07, up and down advance, starter, home and distant signals provided, signal cabin on down platform, east end of waiting room, duplicate levers for up home and distant on up platform close to office door, rate 14m.

Katanning - Kojonup Agricultural railway, 6/4/07, opened, 32m 7ch, local rates provided, stations (rate ex Frem and Kat) are Punchmirup (251, 14), Carlecutup (259, 22), Kojonup (270, 32).

North Fremantle - North Wharf, 12/4/07, ES working cancelled and replaced by S&T, S only.

North Fremantle - East Fremantle Goods Junction, 14/4/07 ufn, single line working under ES over down line, using above ES equip, plus pilot working over down goods for E.F.Gds Junc - Fremantle Goods section.

WN 17, we 26/4/1907

Katanning - Kojonup, engine loads published.

Cookernup Yard, 23/4/07, 92m 26ch, taking up points.

Baker's Hill, 22/4/07, duplication work, major changes, details page 586.

Malcolm - Laverton, 22/4/07, normal train service resumed, G class engine only, reference to caution from 537m to 542 ½ m.

WN 18, we 3/5/1907

North Fremantle - East Fremantle Goods Junction, 21/4/07, double line working resumed, also pilot working finished on goods line.

North Fremantle - North Wharf, 23/4/07, ES replaces S&T, S only.

114m 63ch siding Collie line, reference to

various trains to stop when required for passengers.

WN 19, we 10/5/1907

Collie Concession Line, reference to G class load between No1 loop and Bush terminus.

Waroona, 2/5/07, ES instruments converted to automatic, and night officer withdrawn.

Serpentine, 6/5/07, ES instruments converted to automatic, and night officer withdrawn.

Denmark line opening, rate miles from Torbay Junction are Horton's 6, Young's 16, Hay 21, Denmark 28; timetable from 3/5/07 page 647.

North Dandalup, add Whittaker Bros private siding rate 57m.

Dalebridge, 31/5/07, closed as booking station.

114m 63ch siding Collie line, rate mileage 115, to be named later, meanwhile known as 115 Mile Siding.

Doney's Siding, 456m EGR, now open for passenger traffic, other reference to being 456m 26ch.

WN 20, we 17/5/1907

Albany, Torbay Junction, Walkaway, signal levers have been interlocked.

Kojonup, alter local rate distance from 32m to 33m.

Perth Cabin C, 11&12/5/07, alterations to line and signals page 663.

59 Mile (from Albany), from now, No2 stops for school children.

Ridge Hill, from now, stoppage is to be made at old site, 26m 55ch.

WN 21, we 24/5/1907

Fremantle - North Fremantle, 19/5/07, steam crane on down line lifting parts for roof of new Fremantle station.

Torbay, rename to Horton's (GR).

Hay's Siding, rename to Hay, rate ex Torbay (Junct?) from 20 to 21 (GR).

WN 22, we 31/5/1907

Denmark branch, A, H, M, S class only may run.

Walgoolan, Yerbillon, Noongaar, Doongin, Boondi, Lilliginni, to be closed as staff stations and staff withdrawn, on dates to be advised, in conjunction with new time table.

Marjidin, 1/6/07, renamed to Williams.

WN 23, we 7/6/1907

114m 63ch siding, Collie line, siding converted to loop, trains can pick up at either end.

Torbay, reference to to trains stopping at Torbay platform.

59 3/4 Mile (from Albany), replaces 59 Mile as stop for school children.

WN 24, we 14/6/1907

Nil of interest.

WN 25, we 21/6/1907

Westbrook, 1/7/07, renamed Kulyaling.

Allen's No 2 Siding, complete, 231m 44 1/2 ch NR, mixed to stop for passengers.

WN 26, we 28/6/1907

Rolling Stock Alterations, undated 1907, Locomotives – Nil.

Coolup, 19/6/07, ES becomes automatic, and night officer withdrawn.

114m 63ch siding (115 mile siding), 1/7/07, renamed to Olive Hill, any mixed may stop for passengers.

East Fremantle, 30/6/07, closed as coaching station and staff withdrawn.

Greenbushes, ballast pit road converted to loop, now fit for traffic.

59 Mile from Albany, from now, No 2 will stop for school children instead of at 59 3/4 mile.

WN 27, we 5/7/1907

Fremantle, 28/6/07 - 1/7/07, Lock & Block replaced by telephone block during moved of instruments to new signal box, 1/7/07, passenger station transferred to new station building, details page 896, 897.

Williams' siding (Uduc), supplying approx 30,000 sleepers for Coolgardie - Norseman railway, remainder from places along ER east of Parkerville.

WN 28, we 12/7/1907

Kamballie and Lake View shunting necks, 19/6/07, home signal in necks removed and replaced with post with three discs on each side, left apply from Kamballie neck, right apply from Lake View Consols neck.

Burracoppin, 6/7/07, down and up home and distant brought into use, levers on platform and interlocked, facing point detectors, can only lower for main, point indicators removed.

Malcolm - Laverton, 8/7/07, new timetable, page 950.

WN 29, we 19/7/1907

Rolling Stock Alterations, undated 1907, Locomotives – Nil.

Melita (17/7/07), Myamin (18/7/07), Tampa (19/7/07), taking out points.

Dumbleyung and Kojonup branches, ufn, no engines of heavier class than A permitted.

Albany Deep Sea Jetty, only A, H, M and S may run.

Kellerberrin, 13/7/07, down and up home and distant brought into use, levers on platform and interlocked, facing point detectors, can only lower for main.

Greenhills, 15/7/07, opened as goods and coaching station.

Mullalyup, telephone moved to Argyle.

Wagin - Dumbleyung, Katanning - Kojonup, Torbay Junction - Denmark, new timetable, pages 978, 979.

WN 30, we 26/7/1907

Jandakot - Armadale, 15/7/07, opened, rate mileages ex Fremantle for whole line are Robb's Jetty 3, Spearwood 5, Bibra Lake 8, Jandalot 9, No 1 Siding 12 (11m 60ch), No 2 Siding 15 (14m 74ch), Armadale 20 (19m 78ch), S&T section now Robb's Jetty - Jandakot, timetable page 992.

Torbay Junction - Denmark, changed new timetable, page 993.

Armadale, 15/7/07, down home and distant from Jandakot in use (opening of Jandakot line), points to J line not interlocked, no fixed signals from Armadale to J line.

WN 31, we 2/8/1907

Denmark branch, engine loads, page 1025.

No 1 and 2 Sidings, Dowerin extension, 1/8/07, renamed Berring and Nambling respectively.

Anaconda, 1/8/07, renamed Eulaminna, mileage 550.

Clackline, 23/7/07, present turntable taken out of use, new turntable on down side provided, changes to up and down homes.

Bellevue, horses and carriages cannot be handled (coorection to GR).

WN 32, we 9/8/1907

Jessop's Well, 29/7/07, officer in charge withdrawn, remains as unattended S&T crossing station.

Brown Hill and Trafalgar, 1/8/07, opened as coaching booking stations, officer in charge appointed.

Meenaar, Yellowdine, on/after 1/8/07, closed as staff stations and officer in charge and night officers withdrawn, points staff locked.

Mt Lawley, from 1/8/07, correct mileage is 13m 39ch.

WN 33, we 16/8/1907

Rolling Stock Alterations, undated 1907, Locomotives – Nil. (termed Wagon Stock list).

Munbinia, 17/8/07, opened as temporary staff station to cross No 1 and special for Gov. General.

Cardup Pressed Brick Co Siding, 37m 16ch SWR, transferred to Henry Walkenden.

WN 34, we 23/8/1907

Burswood, Henrickson & Knutson siding, lease expired, now used for departmental purposes.

WN 35, we 30/8/1907

Government School, approx 2½ m from Armadale on Jandakot branch, since 16/8/07, 77 Fri and 4 Mon stop to pick up and set down.

Kelmscott, from now, interlocking changed to allow up goods to shunt siding when SM not on duty, points up main to siding now connected to ground frame controlled by Annett's key, details page 1146.

Horton's, distance should have been 8m from Torbay Junction.

WN 36, we 6/9/1907

Kanowna, Westralia Timber & Firewood Corp line, length now 34m 71ch, also another spur length 34m 7ch.

Clackline, Fremantle Smelters Siding, found necessary to disconnect siding.

Mundaring, 4/9/07, up and down home and distant provided for connection with Weir line, levers on platform and interlocked, facing point detectors, can only lower for main, indicators removed.

WN 37, we 13/9/1907

Woodlupine, 2/9/07, night officer withdrawn.

Perth Cabin C, 7/9/07, signals to/from Guildford dock taken out, road to be used as siding for material for new bridge.

WN 38, we 20/9/1907

Rolling Stock Alterations, August 1907, Locomotives – Nil.

Mt Lawley, ignore mileage in WN32/07, correct mileage is 14 as per WN16/07 (was the 13m 39ch an actual?).

Karrijine - Clackline duplication, 19/9/07,

brought into use, Winter's block used, sections to be Wooroloo - Baker's Hill - Clackline; Karrijine signal box cut out, 'not in use' boards on signals, points from up road to ballast pit spiked, details page 1221, 1222.

WN 39, we 27/9/1907

Jandakot branch, loads published for C, O, G and Qa engines.

204 Mile Ballast Pit (ex Albany) and Yornaning, 17/9/07, opened as temporary auto ES stations to facilitate ballasting.

WN 40, we 4/10/1907

Collie - Narrogin, 2/10/07, opening timetable page 1279.

Mt Lawley, re WN38/07, correct mileage is 13m 38½ch, or 13m rate.

Midland Junction, 29/9/07, extra and changed signals for Loco, pages 1287, 1288.

Westralia Timber and Firewood Co Siding, 393m (Kanowna line), traffic may be accepted, and ufn, mixed may be stopped for passengers.

Carnamah, 1/10/07, opened as booking station.

WN 41, we 11/10/1907

427 Mile Menzies line, from now, 3 and 4 stop for passengers and roadside goods.

Collie - Narrogin, 7/10/07, timetable page 1308.

Collie - Darkan, 7/10/07, approx 40m 3ch, taken over, rates mileages page 1319, engine loads (O class), page 1311, no longer an agricultural branch.

53 Mile siding, 1/11/07, renamed Wundowi (sic).

Collie, Annett's key provided for working Collie-Hewers line.

Collie, Up home and distant from Narrogin brought into use.

WN 42, we 18/10/1907

Racecourse Crossing, 75 1/2 mile Newcastle line, reference to trains stopping here on one day during show and races.

141 1/4 mile post (Collie-Burn townsite), mixed trains stop when required for passengers.

Collie - Narrogin, Nos 7 & 8 have ACE coach attached, Nos 14 & 15 have brake coaches.

WN 43, we 25/10/1907

Rolling Stock Alterations, September 1907, Locomotives – Nil.

Collie - Narrogin, 26/10/07, official opening, details page 1375.

Perth Cabin C, 19/10/07, minor alterations account Barrack St bridge.

WN 44, we 1/11/1907

Hill End, main line facing points staff locked.

Torbay Junction - Denmark, from 1/11/07, local classification rates charged on goods and parcels as applies on other agricultural lines.

WN 45, we 8/11/1907

Allen's Siding, NR, removed from 204m to 193 3/4m (194 rate).

WN 46, we 15/11/1907

Barton, opened as S&T station splitting

Narrogin - Wagin section, no date given.

Bungulla, Booraan, Nulla Nulla, Dedari, 11/11/07, closed as staff stations, sections now Tammin - Kellerberrin, Merredin - Burracoppin, Bodallin - Perker's Road, Woolgangie - Bulla Bulling, points at Nulla Nulla disconnected and out of use, at Bungulla catch points put in, points at Booraan and Dedari staff locked (new timetable in force).

Perth Barrack St bridge, 2/11/07, some changes to track and signals for temporary bridge.

Westralia Timber & Firewood Line (Kanowna line), re WN40/07, rate mileage of company's siding is 394m via SM.

WN 47, we 22/11/1907

Rolling Stock Alterations, October 1907, Locomotives – Nil.

Roelands - Bunbury stone trains, timetable page 1494.

Perth Barrack St bridge, 9&17/11/07, some changes to track, etc for temporary bridge.

WN 48, we 29/11/1907

Rifle Butts, from now 21 and 10 stop when required Sats and Public Holidays opposite Rifle Butts between Armadale and Beenup.

Katanning - Kojonup, classes A, B, G, J, M, and O can work.

Myamin, siding fitted with Annett's lock.

Fremantle - Robb's Jetty, 19/11/07, ES replaces S&T, intermediate sidings will not have been fitted with staff locks at time of opening.

WN 49, we 6/12/1907

Kamballie - Lakeside, 2/12/07, S&T replaces ES.

WN 50, we 13/12/1907

Summer excursions, from 7/12/07, added extra train, No 10, Saturdays only, 5.15am Kalgoorlie to Perth via Brown Hill and Boulder branches.

WN 51, we 20/12/1907

Rolling Stock Alterations, November 1907, Locomotives – Nil.

Cue, cart weighbridge deleted (GR).

Mt Magnet, cart weighbridge added (GR).

Kanowna line, 16/12/07, timetable reprint page 1604.

Collie, S.W. Timber Hewers' Association, reference to speed of trains over first 5 miles of line being increased to 12 mph.

T.Connolly, private siding opened 354 1/2 mile EGR, rate 355m.

WN 52, we 27/12/1907

Wonnerup - Jarrahwood, 18/12/07, approx 22¼ miles, opened for traffic, rate mileages Wonnerup 155, Maryvale 171, Jarrahwood 177, S&T (possibly S only), staff kept in special staff box in Wonnerup shelter shed, trains to stop at any intermediate point where grades permit to load and unload goods, timetable page 1693.

Collie - Narrogin, 1/1/08, sidings 1, 2 and 3 at mileages 148, 158 and 168 via BJ renamed to Muja, Bowelling and Bulading.

WEEKLY NOTICES - 1908

WN 1, we 3/1/1908

Mt Lawley, 20-24/12/07, up and down advance starter, down home and distant moved further out, details page 21.

427 mile stopping place, re WN41/07, renamed Scotia.

Doodlakine, 1/1/08, opened as booking station.

Belmont branch, GA changes in connection with installation of Three Wire Block between Bayswater and Belmont.

WN 2, we 10/1/1908

Pickering Brook, triangle has been put in.

WN 3, we 17/1/1908

Rolling Stock Alterations, December 1907, Locomotives – Converted – O to N 85, 86, 87.

Coolgardie - Norseman railway, contractors now running a train from Coolgardie to Widgiemooltha and return on Tu and Fri, Cool. dep 8am, returning Cool. arr 5pm.

Hillman, Bowelling, telephones installed.

Turner's Siding (UDRR), add to CR, mileages 15 and 25.

WN 4, we 24/1/1908

Karrijine, from 17/1/07, reopened as temporary block station for perway purposes, day officer only.

WN 5, we 31/1/1908

East Jandakot School, from 28/1/08, 4 and 77 stop opp. here (approx 2 1/2 m from

Armadale) to pick up and set down children attending Jandakot (sic) school.

Coolgardie, 17/1/08, Norseman railway junction, points at down end of yard disconnected from present ground frame and connected to new ground frame, up main line homesignals then fixed on right hand dolly of present home signal.

WN 6, we 7/2/1908

Tammin, 3/2/08, up and down home and distant signals provided, facing point detectors, can only lower for main line, point indicators removed.

Coolgardie, 31/1/08, alterations to interlocking, apparently to do with Widgiemooltha branch, also reference to Brick Siding in Cool.-Widgiemooltha section, fitted with Annett's lock.

393m 55ch Kanowna line, 1/2/08, renamed Kurramia, goods and parcels traffic accepted, also Westralia Timber and Firewood Co line is approx 24m long.

East Northam, stockyards provided.

WN 7, we 14/2/1908

Racecourse, near Newcastle, 12/2/08, special train stopping for race traffic.

Pieper's Siding, reference to being at 477m EGR.

Sexton and Drysdale's siding, 17/12/07, lease on this siding 179m 46ch Bridgetown line, expired.

Wyola, 28/1/08, opened temporarily as staff station splitting Tammin - Cunderdin section for perway purposes.

WN 8, we 21/2/1908

Rolling Stock Alterations, January 1908,
Locomotives – Nil.

Dumbleyung section, only A, B, G, J, M and
O may work (instruction had been in for a
while?).

SW Passenger trains, 5&9 have ACL, AR,
AQ, AC Perth to Pinjarra, and AR, AQ, AC
Pinjarra to Bunbury, 6&12 have reverse
arrangement; on Sats 5 has extra AC to
Bunbury, returning by 6 Mon.

WN 9, we 28/2/1908

Karrijine, 25/2/08, lines broken at 53m 40ch
and 54m 40ch to divert down traffic onto
present up road and up traffic to new road;
ballast pit points at 54m 40ch taken out of
use and moved to position between up home
and signal cabin; disc on up starter removed
to up home, applies from up main to ballast
pit.

Dalebridge, 24/2/08, opened as unattended
ES station splitting York - Beverley.

Yarloop, ballast pit closed, rails removed

WN 10, we 6/3/1908

Dowerin branch, 7/3/08, new timetable page
273, 274.

Wagin, 2/3/08, to permit passengers of up
trains ready access to Railway Refreshment
rooms on island platform, present up and
down working cancelled, both up and down
pass and mixed admitted to island platform
on straight road.

Jandakot line, 1/4/08, Jandakot (8m 75ch)
renamed Yangebupp, siding No 1 (11m
60ch) renamed Banjupp, siding No 2 (15m
14ch) renamed Jandakot.

Woodbridge, 1/4/08, renamed East
Guildford.

WN 11, we 13/3/1908

Albany train, Nos 1 and 2 to have AJ, AA,
AB, 2ACL; 1ACL to be attached/detached at
Wagin; extra ACL by 1 Mon, Tu to
Beverley, return by 2 same day; extra coach
by 33 Wed and Fri for 2 ex Beverley Fri and
Sat.

WN 12, we 20/3/1908

Denmark branch, 20/3/08, timetable page
332.

Jarrahwod branch, 4/3/08, timetable page
333.

Collie - Narrogin, Sidings 1, 2, 3 to be
known as Muja, Bowelling and Bulading.

WN 13, we 27/3/1908

Denmark branch, 20/3/08, 17 and 18
cancelled, 3 and 4 to run each Friday ufn.

Allen's siding, 27/2/08, 194m NR, removed.

WN 14, we 3/4/1908

Preston Valley branch, 26/3/08, opened,
23m 46 1/2ch, sidings Nos 1 to 4 and
Preston Valley, rates 150, 154, 156, 162,
167, G and O class loads published,
timetable page 379.

47m 20ch NR, 1/4/08, siding renamed
Indarra.

Donnybrook, 24/3/08, up homes compound
bracket and 2 single up distants brought into
use, facing point detectors, can only lower
for platform, levers on platform and
interlocked, points between Bridgetown and
Preston Valley line fitted with new type
point indicator.

WN 15, we 10/4/1908

Spencer's Brook, cattle yards temporarily

removed due to duplication works, to be re-erected after new roads completed.

Warri (closed), Booraan (opened), 6/4/08, as staff station with intro of new timetable.

Roelands, 1/4/08, closed as booking station and as staff station.

Kurramia, Westralia Timber and Firewood Co line, 26m 5ch.

WN 16, we 17/4/1908

55 Mile, NR, 1 & 2 stop on Tu for passengers, rate 357.

Lilliginni, 17/3/08, points removed.

Statham's, 6/4/08, closed as staff station, section now Midland Junction - Kalamunnda.

Torbay - Denmark, approx 28m, opened as Government railway, rate mileages are Torbay 349, Horton's 351, Young's 359, Hay 364, Denmark 371 (28 miles refers to Torbay Junction - Denmark?).

Allen's siding, 231m 40ch, has now been removed.

Livesey's private siding, 4/4/08, opened, 125 1/2 m, shunted on up journey only.

WN 17, we 24/4/1908

Greenhills - Quairading, 24/4/08, opened, approx 30m 56ch, rate mileages Kowring 108, Korrijinn 111, Balkiling 116, Warraling 119, Jacob's Well 122, Dulbelling 126, Dangin 130, Quairading 135 (apparently timetable included in the latest published WTT, but opening delayed?).

WN 18, we 1/5/1908

Nangeenan, 5/3/08, telephonette installed, caretaker in charge.

WN 19, we 8/5/1908

Quairading line, loads for G and O classes published.

page 547, 548 damaged.

Dalebridge, 2/5/08, closed as ES station.

Wagin - Dumbleyung, telephone line now complete.

WN 20, we 15/5/1908

354½ Mile siding, EGR, 85 & 20 stop for school children.

GSR, No 1 ex Perth altered to AJ, AQ, AR, AA, AB (GSR portion), AJ (Eastern portion).

Lilliginni, now 10cwt stopping place.

Roelands, 30/4/08, main line points staff locked.

Jandakot section, 11/5/08, Yangebupp and Ballast Pit (1 1/2m from Armadale) opened as temporary staff stations, attended during day.

No 2 siding, Preston Valley line, Ferguson's private line, about 1m in length.

Preston Valley terminus, Sexton & Drysdale's private siding now fit for traffic, rate 167.

Clackline - Spencer's Brook duplication, 5/5/08, 70m34ch, divert traffic onto new line to S.B., old road to perway ufn.

WN 21, we 22/5/1908

Rolling Stock Alterations, undated 1908, Locomotives – Nil. Note – labeled 'Carriage and Wagon Stock, and in CTM section instead of CME.

page 581, 582 damaged.

Fremantle, 17-19/5/08, alterations to scissors crossover and associated signals, page 587.

Webb's, siding capacity 5 Ga constructed.

Allen's siding 231m 40ch, allowed to remain for present.

WN 22, we 29/5/1908

Boranning, Tarwonga, 1/6/08, renamed Josbury, Kulbin resp.

Wyola, 20/5/08, closed as temporary staff station, section now Tammin - Cunderdin.

WN 23, we 5/6/1908

No 2 siding, Preston Valley line, telephone installed.

Wickepin extension, material consigned to Messrs Hill and Rennie, Narrogin, will be shunted out to stacking ground on Wickepin extension.

Smith's Mill, 18/5/08, point indicator provided from main to McGlew's siding.

Widgemooltha, telephone provided.

WN 24, we 12/6/1908

Nil of interest.

WN 25, we 19/6/1908

Coolgardie - Widgemooltha, 16/6/08, opened, approx 51m 37ch, No1 7.30am ex Kal and No2 1.15pm ex W will run Tu and Fri, S&T Cool. - Wid., engine loads given for A and G, sidings and rate mileages are Burbanks 370, Londonderry 373, Matta 391, Merrigig 402, Widgemooltha 415, Widgemooltha apparently attended.

Quairading, telephone provided.

Denmark, telephone provided.

WN 26, we 26/6/1908

Rolling Stock Alterations, April 1908, Locomotives – Nil.

Spencer's Brook, stockyards have been re-erected.

Claremont, from 21/6/08, work on constructing subway, temporary signal box B provided, and lines altered at 6m 31ch and 6m 37ch, (not obvious that this did not use 6 1/2 Mile Box), 3 position in use to Karakatta, and Absolute Block bell code used Station A box to Temp B box.

WN 27, we 3/7/1908

Coolgardie - Widgemooltha, A, B, G, J, O, M, S may run.

No 1 GSR, carriage working diagram page 745.

WN 28, we 10/7/1908

Jarrahwood trains, ufn 7&8 run each Wednesday.

Spelling changes: Kowring to Kauring, Balkiling to Balkuling, Goondaring to Gundaring, Carlecutup to Carlecatup.

Indarra, mileage 47, truck loads can be accepted (GR).

55 Mile Stopping Place, NR, goods up to 10cwt, all mixed to stop for passengers (GR).

Belmont branch, 2/7/08 ufn, bridge repairs, temp junction opened at River Bridge signal box, all traffic over down line to Belmont using Pilot Guard, ref to Mortlock siding not to be used until normal working resumes.

WN 29, we 17/7/1908

Rolling Stock Alterations, June 1908, Locomotives – Nil.

52m 70ch SWR main, 14&15/7/08, putting in points.

Kurrawang, 9/7/08, new crossover provided from siding to down line, down starter moved nearer to station to protect, and advance starter provided.

WN 30, we 24/7/1908

Agricultural and spur lines, following sections are classified as such: Coolgardie - Widgemooltha, Donnybrook - Preston Valley, Goomalling - Dowerin, Greenhills - Quairading, Katanning - Kojonup, Torbay Junction - Denmark, Wagin - Dumbleyung, Wonnerup - Jarrahwood.

Yangebupp, Ballast Pit, 16/7/08, closed as temporary staff stations and porters withdrawn, section now Robb's Jetty - Armadale.

Buckingham Bros Siding, 21/7/08, ready for use, 52m 70ch SWR, rate 53m, ES locked.

Perth Box C, 26/7/08, alterations to signals and points, pages 813, 814.

WN 31, we 31/7/1908

UDRR engine loads, load of engine G 108 from Heidelberg to Guppy's may be increased by 15 tons to 180 tons.

Bridgetown, 10/7/08, 2 point indicators in use at Donnybrook end of yard.

Collie, 13/7/08, 5 point indicators in use.

Clackline - Spencer's Brook duplication, 28/7/08, opened; Mokine closed as ES station and signal box, officer in charge and night officer removed, up side of new platform not complete, so up pass trains must stop between old and new platforms, up signals worked from small interlocking frame with Annett's lock to cover siding; Winters Block used, single section, pages

833 - 835.

Belmont branch, 23/7/08, double line working resumed.

8½ Mile Block Cabin, 28/7/08, signals marked not in use and removed to new station at West Subiaco.

Busselton, 14/7/08, point indicator provided.

Williams, 15/7/08, two point indicators provided.

Katanning, 17/7/08, two point indicators provided.

WN 32, we 7/8/1908

Wonnerup, telephone provided.

Malcolm, point indicator provided.

WN 33, we 14/8/1908

West Subiaco, new station, ufn trains not to stop here.

130¾ miles (telephone post 401) Collie branch, 4 and 7 mixed stop for school children.

WN 34, we 21/8/1908

Rolling Stock Alterations, July 1908, Locomotives – Nil.

55 Mile public siding NR, 1/9/08, renamed Kockatea.

Mokine, platform completed, may be used by up and down trains.

WN 35, we 28/8/1908

205 ¾ Mile siding GSR, 11 and 2 stop for school children attending Popanyinning school.

Coolgardie - Widgemooltha, load table

published for A, G and O, page 920.

Waroona, 25/8/09, present interlocking arrangement removed, up and down homes converted to single arms, apply to main only, facing point detectors fitted.

Boondi, 19/8/08, staff locked.

Nallan, add Murchison Firewood Co, length 15m.

York, 24/8/08, up distant from Albany, replaced by bracket signal applying from Albany and Greenhills.

WN 36, we 4/9/1908

Jarrahwood, reference in dealing with sections for railway motor cars to section from Jarrahwood to Millbrook and Nannup, page 955.

West Subiaco, 1/9/08, 8m 17ch, opened as coaching station and trains to stop, no siding, no crossover road, up and down home distant and starting signals provided, opened as block signal box on special occasions.

Karrakatta, 1/9/08, present up distant removed, replaced by bottom arm on West subiaco down distant.

WN 37, we 11/9/1908

Visit of American Fleet to Albany, 9/1908, special services run, to handle working, Highbury, Lime Lake, Kendenup and Hay River Road opened as staff and crossing stations, ES extended to Wagin, pages 967 - 974.

Claremont Subway, 6/9/08, temporary signal box closed, lines and normal working restored.

WN 38, we 18/9/1908

North Fremantle, 14/9/08, alteration to signals, page 1018.

Yangebupp, 14/9/08, 8m 75ch, renamed Jandakot.

Jandakot, 14/9/08, 15m 14ch, renamed East Jandakot.

WN 39, we 25/9/1908

Rolling Stock Alterations, August 1908, Locomotives – Nil.

East Jandakot School, from now, all trains stop opposite here for passengers.

Pages 1033, 1034 damaged.

Kurrawang, W.A. Goldfields Firewood Supply Co, length reduced to 62 mile.

Preston Valley line, telephones installed at No 2 Siding (Ferguson's), No 4 Siding (Millar's), Preston (Sexton & Drysdale), Preston (Executive Engineer).

WN 40, we 2/10/1908

*** Wrong (1906) WN bound in volume

WN 41, we 9/10/1908

Buckingham Bros siding, 52m 70ch, consignments up to 10cwt can be accepted for Buckingham Bros and put out at siding.

WN 42, we 16/10/1908

Rolling Stock Alterations, September 1908, Locomotives – Nil.

Brown Hill line, engine loads, page 1111.

Nannine, 3 point indicators fitted.

Northampton, 1 point indicator fitted.

Parkerville, 5/10/08, signal and point rearrangements.

Northam, 18/10/08, Boxes A and B replaced by new signal box.

Bayswater, 14/10/08, down distant replaced by bracket distant 5 yds nearer home.

WN 43, we 23/10/1908

Karping, 146m 0ch, public siding put in, trains stop for school children and public.

Spring Hill, 30/10/08, catch points on siding removed to 15ft centres.

WN 44, we 30/10/1908

Newcastle, 12/10/08, 2 point indicators provided.

WN 45, we 6/11/1908

132m 5ch, near Quairading, 31/10-4/11/08, putting in engine pit.

Yarloop, Millars K&J Co, line extended to Nanga Brook, now 28m long.

B. Scahill's private siding, Widgemoolltha branch, fit for traffic, 375m 40ch from Fremantle.

WN 46, we 13/11/1908

No 2 Dead End, 9/11/08, opened as temporary staff station for the day for Kalamunnda Show service.

Karrijine Ballast Pit, E, F, R engines must not run further than first 12 chains from main, all others may run to pit.

Bayswater, 3/11/08, ground frame at west end removed, points worked from it connected to signal box; also home and distant signals have been connected to small frames on platform, etc, for signal box to be

switched out on Sundays.

Crooked Brook, siding removed to 130m 65ch from Fremantle.

WN 47, we 20/11/1908

Rolling Stock Alterations, October 1908, Locomotives – Nil.

Rocky Bay sidings, catch points put in at entrance to Messr's Briggs & Rowland's siding.

WN 48, we 27/11/1908

184 Mile (about) EGR, 99 stops when required to set down school children.

WN 49, we 4/12/1908

Page 1369 damaged.

Buckingham Bros siding, pass and mixed to stop as required.

WN 50, we 11/12/1908

Lennonville, ufn, will be S&T and crossing station.

Preston Valley section, sidings renamed; No 1 to Queenwood, No 2 to Lowden, No 3 to Yabberupp, No 4 to Mummballupp, No 5 (previously known as Preston Valley) to Noggerupp.

Mokine, telephone has been installed.

Boulder City, when signal box switched out up and down home and distant worked from levers on platform.

Golden Gate, when signal box switched out up and down home and distant worked from levers on platform.

List of stockyards and livestock races, (note 2 M Cattle Yards and 261 Mile Cattle Yards on NR), page 1425.

WN 51, we 18/12/1908

Rolling Stock Alterations, November 1908,
Locomotives – Nil.

Kurramia, Westralia Timber and Firewood
Co line, length now 39m 59ch.

Lakeside, Kalgoorlie and Boulder Firewood
Co, line reduced to 22m 40ch.

Buckingham Siding, 52m 70ch, goods and
parcels may be accepted.

Coolgardie, 14/12/08, up distant moved in
88 yds.

WN 52, we 25/12/1908

Nil of interest.

WN 53, we 1/1/1909

Kulbin, 1/1/09, renamed Tarwonga.

WEEKLY NOTICES - 1909

WN 1, we 8/1/1909

Nil of interest.

WN 2, we 15/1/1909

Preston Valley line, private siding at 154m 10ch, previously known as Ferguson's has been leased to Swan Saw Milling Co, private line about 1 mile in length.

Kockatea, mileage is 54m 77ch from Geraldton.

WN 3, we 22/1/1909

Rolling Stock Alterations, December 1908, Locomotives – Nil.

Kockatea is only a stopping place, no siding.

WN 4, we 29/1/1909

Nil of interest.

WN 5, we 5/2/1909

Lennonville, 1/2/09, closed as booking and S&T station, section now Mt. Magnet - Day Dawn.

Eradu, 1/2/09, opened as S&T station, splitting Crowther - Mullewa section.

East Guildford, 27/1/09, up starter replaced with one with repeating arms to show over and under bridge.

WN 6, we 12/2/1909

132 Mile MR, new siding, now open.

GSR, 11/2/09, ES extended through Wagin - Woodanilling - Katanning sections.

WN 7, we 19/2/1909

Rolling Stock Alterations, January 1909, Locomotives – Nil.

Narrogin - Wickepin, 16/2/09, opened, approx 27m, sidings and rate ex Fremantle, No 1 Siding 181, No 2 Siding 188, No 3 Siding 192, Yarling 201, engine loads (G,C,O,T) page 162, junction is approx 70 chains from Narrogin station, trains to be accompanied by traffic employee and use N. - Barton ES between Narrogin and junction, employee to carry staff on foot to or from station as necessary, timetable page 157.

132 Mile (from Midland Junction) MR, siding named Gunyidi.

WN 8, we 26/2/1909

Spencer's Brook, 20/2/09, down starter from No 1 platform removed and replaced with new starting signals on half bracket on platform.

Cottesloe Beach, 22/2/09, up and down starters removed from down and up home posts resp., and put on separate posts.

WN 9, we 5/3/1909

Argyle (Bunning Bros siding), 1/3/09, put in points.

Burke's Siding & Jennacubbine, telephones removed.

Connolly's siding at 354 1/2 mile removed to 389m on Widgemooltha section.

Yarling, 1/3/09, renamed to Wickepin.

WN 10, we 12/3/1909

Noggerupp - Boyup, service commenced 10/3/09, Donnybrook - Boyup timetable, page 225.

Narrogin - Wickepin, engine loads published, for G, C, O, T.

Eradu, 8/3/09, point indicators in use on all facing points.

WN 11, we 19/3/1909

Rolling Stock Alterations, February 1909, Locomotives – Nil.

Burges' Siding, 8/3/09, opened as temporary staff station splitting Spencer's Brook - York section.

Noggerupp - Boyup, 10/3/09, opened, approx 23m 79ch, sidings and rate ex Fremantle are No 1 Siding 177, No 2 Siding 184, Boyup 191, S&T section Donnybrook - Boyup.

WN 12, we 26/3/1909

182 Mile post EGR, 99 stops to set down school children.

Widgemooltha - Norseman, contractors running service on Tu and Fri connecting with govt service, N dep 8am, W dep 3pm.

Burges' Siding, 18/3/09, closed as temporary staff station.

WN 13, we 2/4/1909

Jarrahwood - Nannup, 31/3/09, opened, G class load 110 ton each way, S&T section Wonnerup - Nannup, timetable page 290.

Boyup branch, engine loads for O class 120 ton each way.

Noggerupp - Boyup extension, from 1/4/09, No 1 Siding renamed Wilga, No 2 Siding

renamed Benjinupp.

Tarwonga, 1/4/09, renamed Kulbin.

WN 14, we 9/4/1909

Jarrahwood - Nannup, 31/3/09, opened, Nannup rate mileage 193 ex Fremantle, Wonnerup opened as staff station splitting Boyanup - Busselton, unattended, branch section Wonnerup - Nannup.

WN 15, we 16/4/1909

Nil of interest.

WN 16, we 23/4/1909

112 Mile EGR, from 19/4/09, 97 and 2 stop for school children.

WN 17, we 30/4/1909

Rolling Stock Alterations, March 1909, Locomotives – Nil

Pinjarra, 20/4/09, interlocking gear rearranged in conjunction with construction of Marrinup line, signals to/from Marrinup not brought into use ufn.

WN 18, we 7/5/1909

182 and 184 Mile, EGR, No 2 stops for school children.

16m 10ch, SWR, up main, 3/5/09, put in points.

162 mile, MR, temporary siding put in, open for traffic.

WN 19, we 14/5/1909

Rolling Stock Alterations, April 1909, Locomotives – Nil.

St John's Brook, mentioned in timetable for conditional trains on Nannup branch (trains

running Busselton to here), separate note - private siding for W.A.Jarrah Sawmills, 183m 5ch ex Fremantle.

Maylands, 10/5/09, up home moved out 120yds and to down side.

Narrogin, temporary junction for Wickepin railway removed.

WN 20, we 21/5/1909

Wickepin line, sidings will be known as; No 1 Siding - Boundain, No 2 Siding - Yilliminning, No 3 Siding - Wardering.

Haydon's Machinery siding, 16m 35ch SWR, on up road, fit for traffic, up home and distant provided, worked from small interlocking frame, controlled by Annett's key.

Cardiff, Collie Timber Co 5m 60ch bush line added.

WN 21, we 28/5/1909

Maylands, 24/5/09, down advance moved out 120yds.

WN 22, we 4/6/1909

R 175, fitted with additional bogie under firebox, reclassified Ra, may run over light rails Beverley to Albany, Clackline - Newcastle, East North - Goomalling, York - Greenhills, Armadale to Bunbury, Busselton and Bridgetown.

Millars K&J private siding, 81m 32ch SWR, Waroona, 31/5/09 agreement cancelled.

WN 23, we 11/6/1909

Beenup, 31/5/09, opened as temporary staff station slitting Armadale - Mundijong, for ballasting Mundijong - Pinjarra, only ballast may cross.

WN 24, we 18/6/1909

Rolling Stock Alterations, May 1909, Locomotives – Nil.

WN 25, we 25/6/1909

112 1/2 mile EGR, 97 and 2 stop here instead of 112 mile for school children.

West Perth, 9/6/09, new down distant in use.

Leederville, 14/6/09, old up distant removed, new one erected 220yds closer to home.

North Fremantle, 17/6/09, signals altered.

Waterloo, 11/6/09, opened as auto ES, splitting Brunswick Junction - Picton Junction.

Nookanellup, 255m 71ch ex Fremantle, public siding, opened.

Webb's Siding, 1/7/09, renamed Hawatharra.

WN 26, we 2/7/1909

Hopetoun - Ravensthorpe, open, approx 34m 18ch, sidings and rate ex Hopetoun - No 1 siding 10, Kundip 20, Desmond 26, Ravensthorpe 34.

WN 27, we 9/7/1909

Jennacubbine, 6/7/09, opened as a temporary staff station, apparently attended during day.

WN 28, we 16/7/1909

Rolling Stock Alterations, June 1909, Locomotives – Nil.

WN 29, we 23/7/1909

Denmark section, rate mileages from 17/7/09, Torbay 348 (no siding), Horton's 350 (no siding), Young's 357 (loop 13.14ch

over points), Hay 363 (loop 12.54ch over points), Denmark 370 (loop 12.64ch over points).

Kockatea, 1/8/09, renamed Tenindewa (apparently some confusion with a pastoral property of same name near Mullewa).

WN 30, we 30/7/1909

Nil of interest.

WN 31, we 6/8/1909

Karrijine, 2/8/09, west end, up, take out points.

Jandakot, 30/7/09, opened as temporary staff station splitting Robb's Jetty - Armadale, attended during the day.

WN 32, we 13/8/1909

Ra class, engine loads published, page 700.

Tambellup, 8&9/8/09, putting in engine pit.

Jennacubbine closed, Rossmore opened, 3/8/09, as temporary S&T stations, unattended nights.

Comet Vale, Myamin, telephones installed.

WN 33, we 20/8/1909

Rolling Stock Alterations, July 1909, Locomotives – Nil.

Welshpool, platform being constructed.

51½ Mile Ballast Pit, 12/8/09, between Serpentine and North Dandalup, opened as temporary auto ES station, attended days.

Boyup branch, renamings; Boyup to Boyup Brook, stopping places (miles from Donnybrook) 2m 56ch to Beelerup, 8m 20ch to Katterup, 16m to Glen Mervyn, 20¼ m to Yowungup.

Jandakot, 12/8/09, closed as temporary staff station.

WN 34, we 27/8/1909

Nil of interest.

WN 35, we 3/9/1909

Runnymede, renamed Gwindinup.

WN 36, we 10/9/1909

Hopetoun line, G class load table, page 787.

Boyup branch, mileages from Fremantle are Beelerup 146m 38ch, Katterup 152m 2ch, Glen Mervyn 159m 62ch, Yowungup 165m 2ch.

Herne Hill siding MR, 5m from Midland Junction, open for traffic.

51½ Mile Ballast Pit, 1/9/09, closed as staff station, section now Serpentine - North Dandalup.

WN 37, we 17/9/1909

Rolling Stock Alterations, August 1909, Locomotives – Nil.

Siding near Clackline, 13/9/09, siding in up road at 61m between Baker's Hill and Clackline ready for use, up home and distant, Annett's Key for small interlocking frame, only shunt during day.

St John's Brook, 6½ m from Jarrahwood, to be treated as regular stopping place (10cwt).

WN 38, we 24/9/1909

Mundaring Weir line, from 13/9/09, opened, approx 4m 64ch, station is Mundaring Weir, rate 38m from Fremantle, No 29 consists of AD and AC, No 33 consists of AD, AC and AF, timetable page 822.

St John's Brook, rate mileage is 183.

Boyup branch, rate ex Fremantle is Beelerup 146, Katterup 152, Glen Mervyn 160, Yowungup 165.

Cattlin, Phillips River Gold & Copper Mining Co's private siding complete and fit for traffic, Xa wagons must not go in for present as bins at mine are foul for them, rate 35 ex Hopetoun.

WN 39, we 1/10/1909

Beelerup shown as 147, Yowungup as 164 in rate book amendments.

Phillips River Gold & Copper Mining Co private siding added 3 miles from Hopetoun.

Scahill's rate is 364, Connolly's rate is 377 in Norseman line.

WN 40, we 8/10/1909

Mundaring Vineyard, weekday trains may stop opposite here (on Weir line) for passengers.

Weir line, passenger load for Qa is 90 tons, high pressure G 75 tons, other G 68 tons.

Robb's Jetty, 4/10/09, up home and distant from Jandakot brought into use, levers at down end of station building.

Kundip, has been moved from 20m 13ch to 21m 20ch ex Hopetoun, now open for traffic.

Munbinia, 4/10/09, opened as unattended staff station, no fixed signals, no point indicators, trains may cross.

WN 41, we 15/10/1909

Rolling Stock Alterations, September 1909, Locomotives – Nil.

Racecourse Crossing, 75 1/2 m, near

Newcastle, 14/10/09, specials stop for race traffic.

Racecourse, 257m 20ch, near Day Dawn, 14/10/09, specials for races, trains propelled when empty to/from Day Dawn.

No 2 Pumping Station, weekday trains may stop on down journey to unload goods.

St John's Brook, 183m 5ch ex Fremantle, renamed Barrabup, 10cwt only (but private siding).

Public Siding, ER, 93m 45 1/2ch via P (95m 5ch via SM), 30/9/09, opened, rate 95.

Tenindewa, siding 54m 64ch ex Geraldton, ready for traffic, rate 55m.

Pieper & Long's siding, mileage is 478m.

WN 42, we 22/10/1909

Somerville, 16/10/09, specials run for races here, between Kalgoorlie and Kurrawang, specials had been run to here on other occasions as well.

South Beach, 14 and 77 stop for school children here, opposite new platform site.

Weir line, reference to Port, Honey & Co siding, and haulage from here to Weir.

Private Co bush lines, list, page 926.

Weir line, loads for N class between Mundaring and first landing added.

93m 45 1/2 ch Public siding, rate mileage is 94m, not 95.

Beverley, 16/10/09, Up home replaced by new one 80yds from level crossing.

North Dandalup, 20/10/09, night officer withdrawn.

Black Range Railway, consignments may be accepted for Paynesville via Railway

Construction Branch at Mt Magnet.

WN 43, we 29/10/1909

Cuming, Smith's Siding, 18/10/09, ready, trailing points in down road at 18m 39ch, between Bayswater and Guildford, about 12ch in length, no buffer stops as being extended, controlled by Annett's Key, down home and distant provided.

WN 44, we 5/11/1909

Widgemooltha - Norseman, 1/11/09, opened, to start service, engine van and guard to leave Kalgoorlie Saturday 30/10/09 for Norseman, note that new section is one S&T section, but that Matta and Merrigig are both S&T stations on Cool. - Widge. section, timetable page 976.

Bush lines, Westralia F/W Co line now 47 1/2 m, Kalg. & Boulder F/W line is 29 1/2 m, W.A.Goldfields F/W line is 77 1/2 m, Millars K&J ex Yarloop has three mills - Hoffman's (9m), Waterous (12m) and Nanga Brook (28m).

Coolup, 1/11/09, officer in charge withdrawn, closed as a booking station, now auto ES.

WN 45, we 12/11/1909

Eastwood, 8&9/11/09, putting in points.

Norseman line, 1/11/09, Matta and Merrigig opened as S&T stations splitting Coolgardie - Widgiemooltha (sic) section, also Widgiemooltha - Norseman added as S&T; rate mileages are Burbanks 370, Londonderry 373, Matta 391, Merrigig 402, Widgiemooltha 415, Higginsville 435, Rungine 462, Norseman 471.

8¾ Mile Block Signal Cabin, between West Subiaco and Subiaco, opened on special occasions only, no siding accommodation and no crossovers, no fixed signals, four

flagmen provided when required.

WN 46, we 19/11/1909

Rolling Stock Alterations, October 1909, Locomotives – Nil.

19m 5ch SWR, 13/11/09, putting in points.

231 1/2 Mile NR (Allen's Siding) renamed Wandarri.

Mullewa, 18/11/09, down and up home and distant signals provided, interlocked levers on platform, detectors on facing points, point indicators will be removed.

WN 47, we 26/11/1909

Tenindewa, 23/11/09, public siding fitted with staff lock.

Waterloo, point indicators fitted.

WN 48, we 3/12/1909

Northampton line, deviation works between White Peak and Bowes, blasting being carried out.

Dowerin, 1/12/09, opened as goods and coaching station, with officer in charge.

WN 49, we 10/12/1909

3m 30ch from Norseman, trains stop for mails.

Norseman line, engine loads for O and G, engines run tender first Widgemooltha to Norseman, triangle being provided at N.

WN 50, we 17/12/1909

Rolling Stock Alterations, November 1909, Locomotives – Nil.

Bridgetown Branch - mileages printed, page 1111.

Popanyinning, 7/12/09, opened as auto ES station, splitting Pingelly - Cuballing, from 14/12/09 porter supplied during day.

Gilgering, 4/12/09, opened as auto ES station, splitting York - Beverley, unattended, from 11/12/09, only ballast may cross.

Mt Magnet, 6/12/09, up main home and distant provided, levers fixed on platform, detector locks on up facing points, point indicators removed,

Beverley, up facing points staff locked.

Point indicators fitted at Popanyinning, Mt Kokeby, Burges' Siding, Burke's Siding, Jennacubbine, Goomalling, also on up facing points at Newcastle.

Dalebridge, home and distant signals removed.

WN 51, we 24/12/1909

Collie - Lunenberg, strengthening bridges

complete, any class may run.

Brunswick - Bunbury, heavy engines may run, bridge at 3m 58ch is suitable for E class at 10mph.

Mt Kokeby, 15/12/09, opened as unattended ES station.

Burges' Siding, 15/12/09, opened as unattended ES station.

Popanyinning, will remain unattended ufn.

WN 52, we 31/12/1909

Eastwood public siding, complete and fit for traffic, staff locked.

Jennacubbine, 20/12/09, opened as unattended ES station.

Burke's Siding, 20/12/09, opened as unattended ES station.

Noggerupp, 29/12/09, opened as unattended S&T station splitting Donnybrook - Boyup Brook.

WEEKLY NOTICES - 1910

WN 1, we 7/1/1910

Newcastle - Bolgart extension, 5/1/10, taken over by department, trains run as per WTT.

WN 2, we 14/1/1910

Popanyinning, Barton, from 7/1/10, porters in charge provided.

Newcastle - Bolgart extension, 5/1/10, district railway taken over, S&T section N - B, Bolgart unattended, rate ex Perth are Coondle 72, Culham 78, Bejoording 81, Wattening 86, Bolgart 89, engine load table for O and G page 42.

Baandee, telephone will be provided.

WN 3, we 21/1/1910

Bedlington's Siding, reference to train supplying empties to this siding on Collie branch.

WN 4, we 28/1/1910

Rolling Stock Alterations, December 1909, Locomotives – Nil.

93m 45ch Public Siding (between Dale Bridge and Edwards' Crossing), from now pass and mixed stop when required for passengers.

Gilgering, new crossing loop has been provided.

WN 5, we 4/2/1910

Brunswick - Lunenberg, all classes of engine may now run.

WN 6, we 11/2/1910

No 1 Siding Hopetoun Railway, renamed Kuliba.

WN 7, we 18/2/1910

Rolling Stock Alterations, January 1910, Locomotives – Nil.

Quilergupp Siding, 162m 7ch from Perth, Mixed trains will stop when required for passengers of goods, rate 162 (just opened).

Katanning, 15/2/10, up home and distant (from Albany) replaced by right arm on bracket signals.

WN 8, we 25/2/1910

Honey's Siding, reference to this in load of Qa engines on Zig-zag from Passenger Siding to Honey's Siding.

Eca engines, loads published for Beverley to Albany.

Private company lines, add (accounting station), Swan Saw Milling (Donnybrook, Boyup Branch) 1m, W.A. Jarrah Sawmills (Boyanup, Nannup branch) 7m, Collie Timber Co (Bunning Bros) (Collie) 6m, South West Timber Hewers' Ass (Collie) 9m.

WN 9, we 4/3/1910

Marrinup branch, 28/2/10, opened, approx 15m 9ch, rate ex Perth No 1 Siding 60m, No 2 Siding 66m, Marrinup 69m, loads given for G, J and Qa classes S&T (S only), timetable page 193.

4 Mile Northampton line, referred to as

Burges Siding in engine loads from here to Geraldton.

13m 54ch (between Fremantle and Robbs' Jetty), 27/2/10, slewing line over to new platform (South Beach?).

Bellevue, 28/2/10, up advanced starter moved from up to down side of line.

Pinjarra Junction, 28/2/10, signals to and from Marrinup line brought into use.

WN 10, we 11/3/1910

Boyup Brook branch, changed timetable, page 222.

Newcastle - Bolgart, A, B, C, G, J, O, P, Q, Qa and T may run.

WN 11, we 18/3/1910

Rolling Stock Alterations, February 1910, Locomotives – Nil.

WN 12, we 25/3/1910

Yerbillon, GWS shelter shed at Yerbillon has been shifted to 209 1/2 m from Fremantle, and trains having stores etc for No 5 Pumping Station should stop there.

19 1/2 Mile Nannup branch, reference to this as new siding in load table for this branch, also reference to 17 Mile and 18 1/2 Mile.

Kellerberrin, 20-27/3/10, opposite 25000 gallon water tank, put in engine pit.

WN 13, we 1/4/1910

Racecourse near Day Dawn, reference to being at 257m 20ch.

pages 327, 328 damaged.

Ec rebalanced engines may now run between Narrogin and Wagin.

Cold and Wet (stopping place 9³/₄ m from Torbay Junction) renamed to Martiupp.

Lakeside, Kalgoorlie & Boulder F/W Co line now 36m 57ch.

WN 14, we 8/4/1910

82m 10ch public siding GSR, from 4/4/10, all pass and mxd stop when required.

Burges' Siding, all livestock wagons to be placed at stock yard instead of ordinary siding.

Kurramia, Westralia Timber and F/W line, length now 48m 60ch.

Kurrawang, W.A. Goldfields Supply Co line, length now 68m.

WN 15, we 15/4/1910

page 357 - 360 damaged.

Barton, 11/4/10, porter in charge withdrawn.

Broomehill, 12/4/10, up and down home and distant provided, interlocked levers on platform, detectors on facing points, point indicators removed.

WN 16, we 22/4/1910

Rolling Stock Alterations, March 1910, Locomotives – Nil.

page 379, 380 damaged.

Gilgering, Mt Kokeby, 13/4/10, closed as temporary ES, sections now York - Beverley - Brookton.

WN 17, we 29/4/1910

West Guildford, reference to certain trains stopping here for workmen, 22/4/10, temporary connection to siding taken out and new connection at down end of platform connected up, present apparatus moved to

suit, signals remain as at present.

Wongong, currently taking out siding and relaying 30 ch nearer to Perth.

Torbay Junction, 23/4/10, up home from Denmark moved 20 yds outside facing points, fixed up distant (from Denmark?) provided.

WN 18, we 6/5/1910

West Guildford, from 2/5/10, all pass (express exc.) stop here, new station, rate 7m from Perth, day and night SM, home and distant signals on down provided, signal box and further signals to come into use later, no public siding.

Crowther, 1/5/10, renamed to Narngulu.

Burke's Siding and Jennacubbine, 4/5/10, closed as ES stations and through section East Northam - Goomalling opened.

WN 19, we 13/5/1910

pages 431, 432 damaged.

Honey's Siding (Weir line), engines may now enter this siding.

Wongong, siding has been moved, rate mileage now 21.

West Guildford, 7/5/10, up home and distant provided, all signals now worked from frame on platform close to footbridge.

WN 20, we 20/5/1910

Rolling Stock Alterations, April 1910, Locomotives – Nil.

61 Mile Post Marrinup branch, from 16/5/10, 1&2 stop for pass parcels and goods.

Mundaring, 19/5/10, up home and distant from Weir line provided, facing point

detector, can only lower for platform road, new pattern point indicator provided on points from platform road to Weir line.

WN 21, we 27/5/1910

Munbinia, 23/5/10, closed as staff station, section now Yalgoo - Mt Magnet, may still be used for intermediate crossings.

Hay River Road, renamed Narrikup.

WN 22, we 3/6/1910

3 Mile Siding, Hopetown railway, reference in new fares being approved.

WN 23, we 10/6/1910

Karping, re WN43/08, in future actual mileage is 135m 66ch 7links, from Perth, rate 136.

WN 24, we 17/6/1910

Rolling Stock Alterations, May 1910, Locomotives – Nil.

Burke's Siding and Jennacubbine, 14/6/10, opened as unattended auto ES stations, splitting East Northam - Goomalling section.

WN 25, we 24/6/1910

West Guildford, 22/6/10, new signalling and interlocking brought into use, no details given except that down starter has only one of two co-acting arms at present, and reference to main crossover.

Burbanks, shelter shed provided.

WN 26, we 1/7/1910

Newcastle, 1/7/10, renamed Toodyay.

Popanyinning, 1/7/10, opened as booking station with SM.

19 Mile, instructions deleted, will not be re-opened because of West Guildford.

Three Springs MR, 1/7/10, opened as accounting station.

WN 27, we 8/7/1910

Kirupp, add Millars' K&J private line, length 1m.

WN 28, we 15/7/1910

Marrinup line extension, 1/7/10, extension of approx 2m 9ch opened, terminus rate mileage is 71 ex Perth.

WN 29, we 22/7/1910

Rolling Stock Alterations, June 1910, Locomotives – Nil.

Black Range Railway, 17/7/10, special train Mt Magnet to Narngulu and Walkaway (for MR) connecting at Mt Magnet with PWD special ex Sandstone for official opening.

Pinjarra - Marrinup section, siding put in for Millars' K&J 66m from Perth.

WN 30, we 29/7/1910

York, scotch block fixed on Goods shed road, Perth end.

Public Siding, 3m 53 1/2 ch Northampton line, complete, rate 4m ex Geraldton.

Donnybrook - Kirupp, ES replaces S&T.

WN 31, we 5/8/1910

Marrinup line, sidings renamed: No 1 Siding (60m) to Meelon, No 2 Siding (66m) to Marrinup, Marrinup (69m) to Dwellingup.

Lakeside, Kalgoorlie & Boulder F/W Co line, length now 36m 54ch.

Jandakot, 25/7/10, opened as S&T station splitting Robb's Jetty - Armadale, unattended nights, point indicators fitted on loop.

Rocky Bay line, 25/7/10, present system of running replaced by S&T (S only) from North Fremantle to Mt Lyell Works; from there to terminus at Harbour Works Quarry, worked under ordinary siding conditions, until additional accomodation provided at Mt Lyell and Quarry, trucks may be propelled to Quarry.

Jandakot closed, 16 Mile Ballast Pit opened, 26/7/10, as S&T station, unattended nights, only ballast may cross, points facing down traffic, point indicator fitted, 16 Mile is about 1m from Robb's Jetty.

WN 32, we 12/8/1910

Black Range Railway, 1/8/10, opened, rate mileages (ex Perth, Geraldton) Paynesville (549, 259), Anketell (571, 281), Sandstone (599, 309), S&T MM - S, engine loads for G, O, C classes, timetable page 699.

Eastwood, public siding exists, truck loads may be accepted.

Dedari, closed as a public siding and stopping place, trains booked to stop now stop at No 8 Pumping Station.

WN 33, we 19/8/1910

Rolling Stock Alterations, July 1910, Locomotives – Nil.

Nannine - Meekatharra, 11/8/10, opened, rate (ex Perth, Geraldton), Yaloginda (616, 326), Meekatharra (624, 334), S&T N - M, engine loads for G, O, C classes (separate note - only A, B, G, J and O may run), timetable page 720.

Goomalling, ref to Contractors temporary siding for Wongan Hills line, 10ch outside

station yard.

Burekupp, public siding has been opened, 103m 18ch, rate 103.

Buckingham Bros Siding, 40m 78ch, made into a public stopping place for pass and mixed trains, rate 41m (pass and parcels traffic).

58 Mile 2 Chain Ballast Pit (Toodyay branch), points at each end spiked and locked.

WN 34, we 26/8/1910

Meekatharra line, 21/8/10, official opening, Ministerial special to run from Meekatharra to Walkaway, connecting with MR special; Commissioners inspection tour on Sandstone branch same day, and running to Meekatharra on 22/8/10.

Boya Siding, unfit for traffic, not to be used ufn.

Leederville, 23/8/10, down advanced starter provided.

Kalgoorlie, electrical locking introduced between A and B boxes, instructions and information page 751.

6½ Mile Block Box, new box is being built on down side of line and signals are being rearranged, 20/8/10 signals marked out of use.

WN 35, we 2/9/1910

Muchea, 1/9/10, opened as Goods and Coaching station.

Hicks' Siding, 1/9/10, renamed to Gwambygine.

93m 45 1/2ch Public siding, re WN41/09, is between York and Beverley, mileage is 82m 10ch 84l from Perth, rate 82, from 1/9/10 renamed to Qualen.

Goomalling, points put in about 10ch East of here for Goomalling to Wongan Hills railway, locked and spiked for main line.

WN 36, we 9/9/1910

Ubini, 6/9/10, ref in Breaking road notices to "putting in connection"?

Burke's Siding, 1500ft crossing loop (over points) put in.

Claremont, 5/9/10, signals rearranged, no details.

Maddington, slip rails provided across branch line just clear of main line points, guards to remove to allow train to pass and then replace again, signalman to attend to them on race days.

Wonnerup, 5-7/9/10, alterations being made to sidings.

North Mole, signal box moved about 150myds nearer North Fremantle.

WN 37, we 16/9/1910

Rolling Stock Alterations, August 1910, Locomotives – Nil.

3 Mile 53 1/2 Ch Public siding Northampton line renamed Waggrakine.

Rocky Bay line, staff section modified to extend from No 9 points at North Fremantle to scotch block about 90yds distant from first set of facing points at Mt Lyell works.

Subiaco, 13/9/10, additional disc signals.

WN 38, we 23/9/1910

Nil of interest.

WN 39, we 30/9/1910

Jennacubbine, crossing loop 1500ft over points provided.

Ubini, the siding has been connected up and leased to W.T.Eddy, rate mileage 339 from Perth.

WN 40, we 7/10/1910

Upper Chapman railway, 1/10/10, opened, S&T Wokarina - Naraling, rates (ex Perth, Geraldton) Wokarina (314, 8), Yetna (322, 16), Mount Erin (327, 21), Nabawa (331, 25), Dindiloa (336, 30), Naraling (340, 34), engine loads for A, G, O, C classes, timetable page 864.

Water Hall siding renamed Bushmead.

WN 41, we 14/10/1910

Chapman line, 8/10/10, official opening special (some coaches from Perth via MR), normal service suspended.

Kalamunnda, point indicators fitted to facing points.

Karrakatta, 8/10/10, up and down advanced starting signals out of use and removed.

Statham's Siding, scotch block provided on shunting neck adjoining siding, wagons can be secured on siding while running second trip to crushers.

WN 42, we 21/10/1910

List of ES locked sidings, page 923.

List of Annett's key locked sidings, page 924.

WN 43, we 28/10/1910

Rolling Stock Alterations, September 1910, Locomotives – Nil.

Loch Street Signal Box, between Karrakatta and Claremont, will be brought into use as may be necessary, down and up home and distant provided.

Lawler Street Signal Box, between Subiaco and West Subiaco, will be brought into use as may be necessary, down and up home and distant provided.

Merredin, temporary connection put in at west end of station to connect Dowerin line extension with Merredin yard.

Naming of Block Signal Boxes - Lawler Street (up side of line between Subiaco and West Subiaco, 3m 0ch 81l from Perth), Loch Street (down side of line between Claremont and Karrakatta, 5m 16ch from Perth), Buckland Hill (down side of line between North Fremantle and Cottesloe Beach, 9m 8ch 27l).

Subiaco - Claremont, 16/10/10, Lock and Block extended to this section.

8¾ Mile Cabin has been renamed to Lawler Street Signal Box.

6½ Mile Cabin has been renamed to Loch Street Signal Box.

Guppy's Siding, lease to W.F.Guppy cancelled.

WN 44, we 4/11/1910

Katanning, 7-26/11/10, putting in engine pit, down platform road.

Claremont, 27/10/10, new crossover road between up and down mains west end added, and other point numbering rearranged.

Buckland Hill Signal Box, 28/10/10, opened, up and down home and distant provided, switched in as per WTT.

Gosnells, 1/11/10, opened as a goods and coaching booking station, with SM, unattended nights.

WN 45, we 11/11/1910

Perth Box B, 1/11/10, some minor signal rearrangements.

Gosnells, owing to station buildings not being ready, opening postponed to 1/12/10.

WN 46, we 18/11/1910

Rolling Stock Alterations, October 1910, Locomotives – Nil.

Broome Hill to Cranbrook, ES extended.

WN 47, we 25/11/1910

UDRR Canning Mills extension, 17/11/10, opened, about 3m 46ch, timetable page 1063.

Nothampton line, class G may now run.

Dowerin - Merredin, by 31/10/10, 32m constructed, contractors Messrs Atkinson & Finlayson hauling goods for public from Dowerin.

Nallan, Murchison F/W Co line, length now 27m 45ch.

WN 48, we 2/12/1910

Rate mileages - alter to Bulading 157, Darkan 165, Dumberning 209 (CR).

WN 49, we 9/12/1910

Collie, catchpoints on West Collie line, and points leading to loco have been fitted with Annett's Lock.

Kurramia, telephone provided.

WN 50, we 16/12/1910

Rolling Stock Alterations, November 1910, Locomotives – Nil.

Southern Cross, temporary connection for

Bullfinch railway for PWD is fit for traffic.

Public siding 6m 74ch from Torbay Junction on Denmark branch named Kronkupp.

239m 3ch public siding Sandstone branch, named Warrambu, rate 239m ex Geraldton.

Wickepin, 15/12/10, opened as booking station, SM in charge.

Katanning, from 12/12/10, building engine pits on main line, all trains hand signalled through back platform road.

WN 51, we 23/12/1910

Dumbleyung branch, 23/12/10, timetable page 1144.

Dumbleyung, 19/12/10, opened as booking station, SM in charge.

Boya Quarry siding, fit for traffic to old crusher, taken over by PWD again.

Quairading, 19/12/10, opened as booking station, SM in charge.

Dardanup, Millars K&J bush line, length now 24m 73ch.

Yarloop, Millars K&J bush line, length to Nanga Brook now 28m 3 1/2 ch, all other spurs under 25m.

WN 52, fe 6/1/1911

Midland Junction - Northam goods service, amended timetable page 1201.

Mundijong, Millars K&J bush line, length now 23m 79ch.

UDRR extension to Canning Mills has been opened, about 3m 43ch, rate mileage Canning Mills 30m ex Perth.

Gosnells, 23/12/10, opened as a block signal box, no crossover road provided, generally

switched in instead of Maddington.

WEEKLY NOTICES - 1911

WN 1, we 13/1/1911

Black Range railway, from 16/1/11, extra train to run.

Mundaring Weir line, add Weir siding No 1, rate 26m and No 2 Pumping Station, Siding No 2, rate 25m, both for GWS (Merchandise Rate Book).

Greenbushes, Timber Corp bush line length now 10m 7 1/2 ch to end longest spur.

Namban (MR), siding rate 116 ex Midland Junction now opened.

WN 2, we 20/1/1911

Rolling Stock Alterations, December 1910, Locomotives – Nil.

Siding at 61 mile between Baker's Hill and Clackline (re WN37/09), is open for departmental traffic only.

Narrogin, 16/1/11, up home brackets from Collie and Albany replaced by up home signal from Collie, and up home from Albany will be left arm on bracket signal clear of Wickepin facing points, 18/1/11, down starter from main line replaced by right arm of bracket at same place, other bracket arms brought into use later.

WN 3, we 27/1/1911

Boyup, contractors for Boyup Extension (Messrs Vincent Bros) have put in siding near Boyup.

Baker's Hill, NSM appointed.

Gilgering, 18/1/11, opened as auto ES station splitting York - Beverley section.

WN 4, we 3/2/1911

Holyoake, from 1/2/11, S W Timber Hewers bush line, situated at 70m 67ch from Perth and approx 3m in length.

192 Mile public siding (MR), from Midland Junction, opened temporarily.

Darkan, 1/2/11, opened as booking and S&T station, with SM, splitting East Collie - Williams.

East Collie, 1/2/11, Collie Proprietary Coal Co siding at 126m 50ch named East Collie, opened as unattended S&T station, splitting Collie - Williams section.

Burekupp, siding put in for Timber Corporation.

WN 5, we 10/2/1911

Black Range branch, all mixed to stop at least 10 minutes at Paynesville for refreshments.

Bungulla (28/1/11), Waeel (31/1/11), Wyola (2/2/11), Meenaar (3/2/11), opened as auto ES stations splitting Tammin - Kellerberrin, Meckering - Cunderdin, Cunderdin - Tammin and Grass Valley - Meckering sections.

WN 6, we 17/2/1911

Rolling Stock Alterations, January 1911, Locomotives – Nil.

Dowerin - Korrelocking extension, 6/2/11, opened, rate ex Perth Ejanding 119, Nenin 125, Wyalcatchem 132, Benjabbering 139, Korrelocking 146, (note B spelt both Benjabbering and Benjaberring), S&T D - K, only G, J, O classes, timetable page 136.

Fremantle - Midland Junction goods service, timetable page 138.

East Collie, not opened as S&T on 1/2/11, section made Collie - Darkan instead.

Coolgardie, Brick Coy siding lease cancelled.

WN 7, we 24/2/1911

Korrelocking railway, new list of stations and rate mileages substituted: Ejanding 119, Minnivale 125, Benjaberring (sic) 132, Wyalcatchem 139, Korrelocking 146.

Marrinup line, 13/2/11, S&T section Pinjarra - Dwellingup closed, and sections Pinjarra - Marrinup - Holyoake opened, M and H both unattended, crossings at Holyoake prohibited, trains may run in daylight only.

Departmental siding between Baker's Hill and Clackline, Messrs Plewright & Mann permitted to load departmental and other traffic at this siding.

Wonnerup Junction, new crossover from Nannup branch to main line brought into use, point indicators provided on various points.

WN 8, we 3/3/1911

Electric Staffs, present type being discarded and new types being issued with standard heads, number and name stamped on top of head (1 to 4 rings for blue, red, green and white).

Goomalling - Dowerin, S&T withdrawn, replaced by ES.

WN 9, we 10/3/1911

New Quarry, 15m 50ch Jandakot line, reference to a ballast train running from here to South Beach with stone for sea wall.

Southern Cross - Bullfinch, PWD are carrying goods for the public, line 23m in length, trains run Tu, Th, Sat, SC dep 6.30am, B arr 8am, B dep 5.30pm same day.

Waeel, Wyola, 6/3/11, closed as ES stations, sections now Meckering - Cunderdin - Tammin.

Bungulla, Meenaar, from 6/3/11, attended day and night.

Kurrawang, W.A. Goldfields F/W Supply line length now 77m 42ch.

16 Mile Ballast Pit, 27/2/11, opened as S&T station splitting Robb's Jetty - Armadale section, unattended nights, points facing down trains, point indicator on points, only ballast may cross, approx 1m from Robb's Jetty.

WN 10, we 17/3/1911

Rolling Stock Alterations, February 1911, Locomotives - Nil.

Kurramia, Westralia Timber and F/W line length now 52 3/4 miles.

Karalee, 12-19/3/11, putting in engine pit.

Premier Coal Co siding, put in at 132m 45ch from Perth in Collie - Narrogin section.

Gundaring, additional loop complete and fit for traffic.

Lakeside, Kalgoorlie and Boulder F/W line length now 40m 72ch.

WN 11, we 24/3/1911

Kamballie - Lakeside, all classes may run.

Worsley, Millar's K&J, east side line now 13m 2ch, west side 1m 75ch.

WN 12, we 31/3/1911

Boyup Brook, 1/4/11, opened as booking station, SM in charge.

WN 13, we 7/4/1911

Wagin, 24/3/11, up and down main line home and distant and down starter main to main provided.

Katanning, 24/3/11, up and down main line home and distant, up branch home and distant, down main and branch starting signals provided, homes and starters provided with facing point detectors.

Arrino (MR), 1/4/11, opened as booking station.

WN 14, we 14/4/1911

North Fremantle, 2/4/11, rearranging points and signals as per diagram 10642b.

North Mole line, 3/4/11, traffic between North Fremantle and the junction of the North Mole wharf will be diverted to the new line which passes through the sleepered cutting, also has reference to the new marshalling yard on left side proceeding to the North Mole.

Premier Coal Co siding at 132m 45ch Collie - Narrogin line, renamed to Binelaking, rate 133, on date to be notified opened as a S&T station splitting Collie - Darkan, unattended, crossings not permitted.

WN 15, we 21/4/1911

Rolling Stock Alterations, March 1911, Locomotives – Nil.

Mundaring Weir, GWS will obtain stone adjacent to zig-zag line and trolley it along the last spur of the zig-zag to dump it near the coal siding, only done on days train does not run.

WN 16, we 28/4/1911

170 Mile EGR, 90 and 3 stop for school children.

Ballast Pit, 19/4/11, opened as S&T station splitting Marrinup - Holyoake section, only ballast may cross, porters stationed at Marrinup and Ballast Pit.

WN 17, we 5/5/1911

Wilgarrup (sic), telephone installed.

Binelaking, 132m 45ch, now public stopping place, 10cwt, no public siding.

Korrelocking, telephone installed.

WN 18, we 12/5/1911

Ubini, lease of siding transferred from W.T.Eddy to J.Dempsey.

WN 19, we 19/5/1911

Rolling Stock Alterations, April 1911, Locomotives – Nil.

61 Mile near Mullewa, various trains to stop for school children.

Burlong, no longer to be treated as stopping place, delete from rate books and timetables.

Sand Pit, 8/5/11, opened as S&T station splitting Pinjarra - Marrinup section, only ballast may cross, porter in charge.

Pinjarra, 14/5/11, down outer home provided and down distant moved further out.

Chandalla (MR), mileage altered to 27m ex Midland Junction.

Binelaking, telephone provided.

WN 20, we 26/5/1911

Chandalla (MR), mileage altered to 37m from Midland Junction.

Wokalup, Millar's K&J bush line, length now 25m 29ch.

Canegrass and Jessop's Well, telephones provided.

Northam, 20&21/5/11, replacing set of points by double compound.

WN 21, we 2/6/1911

Kalgoorlie, reference to work on extending Explosives siding to Abattoirs.

Carrabin, telephone installed.

Armadale, 27/5/11, lift signal box 12 inches.

WN 22, we 9/6/1911

Burekupp, catch points provided on loop and Timber Corporation siding, ES locked.

Kirupp, Millar's K&J line now 13m 10ch long.

Barrabupp, W.A.Jarrah Sawmills line length now 9m.

61 Mile Post Marrinup line renamed to Brookdale.

Guppy's siding, re WN43/10, has again been leased to Mr Guppy.

Ubini, lease transferred from Mr J.Dempsey to Mr J.D.W.Guild.

WN 23, we 16/6/1911

Rolling Stock Alterations, May 1911, Locomotives – Nil.

64½ Miles (Burlong), 8B & 2 stop for school children.

WN 24, we 23/6/1911

Wilgarup branch, first section from Bridgetown to the terminus, opened 14/6/11, approx 26m, rate ex Perth Light's 179, Donnelly 183, Wilgarup 188, Bonzinirup 192, Manjimup 196, Terminus 200, S&T B - Terminus, all unattended, loads given for G, O classes, timetable page 527.

WN 25, we 30/6/1911

Korrelocking - Kununoppin section, opened 20/6/11, approx 28m, district railway, rate ex Perth Homebush 152, Yelbene 158, Trayning 166, Kununoppin 174, all unattended, S&T K - K, loads given for C, O, G classes, timetable page 549.

56m 4ch Marrinup branch, 25/6/11, put in temporary deviation.

WN 26, we 7/7/1911

Northam, 2/7/11, signalling and interlocking changed to diagram EEL 12124.

WN 27, we 14/7/1911

Pinjarra, 5/7/11, shunt arms on up and down main line starting signals removed.

WN 28, we 21/7/1911

Rolling Stock Alterations, June 1911, Locomotives – Nil.

Nannup Townsite, approx ¾ m from terminus, trains will stop when required for passengers only.

Worsley, Millar's private line, east side, length now 9m 36 1/2 ch.

WN 29, we 28/7/1911

28 3/4 m Northampton branch, 31 stops Monday to pick up passengers for Northampton.

Katanning, Vincent Bros contractors for Katanning - Nampup railway have constructed siding 40ch in length.

Collie-Cardiff, Bunning Bros (Collie Timber Co) line, length now 7m 6ch.

Congdon Street, 24/7/11, present up and down starting signals removed and placed on separate posts.

Yarloop, 24/7/11, up and down outer homes brought into use.

Cuballing, from now, goods and mixed must not be allowed to cross passenger trains here at night when station unattended, but No 7 & 8 passenger trains will still cross.

WN 30, we 4/8/1911

Collie, South West Timber Hewers' Ass line, length now 8m 52 1/2 ch.

WN 31, we 11/8/1911

6m 48ch Hopetoun - Ravensthorpe railway, public siding put in.

Gosnells, new instructions for signal box issued, page 674.

Kellerberrin, turntable provided.

Southern Cross, 6/8/11, altered signalling and interlocking, plan EEL 12561.

WN 32, we 18/8/1911

Rolling Stock Alterations, July 1911, Locomotives - Nil.

385m 35ch Norseman branch, siding put in for Mr T. Connolly, rate 385, to be known as Connolly's Siding No 2, other siding at 378m will be known as Connolly's Siding No 1.

WN 33, we 25/8/1911

Murphy's Crossing at 28m 59ch from Perth via F, to be regular stopping place for pass and parcels, rate 29 via F, 22 via A.

Naraling, Yuna extension, reference to shunting charge for contractors material onto extension.

WN 34, we 1/9/1911

Haydon's Siding, from 23/8/11, various trains stop on Cannington side of level crossing near here for passengers, rate 4m (Haydon's siding 4m 50ch).

Northam - Merredin via Dowerin and Wongan Hills branch, 28/8/11, timetable page 728, 729.

Wongan Hills branch, 22/8/11, opened, approx 34m, district railway, rate ex Perth, Boorabadgie 107, Botherling 113, Konnongorring 119, Kalguddering 127, Wongan Hills 132, S&T (S only) G - WH.

Kununoppin - Merredin, 28/8/11, opened, approx 37m, district railway, rate ex Perth (via Dowerin), Quelcan 180, Nungarin 187, Elabbin 191, Newcarnie 197, Nocaning 202, Merredin 211, Kununoppin closed as staff station, S&T on Korrelocking - Merredin.

Kirupp, Millar's K&J line, length now approx 15 1/2 m.

Goomalling Junction, junction points a short distance from station platform (appears to mean outside station yard), no train on Wongan Hills line between 6pm and 6am unless officer on duty at Goomalling.

Wilgarup, 23/8/11, opened as unattended S&T station splitting Bridgetown - Terminus, S only between Wilgarup and Terminus, telephone installed.

WN 35, we 8/9/1911

Northam - Merredin via Dowerin and Wongan Hills branch, 28/8/11, timetable pages 754, 755.

Carrabin, dead end provided, truckloads may be accepted.

Albany, in Appendix note S&T in force from Albany to Deep Water Jetty.

Woodman's Point Siding, 4/9/11, lease to Medical Dept expires.

WN 36, we 15/9/1911

Wainwright's Siding, EGR, mileage shown previously as 464m, should be 466m.

Northampton, siding put in by Construction Branch for Ajana extension.

Kurrawang, W.A. Goldfields F/W Supply line, length now 83m 63ch.

Benjinupp, Vincent Bros bush line, rate mileage for freight purposes is 172m from Perth, line is approx 3m long.

SWR, P.F. Robinson, H.F. Coulthard and L. Coulthard's Siding, re WN47/10, this is identical with that known as Cardup, rate 25m.

Sand Pit, 5/9/11, closed as temporary S&T station, section now Pinjarra - Marrinup.

Dwellingup, 5/9/11, opened as S&T station, splitting Ballast Pit - Holyoake section, staff cabin and telephone from Sand Pit.

WN 37, we 22/9/1911

Rolling Stock Alterations, August 1911, Locomotives – Nil.

Mundaring Weir excursions, 1 train has 5 coaches hauled by Qa, 2nd train has 9 coaches with high pressure N from Perth and

Qa to bank from Midland.

Oakagee, 20/9/11, temporary staff station established for the day for Sunday school picnic train.

Lakeside, Kalg. & Boulder F/W line, length now 41m 60ch.

R class added to Morgans - Laverton section, K class deleted from Narrogin - Albany section (ELT).

Kurramia, Westralia Timber & F/W line, length now 53m 55ch.

WN 38, we 29/9/1911

Mundaring Weir excursions, now train engine of both to be high pressure N, and the bank engine of larger train to be Qa from Midland.

Goldfields Water Supply Siding, No 1 Pumping Station, siding subleased to J.H. Patterson.

West Collie, siding put in for Messrs Lewis & Reid.

Watheroo, 1/10/11, opened as booking station.

WN 39, we 6/10/1911

Hopetoun - Ravensthorpe, reference to hauling water from 3 Mile and 7 Mile Sidings.

Beverley - Narrogin, all classes of engine may now run.

Mundijong, turntable has been provided.

Kronkupp, siding being put in, to be opened as a public siding, rate 338 (appears to have been a stopping place before this, notes that from now actual mileage to be charged; practice was to charge from station in rear, or to station ahead for unofficial stopping

places).

Burekupp, catch points on Timber Corp siding removed.

Binelaking, renamed Shotts.

Murphy's Crossing, now a 10cwt stopping place.

Boyup Brook, point indicators provided on main line points.

Denmark Section, following stopping places open as 10cwt stopping places with rate ex Perth, 335 M 50 Ch (336), Tennessee 342 M 4 Ch (342), 343 M 59 Ch (344), 345 M 63 Ch (346).

WN 40, we 13/10/1911

Pickering Brook, point indicator fitted to up facing points on triangle.

Boyup Brook, reminder that 'Brook' must be used with name to prevent confusion with Boyanup.

WN 41, we 20/10/1911

Rolling Stock Alterations, September 1911, Locomotives – Nil.

Collie Proprietary Collieries Siding (Collie - Narrogin section), siding fit for traffic, rate 127.

WN 42, we 27/10/1911

Ballast Pit (Marrinup line), 16/10/11, closed as S&T station, porters in charge here and Marrinup withdrawn, porter in charge Dwellingup remains.

Contractors for Boyup - Kojonup, Katanning - Nampup Soak, Tambellup - Ongerup railways are McLean Bros & Rigg, for Port Hedland - Marble Bar are Smith & Timms.

Nannowtharra, siding closed.

Jandakot, 20-24/10/11, opened as S&T station splitting Robb's Jetty - Armadale section, attended on 23/10/11, point indicators provided.

Edah opened as public siding, 169 1/2 m ex Geraldton, rate 169.

WN 43, we 3/11/1911

Nil of interest.

WN 44, we 10/11/1911

351m 66ch Norseman line, 6&7/11/11, taking out points.

Wagin, 27/10/11, up home and distant ex branch, down starter to branch provided.

Marrinup, Millars' & Co bush line situated here, length 1m 26ch.

Collie, new appendix instructions issued, page 1017.

Collie, S-W Timber Hewers Co-Op Society bush line, 12/9/11, Society's engine commenced running into Collie station yard, and performs necessary shunting in connection with their traffic.

WN 45, we 17/11/1911

Rolling Stock Alterations, October 1911, Locomotives – Nil.

368m 16ch Norseman line, 13/11/11, placing in points.

Kalgoorlie Explosives Magazine Siding, fit for explosives traffic, rate 381 ex Perth, 6 ex Kalgoorlie.

WN 46, we 24/11/1911

Northam - Merredin via Dowerin, from 20/11/11, practice of stopping trains at intermediate points to load and unload goods

is to cease, and goods are to be dealt with at stations and sidings only.

Light's renamed to Nairnup.

Donnelly renamed to Yornup.

Bonzinirup renamed to Palgarup.

Denmark branch stopping places given names, 335m 50ch to Unndiup, 343m 59ch to Kwakkalup, 345m 63ch to Kwiajup.

Dardanup, Millars' K&J line, length now 25m 60ch.

Narrakup, 14/11/11, opened as ES station splitting S&T section Torbay Junction - Mount Barker.

WN 47, we 1/12/1911

Marrinup branch, ballasting complete, night running may be resumed.

119m 10ch Collie branch, 64 & 69 stop for school children.

Bridgetown branch, load table for Ra class published.

351m 66ch Norseman line, 27-28/11/11, taking out points.

Mundijong, Millars' line, length now 30m 20ch.

WN 48, we 8/12/1911

Bullfinch branch, 1/12/11, opened, approx 22m 3ch, rate ex Perth Corinthian 246, Bullfinch 259, S&T SX - B, timetable page 1113.

Dedari and Ubini, to be included in list of

authorised stopping places, rate 319 and 339 ex Perth.

WN 49, we 15/12/1911

Rolling Stock Alterations, November 1911, Locomotives – Nil.

MR rolling stock list, page 1146.

Tambellup - Ongerupp extension, contractors Vincent Bros, reference to shunting trucks from Tambellup to their siding.

WN 50, we 22/12/1911

Jarrahwood, Millars bush line in course of construction, currently trucks being put into mill 30ch from Jarrahwood.

Dwellingup, Korrelocking, 1/1/12, opened as booking stations, SM in charge.

Paynesville, 1/1/12, opened as S&T station splitting Mt Magnet - Sandstone section, and as booking station with SM in charge.

WN 51, fe 5/1/1912

Bullfinch branch, loads for A class engines given.

GSR, relaying with heavy rails from Beverley to Wagin now complete, all classes may now run.

Welshpool, 20/12/11, existing signal box on up side of line closed, new signal box and signals as per EEL 12848 in use, new instructions page 1268.

Narrakup, point indicators provided.

WEEKLY NOTICES - 1912

WN 1, we 12/1/1912

J.Aylen's private siding, put in on Norseman branch, rate 368.

Korrijinn, 1/1/12, renamed Rickey's

B.Scahill's siding Norseman railway, removed from 364m 17ch to 368m 16ch (same as J.Aylen's?).

WN 2, we 19/1/1912

Rolling Stock Alterations, December 1911, Locomotives – Nil.

Midland Junction - Northam goods service, timetable page 46, 47.

Bellevue, 7/1/12, rearranging up and down roads, making connections to marshalling yards as per EEL 10809A, up and down goods roads will not be opened yet.

WN 3, we 26/1/1912

Midland Junction - Narrogin, from 15/1/12, 11 & 12 worked by F class.

Cardup, from 20/1/12, various trains to stop for passengers.

Mount Kokeby, Barton, from 22/1/12, officer in charge provided.

Geraldton, new Loco yard, to be treated as intermediate siding and staff may be transferred to/from Geraldton station by traffic employee.

Goomalling, new instructions, page 98.

WN 4, we 2/2/1912

Kurrawang, W.A.Goldfields F/W Supply

line, length now 96m 38ch.

Lakeside, Kalg & Boulder F/W line, length now 40m 76ch.

Kurramia, Westralia Timber and F/W line, length now 55m 43ch.

Comet Vale, 1/2/12, opened as S&T and booking station, splitting Goongarrie - Menzies section, SM provided.

Kookynie, 40 ton truck weighbridge removed.

WN 5, we 9/2/1912

Midland Junction Marshalling Yards, 23/1/12, opened, details pages 162, 163.

Bellevue Junction, new instructions pages 163, 164.

Merredin, 30/1/12, home and distant signals from branch provided.

WN 6, we 16/2/1912

Stone's siding Northampton line, closed from 11/2/12.

Dowerin, point indicators fixed on facing points.

WN 7, we 23/2/1912

Rolling Stock Alterations, January 1912, Locomotives – Nil.

WN 8, we 1/3/1912

Wilgarup section, name Jarnadup has been approved for the terminus.

Private companies lines, list page 255.

Upper Chapman line, siding for Messrs Cobbledick, Turner & Co put in at 17m 25ch (about 1m beyond Yetna).

WN 9, we 8/3/1912

Belmont branch, all classes of engine may now run.

Lake Matilda, siding and crossing loop now fit for traffic.

WN 10, we 15/3/1912

Fremantle to Midland Junction Goods service, timetable pages 299, 300.

Congdon Street renamed Osborne.

Lakeside, Kalgoorlie & Boulder F/W line, length now 30m 73ch.

WN 11, we 22/3/1912

Rolling Stock Alterations, February 1912, Locomotives – Nil.

Connoly's No 2 Siding, 385m 35ch, trains to stop for passengers, rate 385.

Ubini siding, 7/3/12, leased to J.Fox for 6 months.

Hine's Hill, 20/3/12, up and down home and distant signals provided.

GSR, ES extended from Cranbrook to Lake Matilda.

WN 12, we 29/3/1912

Buckingham Bros siding, constructed at 136m 6ch Collie - Narrogin section, rate 136.

GSR, ES extended from Lake Matilda to Mount Barker.

WN 13, we 5/4/1912

Nil of interest.

WN 14, we 12/4/1912

Buckingham's SWR, renamed Balgobin.

Nallan, Murchison F/W line, length now 18 3/4 m.

159m 6ch public siding (3m from Quilergup) now fit for traffic, rate 159m.

WN 15, we 19/4/1912

4m 51ch SWR near Mint Street, 15/4/12, slewing main line for island platform.

Canning Mills, line will be extended by PWD, catch points being provided about 1ch beyond present buffer stop at Canning Mills.

Katanning - Nampup railway, 3/4/12, opened, about 37m 67ch, rate mileages Kibbleup 233, Ewlyamartup 236, Wurnup 242, Badgebup 247, Yellannup 252, Shannon 258, Nampup 263, district railway, S&T K - N, Nampup unattended, home and distant provided at Katanning from branch, junction temporarily in Broomehill - Katanning section.

WN 16, we 26/4/1912

Scahill's New Siding, 368m 16ch, mixed trains to stop for passengers.

Woodlupine, 16/4/12, renamed Queen's Park.

WN 17, we 3/5/1912

Rolling Stock Alterations, March 1912, Locomotives – Nil.

Buckingham Bros Siding, 136m 6ch, goods may be accepted, mixed trains to stop for passengers.

Sawyers' Valley, Millars K&J siding unfit for traffic ufn.

WN 18, we 10/5/1912

Dumbleyung - 49m Terminus, 3/5/12, opened, about 23m 62ch, rate mileages Coarring 226, Moulyinning 231, Terminus 242, district railway, S&T D - T, timetable page 536.

Naraling - Yuna, 3/5/12, opened, about 11m 54ch, district railway, rate mileages ex Perth and Geraldton, No 1 Siding 343 37, No2 Siding 348 42, Yuna 352 46, S&T Wokarina - Y, timetable page 537.

Dumbleyung extension, Yuna extension, Katanning - Nampup railway, only classes A, B, G, J, M, O, S may run.

Lunenberg, 6/5/12, up and down home and distant signals provided, facing point detectors fitted.

Holyoake, SW Timber Hewers Society, shunting now performed by company's engine.

WN 19, we 17/5/1912

Rolling Stock Alterations, April 1912, Locomotives – Nil.

Wyalcatchem renamed Wyalkatchem

Yelbene renamed Yelbeni

Quelcan renamed Kwelkan

Nocaning renamed Nokaning.

Minnivale, telephone provided, enclosed in box fixed to telephone pole opposite siding, locked by carriage key.

WN 20, we 24/5/1912

MR - list of rolling stock page 585.

17m 40ch between Parkerville and Tunnel, new crossing loop being constructed.

Boyup Brook - Kojonup, 21/5/12, opened, S&T stations will be Donnybrook - Noggerup - Boyup Brook - Kojonup - Katanning, timetable page 595.

WN 21, we 31/5/1912

Boyup Brook - Kojonup extension, 21/5/12, opened, about 52m, mileages (actual, rate from Donnybrook and Katanning) Boyup Brook (-, 47, 84), Condinup (187.15, 55, 76), Dinninup (190.71, 59, 72), Culicup (199.08, 67, 64), Eulinn (202.17, 70, 61), Qualeup (207.10, 75, 56), Narlingup (211.07, 79, 52), Muradup (217.55, 85, 46), Kojonup (230.23, 98, 33), Carlecatup (241.00), Nookanellup (244.32), Punchmirup (248.65), Katanning (263.14).

105 Mile and 119 Mile, 27/5/12, opened as ES stations splitting ES sections Brunswick Junction - Lunenberg - Collie, unattended, point indicators fitted to crossing loop points.

WN 22, we 7/6/1912

Connolly's Siding removed from 385m 35ch to 394m 17ch, rate 394, to be known as Connolly's Siding No 2, trains to stop for passengers.

WN 23, we 14/6/1912

Nil of interest.

WN 24, we 21/6/1912

Gunga EGR, 6-8/12, various trains to stop for GWS staff camped here during this period.

368 1/2 mile siding, reference to this as Scahill's (on Norseman line).

105 Mile and 119 Mile Brunswick Junction

- Collie, opening of new crossing loops postponed ufn, opened for passengers and as 10 cwt stopping places, also renamed (rate) Bila (105m) and Balga (120m).

WN 25, we 28/6/1912

Rolling Stock Alterations, May 1912,
Locomotives – Nil.

Kurrawang, W.A.Goldfields F/W Supply line, length now 88m 8ch.

Katanning, Nampup branch connection now completed and instructions in WN15/12 cancelled.

WN 26, we 5/7/1912

Ongerup branch, first section (Tambellup - Ngnowangerup), 1/7/12, opened, approx 23m 59ch, rate Dartnall 258, Toolbrunup 264, Pallinup 269, Ngowangerup 276, S&T T - Ng, timetable page 725.

Meelon, ballast pit, sand pit road put in order, trucks may be placed there for convenience of traffic working.

Garratt engines (M class) may run over all lines.

Bluff Point, reference to being opened as a temporary ES station, apparently associated with new loco yard.

WN 27, we 12/7/1912

Hopetoun - Ravensthorpe, altered timetable page 748.

Port Hedland - Marble Bar, 1/7/12, opened, approx 114m, distance and rate mileages (ex PH) No 1 Siding 11m 70ch, 12m, No 2 Siding 20m 25ch, 20m, No 3 Siding 53m 25ch, 53m, No 4 Siding 60m 02ch, 60m, No 5 Siding 88m 60ch, 89m, Marble Bar 114m 33ch, 114m.

Warrambu, Anketell, telephones installed.

Bila, Balga, 25/6/12, opened as auto ES stations splitting Brunswick Junction - Lunnenberg (sic) - Collie sections.

WN 28, we 19/7/1912

Mint Street, from 2/7/12, all suburban trains stop for passengers, 4m 51ch, rate 5m, all trains ceased stopping at Haydon's siding.

17 Mile siding ER, advertising vacancy for SM.

Wongan Hills, temporary siding provided at terminus for stacking material for PWD for extension to Mullewa.

WN 29, we 26/7/12

Rolling Stock Alterations, June 1912,
Locomotives – Nil.

Donnybrook - Boyup Brook, telephone put in at Engine Triangle, 178m 52ch.

Kelmscott, work commenced on lengthening platform.

Wickepin, Merredin, PWD has constructed temporary sidings for M - W line.

Beenup, 18/7/12, opened as ES and crossing station, splitting Armadale - Mundijong section, up and down home and distant signals provided worked from signal box, day and night SM provided, 1/8/12, opened as booking station.

R.Allen's siding, 229m 70ch Black Range line, put in, rate 230m.

WN 30, we 2/8/12

Canning Mills - Karragullen, 27/7/12, opened, Karragullen 31m 27ch, rate 31, trains cease calling at Canning Mills, all trains running to CM now run to K (unattended).

Bedlington's siding, reference to it being at West Collie, transferred to Westralian Coal Mining Co.

Naraling - Yuna, sidings renamed (rate) No 1 Siding to Nolba (37m), No 2 Siding to Yuna (42m), Yuna to West Yuna (46m).

WN 31, we 9/8/12

Canning Mills - Karragullen, 5/8/12, opened, details as before, approx 1m 20ch, S&T S only PB - K.

Perth - Bunbury, weekday timetable pages 844-847.

17 Mile siding Nannup branch, telephone installed.

WN 32, we 16/8/12

Brunswick Junction - Collie, timetable pages 872, 873.

Yarloop, Millar's K&J line, length 28m to Nanga Brook, further 9m to end of bush line.

WN 33, we 23/8/12

Rolling Stock Alterations, July 1912, Locomotives – Nil.

Canning Mills, ufn, trains stop for passengers and parcels.

Lakeside, Kalgoorlie & Boulder F/W line, length for bush haulage purposes 19m 2ch.

WN 34, we 30/8/12

Nil of interest.

WN 35, we 6/9/12

Holyoake - Pindalup, PWD running mixed service, timetable page 943.

Mulikupp, renamed to Redmond.

Kojonup, 2/9/12, opened as booking station with SM.

WN 36, we 13/9/12

Wagin - Dumbleyung extension, Coarring renamed Wishbone, Terminus renamed Kukerin.

Port, Honey & Co siding, 10/9/12, lease expires.

Collie - Shotts and Shotts - Darkan closed as S&T sections, Collie - Muja opened as ES, Muja - Darkan opened as S&T, Muja unattended, no date given.

17½ Mile Stopping Place Denmark section, named Tudor, made a 10cwt stopping place, rate 348.

WN 37, we 20/9/12

Rolling Stock Alterations, August 1912, Locomotives – Nil.

Naraling - Yuna, re WN30/12, No 2 renamed West Yuna, Yuna remains as Yuna.

Denmark, 14/9/12, old station at 358m 16ch replaced by new station at 358m 34ch, rate 358m.

Brunswick Junction, 15/9/12, new signalling arrangements, EEL 11245.

WN 38, we 27/9/12

208 Mile GSR, reference to ballast pit siding.

WN 39, we 4/10/12

Park View, 1/10/12, (between Swan View and Parkerville), opened as ES station, interlocked, up and down roads provided.

Manjimup, 1/10/12, opened as S&T station

splitting Wilgarup - Jarnadup section (S only M - J), also opened as booking station with SM.

Capel, 1/10/12, opened as S&T station splitting Boyanup - Wonnerup section, also opened as booking station with SM.

WN 40, we 11/10/12

145 1/2 Mile (between Doodlakine and Baandee), from 7/10/12, 97 & 4 stop for school children.

Mt Magnet, additional signals provided, up starter, up branch home and distant, down main home and distant, down starter to main and branch, facing point detectors, worked from small frame on platform.

Haydon's Siding, Victoria Park Councilpermitted to use for 3 months.

WN 41, we 18/10/12

Barton, crossing loop complete.

WN 42, we 25/10/12

Jandakot, 21/10/12, opened as unattended ES station splitting S&T Robb's Jetty - Armadale.

Millars K&J 1902 renamed Millars' Timber & Trading.

Kurrawang, W.A.Goldfields F/W line, length now 95m 60ch.

Mint Street, 4m 50ch, renamed Victoria Park East.

Smith's Siding, 70m 37ch, renamed to Kunine.

Allen's private siding, 229m 70ch Black Range line, now 10cwt stopping place for passengers and goods, rate 230.

WN 43, we 1/11/12

List of engines and sections over which they can run, page 1189, 1190.

Canning Mills, re WN31/12 & 33/12, to be 10cwt stopping place.

Ngowangerup, 1/11/12, opened as booking station with SM.

WN 44, we 8/11/12

Meenaar, crossing loop put in.

Balga, 119m 70ch, renamed Yokain.

WN 45, we 15/11/12

Rolling Stock Alterations, September 1912, Locomotives – Nil.

Balingup, reference to arrangements being made for crossing of trains with new timetable.

Mullewa, reference to various engines working Mullewa to 66m 15ch siding (Mullewa - Wongan Hills railway); was this on the Wongan Hills line, or the construction siding for it?

Dardanup, 11/11/12, new island platform in use, up and down mains provided, signals to apply accordingly.

WN 46, we 22/11/12

South Beach, 16/11/12, special train to Robb's Jetty, heading refers to 'South Beach - Official Opening'.

Martiupp, renamed to Yonga.

WN 47, we 29/11/12

Rolling Stock Alterations, October 1912, Locomotives – Nil.

Benjaberring, 12/11/12, opened as S&T

station, point indicators will be provided later.

Balingup, 2/12/12, opened as ES station splitting Kirupp - Greenbushes section, also as booking station with SM.

Paynesville, 30/11/12, closed as S&T station and booking station, section now Mt Magnet - Sandstone.

Connolly's Siding No 2, correct mileage is 394 (coorection in list of stations and sidings).

WN 48, we 6/12/12

Kellerberrin, constructing engine pits at west end, temporary crossover put in between crossing loop and main.

Muja, telephone removed from Shotts to here.

Port Hedland - Marble Bar, names adopted for stations and stopping places, actual and rate mileages, Pippingarra (11.45, 12), Pundano (20.24, 20), Strelley (30.40, 31), Carlindi (53.14, 53), Shaw River (59.00, 59), Miralga (64.01, 64), Gorge Creek (72.75, 73), Coongan (94.00, 94), Marble Bar (114.32, 114).

Northern Gully, crossing loop provided.

WN 49, we 13/12/12

134 Mile peg GSR, No 1 stops for school children.

Tammin, cart weighbridge provided.

Doodlakine, cart weighbridge being constructed.

MR Co stock, reference to engines being renumbered - old T class nine, numbered 2 to 10, Shunter (Fremantle), numbered 11, P class, two, numbered 12 & 13, new C class, five, numbered 14 to 18.

Kellerberrin, constructing engine pits at east end, temporary crossover as before.

West Perth, 5/12/12, Perth Roller Flour Mill siding opened, trailing in up road 60yds inside up advanced starter, details page 1360.

Waeel, staff locks removed, replaced by ordinary point lock.

Gosnells, telephone provided.

Barton, temporary siding fit for traffic at slow speed.

WN 50, we 20/12/12

Rolling Stock Alterations, November 1912, Locomotives - Nil.

Eastwood, renamed Attwell.

Dardanup, instructions in WN45/12 cancelled, up and down signals now apply to straight road.

Midland Junction Box B, 8/12/12, alterations to signalling, EEL 10845.

Belmont Park (Burswood Racecourse Platform), 14/12/12, opened for day as (ES?) staff station splitting East Perth - Burswood section, no siding accomodation, trains cannot be crossed, uses both names in discussion.

Pioneer, siding has been put in (for water tanks).

WN 51, fe 3/1/13

Narra Tarra, 26/12/12, reference to special stopping here for races, 21¾ mile Yuna line, near level crossing.

20m 11ch (telephone post 401) Smith's Mill branch, passenger and mixed trains stop for passengers, rail level landing provided.

Ubini siding, lease to M.J.Fox has expired.

Yellanup, renamed Kwobrup.

Uduc siding, lease to A.C.Munro expires
31/12/12.

Burswood Racecourse, 21/12/12, opened as
temporary staff station for the day, details as
before, four flagmen provided to act as up

and down home and distant signals.

Yilliminning, temporary siding constructed
by PWD for construction of Yilliminning -
Kondinin railway.

Adams & Dowies siding near Parkerville,
21m, lease has been cancelled, not to be
further used.

WEEKLY NOTICES - 1913

WN 1, we 10/1/13

Ngowangerup - Ongerup, 6/1/13, opened, district railway, approx 34m 76ch, rate mileage Formby 281, Arnott 287, Borden 295, Laurier 300, Toompup 306, Ongerup 311, S&T N - O, timetable page 8.

Northampton - Ajana, 6/1/13, opened, approx 33m 27ch from junction with Geraldton - Northampton line, rate mileages (ex Geraldton, Perth) Northampton (new station) (34, 340), Wundi (40, 346), No 1 Siding (45, 351), No 2 Siding (49, 355), No 3 Siding (53, 359), No 4 Siding (58, 364), Ajana (66, 372), mileage of Northampton (old station) applies until new station brought into use, S&T N - A, timetable page 8, 9.

Park View, renamed Hovea.

Bungulla, crossing loop provided.

Beverley - Albany, all classes of engine may now run.

Beelerup stopping place, removed to 134m 44ch, rate now 135m.

Nampup, renamed Nyabing.

WN 2, we 17/1/13

South Beach, Jandakot branch pass and mixed trains stop for passengers when required.

Transcontinental railway construction, Commonwealth siding at 377m 13ch fit for traffic for distance of 10ch beyond points, rate 377.

WN 3, we 24/1/13

Transcontinental Railway Material Siding, on Kanowna branch fit for traffic to second culvert 35ch from main line points.

Collie Proprietary Collieries Siding (Collie - Narrogin section) transferred to Proprietary Coal Mines of W.A. Ltd.

Midland Junction Marshalling Yard, 15/1/13, crossover from Weighbridge to Up arrival roads interlocked with existing signal on Inward Goods road.

Manjimup, State Mill bush line, 3 1/2 mile in length (new?).

WN 4, we 31/1/13

Rolling Stock Alterations, December 1912, Locomotives – Nil.

Baandee, crossing loop provided.

20 Mile 11 Chain Stopping Place Smith's Mill branch, named Zamia, 10cwt, rate 20m.

Doodlakine, 5 ton crane provided.

Transcontinental Railway Material Siding, now fit for 70ch.

Highbury, Neeralin Pool, 17/1/13, opened as ES stations, splitting Narrogin - Barton section, H, NP, B all unattended, guards can cross trains (H crossing loop not yet completed).

WN 5, we 7/2/13

Brookton, the crane is 1 ton capacity.

WN 6, we 14/2/13

Goomalling, constructing engine pit in main, temporary crossover installed from main to loop.

Northampton, 3/2/13, new station in use, old station discontinued, new rate is 34 and 340.

Leederville, renamed to West Leederville.

WN 7, we 21/2/13

Rolling Stock Alterations, January 1913, Locomotives – Nil.

Nangeenan, crossing loop provided.

WN 8, we 28/2/13

Port, Honey & Co Sawmill on Holyoake - Hotham line (under construction), mill is about 13m from Holyoake, timber is being shipped as from a bush line.

WN 9, we 7/3/13

Cockburn Sound Naval Base, stone will shortly be conveyed from vicinity of Armadale for here (Coogee), Naval Department may supply their own wagons, to be run in train loads.

Manjimup, line to No 1 State Saw Mill is fit for traffic.

Tambellup, up home single arm signals replaced by new double bracket signal.

Private company lines, listing page 244.

Highbury, Neeralin Pool, Lime Lake, Tingerupp, instructions issued noting each as unattended automatic ES station, point indicators provided at each.

WN 10, we 14/3/13

Northampton - Ajana, 12/3/13, Official opening, special train, page 261.

Barrabup, W.A.Jarrah Saw Mills sidings transferred to Kauri Timber Co.

159m 6ch public siding named Claymore.

WN 11, we 21/3/13

Rolling Stock Alterations, February 1913, Locomotives – Nil.

Wickepin, 5 ton crane and cart weighbridge provided.

WN 12, we 28/3/13

Beverley, 17/3/13, new down starting signal at south end of platform and some point indicators in use, signals are worked from an interlocked frame, up and down home and down starter fitted with facing point detector locks.

WN 13, we 4/4/13

Quairading - Nunagin, 28/3/13, opened, rate mileages Dedaring 129, Yoting 135, Ulakain 140, Koarinn 147, Kukinn 151, Ericinn 155, Mokani 160, Yarding 165, Nunagin 172, S&T Q - N, timetable page 376.

WN 14, we 11/4/13

Quairading - Nunagin, 28/3/13, opened, district railway, approx 48m 20ch, in list Koarin, Kukin, Ericin spelt without nn.

Woolgar, telephone installed here from Jessop's Well.

Culicup, spelling altered to Kulikup.

WN 15, we 18/4/13

Neeralin Pool, from 14/4/13, constructing engine pit in main line.

Comet Vale, 5 ton crane provided.

WN 16, we 25/4/13

Rolling Stock Alterations, March 1913,
Locomotives – Nil.

Nunagin, note re confusion occurring
between here and Narrogin and Nungarin.

WN 17, we 2/5/13

East Perth, 25/4/13, Boucher's Patent Signal
Flash Lamp fitted to down distant for ER
will be replaced by ordinary lamp showing a
steady light.

Smith's Mill, 29/4/13, up and down home
and distant signals provided, facing point
detector locks fitted.

Kelmscott, 28/4/13, up starter replaced by
new one with repeating arm.

Dardanup, Millars' T&T line, length now
24m 40ch to head of bush road.

WN 18, we 9/5/13

Nallan, Murchison Timber Co line, length
now 28m.

Barrabupp, Kauri Timber Co line, length
now 19m 78ch.

WN 19, we 16/5/13

Transcontinental Railway Material Siding,
re WN3/13, main siding from junction on
Kanowna railway to yard is safe for traffic,
in yard the two sleeper unloading sidings
and the two roads for unloading rails fit,
other roads not yet ready.

Wyola, 10/5/13, opened as ES station
splitting Cunderdin - Tammin section, non-
booking station, up and down home and
distant provided, facing point detector locks
fitted.

Waeel, 10/5/13, opened as ES station
splitting Meckering - Cunderdin section,

non-booking station, up and down home and
distant provided, facing point detector locks
fitted.

Baandee, 12/5/13, opened as ES station
splitting Doodlakine - Hines Hill section,
non-booking station, up and down home and
distant provided, facing point detector locks
fitted.

Nangeenan, 12/5/13, opened as ES station
splitting Hines Hill - Merredin section, non-
booking station, up and down facing points
fitted with point indicators.

Swan View, bank engine key provided for
use between SV and 27m 40ch (from
Fremantle - mileage from Perth is 15m
63ch).

Yarloop, Millars' T&T line, length now
approx 38m to end of longest spur.

Mundijong, Millars' T&T line, length to end
of bush road approx 32 1/2 mile.

Venn, 12/5/13, crossing loop put in at 49m
26ch, to be known as Venn, opened as ES
and non-booking station, splitting North
Dandalup - Pinjarra, point indicators
provided on facing points, also stopping
place for passengers and 10cwt stopping
place.

WN 20, we 23/5/13

Rolling Stock Alterations, April 1913,
Locomotives – Nil.

Qa bolster trucks, the new Qa trucks are to
be used for conveyance of transcontinental
railway material, and not for anything else
without permission.

Armadale - Mundijong, all classes of engine
may now run.

53m 68ch Toodyay branch, staff locked
siding put in for Perth Jarrah Mills.

WN 21, we 30/5/13

Nil of interest.

WN 22, we 6/6/13

Bulla Bulling, from 1/6/13, constructing engine pit.

West Perth, 2/6/13, Boucher's Patent Distant Signal Flash Lamps installed on up and down distant signals here.

Swan View, correct mileage now shown on key.

Tammin, 5 ton crane installed here ex Kookynie.

Kurramia, Westralia Timber & F/W line, length now 61m 32ch.

Nunagin, 2/6/13, opened as booking station with SM.

Meltham, 31/5/13, new signal box on down side of line brought into use, up and down home and distant signals provided.

Canegrass, Myamin, telephones removed.

WN 23, we 13/6/13

Jandakot branch, from 2/6/13, workers service provided to Coogee and Briggs & Rowlands siding, timetable page 604.

19m 24ch Smith's Mill branch, 10/6/13, putting in points.

Cannington, new overhead bridge in course of construction at Bunbury end of platform.

Aylen's siding, shifted from 368m 18 1/2 ch to 374m 18 1/2 ch.

Venn, up and down home and distant signals now provided, fitted with facing point detector locks.

Robb's Jetty - Coogee, staff section closed, replaced by Robb's Jetty - Briggs & Rowlands Siding, S only.

WN 24, we 20/6/13

Rolling Stock Alterations, May 1913, Locomotives – Nil.

Briggs & Rowlands siding, one in WN23/13 is at 17m 4ch, workers trains to also stop at B&R's siding (late Hutton's 16m ex Perth on Coogee line).

Kojonup, crossing loop has been provided.

WN 25, we 27/6/13

Boorabadgie, now to be spelt Burabadji.

Lake Matilda, from 26/6/13, constructing engine pits.

West Perth, removing Boucher's lamps.

Greenhills, cart weighbridge provided.

Barton, per-way siding is fit any class of engine at slow speed.

WN 26, we 4/7/13

Janebrook, 3m MR, renamed Middle Swan.

Lakeside, Kalgoorlie & Boulder F/W line, length now 25m 40ch.

WN 27, we 11/7/13

Quairading - Bruce Rock, stations renamed, Dedaring - Yuruga, Koarin - Kwolyin, Kukin - Shackleton, Ericin - Erikin, Mokami - Yarding, Yarding - Eujinyn, Nunagin - Bruce Rock.

Picton Junction - Bridgetown, all classes of engine may run.

Greenbushes, Timber Corporation line, length now 16m.

Mahogany Creek, Phillips' siding has been converted into loop and is staff locked.

WN 28, we 18/7/13

Nairnup, renamed Glenlynn.

Copplestone, Bunbury Brick Syndicate siding, lease cancelled and siding removed.

Collie Proprietary Coalfields of W.A. siding at 136m 49ch (old Fremantle mileage), lease cancelled.

Mt Lawley, 13/7/13, new signal box in operation, also new down home nearer station, and new up starter with repeater arm, pullover levers provided on up platform to operate signals behind train when box unattended.

WN 29, we 25/7/13

Merredin, siding put in for handling materials for Departmental cottages.

WN 30, we 1/8/13

Arnott, renamed Kebaringup.

Pindar, 2 ton crane provided.

Wongan Hills, 1/8/13, opened as booking station with SM.

WN 31, we 8/8/13

Nil of interest.

WN 32, we 15/8/13

Holyoake - Dampier, 8/8/13, opened, district railway, approx 40m 73ch, rate mileages, Holyoake 71, Inglehope 77, Vincent 83, Campbell 85, Bodington (sic) 98, Crossman 106, Dampier 112, S&T H - C - D, timetable page 806.

Worsley, lease of bush line siding to Millars'

T&T cancelled.

Nangeenan, up and down home and distant provided, facing point detector locks fitted.

WN 33, we 22/8/13

Rolling Stock Alterations, July 1913, Locomotives – Additions – F 400 to 408.

Naval Base (Cockburn Sound) line, extension of line from Briggs & Rowlands to the Naval Base is fit for traffic, engines permitted A, B, G, J, M, O, Oa, Q, Qa, opened 11/8/13, rate mileages on section B&R No 1 siding 16, Coogee 17, B&R No 2 Siding 17, Naval Base 18.

Brookton, temporary connection for Brookton - Kunjinn railway put in.

Dardanup, Millars line, length now 39m 39ch.

Coolgardie - Matta - Connolly's No 2 - Widgiemooltha, 6/8/13, staff sections closed and replaced by Coolgardie - Aylen's Siding - Widgiemooltha - Norseman.

WN 34, we 29/8/13

80 Mile Siding Hotham branch, from 20/8/13, all passenger and mixed trains stop for passengers.

Aylen's Siding, 374m 18 1/2 ch, made a stopping place for passengers and 10cwt goods.

Campbell, renamed Wuraming.

Dampier, renamed Dwarda.

MR stations, list of loading ramps, page 858.

Shackleton, telephone installed.

Dardanup, Millars' line, re WN33/13, length is 23m 60ch, not 39m 39ch.

11 Mile Ballast Pit, closed as S&T station, Wonnerup - Claymore reopened.

WN 35, we 5/9/13

Goongarrie, 1/9/13, closed as booking station and staff station.

Wongan Hills, shunting of PWD siding for Mullewa extension being done by PWD engine.

Canegrass, 1/9/13, opened as unattended S&T station, sections now Broad Arrow - Canegrass - Comet Vale.

Beenup, 1/9/13, State Brickworks Siding will be locked by Annett's Lock, and protected by an up outer home.

WN 36, we 12/9/13

Matta and Connolly's No 2 Siding, telephones removed.

Aylen's Siding, telephone installed.

Barrabupp, Kauri Timber Co line, length now 21m.

Korrelocking, point indicators provided on triangle.

WN 37, we 19/9/13

Rolling Stock Alterations, undated 1913, Locomotives – Additions – F 399, 409, 410, 411, 414 to 418.

Beenup, reference to State Brickworks Siding being under construction.

Goongarrie, telephone transferred to Canegrass.

WN 38, we 26/9/13

Tingerupp, reference to 260m Tingerupp, 19/9/13 ufn making deviation.

WN 39, we 3/10/13

Wokarina, 1/10/13, opened as a booking station, with SM.

Carrabin, 1/10/13, already staff station with SM, opened as booking station.

WN 40, we 10/10/13

Lakeside, Kalgoorlie & Boulder F/W line, length 35m.

Chidlow's Well, scotch block placed midway between turntable and stockyard.

WN 41, we 17/10/13

Noggojerring, 72m 3ch, 13/10/13 ufn, lengthening loop.

Claremont, new instructions re insulated sections, pages 1059-60.

Nallan, Murchison Timber line, length now 27m 18ch.

WN 42, we 24/10/13

Rolling Stock Alterations, September 1913, Locomotives – Additions – F 412, 413, 419, 420, 421, 422, M 424, 426.

Vincent, renamed Pindalup.

WN 43, we 31/10/13

Coaches, all classes of passenger coaches may now run on Northampton, Marrinup and Nannup branches; on UDRR, Mundaring Weir and Denmark branches corridor and Metro suburban carriages are debarred (i.e. AU, AW, AV, AT, AQ, AR, AS).

Hulongine, 93m 41ch, 29/10/13 ufn, lengthening loop.

Ngowangerup, spelling changed to Gnowangerup.

Armadale, 19/10/13, changed signal arrangements, EEL 11243A.

Armadale, 26/10/13, changed signal arrangements, EEL 11243B.

80 Mile Hotham branch, PWD siding open for traffic as far as scotch block, about 1 ch from connection point, also open for passengers and 10cwt goods.

Kurramia, Westralia Timber and F/W line, length now 58m.

WN 44, we 7/11/13

Armadale - Pinjarra, all classes may now run.

Utakarra, staff locked loop put in.

Mullewa - Wongan Hills extension, PWD is carrying public traffic between Wongan Hills and Dalwallinu (about 49 1/2 miles) and between Mullewa and Perenjori (about 84m).

80 Mile Hotham branch, PWD siding fit for departmental rolling stock over full length approx 2m 13ch.

Waeel, 1/11/13, already staff station with SM, to open as booking station.

WN 45, we 14/11/13

Miniature electric staff instruments, staffs are 10 1/2 inches long, regulations same as for other ES.

East Perth - Burswood, 6/11/13, miniature ES installed.

Beenup, State Brickworks Siding, now complete.

WN 46, we 21/11/13

Garratt engines M class may run over Wongan Hills, Nannup, Donnybrook -

Boyup Brook, Jarnadup, and York - Bruce Rock sections.

212m 68ch and 246m 4ch EGR, 17&18/11/13, putting in points.

Station and Siding list, showing loading ramp side, pages 1205 - 1207.

Yuruga, 129m 23ch, renamed Badjalang.

Hotham railway extension, private sidings exist at 75m 5ch (SW Timber Hewers), 80m 0ch (PWD bush line), 83m 39ch (Port & Co siding, Pindalup), 85m 3ch (PWD siding, Wuraming).

Highbury, Barton closed, Neeralin Pool opened, as ES stations, NP unattended.

WN 47, we 28/11/13

Rolling Stock Alterations, October 1913, Locomotives - Nil.

288m 47ch and 322m EGR, 24&25/11/13, putting in points.

Carnamah closed, Coorow opened, 1/12/13, as booking station.

Keysbrook, 17/11/13, crossing loop put in at 39m 6ch, to be known as Keysbrook, opened as non-booking and ES station splitting Serpentine - North Dandalup, up and down home and distant signals, facing point detector locks, day and night officer in charge.

Keysbrook (37m 59ch) and Balgobin (40m 78ch), 1/12/13, will be removed.

Coolup, 19/11/13, currently auto ES station, becomes attended by SM and ASM, but non-booking.

Dwellingup, 24/11/13, up and down home and distant, up outer home provided, facing point detector locks provided, worked from small frame on platform, Annett's lock on

points from mill line to main.

WN 48, we 5/12/13

Murrin Murrin, 1/12/13, closed as booking station, SM withdrawn, remains as staff station.

Jennacubbine, 1/12/13, opened as a non-booking station with SM and ASM in charge.

Note: in an earlier WN had announced intention of not allowing two auto ES stations in a row.

Jarnadup, 1/12/13, opened as booking station with SM.

Benger, 29/11/13, opened as unattended ES station, splitting Wokalup - Brunswick Junction, up and down home and distant signals, facing point detectors fitted.

Duri, Dedari, 29/11/13, opened as unattended ES stations splitting Koorarawalyee - Boorabbin and Woolgangie - Bulla Bulling sections, point indicators provided.

Meelon, 1/12/13, opened as unattended S&T station splitting Pinjarra - Marrinup section.

Elabbin, Yelbeni, 29/11/13, opened as unattended S&T stations splitting Merredin - Kununoppin and Kununoppin - 150 Mile Ballast Pit sections, point indicators provided.

Picton Junction - Donnybrook, 27/11/13, ES replaces S&T,

Uduc, 29/11/13, new crossing loop put in at 84m 2ch to be known as Uduc, opened as non-booking and ES station splitting Yarloop - Wokalup, SM and ASM, up and down home and distant, facing point detector locks provided.

Hulongine, loop extended, fit for traffic.

WN 49, we 12/12/13

Bruce Rock - Merredin, timetable in new WTT will not operate until section is declared open.

Perth - Bunbury, all classes of engine may run.

61 Mile Public Siding, from Geraldton, between Tenindewa and Mullewa open for traffic.

102 Mile (MR), new siding between Moora and Coomberdale open for traffic.

Balgobin, 40m 78ch, will remain open ufn.

WN 50, we 19/12/13

Rolling Stock Alterations, January 1913, Locomotives – Nil.

Lakeside, Kalgoorlie & Boulder F/W line, length 24m 19ch.

WN 51, we 26/12/13

Yoting, 135m 24ch, renamed Yotington.

Bruce Rock - Merredin, 22/12/13, opened, approx 31m 23ch, rate mileage from York and Merredin, Bruce Rock (94, 31), No 1 Siding (99, 26), No 2 Siding (104, 21), No 3 Siding (110, 15), No 4 Siding (115, 10), Merredin (125), S&T BR - M.

Old Keysbrook siding, to remain open for goods traffic ufn.

Melita, siding removed (apparently remained open as 10cwt).

North Fremantle, 21/12/13, signalling and running road to North Mole altered to EEL 12450B, new instructions page 1422, 1423.

WN 52, we 2/1/14

Meelon, telephone installed, Bodington

telephone moved to Wuraming.

Myamin, Kowtah, sidings removed
(apparently remains open as 10cwt).

WEEKLY NOTICES - 1914

WN 1, we 9/1/14

Geraldton - Northampton, C and Ca engines may now run.

Swan View, bank engine again working from here to 15m 63ch, commencing with No11 goods 7.20pm ex Midland Junction and finishing with No105 4.20am ex MJ.

Claymore, loop put in for PWD, and line runs out into bush, loop only is safe for departmental engines and vehicles.

WN 2, we 16/1/14

Boddalin, 205m 32ch, 12/1/14 ufn, constructing engine pit.

Oakdale, 11/1/14, 9m 41ch & 9m 57ch, slewing road into new position.

Tram Cars are to be classified as – A, 4 wheeled carrying 28 passengers; B, 4 wheel car carrying 32 passengers; C, 4 wheel car with smoking compartment; D, E, spare letters for 4 wheel cars; F, 8 wheel car, English make, extended platform; G, 8 wheel car, American make; cars with side seats will be converted to class B as they pass through shops; cars with clerestory roof will gradually be altered to curved roofs; all cars will have closed ends added as they pass through shops.

Katanning, new loco yard may now be used for traffic.

102 Mile siding MR, named Dalaroo.

WN 3, we 23/1/14

Rolling Stock Alterations, December 1913, Locomotives – Nil.

Balgobin, ufn 12 and 14 SW trains stop to pick up milk for Perth.

Bruce Rock - Merredin, sidings named, No1 - Jura, No2 - Belka, No3 - Korbel, No4 - Totadjin.

61 Mile siding NR, named Ardingly.

Wongan Hills - Mullewa, PWD list of sidings, page 67.

Swan View, 19/1/14 ufn, all heavy down trains will be banked through tunnel to 15m 63ch, bank engine available continuously from 7.20pm Sunday to last down train Saturday night, attached to goods trains at MJ marshalling yard, and return there if time permits, if not attach at Swan View, For passenger or express attach at Bellevue or Swan View, must always be used at rear of fully loaded pass or goods, even if have assistant in lead.

Kurrawang, W.A.Goldfields F/W line, length now 92m 30ch.

Cunderdin, 10/1/14, up outer home provided.

Tambellup, 13/1/14, signals provided as per EEL 13361, will have up and down home distant and starting for main, up home and distant, down starting branch line, facing point detector locks fitted, worked from lever frame on platform, up and down platform roads provided.

James Laidlaw private siding MR, provided at 26 3/4 m from MJ, rate 27m.

WN 4, we 30/1/14

Wickepin - Bruce Rock extension, 24/1/14 ufn, PWD providing a service for public

goods, sidings and rates ex Bruce Rock, Yalbarrin 5, Kerkenin 12, Babakin 20, Wogerlin 27, Nornakin 31, Dondakin 37, Bullaring 52, Stretton 56, Yealering 62, Nalyalling 71, Wickepin 78.

Merredin - Bruce Rock, all classes of engine may run.

Kenwick, 19/1/14 ufn, constructing new island platform, mileage 9m 57ch.

Geraldton Explosives Siding, reference to siding being situated at 3m 65ch.

Utakarra, stock yards have been moved here from Geraldton.

Cannington, new down starter provided with repeating arm to show under bridge.

WN 5, we 6/2/14

Beenup, State Brickworks siding is 1m 38ch long.

Boddington, 26/1/14, opened as S&T station splitting Wuraming - Dwarda section, attended during days when ballast is operating, trains may cross when attended, point indicators fitted.

Old Keysbrook, all goods to be put out at 39m 6ch unless senders endorse putting out at old siding at 37m 59ch.

Tambellup, cart weighbridge and 40 ton truck weighbridge provided.

WN 6, we 13/2/14

224m 41ch siding Boyup Kojonup, from 9/2/14, made a stopping and 10cwt goods station.

Barrabupp, Kauri Timber line, length now 24 1/2 m.

Wokalup, Millars' T&T line, length 20m to head of bush road.

Kirupp, Millars' T&T line, length 20m to head of bush road.

Marrinup, Millars' T&T line, length now 6 1/2 m.

Yarloop, Millars' T&T line, length 36m to end of longest spur.

Kurramia, Westralia Timber and F/W line, length now 62m 4ch.

Benger, now attended day and night.

Uduc, now unattended, SM and ASM transferred to Benger.

Argyle, Bunning Bros line, length now 10m 22ch.

WN 7, we 20/2/14

Rolling Stock Alterations, January 1914, Locomotives – Nil.

Yotington, renamed Yoting.

Greenbushes, Timber Corporation line, length now 15m 50ch.

Mundijong, Millars' T&T line, length now 17m.

Holyoake, SW Timber Hewers line, length now 8m.

Dardanup, Millars' T&T line, length now 26 3/4 m.

WN 8, we 27/2/14

Old Keysbrook, 28/2/14, old siding at 37m 59ch closed, all traffic to use new siding at 39m 6ch.

Penrith, siding required for departmental use, truckloads for public not to be accepted.

17 Mile Main Line signal box, renamed Bassendean.

17 Mile Belmont Branch signal box, renamed Whatley.

WN 9, we 6/3/14

Kenwick, overbridge being constructed.

WN 10, we 13/3/14

Yilliminning - Kondinin railway, from 9/3/14, opened for traffic (PWD run) to 15 Mile Siding, goods only?, sidings and mileages ex Y are Taarblin 9, Toolibin 15.

Lakeside, Kalgoorlie & Boulder F/W line, length now 24m 62ch.

Utakarra, siding completed, truck loads can be accepted, trains to stop for passengers, rate 302 ex Perth, 4 ex Geraldton.

Pinjarra, 8/3/14, new signalling arrangements EEL 10926B, new instructions page 314.

Yarramony, siding has been staff locked.

WN 11, we 20/3/14

Rolling Stock Alterations, February 1914, Locomotives – Nil.

224m 41ch siding Boyup - Kojonup line, named Farrer.

Merredin, 9/3/14, signalling as per EEL 12875A in use, now has up and down main and down branch lines home and distants, facing point detector locks fitted.

Bungulla, 16/3/14, up and down home and distants, facing point detector locks provided.

EGR, mileages altered, now Noongaar 213, Ghooli 245, Duri 289, Dedari 322.

WN 12, we 27/3/14

Ulakain, spelling changed to Ulakine.

Helena Vale Racecourse Platform, 12m 24ch ex Perth, rate 12.

Canning Park Racecourse Platform, 11m 37ch ex Perth, rate 11.

WN 13, we 3/4/14

Jarraewood, 1/4/14, opened as booking station with SM and ASM.

Wonnerup, 1/4/14, opened as booking station with SM and ASM.

WN 14, we 10/4/14

Yilliminning - Kondinin railway, under construction by PWD, extended to 37 Mile siding, goods may be accepted for there.

GSR relaying, heavy engines may now run through to Albany, reference to some light track at Attwell (appears to be between Torbay Junction and Albany).

Bronti, loop has been taken out, treat as 10cwt.

Meenaar, 2/4/14, up and down home and distant signals provided, facing point detector locks, point indicators removed.

Yellowdine, up and down home and distant signals removed from Bronti have been installed here.

WN 15, we 17/4/14

Yilliminning - Kondinin railway, re WN10&14/14, traffic may be consigned to following (rate ex Y), Taarblin 9, Toolibin 15, 20 Mile Siding 20, 25 Mile Siding 25, 31 Mile Siding 31, Dadenin (sic) 37.

80 Mile Siding, 8/4/14, opened as S&T station splitting Holyoake - Wuraming, unattended, point indicators provided.

Beenup, State Brickworks siding, not fit for departmental stock.

Indarra, 47m 20ch, siding disconnected, truck loads not to be accepted, anticipated that new siding at 51m 48ch will be open for traffic in a few days.

Private Co lines, list page 494.

WN 16, we 24/4/14

Rolling Stock Alterations, March 1914, Locomotives – Nil.

Rudgyard, 354m 50ch, to be recognized as a regular passenger stopping place, also 10cwt, rate 355.

Armadale, overhead bridge being extended over up road and goods yard.

Northampton - Ajana, names (and rate ex Geraldton) adopted are Wundi - Baddera (40), No 1 Siding - Weld (45), No 2 Siding - Ogilvie (49), No 3 Siding - Hutt (53), No 4 Siding - Binnu (58), Ajana unchanged (66).

Booraan, 21/4/14, up and down home and distant, facing point detector locks provided.

WN 17, we 1/5/14

Brookton - Kunjinn railway, being built by PWD, 27/4/14, opened for goods service to 13 Mile Siding, rate 13m ex B.

Namban MR, is 116m from MJ (Merch. Rates book).

Kurramia, Westralia Timber & F/W line, length now 61m 12ch.

Parker's Road, 22/4/14, up and down home and distant signals, facing point detector locks provided, point indicators removed.

Pinjarra, 20/4/14, present down starting signals from main and back platform removed, replaced by 3 arm bracket between down main and back platform road, arms apply back platform to Marrinup and back platform and down main to Bunbury.

Claymore, PWD extension, clearances along line are less than regulations, and only daylight working permitted.

Railways under construction by PWD, timetables page 545.

Subiaco, new up home, top arm in use, repeating arm in use 25/4/14.

WN 18, we 8/5/14

Livesey's Siding, 114m 14ch, siding transferred to Farmers Mercantile Union and Chaff Mills.

Karrijine, 43m 11ch, renamed Coates.

Wickepin - Bruce Rock line, goods arriving at Wickepin addressed Corrijinn via Wickepin; Corrijinn is identical with Dondakin on the Wickepin - Bruce Rock line.

Noggerup, Vincent Bros private line, has been transferred to Preston Valley Sawmills (Bunning Bros).

Lion Mill, shunting neck has been lengthened, and additional siding put in.

Indarra, new siding at 51m 48ch now fit for traffic, rate mileage 52 ex Geraldton, 342 ex Perth.

Bodallin, 6/5/14, up and down home and distant signals, facing point detectors provided.

WN 19, we 15/5/14

Boya, altered stoppage for Boya passengers from 14m 7ch to 13m 37ch.

Dewar's Pool, 4/5/14, 73m 30ch, new 5cwt and passenger stopping place.

Manjimup, actual mileage to centre of station is 196m 54ch, and so rate is 197m.

Yellowdine, dead end to hold 10 wagons put in.

Carrabin, 7/5/14, up and down home and distant signals, facing point detectors provided, point indicators removed.

Calooli, 8/5/14, up and down home and distant signals, facing point detectors provided, point indicators removed.

Nannine, point indicators fixed at facing points Meekatharra end of yard.

WN 20, we 22/5/14

Balgobin, 30/6/14, will be closed.

147 Mile peg Wonnerup - Jarrahwood railway, to be a 10cwt stopping place.

Rudgyard, rate 355m, is 10cwt stopping place.

Lines under construction, list of stations, page 627.

80 Mile Hotham branch, Public Works Sidings, telephone has been installed.

192 Mile Public Siding (MR), new, dead end siding, can only be worked by down trains.

WN 21, we 29/5/14

Rolling Stock Alterations, April 1914, Locomotives – Nil.

Indarra, alter mileage in WTT to 51m 50ch.

Port Hedland, list of rolling stock, page 655.

Victoria Park, 18/5/14, commenced extending platform.

Mount Hardy, telephone installed.

WN 22, we 5/6/14

Public Works Saw Mill line, Hotham branch, shown as 80 mile from Perth, is at 79m 3ch.

Wyalkatchem - Mt Marshall extension, currently only 12ch long, wagons may be shunted onto it.

Wuraming, points and scotch block at head of Public Works extension fitted with Yale padlocks, keys kept at Holyoake, extension is 72ch in length, and may be shunted from 1/6/14.

WN 23, we 12/6/14

Wickepin - Corrigin, 9/6/14, opened, approx 40m 30ch, rate ex Perth, Malyalling 196, Yealering 205, Stretton 210, Bullaring 215, Corrigin 229, S&T W - C, Corrigin attended, timetable page 709.

Brookton - Kunjinn, line has been extended to 27 1/2 m, goods can be accepted for 13 Mile Siding and Quandadine (rate 28m).

Corrigin, 8/6/14, opened as a booking station with SM, point indicators fitted to facing points.

WN 24, we 19/6/14

Warraling, renamed Mawson.

Yilliminning - Kondinin, line has now been extended to 45m 55ch, goods may be accepted to places as before plus 46 Mile Siding.

Victoria Park, building new overhead bridge.

Barton, S&C trucking yards provided.

Anketell, loading ramp provided on south side of line.

WN 25, we 26/6/14

Rolling Stock Alterations, May 1914,
Locomotives – Nil.

Minnivale, alter rate distance to 125m in
Merch. Rate book.

Kurramia, Westralia Timber & F/W line,
length 65m 78ch.

Swan View, reprinted instructions, page
770.

Kurrawang, W.A. Goldfields F/W Supply
line, length 99m 6ch.

West Yuna, new loop 1500ft between points
provided.

Beenup, State Brickworks Siding, fit for
traffic, may be worked by engines of A, B,
C, Ca, G, J, M, N, O, Oa, Q, Qa, Ra, S, T.

WN 26, we 3/7/14

Wongan Hills - Mullewa, altered PWD
service, page 780.

99 Mile EGR, 99 & 4 stop for school
children.

Maddington, scotch block inside slip rails on
Racecourse branch will be removed, all
vehicles for this branch must be placed
inside scotch blocks on sidings at Racecourse
terminus.

Attwell, referring to a previous WN and
noting that reference to Eastwood should
have been to Attwell.

WN 27, we 10/7/14

Level Crossing 19m from Collie (Muja -
Bowelling section), 2 trains a week stop to
put out provisions.

74m 30ch GSR, 1 & 2 stop for school
children.

Beenup, State Brickworks siding, class K
engines may work siding.

WN 28, we 17/7/14

Waterloo, 13&14/7/14, lengthening loops.

Cardup, open as 10cwt.

James Haydon's siding, ufn, only dead end
holding 8 trucks may be used, as siding
proper is not yet safe for traffic.

Barrabup, Kauri Timber line, length now
25m 47ch.

PWD Saw Mill lines and lengths, Jarnadup
17m 18ch, Claymore 6m, 79m Hotham
branch 2m 13ch, 85m Hotham branch 72ch.

Dumbleyung, 2 ton crane provided.

WN 29, we 24/7/14

Rolling Stock Alterations, June 1914,
Locomotives – Converted – Ra to R 150, 154,
228.

Wurarga, stockyards have been erected.

WN 30, we 31/7/14

Totadjin, renamed Ulva.

147 Mile peg stopping place Wonnerup -
Jarrahwood railway, renamed Abba River.

WN 31, we 7/8/14

26³/₄ mile school children stopping place
between Cardup and Mundijong, delete,
school children not now travelling.

Bodallin, telephone will shortly be installed.

James Haydon's siding, repairs complete.

Penrith siding, reserved exclusively for
ballast purposes, not to be used for other
traffic.

York, 3/8/14, new bracket signal provided, starters to Albany and Quairading.

WN 32, we 14/8/14

James Todd's sidings Bellevue, siding in rate book at 12m is not in use and to be deleted, other siding accounted for by Midland and shown as 12m should read 11m.

Guildford, 2/8/14, new signal box on island platform opened, EEL 10807.

WN 33, we 21/8/14

Rolling Stock Alterations, July 1914, Locomotives – Nil.

26m 36ch between Cardup and Mundijong, 14 & 11 stop for school children.

Wickepin, 11/8/14, up and down home and distant signals, facing point detector locks provided.

Albany, 14/8/14, signals (brought into use?), now has down home and distant, and up home, new instructions pages 959, 960.

Balingup, 18/8/14, up home and distant, down home and inner and outer distant, facing point detectors fitted.

Claymore, from 17/8/14, Public Works Extension will be worked under S&T S only, section Claymore - Head of Public Works Extension; when engine required to work the line, competent porter to be placed in charge at Claymore.

WN 34, we 28/8/14

List of engines allowed on various sections, pages 978, 979.

Helena Vale Racecourse, scotch blocks have been provided at Bellevue end of main platform road and loop.

Northampton, correct mileage is 34m 7ch.

WN 35, we 4/9/14

East Perth, new Gasworks siding for City Council now fit for traffic for about 12ch beyond Claisebrook Road.

Dingo Creek, 20/8/14, renamed to Butterfly.

State Implement Works Siding, Rocky Bay line, 26/8/14, points staff locked.

WN 36, we 11/9/14

Claymore, PWD Saw Mill line, charges for shunting to be based on locomotive hire charges per hour; list provided.

Dewar's Pool, stopping place has been altered from 73m 30ch to 73m 12ch.

WN 37, we 18/9/14

Corrigin - Bruce Rock, 14/9/14, opened, approx 37m 23ch, rate ex Perth via Narrogin, Corrigin 229, Nornakin 236, Wogerlin 240, Babakin 247, Kerkenin 255, Yalbarrin 261, Bruce Rock 266, S&T C - BR, timetable page 1045.

80 Mile Siding, renamed Amphion.

Wongan Hills - Mullewa, revised list of stations, page 1057.

WN 38, we 25/9/14

Rolling Stock Alterations, August 1914, Locomotives – Nil.

Narrogin, re new loco depot, office of loco foreman transferred from Wagin to Narrogin 19/9/14.

Merredin, 2 ton crane provided.

WN 39, we 2/10/14

Mararoa Gold Mining Co, private siding put in at 452m 49ch Norseman line.

Rungine, siding has been pulled up.

Perth Jarrah Mills siding, 53m 68ch
Clackline - Bolgart, lease cancelled, points
removed.

York, portable sheep race and hurdles
provided for use at adjacent sidings.

Jarrahwood, 30/9/14, closed as a booking
station.

Loch Street, 28/9/14, down home signal
replaced by new one 13yds on up side of
new bridge.

Karrakatta, 28/9/14, new down distant and
home, home has repeating arm to show
under footbridge.

WN 40, we 9/10/14

Dartnall, portable sheep race and hurdles
provided.

WN 41, we 16/10/14

Rolling Stock Alterations, September 1914,
Locomotives – Nil.

Bates Crossing, 172m 50ch EGR, 98 & 3
stop for school children, stop at 172m 25ch
cancelled.

Wongan Hills - Mullewa, amended list of
stations, page 1180.

Badjaling, sheep race and hurdles provided.

Yoting, portable sheep race and hurdles
provided.

Wells Bros siding, UDRR, closed, delete
from GR book.

WN 42, we 23/10/14

Wagin, reference to placing trucks inside
scotch blocks on construction line for Wagin
- Bowelling.

WN 43, we 30/10/14

Yonga, renamed Bornholm.

WN 44, we 6/11/14

Nil of interest.

WN 45, we 13/11/14

Rolling Stock Alterations, October 1914,
Locomotives – Nil.

101m 30ch Brunswick Junction - Collie
section, 66 & 67 stop for school children.

Coogee, Briggs & Rowland's No 1 Siding,
transferred to Anchorage Butchers.

Wuraming, scotch block placed on Public
Works extension 20yds Wuraming side of
loop.

James Haydon's siding, Victoria Park
Municipal Council have permission to use.

Merredin, from 10/11/14, all traffic diverted
to and from north side of platform (main
line) which is now complete.

Burke's Siding closed, Jennacubbine opened,
3/11/14, as unattended ES station, sections
now East Northam - J - Goomalling.

Noggerup, Preston Valley Saw Mill line,
repairs effected, departmental rolling stock
may run.

WN 46, we 20/11/14

Roelands, Public Works line, at present
undergoing repairs and is unfit for traffic.

Narrogin, portable sheep race and hurdles
provided for adjacent sidings.

Mundijong, Millars' T&T line, length now
20m.

Kerkenin, renamed Ardath.

174 Mile Narrogin - Wickepin section, temporary dead end put in for PerWay branch.

WN 47, we 27/11/14

Yilliminning - Kondinin railway, PWD train leaves their siding at Y 3am Mon, goes as far as required, returns about 10pm Saturday.

Albany, G & T class may run on Town and Deep Sea Jetties.

Geraldton, G class may run on jetty.

Monger's siding, has been staff locked.

Gledhow station has been moved to 336m 25ch, siding provided, staff locked, rate 336m.

Pinjarra, portable race and hurdles provided for adjacent sidings.

174 Mile Per Way dead end, has been converted to loop.

WN 48, we 4/12/14

Geraldton - Northampton, O class may be used on mixed trains.

Noggerup, Preston Valley Saw Mills line, length now 5 1/2 m.

Wagin, connection with Wagin - Bowelling railway made, fit to Construction depot about 60ch from W station.

Naval Base line, 25/11/14, Briggs & Rowland's No 2 Siding opened as S&T station splitting Robb's Jetty - Naval Base section, S only on both sections, competent employee in charge at B&R No 2, accompanies each train as pilot to NB.

WN 49, we 11/12/14

Yilliminning - Kondinin, station names and

mileages ex Y amended to Noman's Lake 8.68, Toolibin 15.12, Wedin 19.64, Tinkurrin 24.61, Harrismith 30.64, Dudinin 36.57, Jitarning 45.55, South Kulin 53.06, Kulin 58.65, Gnarning 64.55, Kondinin 73.25.

174 Mile Per Way siding, opened as unattended S&T station splitting Narrogin - Wickepin, only ballast may cross, telephone provided.

Torbay Junction, portable race and hurdles provided for use on Denmark branch.

Yelbeni, Elabbin, closed as staff stations, sections now Korrelocking - Kununoppin - Merredin.

WN 50, we 18/12/14

Rolling Stock Alterations, November 1914, Locomotives - Nil.

Perth - Armadale, 12/12/14, timetable reprint pages 1446 - 1449.

Perth - Bunbury, 12/12/14, timetable reprint pages 1450 - 1453.

Clackline, 14/12/14, up starter half bracket replaced by straight signal.

WN 51, we 25/12/14

Hettie, 41m 52ch Wongan Hills - Mullewa, renamed to Pithara.

Beenup, State Brickworks Siding, GR book, incorrect mileage of 24m should be 26m.

Bunning Bros Siding, 136m 19ch, Collie - Narrogin section, private siding put in, staff locked, departmental trucks but not engines may run on bush lines, rate 136m.

WN 52, we 1/1/15

Coolup, 1/1/15, currently ES station with SM and ASM, opened as booking station.

Mt Lawley, 22/12/14, pair of interlocked points between loco siding and down main, and up and down signals controlling exit from and entrance to loco siding provided,

EEL 10648B.

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WN 1, we 8/1/1915

Narrogin - Yilliminning, commencing at once, work on regrading operations (heading also refers to deviations).

Barrabupp, renamed to Cambray.

Belmont Park, 30/12/15, opened as ES station between 7am and 5pm to facilitate working of East Perth ballast train, only ballast may cross, points facing to down traffic, two flagmen to act as distants, apparently no home signals, from 5/1/15 opened continuously ufn.

WN 2, we 15/1/1915

Bunning Bros Siding, 136m 19ch Collie - Narrogin section, re WN51/14, in future known as The Wandoo Timber Co Siding.

Wyalkatchem, re WN22/14, Wyalkatchem - Mt Marshall railway, line complete to PWD depot 60ch from Wyalkatchem.

Brookton - Kunjinn railway, names and local mileages are Miarung 4.30, Weam 8.60, Nalya, 13.30, Aldersyde 18.25, (unnamed) 23.48, Kweda 27.15, Bulyee 32.60, Lomos 38.71, Jubuk 43.65, Kunjinn 48.53.

WN 3, we 22/1/1915

Rolling Stock Alterations, December 1914, Locomotives – Nil.

Amphion, formerly 80 Mile siding, is 79m 13ch actual, 79 m rate ex Perth.

Greenbushes, Timber Corp line, length approx 14m.

Nallan, Murchison Timber Co line, length is 28m 18ch.

WN 4, we 29/1/1915

26m 36ch SWR, No 14 is to stop here for school children, not at 26 1/2 mile post.

No 2 Saw Mill, reference to being on bush line 4 3/4 m from Dwellingup station.

Hoffmann Brick Coy siding, 12m 30ch Smith's Mill branch, reference to renewing crossings.

Jarnadup, Wilgarup Karri & Jarrah, line now fit for dept vehicles over full length, 4m.

WN 5, we 5/2/1915

South St, various Naval Base trains to stop for passengers, rate mileage 13.

Lake Matilda, changes and additions in rates books, marked as 10cwt only.

East Perth, ref to Perth Municipal Council Siding, extends along Kensington St parallel with tram line to Trafalgar St (approx 3/4 m).

23 Mile 48 Chain Brookton - Kunjinn railway named Mears.

WN 6, we 12/2/1915

Kurrawang, W.A. Goldfields F/W Supply, length now 87m 12ch.

WN 7, we 19/2/1915

Rolling Stock Alterations, January 1915, Locomotives – Nil.

Boulder & Brown Hill lines, 13/2/15, timetable reprint pages 173 - 176.

Quairading, goods shed provided.

New Wallsend Siding, East Collie, re WN17/14, this is identical with The Proprietary Coal Mines of WA siding at Collie.

WN 8, we 26/2/1915

Nannup, siding put in for Kauri Timber Co.

253m 14ch Donnybrook - Katanning section, 19/2/15 ufn, ref to lowering line at new siding.

Bornholm, stockyards provided.

WN 9, we 5/3/1915

Wongan Hills - Mullewa, 1/3/15, district railway, opened for through and local goods traffic and local passengers only, rate mileages page 244, 245, S&T WH - Kondut - Dalwallinu - Buntine - Caron - Koolanooka - Canna - Public Works Junction - Mullewa, Buntine is loco and traffic depot, timetable page 226.

Bruce Rock - Wickepin rate mileages are (via Quairading) Bruce Rock 172, Yalbarrin 177, Ardath 183, Babakine 191, Wogerlin 198, Nornakin 202, Corrigin 209, and (via Wickepin) Bullaring 215, Stretton 210, Yealering 205, Malyalling 196, Wickepin 189.

WN 10, we 12/3/1915

Wongan Hills - Mullewa, 1/3/15, timetable (altered) pages 263, 264.

Wongan Hills - Mullewa, loads given for C, Ra and O class.

Public Works Siding (Junction to Mullewa line), 1/3/15, unattended S&T opened at

Public Works Junction, approx 1m, Pindar side of Mullewa, splitting Mullewa - Pindar section. Under control of Mullewa, all trains between here and M to be accompanied by SM or ASM; scotch block fitted on branch line, point indicator provided.

Bush lines added to list in WTT: Port, Honey & Co, Pindalup, joins main at 83m 39ch; Patterson's (2m long) off PWD line at 79m; Working Railways Mill No 2 (5m long) at 68m78ch.

Laidlaw's (rate 27m ex MJ, 37 ex Perth) and Dalaroo (102, 112), MR, passengers may be booked.

WN 11, we 19/3/1915

Yilliminning - Kondinin, 15/3/15, opened, approx 73m 60ch, rate mileages Noman's Lake 185, Toolibin 191, Wedin 196, Tinkurrin 201, Harrismith 207, Dudinin 213, Jitarning 222, South Kulin 229, Kulin 235, Gnarning 241, Kondinin 249, district railway, loads for G, O, M class, S&T Y - D - K, D & K unattended, telephone line not yet complete, timetable page 294.

Yilliminning, 15/3/15, opened as booking station with SM.

WN 12, we 26/3/1915

Rolling Stock Alterations, February 1915, Locomotives - Nil.

Yilliminning, Kondinin branch at present connects with main line about 200yds outside facing points Wickepin end of yard; until line is connected at station, Public Works Junction is under control of SM at Y and sections will extend to clearance at junction points only, all trains to be accompanied by SM, point indicator on junction points.

Wedin, loop has been converted to dead end.

WN 13, we 2/4/1915

Geraldton - Cue - Meekatharra and Sandstone branches, 22/3/15, altered service, timetable page 374.

Keysbrook, 1/4/15, currently attended staff station with SM and ASM, opened as booking station.

Wyalkatchem, 1/4/15, opened as booking station with SM.

WN 14, we 9/4/1915

Wongan Hills - Mullewa, 5/4/15, opened for traffic generally and through passengers conveyed, major timetable alterations.

Northam (via Dowerin) - Merredin, Geraldton - Walkaway, Northam - Buntine - Mullewa, Geraldton - Cue - Meekatharra, Sandstone branch, MR, timetable reprints pages 402 - 421.

Roelands, PWD Quarry line, fit for govt engines and trucks to run.

Bowelling, PWD siding for Wagin line is fit for traffic.

WN 15, we 16/4/1915

Korbel, telephone provided.

Wyalkatchem - Mt Marshall Railway, under construction, PWD line fit for working railway trucks for 9m.

Mullewa Junction, new instructions published, indication is that Wongan Hills line now runs into station.

Narrogin - Wickepin - Merredin, rate distances published for shortest route, page 452.

WN 16, we 23/4/1915

Rolling Stock Alterations, March 1915, Locomotives – Nil.

Brookton - Corrigin, 19/4/15, opened, approx 55m 75ch, rate ex Perth Weam 127, Nalya 132, Aldersyde 137, Mears 142, Kweda 145, Bulyee 151, Lomos 157, Jubuk 162, Kunjin 167, Corrigin 174, loads for G, O, M class, S&T B - C, timetable page 461.

Swan View tunnel banker, withdrawn since 10/4/15, load of all down goods MJ to Parkerville now limited to mixed load.

Narrogin - Wickepin - Merredin, re WN15/15, due to opening of Brookton - Corrigin, rate mileages ammended to (via Brookton) Wogerlin 185, Nornakin 181, Corrigin 174, Bullaring 189, Stretton 193, Yealering 199.

WN 17, we 30/4/1915

Merchandise rate book, list of alterations, rates etc, page 507.

WN 18, we 7/5/1915

Wagin - Bowelling, open for traffic ex Wagin to Quangallin (6m 6ch) and Warup (12m 29ch).

Wyalkatchem - Mount Marshall, open for traffic ex W to Gruica (6m 32ch), Nalkain (11m 10ch), Cowcowing (19m 42ch).

WN 19, we 14/5/1915

Nil of interest.

WN 20, we 21/5/1915

Rolling Stock Alterations, March (sic) 1915, Locomotives – Nil.

Wagin - Bowelling, PWD train leaves Wagin for head of line Thurs 9am, returning

to W at 5pm same day.

253m 13ch Donnybrook - Katanning,
17/5/15, public siding opened as pass
stopping place and 10cwt.

Bowellling, telephone installed for PWD.

WN 21, we 28/5/1915

Brookton - Corrigin, load table, page 597.

Malcolm - Morgans, R class may not run
ufn.

Wyalkatchem - Mount Marshall, goods to be
accepted for Koorda, 28m 7ch.

Highbury, portable sheep race and hurdles
recently provided now withdrawn.

Calooli, staff withdrawn, now unattended
day and night.

WN 22, we 4/6/1915

Wyalkatchem - Mount Marshall, PWD train
leaves W 6am Tu&Thurs for Koorda,
returns same day.

Wagin - Bowelling, goods may be accepted
for 15 Mile siding.

Pintharuka, delete from list WN17/15,
stockyards not provided.

WN 23, we 11/6/1915

Albany, lease for Millars' Turntable siding
has expired.

Lakeside, Kalg & Boulder F/W Co line
length now 29m 61ch.

WN 24, we 18/6/1915

Rolling Stock Alterations, May 1915,
Locomotives – Nil.

Geraldton, 13/6/15, ref to diverting traffic at
0m 44ch on Northampton and Cue main
lines, diverting traffic into new station.
Later note that old passenger station closed,
new station opened, signalling as per CEEL
15997, length of main platform 194 yds.

WN 25, we 25/6/1915

253 Mile 13 Chain Donnybrook -
Katanning, siding renamed Holly.

Goongarrie, crane removed (Merch Rates).

WN 26, we 2/7/1915

Korrelocking, engine triangle being taken
out and removed to Wyalkatchem (junction
for Mt. Marshall railway).

WN 27, we 9/7/1915

Winchester MR is 172m ex Perth, correction
to WTT.

Midland Junction A & B, 6&8/7/15, some
changes to signals.

WN 28, we 16/7/1915

Bolgart, branch has been extended to 1/2
mile beyond here, safe to rail level landing
at centre of new station yard, loop also safe
to same point, loaded trucks to be propelled
from Bolgart yard to new yard, as road past
centre of new site not safe for engines to run
around.

WN 29, we 23/7/1915

Rolling Stock Alterations, June 1915,
Locomotives – Nil.

Mullewa, portable sheep race and hurdles
provided.

East Perth, new loco depot, note re issue of
tickets to workmen employed on site

preparation.

Vettersberg, 1/8/15, closed as 10cwt station and stopping place.

WN 30, we 30/7/1915

Mt Lawley - East Perth, 22/7/15, up main has been broken at 0m72ch and 1m55ch, slewed onto new formation and joined to new temporary main line, two new up distants will be brought into use at East Perth.

Matta, Merrigig, 1/8/15, closed as 10cwt stations and stopping places.

East Fremantle Goods Junction, 26/7/15, new goods line down starter replaces old.

Connolly's No 1 Siding, being taken out, 1/8/15, closed as 10cwt station and stopping place.

WN 31, we 6/8/1915

Shannon, renamed Badgeminnup.

East Jandakot, renamed Forrestdale.

Mt Lawley - East Perth, 1/8/15, down line deviated to temporary line (lowering mains), section 0m72ch to 1m55ch, new down advance starter at EP.

West Midland, 30/7/15, present up and down home and distant, and new up and down starting signals connected to new signal box.

WN 32, we 13/8/1915

Mt Erin, renamed Nanson.

Names changed by dropping final letter: Banjupp, Burekupp, Kirupp, Benjinupp, Yabberupp, Noggerupp, Tingerupp, Mumballupp (to Mummballup), Kronkupp, Kunjinn, Eulinn.

Vettersburg, from now ufn, trains will stop if required.

WN 33, we 20/8/1915

Onteru, renamed Kockatea.

Connolly's No 2 Siding, siding has been moved to 382m 68ch.

Homebush, renamed Nembudding.

Midland Junction, 16/8/15, new up homes provided from Eastern and UDR.

Baandee, portable sheep race and hurdles provided.

Bolgart, main and loop now fit for traffic for whole length of station yard, engines may run around trucks in new yard.

Kukerin, permission given to PWD to connect up to end of the rails for forming a depot for the Lake Grace railway.

Torbay Junction, portable race and hurdles for Denmark branch transferred to Albany.

Chandalla MR, 1/9/15, siding closed and ceases as stopping place.

WN 34, we 27/8/1915

Duckling, 169m 21ch, renamed Marne.

Briggs and Roelands No 2 Siding, 18/8/15, closed as S&T station, section now Robb's Jetty - Naval Base.

WN 35, we 3/9/1915

Rolling Stock Alterations, July 1915, Locomotives – Nil.

Attwell, renamed Cuthbert.

WN 36, we 10/9/1915

Geraldton, portable sheep race and hurdles provided.

Bardoc, stockyards have been moved to Murrin Murrin.

WN 37, we 17/9/1915

Rolling Stock Alterations, August 1915, Locomotives – Nil.

WN 38, we 24/9/1915

Wongan Hills - Mullewa, load table, page 1035.

Kweda, re WN16/15, correct mileage is 145m41ch, rate 146m

Northern Gully - Mullewa, ES installed, Eradu and Indarra as staff stations.

WN 39, we 1/10/1915

Yilliminning, up and down platform roads brought into use.

WN 40, we 8/10/1915

Heidelberg, renamed Bickley.

WN 41, we 15/10/1915

Goomalling, 12/10/15, down outer home provided, EEL 12883A.

Kurrawang, WAGFS line, 12/8/15, length was 92m79ch.

WN 42, we 22/10/1915

Rolling Stock Alterations, September 1915, Locomotives – Nil.

Military passenger service, Perth to Helena Vale, from 11/10/15.

Belmont Park, siding for Water Supply and Sewerage Dept from BP platform to Filter Beds in use, 1m77ch, rate 2m.

Green's Landing, renamed Carmel.

Hopetoun - Ravensthorpe railway, siding at 6m 48ch, re WN31/11, siding is still open for all classes of traffic.

WN 43, we 29/10/1915

Helena Vale Racecourse line, now relaid with 60lb rail, fit to carry heavy engines.

Meenaar, portable race and hurdles provided.

Baandee, 1/11/15, opened as booking station, already staff station with SM and ASM in charge.

Benger, 12/10/15, closed as ES station, section now Brunswick Junction - Wokalup.

Keysbrook, 31/10/15, closed as booking station and officers withdrawn.

WN 44, we 5/11/1915

Doney's Siding, 444m36ch Menzies line, 31/10/15, taking out siding.

425m10ch Menzies line, 1&2/11/15, putting in siding for Doney.

Belmont Park, 22/10/15, closed as ES station, section now East Perth - Burswood, not in use boards on signals, special staff lock on crossover main to siding.

Venn, Keysbrook, 19/10/15, closed as ES stations, sections now Pinjarra - North Dandalup - Serpentine, not in use boards on signals until they are removed.

Baandee, 1/11/15, opened as booking station.

WN 45, we 12/11/1915

State Smelting Works siding at Ravensthorpe, siding has been put in at 29m77ch, rate 30m.

Wongan Hills - Mullewa, Yilliminning - Kondinin, Brookton - Corrigin, lists of accomodation, pages 1273, 1274.

WN 46, we 19/11/1915

Rolling Stock Alterations, October 1915, Locomotives – Nil.

Yowergabbie, renamed Yoweragabbie

Gruica, renamed Gnuca.

Vettersburg, 1/12/15, closed as 10cwt and stopping place.

AH coaches may be used on UDRR and Mundaring Weir lines.

Bornholm, there is siding accomodation (correction to list of sidings).

WN 47, we 26/11/1915

Doney's siding moved from 444m36ch to 425m10ch.

Wagin - Bowelling line, PWD prepared to take traffic for the 19m siding.

Brookton, 23/11/15, opening new signal box and installation of interlocking and signalling scheme.

WN 48, we 3/12/1915

Mararoa GM Siding, 452m 49ch Norseman section, has been opened as 10cwt and stopping place.

Dangin, Shackleton, Wyola, 1/12/15, opened as booking stations.

Rungine, 1/12/15, closed as 10cwt and stopping place.

Coolgardie Racecourse siding, ufn unfit for traffic, points spiked and locked.

Elabbin, 1/12/15, opened as unattended S&T splitting Kunnunoppin - Merredin section.

Meenaar, Eradu, Nangeenan, 1/12/15, opened as booking stations.

Capel, 30/11/15, closed as booking station.

Kukerin - Lake Grace extension, inspected as far as constructed, fit for rolling stock.

Shackleton, 1/12/15, opened as S&T splitting Quairading - Bruce Rock, attended during day.

Trafalgar Goods Loop, correct rate mileage is 380m.

WN 49, we 10/12/1915

Narrogin - Wickepin, deviation from 179m to Wickepin, traffic diverted on to it from 23/11/15.

74½ mile, between Pindar and Mullewa, siding is being put in, in the meantime treat as 10cwt.

WN 50, we 17/12/1915

Rolling Stock Alterations, November 1915, Locomotives – Nil.

Mt. Lawley - East Perth, 12/12/15, lines broken about 10ch out from each station to connect up to permanent lines.

Yarri MR, 13/12/15, opened, siding, rate 175 ex Midland Junction.

WN 51, we 24/12/1915

Kukerin - Lake Grace, re WN48/15, line has

been inspected as far as depot, approx 60ch,
and is suitable for rolling stock to there.

WN 52, we 31/12/1915

Wyalkatchem - Mt Marshall railway, re
WN21/15, traffic may be accepted for
Wallambin, 15m12ch.

Jennacubbine, Kununoppin, 1/1/16, opened
as booking stations with SM in charge.

Wyalkatchem, 22/12/15, up and down main
line and up branch home and distant signals
provided.

WEEKLY NOTICES - 1916

WN 1, we 7/1/1916

Burke's Siding, 4/1/16, opened as unattended ES station splitting East Northam - Jennacubbine, J to be attended night and day, point indicators on fp at BS and J.

WN 2, we 14/1/1916

192 Mile MR, re WN20/14, siding now converted to loop.

Wyalcatchem, scotch block provided 20yds outside up branch line home to prevent PWD engine fouling main.

WN 3, we 21/1/1916

Rolling Stock Alterations, December 1915, Locomotives – Nil.

74½ Miles NR, re WN49/15, siding completed and fit for traffic, to be known as Wokawah.

179 Mile Way and Works siding, Wickepin section, siding now cut out of main line.

Merredin, 16/1/16, opening of signalbox and interlocking, CCE 16414.

WN 4, we 28/1/1916

Northam - Mullewa, 24/1/16, goods service, page 85.

74½ Mile NR, named Beatty instead of Wokawah, rate 74m from Geraldton, 340 from Perth via Mullewa.

WN 5, we 4/2/1916

Carrabin, portable sheep race and hurdles moved here from Burracoppin.

WN 6, we 11/2/1916

Wyalkatchem - Mt Marshall Railway, traffic may be accepted for Gabbin, 40m70ch ex Wyalkatchem, rate 41m, also for siding at 46m.

Yelbeni, 22/1/16, opened as unattended S&T splitting Korrelocking - Kununoppin, point indicators on fp.

Goomalling - Wongan Hills, 25/1/16, S&T withdrawn, miniature ES installed on new sections Goomalling - Konnongorring - Wongan Hills.

WN 7, we 18/2/1916

Rolling Stock Alterations, January 1916, Locomotives – Nil.

State Smelting Works Siding, 29m 77ch Hopetoun - Ravensthorpe, passengers may be booked to/from here.

Worsley, Millars T&T taken up all of bush line, only left few chains around the mill and siding connecting to main line.

192 Mile MR, siding named Womar, rate 192 ex Midland Junction.

WN 8, we 25/2/1916

Coolup, 29/2/16, closed as booking station.

Kurrawang, WA Firewood Co, length now 103m19ch.

WN 9, we 3/3/1916

80 Mile 48 Chain EGR, telephone post 1592, 99 and 4 stop for school children.

Bolgart railway extension by PWD, safe for

distance of 8m at 10mph, goods can be accepted for Wyening, 6m 66ch from Bolgart.

Brookton, portable sheep race and hurdles provided for Brookton - Corrigin line.

WN 10, we 10/3/1916

Collie, 25/2/16, new up main starter provided.

Torbay Junction, ASM has been appointed.

WN 11, we 17/3/1916

Wagin - Bowelling line under construction, refers to additional train leaving Wagin on Tuesdays for Bellyanine, 19m.

Bellevue, James Todd's siding closed ufn.

Qa engines on UDRR now working with reduced pressure, 96 tons is for 175lbs, reduce to 88tons for 160lb and 80 tons for 150lb.

Parker's Road, telephone has been connected.

WN 12, we 24/3/1916

Rolling Stock Alterations, February 1916, Locomotives – Nil.

WN 13, we 31/3/1916

Wyalcatchem - Mt Marshall railway, traffic may be accepted for Bencubbin, 51m 78ch from W.

Kurramia, Westralia Timber&Firewood Co line, length now 68m74ch (coorrected from Kurrawang to Kurramia in next WN).

Bellevue, James Todd's siding, re WN11/16, should have read Midland Junction.

Bolgart extension, traffic may be accepted

for siding at 36 mile peg on extension (12m from Bolgart).

WN 14, we 7/4/1916

Patterson's siding off PWD siding at 80 Mile Hotham Valley, siding will now be known as Public Works Dept siding.

Port Hedland - Marble Bar, list of siding accomodation (mentions Miralga between Shaw River and Gorge Creek), page 383.

WN 15, we 14/4/1916

Bolgart extension, traffic may be accepted for Kalingiri, 15m.

WN 16, we 21/4/1916

Rolling Stock Alterations, March 1916, Locomotives – Nil.

Dowerin, scotch block placed on dead end of triangle to prevent vehicles running out of stock yards.

Carrabin improvements, all sidings in yard now fit for traffic.

Balingup, Wonnerup, 30/4/16, closed as booking stations.

WN 17, we 28/4/1916

Nil of interest.

WN 18, we 5/5/1916

Korrelocking, 30/4/16, closed as booking station, 10/5/16, officer in charge withdrawn, becomes unattended crossing station.

Mt Lawley, 26/4/16, new up home and distant provided, diagram 10648D; 18, 15 & 6 signals and 10 & 11 points to and from loco and main line will be brought into use on date to be advised.

WN 19, we 12/5/1916

Buntine, point indicator fixed to catch points leading from loco yard.

WN 20, we 19/5/1916

Perth - Kalgoorlie, 85 and 86 express compositions, page 549.

Station at 97m 79ch Hotham Valley branch, correct spelling is Boddington.

Woolgaar, renamed to Yunndaga.

Murphy's Crossing, renamed to Westfield.

West Collie, renamed to Allanson due to change of townsite name.

Korrelocking, 17/5/16, closed as S&T station, section now Wyalkatchem - Yelbeni.

Coolgardie Racecourse siding, re WN 51/15, siding now in order.

WN 21, we 26/5/1916

Rolling Stock Alterations, April 1916, Locomotives – Nil.

198m 40ch GSR, 1 & 2 stop when required for school children.

Meenaar, 31/5/16, closed as a booking station.

Shackleton, 31/5/16, closed as booking station.

WN 22, we 2/6/1916

Wyalkatchem - Mt Marshall railway, from 23/5/16, construction trains leave Wyalkatchem for Bencubbin 6am Tuesday and Friday.

WN 23, we 9/6/1916

Meenaar, 5/6/16, closed as ES station,

section now Grass Valley - Meckering.

WN 24, we 16/6/1916

Rolling Stock Alterations, May 1916, Locomotives – Nil.

WN 25, we 23/6/1916

Lake Grace extension, 19/6/16, special train to run, working railways engine and coach to work throughout, Railway Construction Dept to provide pilot driver, passengers free between Kukerin and Lake Grace.

Kukerin - Lake Grace railway, traffic may be accepted for 23 Mile peg.

Nangeenan, 30/6/16, closed as booking station.

WN 26, we 30/6/1916

Nangeenan, 30/6/16, closed as booking station.

Dangin, Waeel, Wyola, 30/6/16, closed as booking stations.

Jennacubbine, 30/6/16, closed as booking station.

Robb's Jetty, 21/6/16, existing connections to RJ end of State Sale Yards and Abattoirs, and Smelts sidings rearranged, to be worked from staff locked frame, plan 16620.

WN 27, we 7/7/1916

Yarri 175m MR, renamed to Prowaka.

Burke's Siding, 29/6/16, closed as ES station and staff locked, section now East Northam - Jennacubbine; SM and ASM withdrawn from Jennacubbine.

Wagin, signals being altered to plan 12277A, except signals to and from Bowelling branch not in use ufn.

Nangeenan, 30/6/16, closed as ES station, section now Hines' Hill to Merredin.

WN 28, we 14/7/1916

Nil of interest.

WN 29, we 21/7/1916

Nil of interest.

WN 30, we 28/7/1916

Rolling Stock Alterations, June 1916, Locomotives – Nil.

Kukerin - Lake Grace, traffic may be accepted for 25 1/4 mile.

Popanyinning, 31/7/16, closed as booking station.

WN 31, we 4/8/1916

Brookton, constructing engine pit on down main, south end of platform.

Woodanilling, 31/7/16, closed as booking station.

Aylen's Siding, apparently closed as S&T station and replaced by Connolly's Siding (date unknown).

Brookton, 1/8/16, signalling alterations, EEL 16704.

Southern Cross, 31/7/16, down distant replaced by one on up side of line.

Torbay Junction, 31/7/16, closed as booking station.

WN 32, we 11/8/1916

Nil of interest.

WN 33, we 18/8/1916

Rolling Stock Alterations, July 1916, Locomotives – Nil.

Minnivale, telephone provided for train working as intermediate station.

Aylen's Siding, removed from 374m19ch to 408m21ch, fit from 7/8/16.

WN 34, we 25/8/1916

Perth - Helena Vale and Belmont, from 29/7/16, timetable for military trains, page 903.

Hill End, 31/8/16, closed as booking station.

Brown Hill, 1/9/16, opened as goods as well as coaching accounting station.

WN 35, we 1/9/1916

Lakeside, Kalgoorlie & Boulder FW Co line length now 23m.

Beenup, 31/8/16, closed as booking station.

WN 36, we 8/9/1916

Kurrawang, WA FW Co line length now 98m20ch.

WN 37, we 15/9/1916

Smelters New Siding at 30m Hopetoun - Ravensthorpe line, reference to charges for it.

Beenup, 6/9/16, closed as ES station, section now Armadale - Mundijong.

WN 38, we 22/9/1916

Rolling Stock Alterations, August 1916, Locomotives – Nil.

Brookton, 17/9/16 ufn, constructing engine pit in down road.

WN 39, we 29/9/1916

Kukerin - Lake Grace, PWD, Sidings open for traffic (ex Kukerin), Duggan 4m48ch, Tarin rock 11m5ch, Jarring 17m63ch, Lake Grace 24m68ch.

Wyalkatchem - Mt Marshall, PWD, sidings open for traffic (ex W), Gnuca 6m32ch, Nalkain 11m10ch, Cowcowing (late Wallambin) 15m10ch, Dukin (late Cowcowing) 19m42ch, Koorda 28m7ch, Gabbin 40m 70ch, Mandiga 46m13ch, Bencubbin 51m78ch.

Bolgart extension, PWD, sidings open for traffic (ex B), Bolgart (new station) 0m62ch, Wyening 7m14ch, Calcarra 12m4ch, Kalingiri 15m9ch.

Wagin - Bowelling, PWD, sidings open for traffic (ex W), Quangallin 6m6ch, Warup, 12m29ch, Dellyannine 18m73ch, East Arthur 23m43ch.

WN 40, we 6/10/1916

Cattlin's siding Hopetoun - Ravensthorpe, 29/7/16 ufn, being used by Mines Department.

Barracks and Lodging-out vans, list of, pages 1175-6.

Kanowna, 2/10/16, commenced taking up half of dead end at east end of station yard.

WN 41, we 13/10/1916

Bolgart extension, construction train leaves Bolgart 7.20am Tu and Sat for Kalingiri.

WN 42, we 20/10/1916

Rolling Stock Alterations, September 1916, Locomotives – Nil.

Koolanooka, telegraph instrument provided.

WN 43, we 27/10/1916

Baandee, Wokalup, Serpentine, 31/10/16, closed as booking stations.

WN 44, we 3/11/1916

Nil of interest.

WN 45, we 10/11/1916

Nil of interest.

WN 46, we 17/11/1916

Rolling Stock Alterations, October 1916, Locomotives – Nil.

Bolgart - Kalingia (sic), construction train leaves 7.20am Tu and Fri, returning as traffic warrants.

Wyalkatchem - Mt Marshall, construction train leaves 6.30am Fri for Bencubbin, returning same day.

Wagin - Bowelling, construction train leaves 7am Wed only.

Nannup, lodging-out van V3448 provided.

Serpentine, 8/11/16, officers withdrawn, ES to semi-automatic.

WN 47, we 24/11/1916

Bolgart - Kalingiri, construction train leaves 7.20am Fri only.

Kukerin - Lake Grace, 25/11/16, taken over, 25m 3ch, S&T K-LG, LG unattended, rate ex Perth Duggan 247, Tarin Rock 253, Jarring 260, Lake Grace 267, timetable page 1390.

Belmont, 15/11/16, military camp permanently closed, various military services cancelled.

Baandee, Noongaar, Ghooli, Duri, Dedari,

Calooli, Lake Matilda, Tingerup, Uduc, all have been closed as staff stations.

Serpentine, Wokalup, now unattended day and night.

Broome Hill, Cranbrook, now unattended at night.

WN 48, we 1/12/1916

Wogerlin, renamed Bilbarin.

Smelter's Siding Hopetoun - Ravensthorpe line, reference to being at 32m34ch ex Hopetoun.

WN 49, we 8/12/1916

Norseman branch, reference to goods service of 4 trains per week between Coolgardie and Aylens Siding.

Kirrup, Millar's siding has now been taken out.

WN 50, we 15/12/1916

Rolling Stock Alterations, October (sic) 1916, Locomotives – Nil.

Kurrawang, WA F/W Co line, length now 104m21ch.

WN 51, we 22/12/1916

Nil of interest.

WN 52, we 29/12/1916

Kukerin - Lake Grace, engine loads published for G, O, M engines.

Kukerin, triangle shifted to Lake Grace.

WEEKLY NOTICES - 1917

WN 1, we 5/1/1917

22 Mile (Racecourse) near Nabawa, race special stopping here on race day.

322 Mile Dedari, 3/1/17, taking out points.

Lakeside, Kalgoorlie & Boulder F/W Co line, length now 26m 25ch.

WN 2, we 12/1/1917

Nil of interest.

WN 3, we 19/1/1917

Rolling Stock Alterations, December 1916, Locomotives – Nil.

Hay siding, moved from 350m 65ch to 350m10ch, rate 350m.

WN 4, we 26/1/1917

Kalgoorlie, Kamballie, Lakeside, Brown Hill lines, 22/1/17, timetable reprint, pages 83 - 86.

Northam - East Northam shunter, timetable reprint, page 87.

Malcolm, barracks removed to Corrigin.

WN 5, we 2/2/1917

New Rifle Range, from now, 23 & 24 UDRR Sat, stop for passengers, 12m34ch, fares charged as 13m.

Wyalkatchem - Bencubbin, 1/2/17, opened, approx 52m 20ch, S&T W - Koorda - B, both unattended & point indicators on facing points, mileages ex Perth, Gnuca 145.48, Nalkain 150.26, Cowcowing 154.28, Dukin 158.58, Koorda 167.23, Gabbin 180.06,

Mandiga 185.29, Bencubbin 191.14, timetable page 120.

Wagin - Bowelling, traffic acceted for Kylie, 28m 62ch ex W.

Manjimup, 31/1/17, closed as booking station.

Lunenberg, renamed Fernbrook.

Dangin, 1/2/17, opened as booking station.

East Perth, 28/1/17, altering points and signals, plan 10662E.

WN 6, we 9/2/1917

Wyalkatchem - Bencubbin, classes A, B, C, Ca, G, J, M, O, Oa, Q, Qa, S, T may run.

Meekatharra, fully equipped barracks provided.

WN 7, we 16/2/1917

Dangin, 17/1/17, opened as S&T station, splitting Mawson - Quairading, unattended nights, point indicators on facing points.

WN 8, we 23/2/1917

Rolling Stock Alterations, January 1917, Locomotives – Nil.

Fremantle Box B, 18/2/17, alterations to signals, plan 16980.

WN 9, we 2/3/1917

Mundijong, Millars line, length now 26m.

WN 10, we 9/3/1917

Duri, 28/2/17, taking up points.

WN 11, we 16/3/1917

Rolling Stock Alterations, February 1917,
Locomotives – Nil.

Laidlaw's Siding MR 26 3/4 m ex Midland
Junction, siding removed, still serves
passengers and good sup to 2cwt.

Kondinin, buffer stop beyond triangle
removed and new line leading to PWD depot
for Merredin extension linked, scotch block
provided.

WN 12, we 23/3/1917

Beenup, 23/3/17, opened as unattended ES
station splitting Armadale - Mundijong, up
and down home and distant provided, facing
point detextor locks fitted.

WN 13, we 30/3/1917

Wagin - Bowelling, traffic accepted for
Bokal, 35m ex W.

WN 14, we 6/4/1917

Midland Junction Marshalling Yards, new
instructions page 360-361.

Lakeside, Kalg.&Boulder F/W Co line,
length now 35m8ch.

Merredin, 1/4/17, alterations to signalling,
plan 16414A, change from up and down
platform working to No 1 and 2 platform
working.

Maraora (sic) Gold Mining Co siding, siding
removed to mileage 443m61ch, rate 444m,
fit from 26/3/17.

WN 15, we 13/4/1917

Lake Grace, 17/3/17, fully equipped
barracks provided; 26/3/17, caretaker
appointed.

WN 16, we 20/4/1917

Capel, crossing loop no longer in use as
such, and has been provided with scotch
blocks.

Nallan, Murchison F/W Supply line, length
approx now 27m.

WN 17, we 27/4/1917

Yerbillon, Dedari, remove from all
timetables and rates books, stopping places
in future will be No 5 and 8 Pumping
stations respectively; notes that No 5 is
198m33ch.

Kurramia, Westralian Timber & F/W line,
length now 75m71ch.

Claremont, 22/4/17, reearranging crossovers,
plan 11779B.

WN 18, we 4/5/1917

Rolling Stock Alterations, March 1917,
Locomotives – Nil.

Kookynie, Morgans, 30/4/17, closed as
booking stations.

Kondinin, 1/5/17, opened as booking station.

Kalgoorlie, Abattoirs line, this has been
pulled up to 50ft past the pump house close
to mileage 373m70ch.

Kurramia, Westralian Timber & F/W line,
length now 73m4ch.

WN 19, we 11/5/1917

Kanowna branch, 9/5/17, timetable page
501.

Cullalla MR, new siding has been opened,
rate 52m ex Midland Junction, for goods and
passengers; Mail trains will not stop.

Northern Gully, crossing loop fitted with

scotch blocks and vehicles may be stowed there.

Kurrawang, WA F/W Co line, length now 97m57ch.

Kondinin - Emu Hill railway under construction, PWD accepting traffic for Bendering siding, 256m66ch.

WN 20, we 18/5/1917

Rolling Stock Alterations, April 1917, Locomotives – Nil.

Dardanup, Millar's T&T line, length now 31m.

West Leederville, 14/5/17, up starter removed from down home post, new up starter on separate post with co-acting arms provided.

Katanning, from 11/5/17, crossover from Loco to Nyabing line will be worked by small frame locked by Annett's key.

Borden, portable stock race and hurdles provided.

WN 21, we 25/5/1917

Bolgart - Calingiri, 24/5/17, opened, timetable in WTT will operate from then.

Claymore, crossing loop fitted with scotch blocks for vehicle storage.

WN 22, we 1/6/1917

Olive Hill accident, temporary deviation made at Olive Hill.

Bolgart - Calingiri, 24/5/17, taken over, S&T B - C, C unattended.

Kanowna, 31/5/17, closed as booking station.

No 8 Pumping Station, mileage is

321m35ch, rate 321m.

Balingup, scotch blocks placed on crossing loop.

WN 23, we 8/6/1917

Bolgart Old Station, portion of main between 88m62ch and 89m4ch now being lifted (ie raised).

Kondinin - Merredin railway, PWD accepting traffic for Cumminin, 22m from Kondinin, 271m from Perth.

Lakeside, Kalg & Boulder F/W line, length now 34m38ch.

WN 24, we 15/6/1917

Rolling Stock Alterations, May 1917, Locomotives – Nil.

Olive Hill, 10/6/17, pulling over deviation to original road.

Calingiri, Railway Construction Department have established depot at new siding approx 50ch beyond Calingiri.

WN 25, we 22/6/1917

Geraldton - Cue, 18/6/17, timetable reprint pages 666-669.

WN 26, we 29/6/1917

Dangin, 30/6/17, closed as booking station.

Nookanellup, stock yards provided.

Bokal siding is 34m8ch from Wagin, rate 34m.

Guppy's Siding, 21m UDRR, closed, points spiked.

WN 27, we 6/7/1917

Cumminin, renamed South Kumminin.

Kookynie, now closed as booking station.

Hovea, telephone intalled.

Woolgangie, 30/6/17, closed as booking station.

WN 28, we 13/7/1917

Uduc, renamed Warawarrup (sic).

Collie, South-West Timber Hewers line, has been lifted.

WN 29, we 20/7/1917

Rolling Stock Alterations, June 1917,
Locomotives – Nil.

Kondinin - Emu Hill, PWD accepting traffic for Emu Hill, sidings now open for traffic (mileage ex Perth and Kondinin) Kondinin (249m32ch72l, 0), Bendering (256.66.0, 7.33.28), South Kuminin (270.25.0, 21.28.48), Emu Hill (277.61.0, 28.28.28) (note - the mileages do not all match).

392m16ch Norseman branch, 18&19/7/17, putting in points.

WN 30, we 27/7/1917

Kookynie, trains may be crossed on Crossing Orders in S&T section Malcolm - Menzies.

Mt Lawley, additional interlocking and signals have been brought into use, loco to down main and loco dead end to up main.

WN 31, we 3/8/1917

Bolgart, lodging out van 3381 transferred to Calingiri.

Bruce Rock, 2/8/17 ufn, constructing engine

pit in up main.

Emu Hill, traffic not to be accepted ufn.

I.C.Lloyd's Siding (Norseman section), (previously known as B.Scahill's Siding), moved from 368m16ch to 392m16ch, rate 392m.

WN 32, we 10/8/1917

Laidlaw's MR, reference to being at 26 3/4 m ex Midland Junction.

WN 33, we 17/8/1917

Doodlakine, stockyards provided.

J.Aylen's Siding Norseman section, moved from 408m20ch to 410m 10 1/2 ch, rate 410m.

WN 34, we 24/8/1917

Rolling Stock Alterations, July 1917,
Locomotives – Nil.

Narrogin - Wickepin - Merredin, note that until road is available for night running, train is to stable overnight at Corrigin. (apparently due to heavy rain and flooding - number of sections with heavy speed restrictions and/or daylight running only).

Cue, fully equipped barracks cabin provided.

Jarrahwod, 20/8/17, closed as S&T station, section now Claymore - Cambray.

Lowden, Wilga, 22/8/17, closed as S&T stations, sections now Donnybrook - Noggerup - Boyup Brook.

Kookynie, 20/8/17, opened as S&T station, splitting Menzies - Malcolm section, also opened as booking station, attended days.

Wongan Hills, stockyard with portable sheep and cattle race provided.

WN 35, we 31/8/1917

Tammin Ballast Pit, reference to at 115m50ch, being used for regrading main line for 5 weeks. 25/8/17, opened as ES station splitting Cunderdin - Tammin section, point indicator provided, only ballast may cross.

Emu Hill, PWD now accepting traffic.

WN 36, we 7/9/1917

Norseman branch, reprint timetable page 955.

Benger, stockyard with portable sheep and cattle race provided.

WN 37, we 14/9/1917

Rolling Stock Alterations, August 1917, Locomotives – Nil.

Yilliminning, stockyards provided.

Kalgoorlie, 9/9/17?, putting in diamond crossing for Trans line, and associated work.

Collie, 11/9/17, points from Cardiff main line to Wallsend siding worked from lever frame fitted with Annett's lock.

WN 38, we 21/9/1917

Nil of interest.

WN 39, we 28/9/1917

Burekup, sheep race and hurdles provided.

WN 40, we 5/10/1917

Nil of interest.

WN 41, we 12/10/1917

Nil of interest.

WN 42, we 19/10/1917

Rolling Stock Alterations, September 1917, Locomotives – Nil.

Ajana, Yuna branches, reprinted timetable, page 1142.

Dwarda, stockyards provided.

Kurramia, Westralian Timber & F/W line, length now 66m23ch.

WN 43, we 26/10/1917

pages 1185, 1186 missing.

Claymore, 20/2/17, lease of PWD siding cancelled.

Nungarin, Olive Hill, Undatarra, Serpentine, provided with stockyards (adding to list in WTT).

Collie, points leading to Wallsend Siding, these now staff locked.

WN 44, we 2/11/1917

Kalgoorlie, 28/9/17, closing old box B and changing over to new Box B, CEEL 17295, new instructions page 1221-1225.

Narrikup, cattle race provided.

Morgans, 1/11/17, reopened as staff and booking station, unattended nights.

WN 45, we 9/11/1917

Clackline - Spencers Brook, from 29/11/17 ufn, single line working via down main, S&T C-SB, for ballasting of up road.

Noman's Lake, stockyards provided.

Harrismith, stockyards provided.

WN 46, we 16/11/1917

Rolling Stock Alterations, October 1917,
Locomotives – Nil.

Collie Burn, 2/11/17, Scottish Collieries
Siding now staff locked, fit for traffic.

Balkuling, stockyards provided.

84 1/2 Mile Ballast Pit, 12/11/17, opened as
ES station splitting Grass Valley -
Meckering section, attended day and night,
point indicator provided, only ballast may
cross.

WN 47, we 23/11/1917

Wagin - Bokal, 20/11/17, opened, approx
35m 19ch, rate ex Perth via W, Quangallin
199, Warup 206, Dellyanine 212, East
Arthur 217, Kylie 222, Bokal 227, S&T W -
B, B unattended, timetable page 1291.

Kweda, stockyard provided.

WN 48, we 30/11/1917

224m 41ch Farrar siding, 19/11/17 ufn,
constructing engine pit.

Yuna, stockyards provided.

WN 49, we 7/12/1917

Muradup, stockyards provided.

WN 50, we 14/12/1917

Rolling Stock Alterations, November 1917,
Locomotives – Nil.

Carmel siding, 10/12/17, closed for goods,
remains open for passengers and parcels.

Geeralying, stockyards provided.

I.C.Lloyd's Siding 392m 16ch, Norseman

line, re WN31/17, lessee is G.Thomas, not
I.C.Lloyd.

WN 51, we 21/12/1917

Pithara, stockyards provided.

Spencer's Brook, 18/12/17, points to wheat
stacking siding just inside up branch home
signal brought into use, worked by single
lever frame, locked by Annett's key.

Yetna siding, 17m33ch Yetna Brickworks,
lease for siding cancelled.

WN 52, fe 4/1/1918

Kondinin - Naremben, 22/12/17, opened,
approx 31m61ch, rate ex Perth Bending
257, South Kumminin 272, Emu Hill 278,
Naremben 282, S&T K - N, timetable page
1492.

W.N.Hedges private siding, provided at
273m72ch on Kondinin - Emu Hill
extension.

Nannup, lodging out van 3448 withdrawn.

202m 17ch Eulin siding, 16/1/18 ufn,
constructing engine pit.

Meenaar, stockyards provided.

Narrogin, wheat stacking siding, dead end
recently put in alongside main is fit for
length of 28ch, but engines must not go
beyond Perth end of shed site.

Midland Junction, Wheat stacking site, right
hand siding nearest Workshops fit for traffic,
buffer stops not yet provided.

Spencers Brook, Wheat stacking sidings, the
sidings alongside main line, and sidings
known as 3, 4, 5 fit for traffic; class D, E, F
engines not permitted ufn.

WEEKLY NOTICES - 1918

WN 1, we 11/1/1918

Eulin Siding, 6/1/18 ufn, constructing engine pit 202m 17ch.

Connolly's Siding, re WN33/15, has been shifted back to original site at 385mm 35ch.

WN 2, we 18/1/1918

Carmel, re WN50/17, now will remain open for goods traffic.

WN 3, we 25/1/1918

Rolling Stock Alterations, December 1917, Locomotives – Nil.

Carmel is 10cwt only.

Kalgoorlie Box B, 20/1/18, alterations to disk signals associated with Mail and Loading platforms and Boulder dock.

WN 4, we 1/2/1918

Narembeen, two sleeping vans provided.

Donnybrook - Katanning section, mileage 146, private siding put in for Bunning Bros.

Tambellup, wheat stacking sidings now fit for traffic.

WN 5, we 8/2/1918

Anchorage Butchers Siding, ref to being about 3m 15ch from Fremantle, near Coogee.

Scottish Collieries Siding, Collie Burn, the Scottish Collieries New Loop is situated at 128m 5ch, rate mileage is 128m instead of previous 129m.

WN 6, we 15/2/1918

Rolling Stock Alterations, January 1918, Locomotives – Nil.

Duggan, 13/2/18 ufn, putting in engine pit.

Bowelling, PWD siding now fit for traffic; also PWD has camp approx 50ch east of Bowelling, trucks apparently can be shunted to camp.

Kurrawang, 16/1/18, WA F/W Co. line, length now 103m 30ch.

WN 7, we 22/2/1918

Yuna, lodging out van withdrawn.

Wundowie, block instruments have been withdrawn.

WN 8, we 1/3/1918

Toodyay, barracks are again being brought into use.

Collie Burn, Scottish Collieries, siding to new colliery, shunting on this dead end must be done by hand or horses, siding not fit for engines.

WN 9, we 8/3/1918

Nil of interest.

WN 10, we 15/3/1918

Yuna, lodging out van removed to 197 Mile Ballast pit for a time.

List of engines allowed over various sections, pages 279 - 281.

Mararoa GM Co's Siding, re WN14/17,

removed to 434m50ch, rate 435m, fit for traffic.

Hedges Siding, correct mileage is 273m65ch, rate 274.

Kurramia, Westralian Timber and F/W line, 13/2/18, length 74m7ch.

WN 11, we 22/3/1918

Rolling Stock Alterations, February 1918, Locomotives – Nil.

Bowelling yard, east end, 18/3/18 ufn, constructing engine pit.

WN 12, we 29/3/1918

Nil of interest

WN 13, we 5/4/1918

Doongin, Bronti, Duri, Ubini, Gunga, Gidgi, Smithfield, Tampa, Condenser, WN says closed for traffic, delete from Goods and Coaching rates books, but heading refers to 'Closing of Crossing Stations'.

UDRR, AH coaches are now permitted to run on this line.

WN 14, we 12/4/1918

Nil of interest.

WN 15, we 19/4/1918

Rolling Stock Alterations, March 1918, Locomotives – Nil.

Bowelling, 16/4/18, opened as S&T station, splitting Darkan - Muja section, unattended nights, up and down main line home and distants provided; up branch home and distant to brought into use later.

WN 16, we 26/4/1918

Welshpool, portable sheep race provided.

WN 17, we 3/5/1918

West Yuna, renamed to Whelarra.

WN 18, we 10/5/1918

Perth - Kalgoorlie expresses, composition list page 482.

WN 19, we 17/5/1918

Rolling Stock Alterations, April 1918, Locomotives – Nil.

Yuna, lodging out van has been returned.

Lakeside, Kalgoorlie & Boulder F/W Co line, 28/4/18, length now 27m 61ch.

WN 20, we 24/5/1918

Nookanellup, 13/5/18 ufn, constructing engine pit.

Kendenup, now both sheep and cattle yards.

Wyalkatchem, scotch blocks placed on both sides of engine triangle.

WN 21, we 31/5/1918

94 3/4 Mile Hotham Valley branch, Nos 191 and 192 may stop when required for passengers and small consignments.

WN 22, we 7/6/1918

Babakine renamed Babakin.

Clackline - Calingiri, Perth - Armadale, Spencers Brook - Narrogin - Albany, Denmark Branch, Port Hedland - Marble Bar, reprint WTT, pages 603 - 618.

90 Mile 18 Chain Ballast Pit, 4/6/18, opened

as ES station, splitting Jennacubbine - Goomalling, attended day and night, only ballast may cross, point indicators provided.

Balingup, 1/6/18, opened as booking station with SM.

WN 23, we 14/6/1918

Nil of interest.

WN 24, we 21/6/1918

Rolling Stock Alterations, May 1918, Locomotives – Nil.

WN 25, we 28/6/1918

Kurramia, Westralian Timber & F/W line, 4/6/18, length 74m 56ch.

WN 26, we 5/7/1918

Shackleton, sleeping van provided for lodging.

Aylen's Siding, 20/6/18, re WN33/17, removed from 410m 10 1/2ch to 406m 19ch, rate 406.

WN 27, we 12/7/1918

Perth – Kalgoorlie, loads of Express trains, page 755.

Beatty, will now be worked by an Independent Annett's Key.

Lakeside, Kalgoorlie and Boulder F/W line, 12/6/18, length 33m64ch.

WN 28, we 19/7/1918

Rolling Stock Alterations, June 1918, Locomotives – Nil.

West Yuna to be known as Whelarra.

Mundijong, 1/7/18, siding in connection

with Postal Dept Pole Depot completed.

WN 29, we 26/7/1918

Mundijong, Millars line, length now 30m.

WN 30, we 2/8/1918

Nil of interest.

WN 31, we 9/8/1918

Nil of interest.

WN 32, we 16/8/1918

Rolling Stock Alterations, July 1918, Locomotives – Nil.

Mt Lawley, 10/8/18, new signals brought into use for connection with new loco yard, diagram 17822.

WN 33, we 23/8/1918

Gosnells, 20/8/18, 13m8ch, putting in points.

Maddington - Gosnells, 20/8/18 ufn, up line closed for bridge repairs, ES on down line.

Bowellling - Bokal, from 21/8/18, PWD will accept traffic for line, rate mileages via SWR, Cordering 159, Capercup 165, Duranillin 169, Bokal 175. PWD train runs alternate Wednesdays connecting with Wagin - Bokal train at Bokal.

Bruce Rock, stockyards provided.

WN 34, we 30/8/1918

Nil of interest.

WN 35, we 6/9/1918

Nokaning, stock race and hurdles transferred here from Benjaberring.

Smith's Mill, note that township served is named Glen Forrest.

WN 36, we 13/9/1918

Cue barracks, enginemen transferred to Meekatharra, so Cue barracks let to employee. (Corrected in next WN – refers to Meekatharra barracks, enginemen transferred from Cue).

Aylen's Siding, 28/8/18, removed from 406m19ch to 398m27ch, rate 398m.

WN 37, we 20/9/1918

Rolling Stock Alterations, August 1918, Locomotives – Nil.

Maddington - Gosnells, 16/9/18, double line working restored.

WN 38, we 27/9/1918

Kurrawang, 4/9/18, WA Goldfields F/W line, length 78m67ch.

Belmont branch, 23/9/18 ufn, single line S&T over down line between River Bridge signal box and Belmont station, temporary junction installed at River Bridge.

WN 39, we 4/10/1918

Nil of interest.

WN 40, we 11/10/1918

Nil of interest.

WN 41, we 18/10/1918

Aylen's Siding, reference implies that service for here is for firewood traffic for Kalgoorlie.

Spencers Brook, re new wheat stacking sidings, connection from ER at 60m71ch to existing depot and crossover road near tank

are closed to traffic and will be removed.

Belmont branch, 14/10/18, single line working between River bridge and Belmont changed from down to up line.

WN 42, we 25/10/1918

Nil of interest.

WN 43, we 1/11/1918

Manjimup, 1/11/18, opened as booking station with SM.

WN 44, we 8/11/1918

Midland Junction, wheat depot, siding west side of proposed shed has been completed.

WN 45, we 15/11/1918

Allen's Siding, 229m70ch Black Range, points have been spiked over.

WN 46, we 22/11/1918

Gnowangerup, platform for butter factory, trains are to be stopped at platform opposite the factory (277m15ch, rate 277), for factory traffic, no accommodation for truck loads.

Calingari (sic), line from station to PWD depot, approx 50ch, fit for engines and rolling stock.

Kalgoorlie Box B, 12/11/18, temporary up homes from Boulder line provided.

WN 47, we 29/11/1918

Rolling Stock Alterations, September and October 1918, Locomotives – Nil.

Belmont branch, 15/11/18, double line working resumed.

WN 48, we 6/12/1918

Kurramia, 28/10/18, Westralian Timber & F/W line, length 47m64ch.

Guildford, 28&29/11/18, signalling changes, EEL 18024.

Barton, renamed Piesse with intro of new summer timetable.

Mocardy, renamed Elphin with intro of new summer timetable.

Miralga, renamed Warralong with intro of new summer timetable.

WN 49, we 13/12/1918

Bokal - Bowelling, 10/12/18, opened, approx 27m78ch, timetable as per WTT, rate (via BJ and Wagin), Bokal (176, 227), Duranillin (169, 234), Capercup (165,238), Cordering (159, 244), Bowelling (147, 256).

Chidlow's Well, 9/12/18 ufn, constructing ashpit on 'Water Road'.

Mundijong, Millars line, length now 30m65ch.

Smith's Mill, 9/12/18, renamed Glen Forrest (but line will continue to be called Smith's Mill branch).

WN 50, we 20/12/1918

Rolling Stock Alterations, November 1918, Locomotives – Nil.

Bokal - Bowelling, 10/12/18, opened, Bokal closed as S&T station and Kylie opened, sections will be Wagin - Kylie - Bowelling; branch home and distant brought into use.

WN 51, fe 3/1/1919

Bardoc, 12/12/18, mainline deviated at Bardoc Tank between 404m and 405m12ch (sic)to put in engine pit at tank.

Guildford, duplicate up and down home and distant levers provided on platforms.

South-West Timber Hewer's Society siding, 75m5ch, transferred to Mr C Plavin.

Kurramia, 6/12/18, Westralian Timber & F/W Co line, length 21m.

WEEKLY NOTICES - 1919

WN 1, we 10/1/1919

Bellevue, Hoffman's Pressed Brick Co siding temporarily closed 1/12/16, certified fit for traffic 28/11/18.

Light of Asia GM siding (Cue - Meekatharra), shifted from 264m5ch to 264m22ch.

Mullewa, new stockyards now completed, siding fit for traffic.

Kirup, Millars line (NE side of line), length now 14m.

WN 2, we 17/1/1919

Spencers Brook, 7/2/19 ufn, 4 extra coaches on No 8 daily Northam to Spencers Brook, plus extra pass train in evenings SB - Northam for conveyance of wheat stackers.

Dowerin, sidings to wheat sheds are fit for traffic.

Greenbushes, scotch block on loop moved 75 paces further out on Timber Co's road, now outside points leading to turntable.

WN 3, we 24/1/1919

Rolling Stock Alterations, December 1918, Locomotives – Nil.

East Perth, 6/1/19, Wunderlich Ltd siding closed.

WN 4, we 31/1/1919

Agricultural Bank Inspector's car, Bc1926, 13/1/19, transferred to Woods and Forests Department, will be used by Forest Ranger H.S. Brockman; car contains living and sleeping accommodation for Inspector and

accommodation for two horses and a trap.

Lomos, stockyard provided.

WN 5, we 7/2/1919

Lord Street, 2/2/19, present up home replaced by half bracket.

East Perth, 2/2/19, present up starter (ER) replaced by half bracket.

Lakeside, 8/1/19, Kalgoorlie & Boulder F/W line, length 47 1/2 m.

Kwobrup, stockyards provided.

WN 6, we 14/2/1919

East Perth, Mt Lawley, 10/2/19, relevant distant signals placed on posts of corresponding home signals for Summers St Block Box.

WN 7, we 21/2/1919

Rolling Stock Alterations, January 1919, Locomotives – Nil.

WN 8, we 28/2/1919

Various changes in distance tables with new rate book, page 153.

WN 9, we 7/3/1919

Kurramia, WA Timber & F/W line, only A, B, G, J, M, O, Oa, Q, Qa may enter Co's yard.

146 Mile Donnybrook - Katanning, Bunning Bros private siding, dead end has been added to facilitate hand shunting, engines not to go on this road.

Rickey's, stockyards provided.

Kulin, stockyards provided.

WN 10, we 14/3/1919

Rolling Stock Alterations, February 1919,
Locomotives – Nil.

WN 11, we 21/3/1919

Badjaling, Gilgering, stockyards provided.

WN 12, we 28/3/1919

Calingiri extension, PWD will accept traffic
to sidings (rate) Carani 12, Yericoin 117,
Piawaning 123m.

WN 13, we 4/4/1919

Delmore, 31/3/19, closed, delete from rate
books and timetables.

WN 14, we 11/4/1919

Perth - Kalgoorlie expresses, compositions,
page 301.

Burke's Siding, stockyard provided.

WN 15, we 18/4/1919

Rolling Stock Alterations, March 1919,
Locomotives – Nil.

Kukerin, stockyards provided.

Mt Lawley, crossover road between down
and up main at west end of station now
ready for use.

Naraling, Yelbeni, stockyards provided.

WN 16, we 25/4/1919

Waroona, reference to PWD siding for
Waroona - Lake Clifton railway.

Wishbone, Kukerin, stockyards provided.

WN 17, we 2/5/1919

East Perth, work being commenced
regarding placing in new junction in relation
to third road (some other work done
previously between Perth and East Perth and
at Perth end).

WN 18, we 9/5/1919

Calingiri, stockyards provided.

Waroona, construction of line to Lake
Clifton, fit for all classes of engines as far as
Perth side of level crossing at 69m71ch.

Kununoppin, stockyards provided.

Perth - East Perth, third (engine road),
3&4/5/19, completed on 11/5/19; East Perth,
new signal box between ER and SWR
brought into use; Lord St, existing box
replaced by one on North side of line;
instructions, etc page 395 - 401.

WN 19, we 16/5/1919

Rolling Stock Alterations, April 1919,
Locomotives – Nil.

Yelbeni, Elabbin, 12/5/19, closed as S&T
stations, sections now Wyalkatchem -
Kununoppin - Merredin.

Summers Street Signal Box, 11/5/19, newly
provided, opened as required, no crossover
road, up and down home and distant signals
provided.

Perth - East Perth, third road, 11/5/19,
signalling brought into use, EEL plans
18237, 18216, 18217, 18199, 17882A.
Signalling is via 'Dowson' 3-position block
for single road, Box C - Lord Street - East
Perth, similar to those on double road, but
modified for single line, acceptance of up
train prevents down train being accepted

until both sections clear and vice versa, trains following in same direction can be accepted provided previous train has cleared first section.

WN 20, we 23/5/1919

Nil of interest.

WN 21, we 30/5/1919

245 1/4 mile, GSR, 26/5/19, laying points to ballast pit.

Duranillin, stockyard provided.

Victoria Park East, renamed Carlisle on intro of new timetable (9/6/19).

WN 22, we 6/6/1919

Wokalup, 1/6/19, re-opened as booking station, SM and ASM, up and down home and distant signals.

Kelmscott, portable sheep race transferred to Burswood.

Tinkurrin, combined sheep and cattle race provided.

WN 23, we 13/6/1919

Waroona, 13/6/19, new up and down main line starting signals provided; also home and distant from Lake Clifton, and down branch starting signal provided, to be brought into use later.

WN 24, we 20/6/1919

Rolling Stock Alterations, May 1919, Locomotives – Nil.

Hopetoun - Ravensthorpe Railway, reference to 7 Mile Siding (Mines Department).

Boyanup, portable race and hurdles provided.

Lakeside, 15/5/19, Kalgoorlie & Boulder F/W Co line, length 44m55ch.

Aylen's Siding, 31/5/19, removed from 398m27ch to 396m22ch, rate 396m.

G.Thomas' Siding (Norseman section), moved from 392m16ch to 377m59ch, rate 378m.

Waroona, 13/6/19, both main and branch signals brought into use.

WN 25, we 27/6/1919

Trayning, portable sheep race and hurdles provided.

WN 26, we 4/7/1919

Calingiri - Piawaning, 30/6/19, opened, 19m 1ch, S&T C - P, point indicators provided at C & P, staff box at P attached to wall of 'out-of' shed, rate mileages Calingiri 104, Carani 112, Yericoin 117, Piawaning 123, timetable page 559.

Boulder and Brown Hill lines, 1/7/19, new and reduced train service to be provided, published separately.

245 1/2 Mile Ballast Pit GSR, siding constructed into ballast pit near Peringillup, points facing on up journey, slip points provided about 4 ch from main line, only ballast may shunt, steep grades.

Belka, stockyards provided.

Albany, ref to cancellation of lease for H.Wills & Co Quarry Siding at Loco.

Hutt, Ogilvie, stockyards provided.

WN 27, we 11/7/1919

Armadale, Ballast Pit Siding, lease granted to W.Phillips, siding fit for traffic.

Damboring, Konnongorring, Goomalling,

portable sheep race and hurdles provided.

Connolly's siding, removed from 385m35ch to 379m42ch.

WN 28, we 18/7/1919

Rolling Stock Alterations, June 1919,
Locomotives – Nil.

Denmark branch, 14/7/19, altered WTT,
page 606.

Londonderry, 2/7/19, siding taken up, now
10cwt only.

Leonora Influenza restriction, 11/7/19,
ordinary service restored, train crew and
passengers from Leonora and Gwalia must
be in possession of permits authorizing
travel from infected area.

Wyalkatchem, stockyards provided.

Peace Celebrations

Not in all bound copies.

WN 29, we 25/7/1919

Darkan closed, Bowelling opened, 1/8/19, as
booking station, SM transferred.

WN 30, we 1/8/1919

Nannup, Kauri Timber Co line connects here
as well as at Cambray (does this mean the
same line?).

Dardadine, Nangeenan, stockyards provided.

Lake Matilda, 28/7/19, opened as ES station
splitting Cranbrook - Mt Barker, attended
night and day, point indicators provided.

WN 31, we 8/8/1919

Bushmead, sidings have been removed, now
10cwt only.

WN 32, we 15/8/1919

Hawk's Nest, Boondi, Kulikup, Muradup,
Dalebridge, sidings lifted, now 10 cwt only.

Hines Hill, Maya, Moulyinning, Nyabing,
stockyards erected.

Wyening, portable sheep and cattle race
provided.

WN 33, we 22/8/1919

Rolling Stock Alterations, July 1919,
Locomotives – Nil.

Kulikup, Dalebridge, Muradup, re
WN32/19, only crossing loop removed,
goods still accepted as before.

Hester, stockyards provided.

WN 34, we 29/8/1919

Wattening, alter rate mileage to 85m.

Lake Grace, stockyards provided.

WN 35, we 5/9/1919

Narembeen, 25/8/19 ufn, constructing
engine pit.

Beenup, 1/9/19, opened as booking station,
attended day and night, up and down home
and distant signals provided.

WN 36, we 12/9/1919

Burswood, 10/9/19, altered and additional
points, EEL 18412.

WN 37, we 19/9/1919

Rolling Stock Alterations, August 1919,
Locomotives – Nil.

Kurrawang, 6/9/19, new siding off up main
provided.

WN 38, we 26/9/1919

Bunbury, twice weekly ufn, special goods
Bunbury - Roelands Quarry - Bunbury -
Racecourse - Bunbury, for Bunbury District
relief works.

Day Dawn, 30/9/19, closed as booking
station.

Botherling, portable sheep race provided.

WN 39, we 3/10/1919

Livesey' Siding, this is a dead end, facing
down trains.

Sandstone, 30/9/19, closed as accounting
station.

Cue, private siding put in for State Battery,
fit for traffic.

Burswood, siding put in for WA Portland
Cement Co.

Aldersyde, stockyards provided.

Kamballie, 19/9/19, up platform road closed
as running line, down and up passenger
trains use opposite side of platform.

Perth - East Perth, engine working, pages
888 - 890.

WN 40, we 10/10/1919

Carani, Yericoin, Piawaning, stockyards
provided.

West Perth Loco yard, two of the old roads
are to be utilized as wagon repair roads,
scotch blocks provided.

Sandstone, 30/9/19, closed as a booking
station, SM withdrawn.

WN 41, we 17/10/1919

Plavins siding, from 13/10/19, 75m 5ch,

mixed trains stop for passengers, parcels,
small quantities of goods, rate 75m.

Babakine, stockyards provided.

Belmont, as no stockyards, stock must be
unloaded at platform, therefore only led
cattle may be accepted for here.

WN 42, we 24/10/1919

Rolling Stock Alterations, September 1919,
Locomotives – Nil.

Kamballie, 12/10/19, yard and signalling
being rearranged, EEL 18533; note reference
to 'if passenger trains run to Lakeside or
Kurrawang'.

Burke's, Kununoppin, Nungarin, Meenaar,
Doodlakine, Murrin Murrin, Wongong,
Dwellingup, Gilgering, Rickey's, Harrismith,
portable races removed.

Narlingup, Northam, Dalwallinu, Kauring,
Gwambygine, Marley Pool, Yoting,
Yilliminning, portable races added.

Bayswater, 17&21/10/19, up starter and up
advanced starter moved, bottom arm
removed from up advanced starter.

WA Brick Co's Siding, 20/10/19, opened,
previously known as Todd's siding, between
Midland Junction and Bellevue, up home
and distant provided, worked from small
interlocking frame, worked by Annett's key.

Proclamation and Eight Hours' Day

Not in all bound copies.

WN 43, we 31/10/1919

WA Goldfields Firewood Supply, inspection
and details of wagons and loads authorized
to run over government lines.

SW Main, in future E class work Nos 5&12 passenger trains.

Popanyinning, 1/11/19, opened as booking station, SM in charge.

Lakeside, 30/10/19, closed as accounting station.

Serpentine, 1/11/19, opened as booking station, SM in charge, up and down home and distant signals provided.

Coolup, 1/11/19, opened as booking station, SM in charge, up and down home and distant signals provided.

Tinkurrin, stockyards provided.

WN 44, we 7/11/1919

Inglehope, goods shed has been removed to Dwellingup.

Lakeside, re WN43/19 on closing, instructions cancelled.

Beenup, private siding put in for Melville Road Board at 24m 48 3/4 ch near Beenup, rate 25m.

WN 45, we 14/11/1919

Mundaring Weir branch, ordinary mixed and passenger trains stop at No 2 Pumping station platform (rate 24m) and at 25m 32ch Mile Landing (sic) (rate 25m) for passengers, parcels, small consignments. Special passenger trains, including Sunday Weir trains not to stop unless specially authorized.

WN 46, we 21/11/1919

Rolling Stock Alterations, October 1919, Locomotives – Nil.

GSR, Dining cars are attached to Nos 7 & 8 GSR between Perth and Brookton each train day.

Torbay Junction, 1/12/19, opened as a booking station, up and down home and distant, up branch home and distant signals provided.

Lake Matilda, Narrikup, 1/12/19, opened as unattended staff stations, point indicators on facing points.

WN 47, we 28/11/1919

Darlington, 1/12/19, opened as booking station, SM in charge.

WN 48, we 5/12/1919

Sawyer's Valley, points put in off east end of our loop for Bryant and Waters' private siding.

Pettit, private siding put in between Muchea and Gingin, rate 38m from Midland Junction.

WN 49, we 12/12/1919

Robb's Jetty, WA Meat Export Co siding, long or centre of the three sidings is fit for traffic as far as end of cutting, points to other sidings spiked over, rate mileage 15m.

Fremantle - Armadale, siding put in near South Street for Harbours and Rivers Dept, for unloading stone for repairing sea wall, scotch block fixed about two chains from points connecting main, siding fit for trucks, engines may only go to scotch block, siding will be pulled every day as filling work progresses.

WN 50, we 19/12/1919

Rolling Stock Alterations, November 1919, Locomotives – Nil.

Hovea, goods up to 10cwt may be accepted for here for employees only.

Midland Junction - Northam, 10/12/19,

amended goods service, reprint pages 1198, 1199.

Robb's Jetty, WA Meat Export Co sidings, all sidings now complete and fit for traffic.

Manjimup, PWD line to SSM, length to mill is 4m, from mill to head of longest spur is 9m.

25m 32ch stopping place to be known as Karda Mordo.

WN 51, we 2/1/1920

Belmont Park, 20/12/19, opened for part of day as staff station to handle race traffic, sections East Perth - BP (Pilot Working), BP - Burswood (S&T), flagmen at BP as up and down home and distant signals, only race trains may cross.

WEEKLY NOTICES - 1920

WN 1, we 9/1/1920

Burke's, 1/1/20, opened as unattended ES station, splitting East Northam - Jennacubbine, small ground frames provided at each end of yard working main line points and loop to back road points, point indicators fitted.

Jennacubbine, 1/1/20, opened as booking station, SM and ASM.

WN 2, we 16/1/1920

Karda Mordo, traffic up to 10cwt may be accepted.

Beechina, 13/1/20, opened as a block signal box, opened as required, no sidings, crossover between main lines, up and down starting home and distant signals, EEL 18724, reference to shunt signal to allow bank engines off up trains to return to down main.

Toolibin, 31/12/19, opened as unattended S&T, splitting Yilliminning - Dudinin, point indicators provided.

WN 3, we 23/1/1920

Rolling Stock Alterations, December 1919, Locomotives – Nil.

Wooroloo - Beechina, K class engine to bank trains in rear on a night, leaves Midland on Mon evenings, returns Saturday night / Sunday morning, other nights stables at Chidlow's Well, to be attached with chopper only.

184 Mile stopping place to be known as Newlgalup, rate 184, 10cwt only.

WN 4, we 30/1/1920

Oakabella, loop has been shortened by 750ft, now fit for traffic.

Dwellingup, engine triangle may be used for stowing wagons, scotch block provided.

WN 5, we 6/2/1920

Chidlow's Well renamed Chidlow.

Kaloorlie - Boulder City - Brown Hill loop, from 2/2/20, passenger traffic will be worked under Tramway Chit system, tickets purchased from conductors on trains, discounts for buying by the dozen, Hannan St, Golden Gate, Brown Hill, Trafalgar closed as booking stations, Kamballie and Boulder City remain open as accounting stations for goods etc traffic only.

Wyening, stockyards provided.

Midland Junction, excavating for new platform (extension) at East end of station.

Elabbin, telephone removed to Nungarin.

Yelbeni, Nungarin, 28/1/20, opened as unattended S&T stations splitting Wyalkatchem - Kununoppin - Merredin sections, point indicators provided; no loop at Nungarin, trains cannot cross.

WN 6, we 13/2/1920

Midland Box B, 10/2/20, minor signalling changes.

Narrogin, 10/2/20, changed signalling and interlocking as per EEL 18443, no details published.

WN 7, we 20/2/1920

Rolling Stock Alterations, January 1920,
Locomotives – Nil.

Kalgoorlie - Boulder - Brown Hill service,
3/2/20, altered WTT, pages 159,160.

WN 8, we 27/2/1920

Mt Lawley, 16/2/20, new public siding off
down main, west end of station, brought into
use, shunted by East Perth shunter, any
marshalling necessary to be done in east end
of loco yard, if necessary to avoid delay
shunter may work to/from East Perth
through loco yard via water roads.

Narrogin, Egerton St level crossing closed,
new sidings on east side of station yard
connected up and fit for traffic.

Shackleton, stockyards provided.

WN 9, we 5/3/1920

Marley Pool, Welshpool, stockyards
provided.

WN 10, we 12/3/1920

Belmont Park, 6/3/20, opened as staff station
splitting ES section East Perth - Burswood
for day to handle race traffic; pilot working
EP - BP, S&T BP - B, flagmen as up and
down home and distant signals.

Yoting, stockyards provided.

WN 11, we 19/3/1920

Dwellingup, Kwolyin, stockyards provided.

Mullewa, portable sheep race and hurdles
provided.

WN 12, we 26/3/1920

Rolling Stock Alterations, February 1920,

Locomotives – Nil.

Boulder City, Mines Loop, Brown
Hillservice, from 22/3/20, passenger service
via Mines Loop under tramway chit system,
reprint WTT pages 290, 291.

Golden Gate, Kamballie, 22/3/20, points and
signals altered, EEL 10976A, 18533, S&T
replaced by ES on Mines Loop.

Boulder City, Mines Loop, Brown Hill lines,
list of additional stopping places: Victoria St
375m50ch, Roberts St 376m36ch, Coombe
St 376m54ch, Half-way 376m77ch, Hainault
378m40ch, Fimiston 378m60ch, Horseshoe
379m11ch.

Boyanup, Trayning, stockyards provided.

Pingelly, 23/3/20, up and down home and
distant signals provided.

WN 13, we 2/4/1920

Belmont Park, 27/3/20, opened as pilot/staff
station for day, as before, except that up and
down signals provided and brought into use
on this occasion.

Baandee, 1/4/20, opened as booking station,
with SM.

WN 14, we 9/4/1920

Coogee - Naval Base, all classes of engine
may now run.

Beenup, 23m 70ch, renamed Byford.

Goomalling - Jennacubbine, 26/3/20, bank
engine key working introduced on section
Goomalling - 96 Mile Post.

WN 15, we 16/4/1920

Kallaroo, signals have been removed.

Sawyers Valley, Bryant and Waters' private
line, scotch block fixed, fit for govt vehicles

for 3½ miles.

Korrelocking, stockyard provided.

Koorda, Donnybrook, portable sheep races provided.

WN 16, we 23/4/1920

Rolling Stock Alterations, March 1920,
Locomotives – Nil.

Belmont Park, 17/4/20, opened as pilot/staff station, same as last time including signals.

Dardanup, Millars line, length now 17 1/2 miles.

Kelmscott, Tenindewa, Minnivale, Morowa, Malyalling, stockyards provided.

94 ¾ mile stopping place, Hotham Valley line, named Brockman.

Burswood, dump road provided to deal with rubbish from Perth and East Perth yards, scotch block provided.

WN 17, we 30/4/1920

Kurrawang, Kurrawang F/W line, 26/3/20, length now 77m41ch.

Middle Swan, reminder that siding is private one for Mr Whiteman.

Bencubbin, add to list of sheep races.

Parkerville, cart dock provided.

WN 18, we 7/5/1920

Kununoppin, 4/5/20 ufn, constructing engine pit in main line.

Byford, Melville Road Board siding, now been taken up.

Dwellingup, cart dock provided.

Corrigin, cart dock provided.

WN 19, we 14/5/1920

Belmont Park, 8/5/20, opened as Pilot/S&T station, as before, for day - appears to now be regular for race traffic.

Boulder City, South Kalgurli Consolidated have laid small tram line over No 1 dead end.

North Mole line, scotch blocks on North Fremantle end of mole line shunting grid removed, scotch block on wharf end of grid remain.

Pithara, opened as ES station splitting Kondut - Dalwallinu section, attended day and night, point indicators provided.

Mokine, delete from list of stockyards.

Wyening, Tenindewa, delete from list of sheep and cattle races.

Classification of Guards, listing of guards in new classifications of Special, 1st, 2nd, and 3rd class, pages 476-480.

Belka, cart dock provided.

WN 20, we 21/5/1920

Rolling Stock Alterations, April 1920,
Locomotives – Sold to Buckingham Bros – A 4.

R.Allen's siding, 496m, delete from 3 places in MR book.

Winter Brandt & Co, 482m Sandstone branch, delete from MR book.

Hillman, telephone transferred to Boundain.

Katanning, shunting neck provided at north end of yard.

Pithara, additional loop for water purposes

provided.

Quairading, additional loop provided.

Narrikup, delete from list of cattle races.

Claymore, Swan Saw Mills line, length 1 1/2 miles.

WN 21, we 28/5/1920

Toolibin, stockyards have been provided.

Northern Gully, triangle provided,

Mararoa GM Co siding Norseman line, agreement re siding cancelled.

Bridgetown, cart weighbridge provided.

WN 22, we 4/6/1920

Piawaning, fully equipped barracks with caretaker provided.

Sawyer's Valley, Bryant & Waters' private line (Perth F/W Supply Co), truck weighbridge installed by Co at private siding.

Nembudding, stockyards provided.

Pallinup, delete from list of cattle races.

Formby, Kebaringup, add to list of sheep races.

Mundijong, Millars line, length now 31 1/2 miles.

Trayning, 50' x 30' goods shed provided.

WN 23, we 11/6/1920

Barracks accomodation etc, list, pages 579, 580.

Kamballie, small tramway crossing the line on the Golden Horseshoe Estate has been removed.

Yoting, delete from list of sheep races.

Ulakine, add to list of sheep races.

Darlington, telephone provided.

WN 24, we 18/6/1920

Rolling Stock Alterations, May 1920, Locomotives – Nil.

Northam - Mullewa section, apparently changes to staff stations with new timetable, Ballidu - Pithara remains S&T temporarily, Korraling and Marne to be opened as (ES?) staff stations when work completed.

Yalgoo, 6 gentlemen's and 3 ladies' shower baths provided for use of passengers.

Kwolyin, Badjaling, delete from list of sheep and cattle races.

Mundaring, add to list of stockyards.

Nangeenan, opened as ES station splitting Hines Hill - Merredin section, at time of new WTT, attended nights, up and down home and distant signals.

WN 25, we 25/6/1920

Denmark section 338m34ch, 22&29/6/20, laying points.

317m66ch (between Narrikup and Redmond), trains may stop for traffic.

Koolanooka, 18/6/20, up and down home and distant signals provided.

Visit of HRH The Prince of Wales to Perth

Special Train Notice 3, only bound in some copies of WN.

WN 26, we 2/7/1920

Bencubbin, cabin provided in addition to

lodging vans Vw2860 and V3401.

Shackleton, Van Dw5091 sent to Bungulla for use of W&W staff.

East Perth, fully equipped barracks provided.

Moonyoonooka, stockyards provided.

317m66ch stopping place, rate mileage is 318m

Dalwallinu, 2/7/20, up and down home and distant provided.

WN 27, we 9/7/1920

Kalamunnda, truck weighbridge withdrawn.

Yarramony, Isseka, stockyards provided.

Korraling, crossing loop provided, fit for traffic.

Rockwell, accomodation for 12 trucks provided, traffic may be accepted, 40m from Geraldton, rate 346 ex Perth.

WN 28, we 16/7/1920

Nil of interest.

WN 29, we 23/7/1920

Rolling Stock Alterations, June 1920, Locomotives – Nil.

Boddington, telephone provided.

Eujinyn, Eriken, Yarding, stockyards provided.

Beechina, from 19/7/20, stoppage for school children at old Beechina, 32m, discontinued, children will join and alight at Beechina Block Cabin, 32m39ch.

Kirup, 5/7/20, up and down home and distant signals provided.

WN 30, we 30/7/1920

342m (27/7/20) and 342m8ch (29/7/20) Denmark branch, laying points at each place.

LLoyd's Siding, 377m59ch Norseman section, points spiked over, no traffic to be accepted ufn.

Burracoppin, Newcarnie, Lowden, stockyards provided.

Ballidu, 21/7/20, up and down home and distant signals provided, point indicators removed.

Greenbushes, 23/7/20, up and down home and distant signals provided, point indicators removed.

WN 31, we 6/8/1920

Perth – Kalgoorlie, composition of Limited and Expresses, details page 787.

Lakeside, Kalgoorlie & Boulder F/W line, 15/7/20, length 42m42ch.

Kurramia, portion of siding (loop) has been removed, can now only be shunted on up journey.

Tenterden, Bullaring, Yealering, Dumberning, Kulyaling, Qualen, Boundain, stockyards provided.

Mt Barker, crane is only 2 1/2 tons.

Cambray, Kauri Timber Co, length now 28m.

Burswood, stockyards provided.

WN 32, we 13/8/1920

Picton Junction, 6/8/20, alterations to points and sidings.

Caron, fully equipped barracks with caretaker provided.

Hortons, siding put in and fit for traffic.

Formby, Kebaringup, stockyards provided.

Narrogin, 10/8/20, up home from Wickepin will apply to up main instead of independant road.

WN 33, we 20/8/1920

Rolling Stock Alterations, July 1920,
Locomotives – Nil.

Tennessee, siding constructed, 192ft, holds 9 trucks.

Ballidu, new up and down home and distant signals provided.

Gwambygine, Burekup, Ongerup,
Benjabbering, Dukin, Koorda, Kauring,
stockyards provided.

WN 34, we 27/8/1920

Pithara, automatic staff instruments provided for sections Ballidu - Pitharra - Dalwallinu.

Chidlow, 26/8/20, up home moved to down side of line.

Caron, Ballidu, 1/9/20, opened as booking stations with SM.

Lloyds siding (WTT), alter to Thomas' siding to agree with rate book.

Yarloop, 24/8/20, present crossover at Bunbury end moved out 223 yds, connected to dead end.

Borden, Waterloo, Jacob's Well, Corrigin, Mt Hardy, Jitarning, Wilga, stockyards provided.

Borden, delete from list of sheep races.

Yalup Brook, delete from list of cattle races.

Laurier, sheep races provided.

WN 35, we 3/9/1920

Brunswick Junction, up home moved from west to east side of line.

Maddington, 24/8/20, alterations to allow siding on up main line being worked from either the signal box or small ground frame, both controlled by Annett's key.

Korbel, Yalup Brook, Cookernup, Dulbelling, Waggrakine, stockyards provided.

Burekup, delete from list of sheep races.

Bunbury, add to list of sheep races.

WN 36, we 10/9/1920

Yarloop, siding at Bunbury end extended.

Mullalyup, stockyards provided.

Albany, lease for Government Refrigerating Works siding at 341m8ch transferred to Albany Butter Factory and Trading Co.

Hedges private siding, now a public siding.

Ajana, 6/9/20, opened as booking station, SM in charge.

WN 37, we 17/9/1920

Burswood Filter Bed siding, only A, B, G, H, J and M engines may run over.

Bunbury, platform is being extended.

Aylen's Siding 396m22ch, 27/8/20, transferred to W.Stewart.

Stathams private siding, now transferred to Perth City Council.

Ardath, Toolbrunup, stockyards provided.

Waggrakine, delete from list of sheep races.

176m5ch Nannup section, public siding, 850ft, provided, rate 176m.

WN 38, we 24/9/1920

Rolling Stock Alterations, August 1920, Locomotives – Nil.

Bridgetown, lodging out van Vw 3282 provided as additional accomodation.

Widgemooltha, Vw 3331 provided as trainmens accomodation.

Amphion, shelter shed provided.

Kwelkan, stockyards provided.

Cottesloe, 19/9/20, new signal box brought into use, EEL plan 10643A, instructions refer to Boxes A and B.

WN 39, we 1/10/1920

Bila, renamed Beela.

Dudinin, stockyards provided.

Yarloop, re WN34/20, should have read 223ft.

Newlgalup, siding put in, truck loads can be accepted.

WN 40, we 8/10/1920

Gosnells, 42ft x 18ft loading ramp provided.

Coondle, Carlecatup, Coolup, stockyards provided.

Carbarup, cart dock provided.

Newcarnie, delete from list of sheep races.

Burabadji, add to list of sheep races.

WN 41, we 15/10/1920

North Dandalup, stockyards provided.

WN 42, we 22/10/1920

Rolling Stock Alterations, September 1920, Locomotives – Nil.

Boyup Brook, additional siding provided, existing loop extended.

Bilbarrin, Condinup, Cordering, Gundaring, Toompup, stockyards provided.

Koorda, Yoting, delete from list of stock races.

Mandiga, Pantapin, add to list of stock races.

Dalwallinu, cart dock provided.

Korbel, small loading ramp provided.

Kamballie, 12/10/20, runaway siding will be coupled up and operated from signal box.

WN 43, we 29/10/1920

Bridgetown - Jarnadup, 18/10/20, amended service, reprint page 1158.

88m 24ch, between Wuraming and Boddington, 25/10/20 ufn, laying points.

Bellevue - Glen Forrest, 25/10/20, ES temporarily suspended, S&T provided, Greenmount and Darlington opened as temporary intermediate block telephone stations (arrangement only for day? - was Proclamation and 8 Hour Day Holiday).

Baandee, telephone provided (heading refers to opening of staff station).

Bencubbin, Dartnall, Emu Hill, Holly, Wilgarup, stockyards provided.

Well's Siding, UDR, delete from list of sidings open for traffic.

Boyanup, 24/10/20, points rearranged, EEL 11247B.

WN 44, we 5/11/1920

SWR, 1/11/20, withdrawal of dining car service from Nos 5 & 12.

Narembreen, fully equipped barracks replace lodging out vans.

Kurrawang, WA Goldfields F/W Supply, length longest spur to Kurrawang is 87m12ch, length of new extension from Kurrawang to Kamballie is 10m54ch.

Collie Timber Coy siding, 130m 50ch Collie - Narrogin, alter to Bunning Bros (list of private sidings).

Proprietary Coal Mines of WA (East Collie), siding transferred to Amalgamated Collieries of WA.

South St, siding put in near South St for Harbours and Rivers Department has been taken up.

Mungari, 2/11/20, up home and distant taken out of use, removed; Siding points and down signals worked from ground frame near points, controlled by Annett's key for Powder Siding between Binduli and Kalgoorlie.

WN 45, we 12/11/1920

Shackleton, 27/10/20, fully equipped barracks with caretaker provided.

South-West Timber Hewers Assoc. sidings at 4m38ch, Carlisle and 70m 71ch Hotham Valley line transferred to State Saw Mills Department.

Bruce Rock, engine triangle provided.

Brunswick Junction, two additional sidings have been put in.

WA Portland Cement Co private siding, re WN43/19, siding completed and warning board removed.

WN 46, we 19/11/1920

Rolling Stock Alterations, October 1920, Locomotives – Nil.

Yabberup, 50ft loading platform provided.

Geraldton Timber Co siding, 0m49ch, 1/10/20, transferred to Messrs Crooks and Brooker.

Midland Junction, Mobilisation Siding, 10ch of this siding laid, buffer stop not yet provided.

Parkerville, 5 ton crane provided, reference to stone traffic being loaded.

Collie Co-op Mine Co siding, catch points removed and scotch block fixed 300yds further out.

Donnybrook, 20 ton truck weighbridge provided.

Badgeminnup, Ewlyamartup, Jarrahwood, Narlingup, stockyards provided.

Burswood, delete from list of portable races.

Hulongine, add to list of portable races.

WN 47, we 26/11/1920

21m31ch (late Adams and Dowie's Siding), ufn, various trains to stop here for passengers (between Parkerville and Lion Mill), also 10cwt stopping place.

7 Mile Siding (Mines Department), re WN24/19, siding to be treated as public siding.

Australian Lumber Co siding, Dwarda section, 88m25ch, now fit for traffic.

Beechina, 21/11/20, breaking up main at 32m27ch to put in points.

Bruce Rock, re WN45/20, private telephone pole within standard clearance, and wires to low, until removed caution in using triangle.

Gwambygine, delete from list of races.

Rossmore, add to list of races.

Boulder City, 21/11/20, points and signals rearranged, will be operated from up platform, EEL 10977A.

WN 48, we 3/12/1920

Plavin's Siding, Marrinup section, 75 1/4 m, dead end put in off siding, scotch block provided.

Kamballie, 25/11/20, up outer distant removed.

Midland Junction, Mobilisation Siding, is situated at Bushmead and is fit for traffic.

Benjinup, stockyards provided.

Nugadong, sheep and cattle races provided.

190 Mile, Bridgetown - Jarnadup section, dead end siding put in to facilitate traffic working, buffer stop not yet provided.

West Subiaco, siding strengthened and fit for traffic, trains may be shunted therein to prevent delay to passenger trains.

Braddock's private siding Belmont, provision made for this by extending shunting neck, now complete.

335m 71 1/2 ch Denmark branch, public siding, accomodation for 13 trucks provided, rate 336, to be called Torbay; old site and Undiupp are closed.

WN 49, we 10/12/1920

Belmont Park, interlocking work being done.

Doney's siding, 425m 10ch Leonora section, lease cancelled.

Goodwood Race Platform, new platform being erected at this station on Goodwood racecourse side of line.

Jandakot, private siding put in for Peel Estate Soldier Settlement Scheme, fit for traffic for 14ch from point in Jnadakot station loop.

Federal Trading and Engineering Co, siding put in at 93m29ch on Dwarda section, rate 93m.

Yarloop, Millars line, length now 36m.

184m25ch (between Yornup and Palgarup), siding put in, no buffer stop yet.

Dangin, 1/12/20, opened as booking and staff station.

WN 50, we 17/12/1920

Carmel Siding, improvements put in hand 14/12/20, line between 24m 60ch and 25m pulled to east of present location onto new formation.

Traysurin, 216m45ch, public siding put in, rate 217.

Byford, State Brickworks siding, catch points fitted with Annett's lock; scotch block and rigid lever removed.

Pinjarra, 12/12/20, improving interlocking Bunbury end.

Capercup, stockyards provided.

WN 51, we 24/12/1920

Rolling Stock Alterations, November 1920,
Locomotives – Nil.

Manjimup, PWD line to State Saw Mills,
length now 10 1/2 m.

Mardella, stockyards provided.

Bencubbin, delete from list of sheep races.

Gabbin, add to list of sheep races.

Wonnerup, 1/1/21, opened as booking
station.

Jandakot, PWD siding, situated at Armadale
end of Jandakot yard, points face Fremantle,
coupled to goods shed road, special Yale
padlock provided.

WN 52, fe 7/1/1921

Midland Junction, new 40ton weighbridge
put in.

Kurrawang, 7/12/20, WA Goldfields F/W
Co line, length now 83m5ch.

Kurramia, Westralian Timber & F/W Co
line, delete from WTT.

Lion Mill, Bunning Bros line, length now
5m25ch.

Bowgada, stockyards provided.

Lakeside, Kalgoorlie & Boulder F/W Co
line, 28/10/20, length now 33m28ch.

Tingerup, 10/12/20, opened as ES station
splitting Tambellup - Cranbrook section.

Summary of

WAGR

Weekly Notices

Volume 2

1921-1945

Compiled by
Peter Hopper

Introduction

This document is the result of a number of years of perusal of the Weekly Notices that were produced by the W.A.G.R., and their successor, Westrail.

These Weekly Notices provide a unique insight into the working of the Government Railway system, and the changes that have come about over a period exceeding 100 years. They include information on the changes and growth within the railway infrastructure, in a form that was needed by the staff involved in this major transport undertaking.

At the same time, they provide a valuable insight into the changing social environment. The role that was played by the railways in the life of everyone for much of this period is evident from reading the special train notices, and amendments that were made to various official books to support the needs of a population both in the city and a developing countryside.

Usage

These summaries are provided in both hardcopy and electronic form for all to use in the pursuit of railway history. I would request that should you make use of them in the preparation of any publications that appropriate acknowledgement is made of their use.

What is included

The summary is the result of reading all of the Weekly Notices for a year, and extracting / summarising the contents. I have been selective in the extraction process, and attempted to be as complete as possible on the following.

Installation, opening and closing of sidings.

Movement of siding locations.

Naming and renaming of sidings and locations.

Opening and closing of staff stations, and changes between Staff and Ticket and Electric Staff.

Changes to signalling (major), and changes to signal boxes and block posts.

Opening and closing of sections of line, including temporary pre-opening services by PWD or contractors.

Changes to infrastructure and facilities at stations and sidings.

Opening and closing of stations as booking stations (essentially provision of SM).

Opening and closing of ballast pits.

Status (usually operational lengths) of private lines.

Timetable reprints (page references).

Special regular timetable services (eg Stone train services).

Locomotive availability on section of lines.

Locomotive stock alterations and additions, from about 1920 onwards (prior to that there were some notes on changes, but they were not complete).

Deviation activities.

Unusual special services.

Items of interest that may not be easily available from other sources.

What is not included

Some regular or repetitive information is not included in these summaries, as follows.

Special train services, eg Races, excursions, employee picnics. These were a regular operation for many years. Examples can be seen by perusal of the front pages of the Weekly Notices, or use of the indexes.

Changes of leases of private sidings.

Changes of normal timetabled train services.

Leases and sub-leases of sidings.

Changes to rolling stock (other than locomotives). The location of these in the Weekly Notices are noted in the summary.

Indexes

The bound volumes of the Weekly Notices that are held in the Railway Museum Archives contain comprehensive indexes for the later volumes. These can be perused to find much of the information noted in the 'What is not included' section. Note that each index generally occupies many pages, and perusal of the whole index may be necessary to identify the information required.

Abbreviations

The following abbreviations are included in these summaries. While most will be familiar to most users, they are included here for completeness.

CR – Coaching Rates Book

ELT – Engine Load Table

GA – General Appendix

GR – Goods Rate Book

MR – Midland Railway Co.

WTT – Working Time Table

ufn – Until further notice

Down and Up

Currently, and for most of the history of railways in WA, Down and Up have been used as directions, with Down referring to away from the main port, Fremantle, or away from the principal terminus of a service.

However, the original use of these terms were the opposite, with Up referring to the direction away from the original termini of Fremantle and Geraldton. This was reversed (for most lines) on 1st July 1899.

In perusing these summaries, and the original Weekly Notices, it is necessary to understand the context in which these terms are used to prevent confusion.

Mileages

A number of mileage systems, or more correctly distance scales, have been used within the Western Australian railway system over the period covered by these summaries.

At first, all mileages were measured from Fremantle or Geraldton, as the starting point of the original railway lines. At a later time, mileages came to be measured from Perth, as the principal station. Following the changeover, there was a considerable period during which two mileages were quoted, from Fremantle and from Perth.

For stations east of Bellevue, the mileages were initially calculated via the original main line through Mundaring. Following the construction of the Parkerville deviation, mileages were calculated via Parkerville. Again there was a considerable period during which mileages could be quoted in both forms. These are usually obvious as they will state via P (or Parkerville) or via SM (or Smiths Mill).

Deviations add some complexity to quoted mileages, as most resulted in a change of length of the new line in comparison to the old. The result of this was that distances to all stations beyond the start of the deviation would change. In some cases this is identified within the Weekly Notices; in other cases (usually smaller changes) the change would not be reflected until the next WTT was issued, and in the case of rate mileages (see below) large changes would be notified by separate amendment sheets to the GR and CR books.

With the provision of mileposts during the construction of railway lines there is an added complication with deviations, in that 'real' mileage no longer agrees with the milepost. In most cases there was no relocation of mileposts beyond the deviation, although new mileposts were generally erected along the deviation itself.

This led to the specification of two forms of mileage, which generally only appeared in the WTT and reprints of these tables in the Weekly Notices. These were 'Actual' and 'vide Milepost' mileages. In theory, 'Actual' mileages should be the real mileage of each station or siding, while 'vide Milepost' mileages should represent the position based on the current physical mileposts in the area. It should be noted that the specification of these separate mileages did not come into immediate use. Note that changes of differences between these two mileages can give indications of the difference in length of a deviation, and also the approximate location of the beginning and end of a deviation.

A final set of mileages is the rate mileages, used to calculate distance for accounting purposes. These are generally specified in the CR and GR books, with changes notified via the Weekly Notices. In most cases these should be the actual mileage, rounded to the nearest mile.

With a change to the metric system, distances are now measured in kilometres, and in timetables are generally specified from the beginning of the section of line, usually the terminus, or junction station or location.

Acknowledgements

I would like to acknowledge the assistance of the Australian Railway Historical Society (W.A. Division) Archives section for assistance in making the bound copies of the Weekly Notices available to me.

Status

The Weekly Notices have been published by the W.A.G.R. and their successors since late 1896.

Currently this summarization process is not yet complete.

The table below contains details of the current status against known volumes.

Volume	Year	Status
1	1896 – 1920	Completed
2	1921 – 1945	Completed
3	1946 – 1970	Completed
4	1971 - onwards	Extraction continuing

WEEKLY NOTICES - 1921

WN 1, we 28/1/1921

Holyoake, SW Timber Hewer's Assoc private line has been transferred to State Saw Mills, present length to end of longest spur is 6m.

176m 2ch, Nannup section, re WN37/20, siding to be named Bibilup.

Carnamah (MR), 1/2/21, opened as booking station.

21m 3ch ER, stopping place named Stoneville.

Claymore, Swan Sawmills private line, length now 2m.

Narembeen, stockyards provided.

Belmont Park, 21/1/21, opened as ES station, points and signals as per EEL plan 19501, to be only opened when required.

WN 2, we 4/2/1921

Rolling Stock Alterations, December 1920, Locomotives – Nil.

Bunning Bros siding, 145m77ch between Yabberup and Glen Mervyn, from now trains to stop for passengers.

Sawyers' Valley, Perth F/W Co line, length now 4m.

Wuraming, SSM line, length now 69ch.

Pindalup, Port, Honey & Co line, length now 24ch.

Wokalup, Millars line, length now 26m.

Pickering Brook, Millars line, length now

13m.

Qualeup, stockyards provided.

Noggojerring, portable sheep race and hurdles provided.

UDRR, Stathams siding, taken over by Perth City Council.

334m Denmark branch, small sleeper platform known as Redhill provided, trains to stop for passengers.

Beechina, all pass and mixed (except Limited and Express) to stop for passengers as required.

WN 3, we 11/2/1921

Beechina, public siding, 4/2/21, alterations and additions as per EEL 18724A brought into use.

Turner's Siding UDRR, 26/1/21, removed to new position at 24m67ch, and will be known as Carmel, old site permanently closed to traffic; new siding (Carmel) ready for traffic from 4/2/21, rate 25m.

WN 4, we 18/2/1921

Yarloop, Millars line, length now 36m.

Beechina, 4/2/21, opening of siding on up side of line, operated from Annett's key locked ground frame when signal box not switched in, holds 6 wagons, rate 32m.

WN 5, we 25/2/1921

Rolling Stock Alterations, January 1921, Locomotives – Nil.

Bunbury, Wellington Agricultural Society

has secured new show ground situated about 1m on Bunbury Racecourse line, traffic to be shunted account Society.

Nannup, fully equipped lodging out van Vw 3282 with caretaker provided.

Sandstone, 11/12/20, fully equipped accommodation provided.

Kulikup, stockyards provided.

Wubin, 28/1/21, opened as unattended ES station splitting Dalwallinu - Buntine section, point indicators on facing points.

Midland Junction, 19/2/21, alterations to point and signals as per EEL 19420.

Nannine, 28/2/21, closed as booking station.

Konongorring, 1/3/21, opened as booking station.

WN 6, we 4/3/1921

Lake Clifton to Burswood line traffic, reference to lifting each day ex Waroona and detaching at Burswood.

Mundijong, 26/3/21, replacing present interlocking with larger machine, no alteration to points or signals.

Butterfly and Niagara, sidings removed, no truck loads to be consigned.

Wongan Hills, engine pit has been provided.

WN 7, we 11/3/1921

Busselton, fully equipped lodging out van 1844 provided.

Belmont Park, from 7/3/21, constructing platform.

Neeralin Pool temporarily closed, Piesse temporarily opened, 3/3/21, as unattended ES station, due washaways.

Dindiloa, Eulin, stockyards provided.

Osborne, 6m 41ch ER, renamed Swanbourne.

WN 8, we 18/3/1921

Rolling Stock Alterations, February 1921, Locomotives – Nil.

Kanowna service, from 15/3/21, reduced to 2 mixed trains each way, on Wednesdays only.

R.O.Law's Sidings, UDRR, recently extended, and added total of spur lines gives total length of 1 1/4 miles.

Sawyer's Valley, Perth F/W Co private line, ufn, unfit for traffic.

Damboring, Baandee, stockyards provided.

Bencubbin, receipt depot will be established by PWD in connection with extension of Wyalkatchem - Mt Marshall line.

174m 22ch, between Koorda and Gabbin, new public siding put in, rate 174m.

Nallan, has been closed as a staff station, section now Cue - Nannine.

Kalguddering, Nambling, Marne, portable sheep races provided.

WN 9, we 25/3/1921

Meekatharra, new stockyards and siding now complete.

Waroona - Lake Clifton Railway, line inspected and certified fit for departmental trucks.

Kurramia, Westralia Timber Co private line, has now been taken up.

Konongorring, stockyards provided.

Bunning Bros Siding, 146m, Donnybrook - Katanning, re WN2/21, parcels and goods up to 10cwt may be accepted, rate 146.

WN 10, we 1/4/1921

Redhill, stopping place at mileage 334, renamed Wilgie Hill.

Burswood Cement Works, any class of engine may now shunt.

No 2 Mill, WTT says length of 5 miles, recent additions have made lengths - North Main Line 15m 40ch, Western Main line 4m 30ch, total 19m 70ch, also 2m 14ch of loops and back shunts.

Allanson, 22/3/21, safety dead end put in at up end of Lewis & Reid's siding, staff locked.

Fremantle, connection put in between South Mole line and Elder Smith & Co siding to avoid shunting over Harbour Trust lines.

WN 11, we 8/4/1921

Torbay Junction, renamed Elleker.

Traysurin, shelter and 'out of' shed provided.

Nabawa, 'out of' shed provided.

Wundowie, shelter shed provided.

North Fremantle - East Fremantle Goods Junction, 3/4/21 ufn, ES working on single (down) line, for bridge renewals, EEL 19631.

WN 12, we 15/4/1921

Jandakot, Peel Estate Line, length of longest spur is 10m.

WN 13, we 22/4/1921

Rolling Stock Alterations, March 1921, Locomotives - Nil.

Mount Magnet, portable sheep race provided for use on Sandstone line.

Lowden, 8/4/21, opened as unattended S&T station splitting Donnybrook - Noggerup section, point indicators provided.

Pantapin, cart dock provided.

North Fremantle - East Fremantle Goods Junction, 17/4/21, reverts to double line, EEL 16989A and 12450B.

WN 14, we 29/4/1921

Botherling, stockyards provided.

WN 15, we 6/5/1921

Toolibin, telephone installed.

Aramdale, weighbridge being installed.

174m 22ch Mt Marshall section, re WN8/21, siding to be named Narkal.

Wooroloo, scotch blocks provided on dead ends each end of yard.

Lakeside, Kalg. & Boulder F/W Co line, 14/4/21, length to end of longest spur 61m 73ch.

Wongan Hills, 3/5/21, up and down home and distant signals provided.

WN 16, we 13/5/1921

308m 70ch, 3/5/21, opened as temporary ES station for ballasting, splitting Canna - Mullewa section, only ballast may cross, point indicator on points into ballast pit.

Nannup, additional loop provided.

WN 17, we 20/5/1921

Rolling Stock Alterations, April 1921, Locomotives - Nil.

Wainwright's Siding 477 Miles EGR, siding not fit for E class engines due to condition of sleepers.

Kalguddering, Bungulla, add to list of portable sheep races.

Konnongorring, Coolup, delete from list of portable sheep races.

WN 18, we 27/5/1921

4m 20ch SWR up main (between Carlisle and Victoria Park), 23/5/21 ufn, laying points.

Lakeside, Kalg.& Boulder F/W line, 5/5/21, length 57m9ch.

Mundijong, Millars line, length now 26 1/2 mile.

Kondinin, scotch blocks placed on loop.

Marrinup, Millars line, length now approx 3m.

Carmel, truck loads may now be accepted.

Nalkain, portable sheep race provided.

WN 19, we 3/6/1921

Mt Magnet, 1/6/21 ufn, extending engine pit.

Allanson, re WN10/21, extension to dead end complete, but last 1 1/2 ch put in by company not safe for engines.

Elleker, stockyards provided.

WN 20, we 10/6/1921

Belmont Park, renamed Goodwood.

Wyalkatchem - Bencubbin, increased speeds to 20mph (goods) for winter timetable.

Palgarup, Timber Corporation line, length is 1m (apparently opened in WN18/21).

East Perth - Burswood, 6/6/21, large ES substituted for miniature ES on East Perth - Goodwood - Burswood section, miniature remains on through section.

WN 21, we 17/6/1921

Wuraming, SSM line, length now 3m69ch.

WN 22, we 24/6/1921

Rolling Stock Alterations, May 1921, Locomotives - Nil.

Armadale, 20/6/21, weighbridge and siding ready for use.

Mundijong, 20/6/21, weighbridge and siding closed pending removal to Pinjarra.

Kurrawang, 27/5/21, W.A.Goldfields F/W Co line, length 89m18ch.

Mundijong, 17&20/6/21, alterations to lines and signals, EEL 19798.

Piesse, 23/6/21, closed as ES station and Neeralin Pool re-opened.

Connolly's Siding, 2/6/21, closed as S&T station, section now Coolgardie - Widgemooltha; siding also removed.

Bulyee, Kalguddering, stockyards provided.

WN 23, we 1/7/1921

Ec rebalanced engines in addition to Northam - Mullewa section, may now run on sections Malcolm - Laverton, Goldfields Mines Sidings, Northam - Merredin via Goomalling, Geraldton - Cue, Narngulu - Walkaway.

Dangin, 30/6/21, closed as S&T station, section now Mawson - Quairading; also closed as booking station and SM withdrawn.

Mundijong, re WN22/21, alterations for

17/6/21 done 24/6/21.

Kondut, Elphin, stockyards provided.

Elleker, re WN19/21, stockyards were actually provided at Torbay, no stockyards exist at Elleker.

Lake Matilda, triangle removed.

Yellowdine, small sleeper ramp provided at Kalgoorlie end of yard.

WN 24, we 8/7/1921

Suburban Sunday service, WTT reprint, pages 618-621.

Carlisle, SSM new siding fit for traffic as far as dead end adjoining main line, and long crossover from there to dead end in SSM yard.

WN 25, we 15/7/1921

Rolling Stock Alterations, June 1921, Locomotives – Nil

Cambray, fully equipped barracks provided.

Lake Matilda, re WN23/31, only No 3 road has been removed.

Greenmount, public siding for 3 trucks provided.

Yellowdine, Koorarawalyee, Woolgangie, new GA instructions issued, page 655.

WN 26, we 22/7/1921

Coolie - Bowelling - Wagin, from 18/7/21, service becomes fortnightly.

Kockatea, renamed Wilroy.

49m26ch Venn, 18/7/21, laying points (connecting crossing loop).

Narrakup, 18/7/21, closed as ES station,

section now Elleker - Mount Barker.

Walliston, public siding for 21 trucks provided.

Gnowangerup, 75'x20' goods shed provided.

WN 27, we 29/7/1921

Mardella, 'out of' shed provided.

Josbury, standard ramp provided.

Hedges private siding, 273m 65ch, note that it is authorised stopping place.

Pinjarra, 40ton weighbridge provided.

WN 28, we 5/8/1921

Nangeenan, 28/7/21, closed as ES station, section now Hines Hill - Merredin.

Bellevue, WA Brick Co siding, points spiked over.

WN 29, we 12/8/1921

Fremantle - Midland Junction and Bellevue, 8/8/21, WTT reprint, pages 737 - 754.

Northam - Merredin, 8/8/21, WTT reprint, pages 756 - 759.

Merredin - Karalee, 8/8/21, WTT reprint, pages 760 - 763.

Karalee - Coolgardie, 8/8/21, WTT reprint, pages 764 - 765.

Coolgardie - Kalgoorlie, 8/8/21, WTT reprint, pages 766 - 767.

Perth - Armadale, 8/8/21, WTT reprint, pages 769 - 772.

Northam - Buntine, 8/8/21, WTT reprint, pages 776 - 779.

Buntine - Mullewa, 8/8/21, WTT reprint,

pages 780 - 781.

Ajana, Yuna branches, 8/8/21, WTT reprint, page 783.

164 1/2 Mile Bridgetown branch, 8/8/21 ufn, 3&4 stop when required for passengers and parcels.

Guppy's Siding, 21m 7ch, renamed South Kalamunnda.

Sandstone, new stockyards provided.

WN 30, we 19/8/1921

Ajana, Yuna branches, 15/8/21, WTT reprint, page 813.

Venn, public siding 62 trucks provided.

WN 31, we 26/8/1921

Rolling Stock Alterations, July 1921, Locomotives – Nil

Swan View, 1/9/21, opened as booking station.

92m 35ch Dwarda section, public siding 25 trucks constructed, rate 92m.

WA Brick Co siding, re WN28/21, referred to old Jas Todd&Co siding transferred to WA Brick Co, accounting station is Midland Junction and not Bellevue.

Buntine, Caron, 23/8/21, up and down home and distant signals provided.

Connolly's siding, 379m 43ch, siding taken up, lease cancelled.

Morgans, Kookynie, 31/8/21, closed as booking and staff stations, sections now Malcolm - Laverton, Menzies - Malcolm.

WN 32, we 2/9/1921

Baker's Hill, 29/8/21 ufn, platform being

extended.

Burswood, new delivery siding put in.

Palgarup, Timber Corp private line, dead ends have been connected up from a loop.

Paynesville, goods shed 30ft x 20ft provided.

WN 33, we 9/9/1921

Wokalup, Millars T&T private line, length now 31m 64ch.

Wongan Hills, new loco dead end complete.

Australian Lumber Co siding Hotham Valley branch, re WN47/20, siding to be recognised as public stopping place, rate 88m.

Elleker, loading ramp provided.

WN 34, we 16/9/1921

92m 35ch public siding Dwarda section, named Tullis.

Nokaning, 'out of' shed provided here from Higginsville.

Kendenup, private siding constructed for the De Garis Kendenup (WA) Development Co.

Buntine, add to list of portable sheep races.

WN 35, we 23/9/1921

Rolling Stock Alterations, August 1921, Locomotives – Nil.

Bowelling, private siding put in for Mr C.Plavin at 146m47ch Collie - Narrogin line, Bowelling station, fit throughout for trucks, and for engines to end of 45lb rail, approx 5ch from catch points, rate 147m.

Boddalin, Yellowdine, Woolgangie, 10/9/21, SMs withdrawn, now unattended day and

night.

WN 36, we 30/9/1921

Australian Lumber Co siding, stopping place to be called Hotham.

Dartnall, delete from list of sheep races.

Kunjn, Eradu, add to list of sheep races.

Buntine, 30/9/21, closed as booking station, SM and ASM withdrawn.

Wubin, 30/9/21, closed as ES station, section now Buntine - Dalwallinu.

Konnongorring, 30/9/21, closed as booking station, SM and ASM withdrawn.

Burabadji, 30/9/21, closed as ES station, section now Goomalling - Konnongorring.

Laverton, 30/9/21, closed as booking station, SM withdrawn.

Cuballing, 30/9/21, closed as booking station, station officers withdrawn, also closed as ES station, section now Popanyinning - Narrogin.

Broome Hill, 30/9/21, closed as booking station, SM withdrawn.

Gwalia, 30/9/21, closed as booking station, SM withdrawn, also closed as staff station, section now Malcolm - Leonora.

Eradu, 30/9/21, closed as booking station, station staff remain until staff instruments altered (to auto?).

Corrigin, ASM withdrawn.

WN 37, we 7/10/1921

Buntine, Konnongorring, Burabadji, re WN36/21, instruction re these stations deleted and they are to stay as at present.

Hotham, re WN36/21, consignments up to 10cwt can be accepted.

Cuballing, instruments will not be altered until 10/10/21, so station officers will remain until then (but still closes as booking station on 31/9/21).

Spencer's Brook, 26/9/21, points on main line between SB and York leading into Wheat Depot Siding spiked over, Wheat Marketing Scheme will be lifting siding.

WN 38, we 14/10/1921

Kukerin, approval given for crossing of trains in daylight hours only.

Eradu, re WN36/21, arrangements cancelled, will remain as staff and booking station.

266m 7 1/2 ch, Kondinin - Narembeen section, public siding put in, 'out of' shed, shelter shed and loading platform provided, rate 266m.

Cardiff, loading ramp provided.

WN 39, we 21/10/1921

Leonora and Laverton branches, 17/10/21, WTT reprint, page 1049.

Kookynie - Leonora, amended running times due to reduction in timetable passenger speed to 20mph.

Keysbrook, extra 'out of' shed provided.

Lake Matilda, re WN25/21, triangle made fit for traffic, truckloads may now be accepted.

Yellowdine, small goods shed provided.

Booraan, 7/10/21, closed as ES station, section now Merredin - Burracoppin.

Koorarawalyee, 11/10/21, closed as ES station, section now Karalee - Boorabbin.

Hotham Valley branch, 10/10/21, S&T withdrawn between Pinjarra and Holyoake, ES installed, sections Pinjarra - Brookdale - Dwellingup - Holyoake.

Latham, Perenjori, 18/10/21, opened as unattended ES stations, splitting Buntine - Caron, Caron - Koolanooka sections.

WN 40, we 28/10/1921

Lakeside, 22/9/21, Kalg & Boulder F/W Co line, length now 69m 19ch.

Byford, 21/10/21, up outer home removed, brickworks siding points staff locked; 22/10/21, ASM and NSM withdrawn.

Yarloop, 24/10/21, NSM withdrawn.

Glen Forrest, 25/10/21, closed as ES station, section now Bellevue - Mundaring, also ASM withdrawn (remains attended days).

WN 41, we 4/11/1921

Rolling Stock Alterations, September 1921, Locomotives – Nil.

Wyalkatchem, goods shed, 50ft x 30ft provided.

WN 42, we 11/11/1921

Venn, add to list of portable sheep races.

WN 43, we 18/11/1921

South Beach, public siding provided.

Kalgoorlie - Broad Arrow section, 14/11/21, ES replaced by S&T; bank engine working still allowed under special authority from Kalgoorlie to 375m60ch.

Kookynie, 9/11/21, opened as temporary S&T station splitting Menzies - Malcolm section.

WN 44, we 25/11/1921

Geraldton, new siding put in for Hume Pipe Co, branching off Elder, Smith & Co siding.

Bruce Rock, private siding constructed for State Saw Mills.

Yellowdine, re WN39/21, shed was provided at Yowergabbie.

Youngs, portable sheep and cattle race provided.

Serpentine, crossing loop extended.

WN 45, we 2/12/1921

Rolling Stock Alterations, October 1921, Locomotives – Nil.

279m 28ch (Koorarawalyee station yard), 21/11/21, taking out loop.

288m 47ch Duri, 28/11/21, putting in crossing loop.

Kurrawang, WA Goldfields F/W Co line, length now 91m71ch.

Serpentine, ASM and NSM withdrawn.

Ajana, 30/11/21, closed as booking station, SM withdrawn.

Robbs Jetty, 1/12/21, opened as coaching booking station as well as for goods traffic.

Coolup, ASM and NSM withdrawn.

WN 46, we 9/12/1921

Buntine, 7/12/21, constructing engine pit in main, 204m 9ch, traffic to work through loop until complete.

Hannan St Junction - Kamballie Junction, 11/12/21, double line converted to single line, using ES on sections Hannan St - Golden Gate - Kamballie; signalling

appliances at Boulder City removed and siding will be staff locked; EEL plans 10975A, 10976B, 18533D.

WN 47, we 16/12/1921

Cunderdin, NSM withdrawn.

WN 48, we 23/12/1921

Rolling Stock Alterations, November 1921, Locomotives – Nil.

Nulla Nulla, Duri, correct mileages in WTT to 216m 61ch and 288m 47ch.

Condinup, 187m 15ch, renamed Asplin.

Kookynie, 17/10/21, fully equipped barracks provided.

Grass Valley, NSM withdrawn.

WN 49, fe 6/1/1922

266m 7 1/2ch public siding, named Billaricay.

Nabawa, stockyards provided.

Bulla Bulling, 31/12/21, closed as booking station, SM withdrawn (heading also says closed as staff station, but note refers to guards responsible for working traffic).

Boorabbin, 9/12/21, closed as staff station, section now Karalee - Duri and Duri - Woolgangie (does this mean Duri opened?); 31/12/21 closed as booking station.

WEEKLY NOTICES - 1922

WN 1, we 13/1/1922

56 1/2 Mile (between Lawnswood and Hoddy's Well), from now, trains to stop for passengers when required.

Brookdale, mileage from Perth is 60m32ch, timetable to be altered.

Hedges' Siding, 274m, horses and other livestock can be loaded and unloaded.

Carlisle, public siding has been provided, fit for traffic.

Grass Valley, NSM withdrawn.

Woolgangie, 1/1/22, opened as goods and coaching station.

Nulla Nulla, Yellowdine, Duri, Bulla Bulling, point indicators have been fixed and are in use.

WN 2, we 20/1/1922

Barramining, renamed to Culbin.

Hines Hill, NSM withdrawn.

164m 40ch Bridgetown branch, stopping place removed to 165m 19ch.

Boorabbin, Bullabulling, marked in GA as unattended semi-auto staff stations - were they made staff stations, or did they become unattended?

Woolgangie, SM and ASM provided.

WN 3, we 27/1/1922

Rolling Stock Alterations, December 1921, Locomotives – Nil.

GWS No 2 Pumping Station Siding, alter rate mileage to 24 (GR).

City Council's Siding at Lord St, 20/1/22, brought into use, under control of Lord St Box, situated on engine road.

Boorabbin, has been closed as staff and booking station (correction to WN2/22).

Kalgoorlie, new signal whistles published, including ones for Brown Hill line to come into use when Brown Hill line extended to Kalgoorlie.

WN 4, we 3/2/1922

Toodyay and Piawaning branch, O and Oa engines must not be coupled together on this branch.

Shotts, 28/1/22, opened as unattended staff station, splitting ES Collie - Muja, becomes ES to Collie, S&T to Muja, telephone provided.

WN 5, we 10/2/1922

Canning Park Racecourse, old horse loading platform is being demolished.

Burracoppin, 1/2/22, ASM withdrawn, now only SM.

WN 6, we 17/2/1922

Rolling Stock Alterations, January 1922, Locomotives – Nil.

Jarnadup, length of PWD line to Big Brook is now 25m 18ch.

WN 7, we 24/2/1922

Kwolyin, commencing at once, Nos 31 & 32

York - Merredin to stop 25 minutes for refreshments.

Darkin, commencing at once, Nos 105 & 106 to stop 25 minutes for refreshments.

Wuraming, PWD State Saw Mill, all shunting is performed by PWD's own engine.

Millendon, opened as unattended siding on MR, rate 19m from Perth.

WN 8, we 3/3/1922

Woodside, stockyard provided.

Redmond, stockyard provided.

Palgarup, Timber Corporation Ltd line, length now 3m 26ch.

Kurrawang - Kalgoorlie, 25&26/2/22, double line closed, replaced by single line with ES; Explosives Siding (372m67ch) will be staff locked and existing signals removed; plans EEL 18506A and 17295F.

Byford, stockyard provided.

WN 9, we 10/3/1922

Bunbury New Cemetary, Nos 3 & 4, Bridgetown trains, stop for passengers at telephone post 2242, approx 2 1/2 miles from Bunbury, opposite new cemetary.

Nannup branch, sectional running times published.

Abba River, new public siding completed, also loading platform and shelter shed, accomodates 10 trucks, mileage 146m73ch.

Kalgoorlie - Hannan St, 5/3/22, double line closed, down main connected to existing Brown Hill Loop, section being Kalgoorlie - Kamballie (via Brown Hill), red miniature ES; up main connected to existing single line via Boulder, section being Kalgoorlie -

Kamballie (via Boulder), red large ES; Hannan St signal box closed, all signals and points removed except those entering Silverthorne and Adair's siding (Boulder line), to be staff locked; Golden Gate signal box closed, all signals out of use, main line spiked for for Kamballie - Boulder section, entrance to Mines Loop by staff locked crossover controlled by staff for K - K (via B) section, duplicate staff instrument provided, staff instruments for Mines Loop made semi-auto, instruments and telephone housed in cabin close to crossover; Kalgoorlie plan EEL 17295G; new GA instructions.

WN 10, we 17/3/1922

Rolling Stock Alterations, February 1922, Locomotives - Nil.

Kalgoorlie, Mines Loop, Boulder City, Kamballie, Brown Hill section, WTT reprint, pages 212, 215.

Booraan, siding now staff locked.

WN 11, we 24/3/1922

Nil of interest.

WN 12, we 31/3/1922

Coolgardie - Kurrawang, 26/3/22, double line discontinued, becomes single line under ES; Coolgardie present signalling and interlocking out of use, replaced by up home and distant signals for main and branch, down home and distant, and down starting signals for Kalgoorlie and Norseman, signals worked from platform levers situated under present signal box, WW 20316; Mungari, siding will be staff locked, existing signals taken out of use; Kurrawang, signalling and interlocking per WW 18506B, up and down roads provided.

R. Wainwright's siding near Menzies, sublease to J. Barnett has been cancelled.

WN 13, we 7/4/1922

Westralia Coal Mining Co, Allanson Siding, 121m3ch, lease transferred to Westralia Black Diamond Collieries Ltd.

Parker's Road, siding has been staff locked.

WN 14, we 14/4/1922

Kenwick Brick Co Siding, 9m78ch SWR, 10/4/22, brought into use, on up road, up home and distant signals provided, worked from small interlocking frame controlled by Annett's Key kept at Armadale; not to be shunted at night unless signal lamps are lit.

WN 15, we 21/4/1922

Sawyers' Valley, Bryant and Waters' private line (Perth Firewood Co), whole line now unfit for traffic; if trucks required for removing material arrangements to be made for inspection.

23 Mile Brick Siding, on up side between Bellevue and Midland Junction, has been closed and signals marked out of order.

Midland Junction Box B, 19/4/22, alterations to some disc signals.

Australian Lumber Co Siding, Hotham, engines may enter company off loop as far as first set of points; company will provide and erect warning board saying "Engines must not pass this point".

WN 16, we 28/4/1922

Tambellup - Ongerup, WTT reprint, page 390.

WN 17, we 5/5/1922

Pithara, owing to water troubles, will remain an unattended staff station.

Armadale Rifle Range, Nos 7 and 14 stop to

set down and pick up passengers.

Ubini, EGR, commencing at once, 83, 85, 86 Expresses stop for passengers; goods up to 10cwt may be accepted.

Kalgoorlie Mines Loop, Boulder City, Kamballie, Brown Hill, WTT reprint pages 414 - 417.

Tambellup - Ongerup, WTT reprint, page 418.

Bookara, MR, stockyards provided.

Konnongorring, 1/5/22, converted to automatic unattended staff station; 8/5/22, closed as booking station.

Burabadji, 1/5/22, closed as staff station, section now Goomalling - Konnongorring.

WN 18, we 12/5/1922

Kalgoorlie - Kanowna, after No 176 Mixed, 14/5/22, service discontinued.

Ubini, re WN17/22, rate mileage is 339m.

WN 19, we 19/5/1922

Cottesloe - North Fremantle, 14/5/22 ufn, double line closed, replaced by ES on up main, down main handed over for relaying; Cottesloe Beach and Buckland Hill signals out of use and signal boxes closed; special train service to operate ufn.

Wurnup, renamed to Coyrecup.

Collie, siding at 128m5ch, Amalgamated Collieries of WA, agreement cancelled.

WN 20, we 26/5/1922

Cottesloe - North Fremantle, reopened to double line, Cottesloe - Claremont, date to be notified, double line closed, replaced by ES on up main, down main handed over for relaying; Swanbourne signals out of use and

signal box closed; special train service to operate ufn.

Lands Department Group Settlement, 149m20ch Nannup section, trains may stop for passengers.

Kurrawang, WA Firewood Supply Co line, length now 36m32ch.

Lion Mill, Bunning Bros line, length now 9 1/2 m.

WN 21, we 2/6/1922

Rolling Stock Alterations, April 1922, Locomotives – Nil. Note March alterations published in WN 23/22.

North Fremantle - Cottesloe, 28/5/22, reinstated double line, under Syke's Lock and Block; signalling at North Fremantle as before, Cottesloe as per WW20438 (due to next section?), signals at Cottesloe Beach brought into use.

Cottesloe - Claremont, 28/5/22, as per previous WN.

Armada Rifle Range, re WN17/22, only No 14 to stop.

Northam - Caron, WTT reprint, pages 505, 506.

Caron - Mullewa, WTT reprint, page 507.

Baandee, 31/5/22, closed as booking station, SM withdrawn.

Burracoppin, 31/5/22, closed as booking station, SM withdrawn.

Hines Hill, 31/5/22, closed as booking station, SM retained to attend trains through the night.

Comet Vale, 31/5/22, closed as staff and booking station, SM withdrawn; Canegrass closed, Goongarrie opened, 31/5/22, as

unattended S&T stations; sections now Broad Arrow - Goongarrie - Menzies.

Wurarga, 31/5/22, closed as booking station, SM withdrawn.

Mt Lawley, reminder that truck loads could be accepted for siding.

Kurrawang, WA Firewood Supply Co line, longest spur to Kurrawang now 36m32ch, new extension to Kamballie 11m.

WN 22, we 9/6/1922

Cottesloe - Claremont, 4/6/22, double line reopened, signals at Swanbourne in use.

Claremont - West Subiaco, 4/6/22 ufn, double line closed, ES over up main, down handed over for relaying, signals at Loch St and Karrakatta out of use and signal boxes closed, Sandpit siding at West Subiaco will be removed.

Buntine, from 1/6/22, closed for the present.

Kendenup, telephone provided.

Youngs, Toompup, Byford, delete from list page 155 of WTT (list of S&C races?).

Boddalin, 6/6/22, facing point staff locked.

Swan Sawmilling Co's Lowden siding, lease has been cancelled.

WN 23, we 16/6/1922

Rolling Stock Alterations, March 1922, Locomotives – Nil

West Subiaco - Claremont, 11/6/22, double line restored, signals back in use at Loch St and Karrakatta.

Subiaco - West Subiaco, 11/6/22 ufn, double line closed, ES over up main, down handed over for relaying, signals at Lawler St out of use and signal box closed.

Calooli, authority given for WA Firewood Co line to cross government line, work in hand opening date will be advised by wire; arrangements include up and down home and distant for main, and homes in each direction on company line, also catch points on north side and runaway siding on south side; ground frame is operated by special keyed staff, from duplicate staff instrument, staff instruments for Coolgardie - Bulla Bulling and duplicate instrument at Coolgardie are large type, duplicate at Calooli is small type, only one staff provided for duplicate instrument.

Kurrawang, WA Firewood Supply Co line, re WN21/22, length should be 36m42ch.

WN 24, we 23/6/1922

Rolling Stock Alterations, May 1922,
Locomotives – Nil.

Young's, delete "Sheep only" in list of S&C races (WTT).

Kalgoorlie Box A, points leading from and to marshalling yard and dead end have been connected to the interlocking.

WN 25, we 30/6/1922

Nulla Nulla, reference in train alterations to this having replaced Parker's Road as a crossing place.

Eradu, 30/6/22, closed as staff and booking station, SM withdrawn.

Narngulu - Mullewa - Caron, 30/6/22, ES staff withdrawn from sections and S&T introduced; sections will be Narngulu - Northern Gully (unattended) - Indarra (unattended) - Mullewa - Canna (unattended) - Koolanooka - Perenjori (unattended) - Caron.

Bejoording, portable sheep races provided (WTT).

Shotts, Premier Coal Mining Co private siding, approval given for consignment of public goods.

165m19ch stopping place Bridgetown branch named Yandil.

WN 26, we 7/7/1922

Bencubbin - Mt Marshall extension, under construction by PWD, now fit for departmental trucks to 199m40ch, 8m26ch from Bencubbin, goods may be consigned to extension.

WN 27, we 14/7/1922

Calooli, commencing at once, any train (Expresses included) may be stopped for passengers.

Boondi, from 9/7/22, goods up to 10cwt may be accepted for here from Kalgoorlie and Coolgardie.

Yandil, goods up to 10cwt may be consigned here.

Boulder City, 6/7/22, catch points at Kalgoorlie end connected to lever frame.

Herne Hill, private siding put in for Swan Settlers' Association, rate 5m from Midland Junction.

WN 28, we 21/7/1922

Rolling Stock Alterations, June 1922,
Locomotives – Nil

West Guildford renamed Bassendean.

Rocky Bay, 9m45ch ER, from 14/7/22, blasting associated with construction of new station.

Clackline, from 10/7/22, signal cabin cut out and no officer on duty for a period each night.

WN 29, we 28/7/1922

Bassendean Signal Box will be henceforth known as Cavendish.

Bencubbin - Mt Marshall extension, inspected 12/7/22, from 199m40ch to Terminus, fit for traffic at speed limit 10mph, and a deviation for bridges at 206m55ch, 207m35ch and 108m35ch at speed limit 5mph.

Kaloorlie Box B, Bank Engine Key in use to Hannan St via Boulder Branch.

11m29ch Wokarina - Yetna section, refuge siding constructed, fit for traffic.

Kellerberrin, 24/7/22, NSM withdrawn, semi-automatic working introduced.

Hovea, add 18m rate for fares (CR).

WN 30, we 4/8/1922

Motor coach services, from 1/8/22, timetable for Albany based coach; refers to stopping place between Redmond and Narrikup.

Bencubbin - Mt Marshall extension, re WN29/22, names and rate mileages ex Bencubbin of the official stopping places are Welbungin (8m), Coolamen (17m), Mukinbudin (23m).

WN 31, we 11/8/1922

Hotham Valley branch, C.Plavin's siding, lease transferred to Westralia Timber and Trading Co, also siding at Bowelling.

WN 32, we 18/8/1922

Rolling Stock Alterations, July 1922, Locomotives – Nil.

Motor coach service, commencing 14/8/22, timetable for car stationed at Narrogin.

Kurrawang, WA Firewood Supply Co,

longest spur is 24m.

WN 33, we 25/8/1922

Waroona - Lake Clifton line, 21/8/22, 16m 49ch, taken over, 24/8/22, timetable following takeover page 807, G class to work branch; sidings listed (rate mileage) as No 1 (73m), No 2 (75m), No 3 (82m), No 4 (86m) and Lake Clifton (87m), this differs from timetable; S&T S only; sidings with loading ramp, at 72m 54ch, 75m 30ch, 82m 20ch, 85m 77ch; engine triangle at 85m 77ch; out-of shed and shelter shed provided at 85m 65ch, also a traffic office, but this at present occupied as dwelling place.

WN 34, we 1/9/1922

Glen Forrest, 22/8/22, opened as attended staff station, splitting Bellevue - Mundaring, up and down home and distant signals provided.

Victoria Park, Carlisle, Welshpool, Kenwick, Maddington, 1/9/22, each opened as booking station with SM and ASM.

Nanamoolan, rate 57, added in GR book.

WN 35, we 8/9/1922

Motor coach services, 4/9/22, timetable for Merredin coach.

Armadale, 23/8/22, new disc signal from Jandakot to Up main brought into use.

Newcarnie, telephone provided.

Nanamoolan, rate 57, added in CR book.

Skeet's Crossing, rate 25m via Aramdale, 26m via Fremantle, added in CR book.

WN 36, we 15/9/1922

Rolling Stock Alterations, August 1922, Locomotives – Nil.

Marrinup, telephone in old staff room has been enclosed in box, shed to be used for storage of goods.

Collie, Co-operative Pit, additional siding 400ft long provided, existing dead end extended by 150ft; Xa hoppers may be loaded at this pit.

WN 37, we 22/9/1922

Stoneville, shelter shed provided.

Hotham Valley branch, lease of siding at 93m29ch transferred from Federal Trading and Engineering Co to Messrs Hyem, Hester and Co.

WN 38, we 29/9/1922

Narngulu, 19/9/22, all interlocking disconnected from signal box and removed; points now worked by hand; ground frame provided on platform working 11 signals (details page 965); facing points fitted with detector locks.

Torbay, truckloads may be accepted.

R. Wainwright's siding, near Menzies, lease of siding has now been cancelled.

WN 39, we 6/10/1922

Jarnadup branch, all classes of engine may run from Bridgetown to siding at 175m10ch; limit 10mph until line is ballasted.

Koolanooka, 25/9/22, ASM withdrawn.

Crooked Brook, public siding provided, formation is very soft.

WN 40, we 13/10/1922

Greenmount, from 9/10/22, platform being extended at east end.

Noggerup, stockyards provided.

Argyle, fruit shed provided.

Nulla Nulla, add, rate 217m (GR,CR).

Pindalup, delete Port, Honey & Co, 1 mile, from list of private lines (GR).

Mahogany Creek, from 9/10/22, W. Phillips' Siding to be treated as a public one, rate 19m; all goods other than Mr Phillips to be dealt with at loading bank at Mundaring end of siding.

WN 41, we 20/10/1922

Rolling Stock Alterations, September 1922, Locomotives – Nil.

Calcarra, stockyards provided.

Argyle, Bunning Bros private line, now been laid with 40lb rail for distance of 6 miles, that portion fit for government wagons.

WN 42, we 27/10/1922

Pantapin, stockyards provided.

Burabadji, stockyards provided.

Kojonup, 5 ton crane provided.

Wyalkatchem, 5 ton crane provided.

WN 43, we 3/11/1922

139mile Collie - Narrogin, No 105 SE to set down school children from Buckingham's Siding.

Narngulu, instructions in WN38/22 cancelled; all points and signals have now been disconnected from signal box; ground frame on centre of platform provided from which Home and Distant signals from Walkaway, Mullewa and Geraldton are worked; trains from Mullewa must where possible be worked into No 1 platform.

Geraldton, all points and signals

disconnected from signal box, and ground frame provided at east end of platform working signals - home and distant from Walkaway and Northampton and starting signals to Walkaway and Northampton.

Dilling, add, rate 243m via Merredin, 223m via Narrogin (GR,CR).

WN 44, we 10/11/1922

Geraldton - Northampton, classes which may run, A, B, C, Ca, G, J, M, O, Oa, Q, Qa, Ra, T; Northampton - Ajana, classes which may run, A, B, G, J, M, O, Oa, Q, Qa; correction to May 1922 ELT because of printer's error.

Grass Valley, ASM resumed duty.

Kookynie, re WN 43/21, has now been closed as staff station; section now Menzies - Malcolm.

G.Thomas' siding, 378m Norseman line, siding has now been lifted.

Denmark, 5 ton crane provided.

Wongan Hills, 5 ton crane provided.

WN 45, we 17/11/1922

Rolling Stock Alterations, October 1922, Locomotives – Nil.

Donnybrook, fruit shed provided.

WN 46, we 24/11/1922

North Fremantle, 19/11/22, Terminal Lock and Block instruments and alterations to signals brought into use, plan EEL 12450C.

Candlelight, add, rate 235m (GR,CR).

WN 47, we 1/12/1922

Leighton, 4/12/22, station opened at 9m46ch, no siding accommodation, no

crossovers, signal box provided; instructions in GA replace those for Buckland Hill Block Signal Box.

186 Mile Ballast Pit, 27/11/22, opened as temporary S&T station splitting Yornup - Manjimup, attended when ballast is working, point indicators on facing points.

Mount Barker, up and down home and distant signals provided, fitted with facing point detector locks.

Kojonup, 50ft x 30ft goods shed provided.

Spearwood, stockyards provided.

Nyabing - Pingrup extension, buffer stop at Nyabing removed, extension put in fit for departmental engine and trucks for approx 30 chains.

WN 48, we 8/12/1922

Spearwood, stockyards provided.

Leighton, 4/12/22, opened for coaching traffic only, rate 10m.

Burabadji, 4/12/22, reopened as unattended semi-automatic ES station, point indicators on facing points.

Cuballing, 1/12/22, opened as unattended semi-automatic ES station, up and down home and distant signals fitted with facing point detector locks.

Konnongorring, 4/12/22, opened as booking station, with SM and ASM provided, up and down home and distant signals fitted with facing point detector locks.

Popanyinning, 4/12/22, ASM provided.

Mount Barker, crossing loop and additional siding provided.

Kurrawang, WA Firewood Co private line, length of longest spur now 56m2ch.

WN 49, we 15/12/1922

Rolling Stock Alterations, November 1922,
Locomotives – Nil.

Young's, this station is unattended S&T
station, amend WTT (new WTT just
issued?).

Mundaring, from 11/12/22, extending
platform at west end.

Wokalup, sheep race and hurdles provided.

WN 50, we 22/12/1922

Kondinin, 5 ton crane provided.

Busselton, add shunting charges for
Margaret River Railway stacking site.

WN 51, fe 5/1/1923

Glenlynn, 19/12/22, opened as unattended

S&T station, splitting Bridgetown - Yornup,
point indicators fixed at each end of goods
loop, no crossing loop provided, staff boxes
in cabinet in shelter shed.

Candlelight, public siding provided at
234m47 1/2ch, capacity 15 trucks, out-of
shed and loading bank provided.

252m 60 1/2ch between Kondinin and
Bendering, siding capacity 15 trucks
provided, exclusively for truck loads of
wheat and superphosphate in season, to be
spiked over in slack season, no approaches,
fencing or other facilities provided.

Dumblebung, crossing loop put in.

Coolamen, renamed Barbalin.

South Kuminin, stockyards provided.

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WN 1, we 12/1/1923

Kondinin, stockyards provided.

Nannup, shelter shed provided at Nannup Town Site.

WN 2, we 19/1/1923

Rolling Stock Alterations, December 1922, Locomotives – Nil.

WN 3, we 26/1/1923

Borden, a third class goods shed provided.

Narrogin, new 40 ton truck weighbridge provided.

146 mile Donnybrook - Katanning, goods rate book shows public siding, siding is really private siding for Messrs Bunning Bros.

WN 4, we 2/2/1923

Gnowangerup, 5 ton crane provided.

WN 5, we 9/2/1923

Greenbushes, 1/2/23, Timber Corporations siding on up side of line brought into use, existing up home removed to clearance, siding controlled by Annett's key in conjunction with signal lever frame, old pattern point indicator fixed to derailer leading from siding.

Spencers Brook, Wheat Depot, this siding taken out.

Walgoolan, public siding, 525ft provided; 'out of' shed will be placed there later.

WN 6, we 16/2/1923

Rolling Stock Alterations, January 1923, Locomotives – Nil.

Warooka - Lake Clifton, distance table added to GR book, Warooka 71m (changed to 70 in WN7/23), Shaston 73m, Sarum 75m, Codford 82m, Lake Clifton 85m (shown as 86m in WN7/23 for CR book).

Busselton, reference to shunting charges for an area called 'The Patch'.

WN 7, we 23/2/1923

Bridgetown, additional siding put in.

Warrambu, stockyards have been provided.

WN 8, we 2/3/1923

Tambellup, additional siding provided.

Walgoolan, 'out of' shed provided.

Corrigin, 50ft x 30ft goods shed provided.

WN 9, we 9/3/1923

Kalgoorlie - Boulder, Brown Hill, Lakeside and Mines Shunting Neck, stations shown as Kalg - Lakeside via Boulder City: Kalgoorlie, Maritana St, Victoria St, Hannan St, Hanbury St, Roberts St, Coombe St, Half-Way, Kalaroo, Golden Gate, Dunlop's Crossing, Boulder City, Forrest St, Ivanhoe Crossing, Kamballie, Lakeside; Mines Shunting Neck: Golden Gate, Hainault, Fimiston, Horseshoe, Kamballie; Kalg - Lakeside (?) via Brown Hill: Kalgoorlie, Maritana St, Victoria St, Hannan St, Williamstown, Croesus, Brown Hill, Hill End, Trafalgar, Kamballie.

Worsley, Millars T&T private line,
Company's mill has been removed, now no
bush line.

WN 10, we 16/3/1923

Brockman, 94m 60ch, renamed Farmer's
Crossing.

Calooli, Diamond Crossing at 345m59ch
near Calooli for WA Goldfields F/W Supply
Co line, reminder of speed limit.

Port Hedland, ref to shunting charges for
Commonwealth Lighthouse Services
Storage Ground.

Kunjin, stockyards provided.

Narrogin, State Wheat Depot Siding, this
has now been taken up.

De Garis, Kendenup Development Co
Siding at 289m49ch GSR, points spiked
over.

Tambellup, Wheat Scheme siding, siding
taken up.

WN 11, we 23/3/1923

Rolling Stock Alterations, February 1923,
Locomotives – Nil.

York - Bruce Rock, 1/3/23, Stowing siding
at 82m71ch between York and Mt Hardy,
complete, fit for traffic.

Glenlynn, 14/3/23, closed as staff station,
original section Bridgetown - Yornup
reopened.

Ballast Pit 186 1/2 Mile, 14/3/23, closed as
staff station, original section Yornup -
Manjimup reopened.

Collie Land and Timber Co stacking site,
rate mileage altered to 125m ex Perth.

Pootenup, stockyards provided.

Bluff Point, Geraldton State Wheat Shed,
siding and shed removed.

Mount Kokeby, cart weighbridge provided.

WN 12, we 30/3/1923

Kondinin, goods shed 50ft x 30ft provided.

Narrogin, goods shed 150ft x 42ft provided.

Sawyers Valley, Perth F/W Supply Co
siding taken out.

WN 13, we 6/4/1923

Jarnadup, ladies waiting room provided.

Midland Junction, sidings laid into rail
stacking site, and are fit for traffic.

Youngs, ladies lavatory provided.

Tarin Rock, stockyards provided.

Kondinin, delete from list of sheep races.

WN 14, we 13/4/1923

Narrogin, new stockyards provided.

Fremantle, 9/4/23, additional crossover back
platform to goods yard brought into use,
diagram 16989B.

WN 15, we 20/4/1923

Kellandi, siding taken out, 10cwt stopping
place only.

Hyem Hester & Co siding, 93m29ch
Pinjarra - Dwarda, 2/4/23, points spiked
over, siding out of use for present.

Glen Mervyn, siding converted to public,
528ft over points, standing room 294ft,
loading platform 50ft by 18ft provided, rate
147m.

WN 16, we 27/4/1923

Mount Kokeby, platform removed and rail level landing provided.

Livesey's Siding, converted to public, staff locked, 390ft in clear, loading platform and other facilities to be provided later.

WN 17, we 4/5/1923

Rolling Stock Alterations, March 1923, Locomotives – Nil.

Collie, up inner home moved out 22yds, plan 12764D.

Gutha, stockyard added.

WN 18, we 11/5/1923

Nyabing - Pingarup (sic) extension, ref to scotch block at Nyabing being secured by special key kept in staff box at Nyabing.

Kellerberrin - Bungulla, 27/4/23, bank engine key working introduced.

Peel Estate line, reference to 2 sidings existing, 7 and 11 miles from Jandakot.

252 m 60 1/2 ch Yilliminning - Naremben section, siding will now be known as Notting, trains to stop when required for passengers.

WN 19, we 18/5/1923

Rolling Stock Alterations, April 1923, Locomotives – Nil.

Kellerberrin - Bungulla bank engine key, amended to Kellerberrin - 128 1/4 mile in Kellerberrin - Tammin section.

Bencubbin - Mt Marshall extension, under construction by PWD, re WN30/22 and WN50/22, ref to station brands for Welbungin, Barbalin and Mukinbudin.

Glen Mervyn, re WN15/23, mileage is 147m 38ch 78links.

WN 20, we 25/5/1923

WA Portland Cement Co siding at Lake Clifton, correct mileage is 87m (correction to list of private sidings?).

Kwakkalup, Kwaijup (sic), delete from list of stations and sidings (GR).

WN 21, we 1/6/1923

Kwaijup, Kwakkalup, from 1/6/23, trains will not stop.

Hyem Hester & Co siding, 93m 29ch, lease of siding cancelled, delete from all records.

WN 22, we 8/6/1923

Punchmirup, portable sheep races provided.

Millbrook, trains will no longer stop here, delete from public and WTTs.

Waroona - Lake Clifton section, approval for class A, B, G, H, J, M, O, Oa and Q engines to run.

Walgoolan, loading ramp provided.

Peel Estate line, 13 mile siding added.

Yellowdine, 'out of' shed removed from Murrin Murrin to here.

WN 23, we 15/6/1923

Rolling Stock Alterations, May 1923, Locomotives – Nil.

Chidlow - Wooroloo, from 13/6/23, double line closed, up used as single under ES, down being relaid; bank engine key in use Wooroloo - Beechina on up, Beechina signal box closed, dead end siding staff locked and worked by ground frame, plan WW20628.

Spencer's Brook, ash dump siding put in off GSR main, connection identical with old wheat depot, provided with catch points and Annett's locked.

Glen Mervyn, 13/6/23, opened as temporary staff station splitting Lowden - Noggerup section, ballast pit siding will be put in off main between up and down loop facing points, only ballast may cross, attended during day when ballast working.

Bunning Bros siding near Yabberup, 145m 77ch, siding taken out.

Bluff Point, wheat scheme siding originally connecting Walkaway and Northampton lines has been lifted, a small portion about 5 1/2 ch left connecting with Northampton line at 2m 3ch, this portion now leased to Geraldton Co-Op Butter and Bacon Co Ltd, treat as private siding, rate 308m.

Glen Mervyn, stockyards provided.

WN 24, we 22/6/1923

York - Quairading, 13/6/23, Mawson closed, 101m 68ch Ballast Pit & Dulbelling opened as staff stations, sections now Greenhills - 101m 68ch Ballast Pit - Dulbelling - Quairading; Ballast Pit only ballast may cross, attended when ballast working, Dulbelling unattended.

Glen Mervyn, re WN23/23, opening of ballast pit postponed to 20/6/23.

Millbrook, references deleted in GR and CR.

Mararoa GM Co Siding (Light of Asia), 264m22ch near Cue, 16/6/23, lease cancelled.

Lake Grace, latrine and urinal provided.

WN 25, we 29/6/1923

Pinjarra - Dwarda section, ref to 'Crossing Loop, 60M 22C' between Pinjarra and

Marrinup.

Bassendean, additional 'out of' shed provided.

Kalgoorlie, private sidings, name change Kalg. Electric Power and Lights Corp to Kalg. Municipal Electric Light Station.

WN 26, we 6/7/1923

Midland Junction, 22/6/23, barracks accommodation provided, no caretaker.

Mararoa, delete from list of stations and sidings in GR.

WN 27, we 13/7/1923

Wilroy and Pintharuka, added to list of authorized intermediate crossing stations for trains crossing by crossing orders.

Eradu, stockyards provided.

Peel Estate line, siding now 7 mile (Headquarters), 12 mile (Firewood loop - Armadale Rd), 13 mile (Wellard's siding - Richardson's Swamp), 15 mile (Oakland siding).

Hortons, Tennessee, have accommodation for truck loads (new, or only correction to GR, in list of stations and sidings).

Unndiup, Hortons and Tennessee, delete from list of stations and platforms (sic) in GR.

WN 28, we 20/7/1923

Rolling Stock Alterations, June 1923, Locomotives - Nil.

Bellevue - Mundaring, when running more than one special to Mundaring Weir on Sundays, ES between Bellevue and Mundaring temporarily suspended and S&T substituted with Glen Forrest opened as temporary block post.

WN 29, we 27/7/1923

Bridgetown - Jarnadup, in section running times, mention of following sidings: 175m 30ch, 184m 25ch, 190m 5ch.

Nembudding, standard 'out of' shed 12ft x 10ft provided.

Wattening, stockyards provided.

White Peak, 18/7/23, opened as staff station splitting Wokarina - Northampton, unattended, point indicators fitted, points are staff locked.

211 mile 9 chain ballast pit (GSR), 10/7/23, closed as staff station, Wagin - Woodanilling reopened.

Murdong, 11/7/23, opened as S&T splitting ES Katanning - Broomehill, attended 7am - 5pm, only ballast may cross, point indicators provided, staff locked points disconnected and Z locks fitted.

Ubini, added to CR, GR, rate 339m.

Mararoa, reinsert in GR list of stations and sidings.

WN 30, we 3/8/1923

Kwakkalup (343m 59ch), Kwiajup (345m 63ch), all trains resume stopping for passengers and goods; later note says reopened for goods up to 10cwt, rates 344m and 346m).

Murdong, 20/7/23, closed as staff station, now ES Katanning - Broome Hill (sic).

Subiaco, 29/7/23, present signal box closed, new one opened, plan WW22285, new instructions provided.

York - Quairading, 30/7/23, re WN24/23, 101m68ch ballast pit and Dulbelling closed as staff stations, Mawson and 114m 76ch ballast pit opened (ref to Quairading ballast

pit - error?); 114m76ch BP, only ballast may cross, attended days when ballast running, point indicators provided.

Naval Base, delete from list of stations and sidings, GR book.

WN 31, we 10/8/1923

150m 33ch (Abba River - Maryvale), new siding put in, capacity 14 singles, rate 150m, name to be decided later.

Lake Clifton, permission given to Mr C.E.Fruger to load logs on triangle, and two scotch blocks provided, one at each end of one leg.

WN 32, we 17/8/1923

Rolling Stock Alterations, July 1923, Locomotives – Nil.

Perenjori, 10/8/23, work commenced building overhead tank stand.

Wilgie Hill, shelter shed provided.

Wokarina, reference to PWD private siding near White Peak (Wokarina is accounting station).

Inglehope, Westralia Timber and Trading Co siding, 75m 5ch, lease transferred to Australian Lumber Co.

WN 33, we 24/8/1923

Bowelling, Westralia Timber and Trading Co siding, lease transferred to Australian Lumber Co; note deleted as private company line also.

Bejoording, delete from list of sheep races.

Ardingley, siding removed to 60m 17ch, rate 60m, now fit for traffic.

Nyabing - Pingrup extension, 18/8/23, under construction by PWD, line fit for

departmental trucks to Chinocup; goods and parcels may be accepted for (miles ex Nyabing) Kuringup (9m47ch) and Chinocup (13m61ch).

Busselton - Margaret River extension, 18/8/23, under construction by PWD, fit for departmental trucks for 17 miles,; traffic may be accepted for unnamed sidings at 6m40ch, 10m, 13m and 17m.

WN 34, we 31/8/1923

Lawler Street, 20/8/23, work commenced on erection of new station, 3m4ch between Subiaco and West Subiaco.

Bellevue, Hoffman Pressed Brick Co. siding, 1/9/23, disconnected and lease cancelled.

Nokaning, stockyards provided and portable sheep races withdrawn.

WN 35, we 7/9/1923

Midland Junction, 5/9/23, Box A, alteration to points and signals, list in WN, diagram WW 19420C.

Perth City Council Siding (New Gas Siding), ref WN35/21, siding fit for traffic to buffer stops, length from points 49 1/2 ch, mileage of points at East Perth is 60ch, portion of superstructure decking for unloading coal is removable to permit coal dropping through to lower level, about 40ft, hatchways to be closed before commencing shunting.

WN 36, we 14/9/1923

Wonnerup - Nannup section, 150m 33ch, ref WN31/23, station is named Tutunup.

Tutunup, ramp and shelter shed provided.

Busselton - Margaret River extension, fit for departmental trucks from Busselton to 174

mile (25 miles from Busselton), goods may be accepted for there.

Capel, 10/9/23, opened as booking station, SM in charge.

WN 37, we 21/9/1923

Rolling Stock Alterations, August 1923, Locomotives – Nil.

York - Bruce Rock section, 14/9/23, 114m76ch Ballast Pit (Dulbelling - Danging) and Dulbelling closed as staff stations, 124m28ch ballast pit (Quairading - Badjaling) and Yoting opened as S&T stations; sections will then be Greenhills - Mawson - Quairading - 124m78ch Ballast Pit - Yoting - Shackleton; point indicators fitted at 124m78ch ballast pit and Yoting, Yoting unattended, 124m78ch BP attended during day when ballast is running, only ballast may cross at 124m28ch BP.

Hester, telephone provided for guards.

Kendenup, cart dock provided.

WN 38, we 28/9/1923

Leighton, ASM ceases duty at 11pm, guards responsible for station duties after that.

Bencubbin, 1/10/23, opened as booking station with SM.

Nyabing - Pingrup extension, ref WN33/23, now fit for departmental trucks to Pingrup 59m25ch from Katanning.

Mungari, note this is dead end siding, facing to up trains, must only be shunted by down trains.

WN 39, we 5/10/1923

Merredin, 4/10/23, main line junction points for Naremben branch brought into use, diag WW16414C, operated from ground frame,

controlled by signal box, movements hand signalled from ground frame.

Bellevue, Hoffman's Brick Co siding, ref WN34/23, siding now reopened, traffic to be accepted as before.

WN 40, we 12/10/1923

Busselton, stowing siding for trainmen's vans provided, now complete and fit for traffic.

Punchmirup, stockyards provided, portable sheep race removed.

WN 41, we 19/10/1923

Bencubbin - Mt Marshall extension, 15/10/23, taken over and opened from Bencubbin to Kalkalling, distance 32 miles; sidings (rate) Yammaling (194), loop on down side, 14 1/2 ch over points, 29'3" centres, standard "out-of" shed, with small platform 4' wide on outside, 50' x 20'1" loading ramp between main and loop, 200' gravelled rail level passenger landing; Welbungin (199), as for Yammaling except on up side; Barbalin (208) same as Yammaling; Mukinbudin (214), outside loop 14 1/2 ch over points, 29'3" centres, inside loop 10ch29lnks over points, 17'3" centre from main, both on down side, "out-of" shed, 50' x 18' loading bank on outside of loop, standard stockyard with portable combined sheep and cattle race at east end of siding, 200' rail level landing; Kalkalling (223) same as Mukinbudin, except no stockyard, portable sheep race provided, triangle at head of line beyond Kalkalling; apparently all stations unattended and only one section.

Lowden closed, 166m40ch opened, 15/10/23, as staff stations, for ballasting, ballast pit siding put in off main, point indicators provided, only ballast may cross, attended during day when ballast train working, sections now Lowden - Noggerup -

166m40ch - Boyup Brook.

Bunbury, ref to shunting charge for siding for Wellington Agricultural Society, New Show Ground, rate 117.

WN 42, we 26/10/1923

Rolling Stock Alterations, September 1923, Locomotives – Nil.

Donnybrook, 18/10/23, signals brought into use at Bunbury end of yard, now has up and down home and distant, down outer home (main line) and up home and distant (branch line).

Kwiajup, Kwakkalup, 1/11/23, closed to all traffic, trains will not stop in future.

Westfield, public siding for 21 trucks put in, fit for traffic.

Piesse, Lime Lake, sidings will only hold 24 trucks, amend GA.

Bunbury Jetty, A,B,G,H,J engines may run.

WN 43, we 2/11/1923

Bunbury Show, ES from Bunbury to Picton Junction closed, S&T introduced Bunbury - Racecourse Junction, Racecourse Junction - Picton Junction, Racecourse Junction - Racecourse.

Pingrup extension, takeover delayed from 1/11/23, although note re running of special train for official opening on 17/10/23.

WN 44, we 9/11/1923

Pingrup extension, 8/11/23, taken over, length 21m40ch, staff section Nyabing - Pingrup, Pingrup unattended, stations are (rate) Kuringup (273) siding on right ex Nyabing, loop 14 1/2 ch on up side, 29'3" centres, "out-of" shed with small platform 4' wide, 50' x 20' loading bank between main

and loop, 250' gravelled rail level landing; Chinocup (277) siding on right ex Nyabing, same accomodation as Kuringup, engine water supply with 40' engine pit; Pingrup (283) outside loop 14 1/2 ch over points on down side, 29'3" centres, inside loop 10ch 29lnks over points 17'3" centre from main, standard "out-of" shed with 50'x 18' loading bank on outside of loop, standard sleeper stockyard, 200' gravelled rail level landing, coal stage engine pit and turntable.

Bullsbrook, private siding put in for W.A.Portland Cement Co, rate 27, for lime from Bullsbrook to Rivervale.

WN 45, we 16/11/1923

Rolling Stock Alterations, October 1923, Locomotives – Nil.

Badgebup, renamed to Nalabup.

Middle Swan (accounting station), reference to Whiteman, rate 13, (not new).

WN 46, we 23/11/1923

Gwindinup, rate 125, reference to it being a departmental siding, but may be used purpose of loading timber or other traffic as long as Dept's requirements are not interfered with.

Subiaco, 18/11/23, platform signal levers for up and down home and distant signals brought into use, released by bolt lock in signal cabin when cabin switched out.

WN 47, we 30/11/1923

nil of interest.

WN 48, we 7/12/1923

Whatley, from 3/12/23, all trains to and from Belmont stop for passengers, rate 5m, actual 5m10ch.

230m19ch (Doongin), from 3/12/23, Nos 93, 94 and 98 goods stop when required to pick up or set down passengers.

Piesse, renamed Piesseville.

South Kulin, 3/12/23, opened as S&T station splitting Dudinin - Kondinin section.

Nyabing closed, Kwobrup opened, 13/12/23, as S&T station, sections now Katanning - Kwobrup - Pingrup.

Wishbone, 6/12/23, opened as S&T station splitting Dumbleyung - Kukerin.

WN 49, we 14/12/1923

Jarnadup, portable sheep race removed.

Amalgamated Collieries of W.A. siding (Collie-Cardiff branch), new branch to Saw Mill at Co-Operative Mine, Collie is fit for departmental trucks, but our locos must not pass notice board.

Holly, 29/11/23, opened as S&T station splitting Kojonup - Katanning section.

Glen Forrest - Mundaring, 5/12/23, closed as S&T, opened as full automatic ES.

WN 50, we 21/12/1923

Welbungin, portable sheep race supplied.

Bornholm, due to regrading of Denmark line, necessary to move site of siding, mileage now 340m 11ch.

Mount Hardy, 17/12/23, opened as S&T splitting York - Greenhills.

Byford, "out-of" shed and cart dock provided.

WN 51, fe 4/1/1924

Rolling Stock Alterations, November 1923, Locomotives – Nil.

Narrogin, new stowing siding complete, fit for traffic.

Lakeside, 31/12/23, closed as booking station and SM withdrawn.

Dongarra (accounting station), Victoria District Co-Op Flour Mill Co siding added, rate 263 ex Perth (added in GR book shunting charges).

WEEKLY NOTICES - 1924

WN 1, we 11/1/1924

Pithara – Dalwallinu, 14/12/23 ufn, breaking road at 179 M, laying siding.

Elleker – Hay, 6/8/23 ufn, work in connection with regrading.

Collie line, 15/10/23 ufn, 101 M to 102 M, work in connection with regrading Marsh's Bank.

Dalwallinu, new dead end siding is complete.

Holyoake, loading platform 34' x 14' provided.

Nannup, ladies' waiting room and gents' latrine provided.

North Wharf, alterations of roads near weighbridge, additional siding accom being provided.

179 M, Pithara – Dalwallinu, public siding complete, capacity 12 trucks, truck loads only, to be spiked over except during wheat season.

Hovea, footnote 'b' does not now apply (GR).

Permissive block authorised over Wooroloo – Baker's Hill and Clackline – Spencer's Brook (up and down) (GA).

WN 2, we 18/1/1924

Donnybrook, siding for Stores Branch for stacking sleepers complete.

Byford, Ladies' waiting room provided.

Wundowie, Mokine, from 14/1/24 opened as

Intermediate Block Signal Boxes, switched in 4pm to 8am weekdays.

Boyanup, Boyup Brook, 5 ton cranes provided at each,

352 m 4½ ch, Norseman Branch, private siding for Mines Department State Battery, capacity 27.

East Perth, mechanical staff exchanger is provided.

WN 3, we 25/1/1924

Rolling Stock Alterations, December 1923, Locomotives – Nil.

Elleker – Bornholm, train loads all increased by 100 tons – due to regrading?

To distinguish 2nd class corridor sleepers, to distinguish from non sleeper AR, will be classified ARS.

WN 4, we 1/2/1924

Australian Lumber Coy siding, Pinjarra – Dwarda section, dead end at Perth end extended, and new dead end put in at Dwarda end.

WN 5, we 8/2/1924

Torbay, telephone provided – appears may have been opened as a staff station for ballast pit.

Borden, Ladies' waiting room provided.

Wonnerup, Forestry Dept siding, horse drawn tram line constructed, fit for departmental trucks for 10 chains from turnout in yard, engines for 1 chain.

Brunswick Junction, siding constructed for Stores branch for sleeper stacking.

W. Stewart's private siding, Norseman section, moved from 396m 22ch to 413m 27ch, rate 413.

WN 6, we 15/2/1924

Jarnadup – Pemberton, from 11/2/1924 ufn, trains 3 days a week, worked by SSM engine, goods, livestock, parcels and passengers may be booked, sidings rate (ex Jarnadup, Perth) Collins (10, 210), Baronhurst (15, 215), Pemberton (18, 218).

Livesay's siding, No 86 Express may be stopped 4 days a week to pick up rabbits for Perth.

Manjimup, 5 ton crane provided.

Trayning, cart dock provided.

Kenwick, opened for goods traffic from 15/2/1924.

WN 7, we 22/2/1924

Rolling Stock Alterations, January 1924, Locomotives – Nil.

Northampton branch, Stone trains running Mon-Sat, Geraldton – White Peak.

Busselton – Margaret River extension, re WN 36/23, traffic now accepted for delivery to 22 Mile siding.

WN 8, we 29/2/1924

Perth to Rockingham Seaside excursion, 24/2/1924, via Mundijong and Millars.

Ob engines, loads specified, only 93 altered at the moment.

Geraldton Harbour Works, siding connection put in at Geraldton for works line along foreshore, fit for use for approx 3ch.

Bellevue, Hoffman Brick Coy siding, 1/3/1924, spiked over.

194 M, Donnybrook – Katanning section, public siding put in, room for 15 trucks, spiked over in slack season.

Karrakatta, 5 ton crane erected.

WN 9, we 7/3/1924

Donnybrook – Bridgetown, 3/3/1924 ufn, 165m 15ch (Yandil Siding), laying in points and crossings.

Rivervale, down distant moved to a point 400 yds outside down home.

Youngs, goods shed, 35' x 20' provided.

WN 10, we 14/3/1924

Hotham Valley branch, crossing loop at 60m 35ch to be known as Isandra.

WN 11, we 21/3/1924

Collie branch, 70 and 71 may be stopped at 107m 20ch to put out provisions.

Nalabup (247m 5ch) renamed Badgebup; Badgeminnup (258m 37ch) renamed to Moornaming.

Rocky Bay line, from 17/3/1924, train staff withdrawn and replaced by yard working.

WN 12, we 28/3/1924

Rolling Stock Alterations, February 1924, Locomotives – Nil.

Holyoake to Rockingham Seaside excursion, 30/3/1924, via Mundijong and Millars.

Collie branch, additional trains to stop at 107m 20ch when required.

Donnybrook – Katanning, 194 Mile siding will now be kept open all year.

Quairading, 60ft turntable provided.

Konnongorring, 31/3/1924, closed as booking station, SM and ASM withdrawn.

WN 13, we 4/4/1924

Geraldton – White Peak stone train timetable.

Busselton – Margaret River extension, line fit for dept trucks to 177m 40ch (28m 40ch from Busselton.

Boyanup – Busselton, public siding put in at 124m 16ch, named Trigwell.

WN 14, we 11/4/1924

Cranbrook, 21/3/1924, barracks brought into use.

North Fremantle, stockyards moved to a new location.

Rockwell, stockyards provided.

Easter Supplement

Nil of interest

WN 15, we 18/4/1924

Norseman section, 406 Miles, stopping place for St Ives, trains may stop for passengers and small consignments.

Collie branch, stopping place 107m 15ch named Harnetts.

Elleker – Denmark, new load tables, page 255.

Pingrup, 21/3/1924, barracks brought into use.

Collie, siding constructed for Stores branch for sleeper stacking.

Wagin, stockyard dead end converted to

loop.

Wagin, coal stage altered and coal siding moved to a new location.

WN 16, we 25/4/1924

Rolling Stock Alterations, March 1924, Locomotives – Nil.

Lake Clifton line, from 5/5/1924, line closed to passenger traffic, and no regular goods service will be maintained. If sufficient traffic warrants, a special train will be run.

WN 17, we 2/5/1924

Burke's renamed to Frenches.

WN 18, we 9/5/1924

Hester, 6/5/1924, opened as S&T station, splitting Greenbushes – Bridgetown.

Popanyinning, 5/5/1924, ASM withdrawn and becomes fully automatic staff station.

Busselton – Margaret River, line fit for dept trucks to 186m 30ch.

Wundowie, Mokine, 29/4/1924, closed as block signal boxes.

WN 19, we 10/5/1924

Engines with bushed cylinders – D 369, 372, 374, 377, 379; E 299, 333, 339, 346, 347; F 360, 362, 398, 403, 405, 412, 419, 420.

Donnybrook – Katanning, 194 Mile Public Siding, loading platform provided.

Boyanup, 15/5/1924, new down outer home signal.

WN 20, we 23/5/1924

Rolling Stock Alterations, April 1924, Locomotives – Nil.

Dumbleyung, scotch block placed on dead end to protect crossing loop.

Welshpool, 19/5/1924, up and down advance starting signals brought into use.

Busselton – Margaret River, line fit for dept trucks to 192m 40ch.

WN 21, we 30/5/1924

North Fremantle Railway Bridge renewal work, 25/5/1924 ufn, institute ES over Up line between North Fremantle and East Fremantle Goods Junction.

Electric locomotive – invitation to employees interested in electrification to look over locomotive shunting East Perth to power station.

Mundijong, Millars T&T, length of line 24 miles.

Jarnadup, PWD (Big Brook), approx length 24m 78ch.

WN 22, we 6/6/1924

Spearwood, passenger platform provided.

Brunswick Junction, 29/5/1924, up outer home moved out 106 yds.

Mount Hardy, 2/6/1924, closed as S&T station, new section York – Greenhills.

WN 23, we 13/6/1924

Jandakot line, reference to Rober Jowitt & Son's siding, 14m 7ch.

WN 24, we 20/6/1924

Rolling Stock Alterations, May 1924, Locomotives – Written off – B 8, 12, J 28, 29, 30, Q 138, 139, Qa 140, 143, R 145, 146, 151.

Yammaling, 194m 15ch Mt Marshall branch, renamed to Marshall Rock.

Minnivale, crossing loop provided.

Dukin, cart dock provided.

Bridgetown, private siding provided in station yard for Westralian Farmers.

Denmark, private siding provided in station yard for Group Settlement Branch, Lands Dept.

WN 25, we 27/6/1924

Private lines, delete Perth Firewood Coy at Sawyers' Valley.

179 Mile siding, Pithara – Dalwallinu, named Courtlea.

194 Mile siding, Donnybrook – Katanning, named Maltrup.

Jennacubbine, 13/6/1924, opened as fully auto staff station.

Brunswick Junction, 22/6/1924, rearranged signalling and interlocking, in connection with lengthening of platform.

WN 26, we 4/7/1924

Womar (Midland Railway) renamed Lynch.

Collie branch, public siding put in at 107m 15ch, capacity 9 trucks, named Harnetts.

166 Mile 40 Chain Ballast Pit, Donnybrook – Katanning, 25/6/1924, opened as S&T station between Noggerup and Boyup Brook, only ballast may cross.

Private lines, delete Swan Saw Milling Co, Lowden.

WN 27, we 11/7/1924

North Fremantle Railway Bridge, reinstatement of double line working.

Kamballie – White Hope branch, from

3/7/1924, opened as a district railway, one return train alternate Thursdays, timetable page 448, sidings (mileage via Boulder) Lakeside (382m 36ch), Celebration Loop (396m 66ch), Block 48 (398m 19ch), Golden Hope (401m 14ch), White Hope (403m 14ch), trains to be worked by A class.

Nannup branch, private siding put in at 173m 5ch for Sussex Timber Co, loop fit for traffic, Mill line is not yet complete.

Harnetts, private siding put in for Westralian Timber and Trading, fit for traffic from points off loop up to scotch block on dead end.

Jarnadup branch, private siding put in at 190 Mile for Australian Lumber Co.

Bunbury, 40 ton truck weighbridge provided.

WN 28, we 18/7/1924

Daglish, opened 14/7/1924.

Newcarnie, 196m 53ch, renamed Nukarni.

Corrigin, ASM withdrawn.

Cambray and Nannup, Kauri Timber Co, length of line now 20m 53ch.

WN 29, we 25/7/1924

Rolling Stock Alterations, June 1924, Locomotives – Written off – R 144, 147, T 166.

Ks 101 and 104 have bushed cylinders, take similar load to saturated K.

Lakeside, private lines, delete Kalgoorlie and Boulder Firewood Co

Cambray and Nannup private line above, delete Cambray.

Waroona, private lines, delete WA Portland

Cement Co, 17miles.

WN 30, we 1/8/1924

Maddington – Gosnells, 28/7/1924, institute ES over down line.

Rocky Bay to South Beach, stone trains now running each day.

WN 31, we 8/8/1924

Shotts – Muja, S&T replaced by ES.

WN 32, we 15/8/1924

East Perth, siding constructed to serve this department's concrete products plant.

Jitarning, gents' lavatory provided.

Dewar's Pool, out of shed provided.

WN 33, we 22/8/1924

Rolling Stock Alterations, July 1924, Locomotives – Nil.

Ajana, 12/8/1924, barracks brought into use.

Bayswater, 18/8/1924, down starter signals, back platform to MJ and Belmont brought into use.

WN 34, we 29/8/1924

Nannine – Meekatharra, classes A, B, C, Eca, G, J, O, Oa, Q, Qa, R, T may run; Geraldton – Nannine, above classes plus L.

Holyoake, State Timber Mills line now approx 26 miles.

Duri, added rate mileage 289 (GR).

Belmont, 25/8/1924, new signal box opened.

WN 35, we 5/9/1924

Formby, 25/8/1924 ufn, engine pit being constructed at Tambellup end of yard, line deviated at this point.

WN 36, we 12/9/1924

Maddington – Gosnells, 9/9/1924, double line working resumed.

Keysbrook, 8/9/1924, SM and ASM provided.

Calooli, 8/9/1924, duplicate staff instruments removed; remains as as crossing place for firewood line.

WN 37, we 19/9/1924

Rolling Stock Alterations, August 1924, Locomotives – Nil.

166½ Ballast Pit, 6/9/1924, closed as staff station, section now Noggerup – Boyup Brook.

Wokalup, Millars T&T line now 35m 71ch.

Boddington, loading platform extended to 50ft x 18ft.

Bornholm, ladies' waiting room provided.

WN 38, we 26/9/1924

Belmont, loading bank 32ft long provided.

Ridge Hill, name board which was erected at bottom points has been moved to original site at 14m 58ch.

Yuna, 9/9/1924, barracks brought into use.

WN 39, we 3/10/1924

Superheated E, F and L class, Es, Fs with original cylinders, 5% over E, F loads; Es, Fs with 19in cylinders, 10% over E, F loads; L to take Ec loads.

Es with original – 294, 297, 304, 323, 326 (not yet issued), 330, 335; Es with 19in cyl – nil; Fs with original – 279 and 282; Fs with 19in cyl – 360 and 367.

Jarnadup – Pemberton, SSM line, add to list of sidings, Eastbrook, rate 208 ex Perth (GR).

Jessop's Well, stockyards and out of shed provided.

RAS Supplement

Nil of interest

WN 40, we 10/10/1924

C class may run York – Bruce Rock, Brookton – Corrigin, Yilliminning – Narembeen, Katanning – Pingrup, Donnybrook – Katanning, Tambellup – Ongerup.

Wagin, 1/10/1924, barracks provided.

WN 41, we 17/10/1924

ER, 13/10/1924, slewing up main between 26m 24ch and 26m 49ch to new position part of regrading.

WN 42, we 24/10/1924

Rolling Stock Alterations, September 1924, Locomotives – Nil.

Flinders Bay branch, 22/10/1924, timetable to operate, Busselton – Witchcliffe section taken over, sidings Vasse (155m 25ch), Lennox (158m 79ch), Yelverton (162m 6ch), Robin (165m 63ch), Linson (171m 25ch), Cowaramup (177m 34ch), Rason (181m 17c), Margaret River (186m 30ch), Witchcliffe (191m 29ch), page 706.

Loads published for Busselton – Witchcliffe, classes G, O, M.

Collie branch, Marsh's bank, 12/10/1924, main line slewed to new alignment between 101m and 102m.

Wainwright's Siding, 466 Miles Kalgoorlie – Laverton, siding converted to public one, capacity 14 trucks, no buildings provided.

Bornholm, goods shed 35ft x 19ft provided.

Notting, siding extended, now holds 30 trucks instead of 15.

Kronkup, ladies' waiting room provided.

WN 43, we 31/10/1924

Cannington – Maddington, 27/10/1924, single line working, ES over up line, due bridge repairs. Kenwick Brick Co., Annett's Key withdrawn and ES locked.

Busselton – Margaret River extension, sleeping vans 1855 and 3421 fully equipped for 3 men each, have been sent to Witchcliffe, 20/10/1924.

Warup, alter rate mileage to 197m (GR).

Doongin, public siding put in, capacity 23 trucks, loading platform being constructed, rate mileage 230.

131m 66ch Collie – Narrogin, private dead end staff locked siding put in for Collie Land and Timber Corp., capacity 500ft.

WN 44, we 7/11/1924

North Fremantle – East Fremantle Goods Junction, 2/11/1924, institute single line over down main, ES.

Muradup, cart dock provided.

Merredin – Naremben extension, line fit for dept trucks to Cramphorne, sidings (rate) at Collgar (176), Norpa (180), Koonadgin (186), Tandagin (192), Muntadgin (198), Cramphorne (203).

Melita, public siding put in, capacity 356ft, rate 513.

Kamballie, LV&S tramway crossing near Ivanhoe put in crossing Golden Gate – Kamballie loop at 379m, near Ivanhoe Mine siding, catch points on mine line, staff locked.

Flinders Bay extension, add Stopping place (Adam's Mill), rate 189.

WN 45, we 14/11/1924

North Fremantle – East Fremantle Goods Junction, 9/11/1924, double line working resumed.

Busselton – Margaret River, classes A, B, C, G, H, J, M, O, Oa, Q, Qa, Ra and T may run. To assist operations, class O may run temporarily between Margaret River and Witchcliffe, with 8mph limit for last mile.

Parkerville, 10/11/1924, some alterations to signalling.

Duranillin, cart dock provided.

WN 46, we 21/11/1924

Rolling Stock Alterations, October 1924, Locomotives – Written off – (30/9/24) R 149, 152, T 164.

Flinder's (sic) Bay branch, private siding put in for Messrs Jackson & Rodgers at 150m 9ch.

Flinder's (sic) Bay railway, now fit for dept trucks from Witchcliffe to Flinder's Bay, sidings at 194m 71ch, 204m 47ch, 209m 53ch, 215m 56ch.

466 Mile, Wainwright's Siding, shelter shed provided.

Newlgalup, shelter shed provided.

Tuckanarra, stockyards provided.

WN 47, we 28/11/1924

Cannington – Maddington, 25/11/1924, revert to double line.

Toodyay and Piawaning branch, No 13 Thursday being extended to Piawaning as a goods train until new line completed.

Witchcliffe, private lines, WA Jarrah Forests Ltd, length 1m 38ch.

Yelbeni, cart dock provided.

WN 48, we 5/12/1924

Warawarrup and Benger, summer timetable shows as auto staff stations, but will not be opened as such ufn.

Jackson & Rodgers siding, Flinders Bay line, mileage in WTT should read 150m 9ch.

Reference to a ballast pit at 163m between Robin and Yelverton.

Keysbrook, 1/12/1924, opened as booking station, SM and ASM.

Bruce Rock, 4/12/1924, ES replaces S&T.

Mokine, Wundowie, 1/12/1924, opened as block signal boxes, switched in 4pm to 8am.

Dowerin – Benjaberring – Wyalkatchem S&T sections closed, 2/12/1924, sections Dowerin – Minnivale – Wyalkatchem ES sections opened.

Tinkurrin, 1/12/1924, opened as S&T splitting Toolibin – Dudinin.

WN 49, we 12/12/1924

Narrakup, 28/11/1924, opened as auto staff station.

Narrogin – Yilliminning, 8/12/1924, S&T closed this section, and ES introduced Narrogin – Boundain – Yilliminning,

Boundain unattended.

Christmas / New Year Supplement

Nil of interest.

WN 50, we 19/12/1924

Margaret River, 10/12/1924, opened as temporary unattended S&T station, splitting Linson – Withcliffe section; scotch blocks provided on crossing loop, and it may be used for stowing wagons when necessary.

Narembeen, scotch blocks placed on loop, so trucks may be stored.

Busselton, 8/12/1924, sleeping van 2860 to accommodate 3 men provided.

Hotham, private lines, add Australian Lumber Co, approx length 4m.

Merredin – Narembeen extension, fit for dept trucks throughout, sidings (rate) Wogarl (209), Wadderin Hill (217), Narembeen (222).

WN 51, we 26/12/1924

Rolling Stock Alterations, November 1924, Locomotives – Nil.

Boddington, cart dock provided.

Pingrup, sidings extended, each now holds 27.

Merredin, Collie, loading gauges provided.

WN 52, we 2/2/1925

Lake Grace, 1/1/1925, opened as booking station, with SM.

Subiaco, 5 ton hand crane provided.

263½ Mile, Lake Grace section, public siding provided, truck loads of grain and

fertilizer only, will be spiked over after harvest.

Mt Hardy, 29/12/1924, opened as S&T station, splitting York – Greenhills.

WEEKLY NOTICES - 1925

WN 1, we 9/1/1925

Margaret River – Witchcliffe, M and O class may now run.

Collie, crane has a capacity of 3 tons only.

WN 2, we 16/1/1925

Narembeen – Merredin extension, PWD service Mon-Sat, page 24.

Margaret River Timber Co's Siding (Armon's) dead end siding, facing Busselton, between Linson and Cowaramup, rate 173 miles.

Werribee, shelter shed provided.

WN 3, we 23/1/1925

Rolling Stock Alterations, December 1924, Locomotives – Issued new – P 441-446.

Flinders Bay branch, stopping place for group settlements at mileage 169 to be named Pullin.

Superheated E and F engines, add to list Es (orig) 292, 296, 308, 309, 311, 317, 329, 333, 334; Es (19in) 318, 320; Fs (orig) 276, 278, 281, 287; Fs (19in) 277. list corrected in WN 6 for Fs to Fs (orig) 286; Fs (19in) 276, 277, 281, 290.

EGR, between 212m50ch and 212m75ch (Noongar), 19&20/1/1925 laying points and crossings.

Coorinja, renamed Ringa.

Midland Junction – Kalamunnda, notice giving instructions that when necessary ES on this section will be suspended and S&T introduced, using Bottom Points as

temporary unattended block telephone post. (Altered to No2 Points in next WN.)

Nalkain, stockyards provided.

Stopping place approved at Mileage 160, between Noggerup and Wilga.

WN 4, we 30/1/1925

Holyoake – Rockingham Seaside excursion, 25/1/1925, Millars engine to operate from Mundijong.

Midland Junction – Kalamunnda, Bottom Points in previous instruction altered to No2 Points.

Boorabbin, cart dock removed.

466 Mile, Wainwright's Siding, renamed to Wilgareton.

WN 5, we 6/2/1925

Maximum train loads, Perth – Bunbury, and Bunbury – Donnybrook, goods trains may be made up to equiv of 72 4 wheel vehicles and van, provided load includes 10 bogie vehicles. Later corrected to 70 and van.

G class engines now prohibited from running on Bunbury jetties unless special permission obtained from Bunbury Harbour Board.

Doongin, loading platform now complete.

Busselton – Witchcliffe, details of accommodation at stations, page 83.

WN 6, we 13/2/1925

P class load tables, Northam – Kalgoorlie, Kalgoorlie – Leonora, pages 92, 93.

List of superheated engines in WN 3/25 corrected to Fs (orig) 286; Fs (19in) 276, 277, 281, 290.

Bluff Point, siding recently relinquished by Geraldton Co-op Butter and Bacon Co, has been converted to public one, capacity 10, rate 308.

Shotts, public siding put in, capacity 15.

Bookara (MR), rate mileage corrected from 268 to 267 ex Midland Junction, and from 9 to 10 ex Walkaway.

Nannup, holding capacity of present sidings, exclusive of turntable road is 134.

Noongar, public siding put in, capacity 26, rate 213.

WN 7, we 20/2/1925

Rolling Stock Alterations, January 1925, Locomotives – Written off – (31/12/24) R 153, 227, Ra 178.

Perth – Bunbury, Bunbury – Donnybrook, previous instruction re maximum length changed from 72 and brakevan, to 70 and brakevan.

Noongar, out of shed provided; siding is not interlocked.

Denmark, turntable is 44ft 10in diameter, not 55ft as shown (GA).

WN 8, we 27/2/1925

Nil of interest.

WN 9, we 6/3/1925

Northampton branch, certain trains to stop at 27 Mile, between Isseka and Bowes, for passengers and parcels.

Carlisle, public siding has been extended to the Wakefield St level crossing.

Collie, capacity of crane is 3, not 5 tons.

Piawaning extension, fit for dept trucks to 131m 43ch (Gabalong), 138m 33ch (Tootra), 145m 50ch (Cranmore).

Busselton, 5 ton crane provided.

WN 10, we 13/3/1925

Narenbeen branch, from 16/3/1925, new timetable for full branch, page 172. Loads etc for new section pages 175, 176.

190m 5ch siding Jarnadup branch, named Alco, trains to stop as required.

Chinocup, portable race and hurdles provided.

Geraldton yard, private siding put in for Municipal Council Stone Crushing plant.

WN 11, we 20/3/1925

Rolling Stock Alterations, February 1925, Locomotives – Issued new – P 447, 448, 449, 450; Converted – E to Es 292, 294, 297, 304, 309, 317, 318, 320, 323, 326, 329, 330, 335, F to Fs 276, 277, 279, 281, 282, 286, 287, 290, Ec to L 239, 243, 246, 248, 251, 252, 254, Eca to L 237, 250, 255.

Narembeen – Merredin, 14/3/1925, special train for official opening and special train. Sidings (rate via Merredin) are Wadderin Hill (217), Wogarl (209), Cramphorne (203), Muntadgin (198), Tandagin (192), Koonadgin (186), Norpa (180), Collgar (176). Each provided with 50ft x 18ft standard loading platform and 12ft x 10ft out of shed. S & T sections Merredin – Muntadgin – Narembeen. Engine pit provided at Muntadgin.

Perth – Bunbury – Donnybrook, previous instructions re increased length of goods trains to be held in abeyance ufn.

Kalgoorlie – Malcolm section washaways,

speed restriction at 491m 71ch while new waterways put in.

WN 12, we 27/3/1925

Merredin – Naremben, classes A, B, C, Eca, G, K, L, M, O, Oa, Qa, Ra, T may run, M and C not permitted between Kondinin and Naremben.

Merredin – Naremben, siding details and rate mileages, page 227 (CR, GR).

WN 13, we 3/4/1925

Bluff Point public siding, re WN 6/25, to be known as Crowtherston.

Lake Grace – Newdegate railway under construction, PWD have put in siding at Lake Grace, fit for engines.

Easter Holiday supplement

Nil of interest.

WN 14, we 10/4/1925

Flinders Bay branch, 1/4/1925, new timetable, page 253. ELT loads for G class Witchcliffe – Flinders Bay. Extension taken over 1/4/1925, sidings are Nuralingup (194m 71ch), Karridale (204m 47ch), Coodardup (209m 53ch), 214 Mile Stopping Place (213m 73ch), Flinders Bay (215m 56ch). S&T Witchcliffe – Flinders Bay.

Shackleton, main line at west end deviated to allow construction of engine pit.

Busselton – Witchcliffe, names of sidings altered, now Vasse (155m 25ch), Marybrook (158m 79ch), Quindalup (162m 6ch), Yallingup (165m 63ch), Lennox (169m 34ch), Carbunup (171m 25ch), Cowaramup (177m 34ch), Bramley (181m 17ch), Margaret River (186m 30ch), Narawary (189m 0ch), Witchcliffe (191m 29ch).

WN 15, we 17/4/1925

Rolling Stock Alterations, March 1925, Locomotives – Taken over from State Saw Mill – A 3.

Stock sales, from 14/4/25, the weekly cattle sales will be held at Copley's Siding (Robbs' Jetty) each Tuesday instead of at Midland.

263½ mile siding, Wagin – Lake Grace, to be known as Mablac.

Emu Hill, siding room shown as 93 trucks, should be 60 (GA).

WN 16, we 24/4/1925

Merredin, 23/4/1925, signaling and interlocking in connection with Naremben Junction at Merredin in use. Ground interlocking frame at east end of yard, be controlled by bolt lock in signal box.

WN 17, we 1/5/1925

Wilga, private siding put in for Adelaide Timber Coy, rate 165.

Flinders Bay Jetty has been taken over by Commissioner of Railways.

WN 18, we 8/5/1925

Muntadgin, engine pit provided.

Reminder that siding at 158m 79ch, formerly Lennox, is now Marybrook, and siding at 169m 40ch, formerly Pullin, is now Lennox.

Morowa, ladies' waiting room provided.

WN 19, we 15/5/1925

Naremben, scotch blocks on loop now removed.

WN 20, we 22/5/1925

Rolling Stock Alterations, April 1925,
Locomotives – Converted – E to Es 311, 333,
334, F to Fs 278.

Butterfly, trains to stop at 501m 32ch
Leonora line instead of at current location of
Butterfly, name moved. Rate altered from
504 to 501m.

Inglehope, portable telephone provided.

Cue, approval given to banking trains in rear
from Cue to mileage 263 in Cue Nannine
section.

WN 21, we 29/5/1925

Brookdale, amend rate mileage to 61.

Koorda, 1/6/1925, opened as a booking
station with SM.

Lake Grace, warehouse accommodation
provided.

Flinders Bay, cancel note re taking over
jetty.

WN 22, we 5/6/1925

213m 73ch stopping place on Flinders Bay
line renamed to Augusta.

Coodardup renamed to Kudardup.

Nannup, barracks accommodation provided.

Bridgetown branch, public siding put in at
Yandil, rate 165 from Perth, capacity 5.

WN 23, we 12/6/1925

Mokine, Wundowie, closed ufn.

Flinders Bay, a triangle is situated about 2
miles from Flinders Bay, engines to turn on
up trip.

WN 24, we 19/6/1925

Nil of interest.

WN 25, we 26/6/1925

Rolling Stock Alterations, May 1925,
Locomotives – Converted – E to Es 308, 328.

Chidlow – Beechina, 22/6/25, double line
closed, traffic over down under ES; up being
regraded.

160 Mile stopping place, Donnybrook
Kataanning, renamed Goonac.

Mt Hardy, closed as staff station, section.

Flinders Bay jetty, dept's rolling stock not to
run, due unsafe condition.

WN 26, we 3/6/1925

Engines with bushed cylinders, previous
lists cancelled, only engines allowed
reductions are E 339, and F 360, 403, 405.

Morowa, no crossing loop at this station.

Wilroy, loop at this station is fitted with
scotch blocks.

Toodyay, new 60ft turntable provided, old
one removed.

WN 27, we 10/7/1925

Flinders Bay branch, wagons stock having a
combined load and tare of more than 28 tons
on 4 axles and evenly distributed must not
run on Witchcliffe – Flinders Bay section.

Lake Grace – Newdegate extension, fit for
deft trucks to 9 Mile siding (275m 61ch).

Harvey, 2 ton crane provided.

WN 28, we 17/7/1925

Morowa, correct spelling is Morowa.

Kanowna branch, A, B, C, G, M, O, Oa, Qa, T only may run.

Flinders Bay, 1/7/25, barracks accommodation for 4 men provided.

Trigwell, shelter shed provided.

WN 29, we 24/7/1925

Rolling Stock Alterations, June 1925, Locomotives – Written off – R 154, T 172, 173.

Doongin, siding at 230m 19ch, renamed to Garratt.

Kanowna branch, restriction of engines in last WN does not apply to section to Parkeston, on which all classes may run.

Nannine – Meekatharra, L class may now run.

Harnetts, shelter shed provided.

WN 30, we 31/7/1925

“Relics of the First Line. – It is desired to collect all data and any relics relating to the opening of the first railway in this state. It is probable that there are quite a number of interesting relics of our first railways still in existence, and the Commissioner will be glad of any particulars of any of which the Staff may have knowledge.”

List of Es and FS engines – Es (orig) 292, 294, 297, 304, 309, 323, 326, 329, 330, 335; Es (19in) 295, 296, 308, 311, 315, 317, 318, 320, 328, 333, 334; Fs (orig) 279, 282, 286; Fs (19in) 276, 277, 278, 281, 283, 287, 290, 366, 367.

Waroona, 30/7/1925, up home and distant, and down starter applying from/to Lake Clifton taken out of use.

Noongar, standard loading platform provided.

Shackleton, cart dock provided.

WN 31, we 7/8/1925

Toodyay and Piawaning branch, 6/8/1925 taken over by working railways, new timetable pages 541, 542; load tables and running times for Piawaning – Miling page 549, A, B, C, G, M, O, Oa permitted to run. Gabalong, 14½ chains loop, out of shed, 50ft loading bank between main and loop, 60ft engine pit on main. Bindi Bindi, 14½ chains loop, out of shed, 50ft loading bank between main and loop. Lyon, 14½ chains loop, out of shed, 50ft loading bank between main and loop. Miling, two loops 18ch over main line points up side, triangle on down side, out of shed 50ft x 18ft loading bank on outside loop, point indicators will be provided. S&T section Piawaning Miling.

Ulva, portable sheep race and hurdles provided.

Parker's Road, existing platform being removed and rail level landing substituted.

Busselton, 20/7/25, barracks accommodation for 16 men provided.

Koolanooka, 31/7/1925, closed as booking station.

Morowa, 1/8/1925, opened as booking station.

Private Co lines, delete Perth Jarrah Mills (Bunning Bros), bush line pulled up, only siding 46ch long from station to mill.

WN 32, we 14/8/1925

Rivervale – Cannington, 10/8/1925 ufn, ES installed over up line, down line handed over for relaying, SSM, Carlisle, Welshpool and Queen's Park sidings controlled by Annett's Key attached to ES staff.

Piawaning – Miling, 15/8/1925, official

opening, special train Toodyay – Miling.

Binnu, portable sheep races and hurdles provided.

Group settlement traffic for Peel Estate, for certain groups to be sent to Mundijong, consigned to those groups or Foreman at Wellard care of Millars.

Koolanooka, closure as booking station deferred to 31/8/1925.

Morowa, opening as booking station deferred to 1/9/1925.

Doney's Siding, deleted from CR, GR.

WN 33, we 21/8/1925

Rolling Stock Alterations, July 1925,
Locomotives – Converted – E to Es 295, 296, 315, F to Fs 283, Ec to L 247, Eca to L 238, 245.

Rivervale – Cannington, on date to be advised, change single line working from up to down line. SSM siding, Carlisle, Welshpool, Queen's Park shunting carried out from closed line under control of W&W, trains coming from or going to either end of section, Annett's Key in possession of W&W.

Norseman branch, trains to stop at 377³/₄ Mile for passengers or parcels.

Clackline – Miling, loads for C Class.

Peel Estate Line, this line has been pulled up, all consignments to go via Mundijong.

Lake Grace – Newdegate extension, fit for dept rolling stock to 290m 53ch, traffic can be consigned to Beenong (275m 61ch), Burngup (281m 71ch), Buniche (290m 53ch).

WN 34, we 28/8/1925

Cannington – Gosnells, on date to be advised later, change from double line to ES over Up line, down to W&W for relaying. Up sidings at Maddington and Kenwick controlled by Annett's Key attached to train staff.

86m 20ch GSR, ufn 2 and 7 Saturday to pick up and set down employees engaged in regarding work.

Esperance to Salmon Gums, 1/9/1925, taken over by working railways, timetable page 595. Running times and loads for G class, page 600.

Undatarra, renamed to Tardun.

Pioneer, unattended siding on Coolgardie – Esperance, rate 433 (CR, GR).

Lake Grace, 2 ton crane erected.

WN 35, we 4/9/1925

Cannington – Gosnells, on date to be advised, double line working to be resumed.

Gosnells – Armadale, on date to be advised, ES working over up main, down to W&W for relaying, up sidings at Kelmscott controlled by Annett's Key attached to ES.

Gosnells – Armadale, date to be advised, traffic to be diverted from up to down, down to W&W for rerailing, up sidings at Kelmscott accessed from closed line, trains proceeding from or to either end as convenient, Annett's Key in care of W&W.

Holyoake, 1/9/1925, opened as booking station, with SM.

Esperance – Salmon Gums, 1/9/1925, taken over by working railways, sidings (mileage ex Esperance) Esperance, Collier (4m 54ch), Caitup, (11m 34ch), Gibson (19m 8ch), Scaddan (33m 73ch), Treslove (41m 12ch),

Grass Patch (48m 68ch), Red Lake (54m 55ch), Circle Valley (60m 14ch), Salmon Gums (66m 69ch), staff section Esperance – Salmon Gums, detail of siding accom page 627.

WN 36, we 11/9/1925

Gosnells – Armadale, date to be advised, reverting to double line working.

251m 30ch Bullfinch branch, trains to stop when required for passengers and roadside traffic.

Melita, portable race and hurdles provided.

Peel Estate line, now closed, consignments for different groups to go to Byford, Mundijong or Wellard, c/o Millars T&T.

Allanson, Amalgamated Collieries Siding, loop put in for R.C.Connell off Colliery siding, capacity 10 trucks.

Crowtherton, loading ramp provided.

WN 37, we 18/9/1925

Hill End, Oroyo Links Gold Mining Coy Siding, 378m 52ch, lease of siding cancelled.

Robb's Jetty, 9/9/1925, down home and distant signals brought into use.

WN 38, we 25/9/1925

Rolling Stock Alterations, August 1925, Locomotives – Issued new – L 253.

Rivervale – Armadale, relaying completed.

Esperance Railway, agreement made with Mr Thick of Esperance to transport passengers parcels and goods traffic between Norseman and Salmon Gums, and these can be booked through.

Dwarda – Narrogin extension, siding put in

at Dwarda to serve Railway Construction Branch Shunting Depot, fit for traffic for 30ch.

Lake Grace – Newdegate extension, fit for dept stock to Lake Biddy, 296m 61ch.

Allanson, 23/9/1925, opened as auxiliary staff station in Collie – Yokain section, duplicate instruments at Collie and Allanson.

WN 39, we 2/10/1925

Allanson, opening as aux staff station in last WN will not be done until a date to be advised.

Glen Forrest, W.H.McGlew's Siding, 16m 74ch, lease cancelled.

Royal Agricultural Show Supplement

Nil of interest.

WN 40, we 9/10/1925

Bulla Bulling, 5/10/1925 ufn removing current platform and substituting rail level landing.

New Ja water tanks of 2,800 gallon capacity not permitted on Witchcliffe – Flinders Bay, Kondinin – Naremben, Lakeside – White Hope, wharves and jetties.

North Fremantle, Abattoirs and Freezing Works (Dept Agriculture), lease cancelled 1/11/1925.

Boddalin, shelter shed and rail level landing provided.

WN 41, we 16/10/1925

Rolling Stock Alterations, September 1925, Locomotives – Nil.

Miling branch, assistant engines not to run coupled together, two goods vehicles to be placed between engines.

Gilgering regarding, main line 85m 60ch to 87m 20ch slewed to a new position.

Midland Junction, 15^{/10/1925}, the bridge signal carrying up home signals applying from Up main and UDRR divided, UDRR signals placed on a bracket signal.

WN 42, we 23/10/1925

Coolgardie Racecourse, E.District employees' picnic. This year trains ran to 350M instead of onto the Racecourse branch.

Nannine – Meekatharra, loads given for L class.

Hill End, 18/10/1925, remove points from loop.

Allanson, duplicate staff instruments at Collie and Allanson, will now be brought into use 21/10/1925.

Koorda, gents and ladies conveniences provided.

WN 43, we 30/10/1925

Chidlow – Beechina, 26/10/1925, double line working resumed, speed restriction over new up road from 29m 60ch to 30m 70ch.

Wagin – Kylie, water trains running 5 days a week.

Goomalling – Merredin, 15/10/1925, main line broken at 107m, traffic diverted to deviation ufn (other end?).

Boyanup, new engine turntable complete.

WN 44, we 6/11/1925

Karalee, stowing trains, maximum length of

terminating trains has been increased to equal 36.

Merredin – Kondinin, water trains running twice a week.

Carbunup, renamed to Metricup.

Nuralingup, renamed to Forest Grove.

Jarnadup, renamed to Jardee,

Dwarda – Narrogin extension, re WN 38/25, line and loop fit for traffic (to shunting depot) fit for traffic, so not necessary to propel wagons.

Midland Junction, new loop constructed alongside present Independent Siding for transfer of traffic to/from MR Co.

Timber Corp, Wilga, rate 165, siding staff locked, fitted with slip points (added to GR).

Boyanup, new 60ft turntable provided and old 40ft removed.

Gnowangerup, cart dock provided.

WN 45, we 13/11/1925

Ks 39, note that has been issued from workshops with saturated boiler and is not to be treated as superheated engine ufn.

Yalup Brook, at 74m 42ch, near Yalup Brook, new platform under construction.

Jandakot, Peel Estate Soldiers' Land Settlement Siding, 21m 0ch, lease cancelled.

WN 46, we 20/11/1925

Nil of interest.

WN 47, we 27/11/1925

Rolling Stock Alterations, October 1925, Locomotives – Constructed – L 242, 244, 249, 253; Written off – R 155, 176, T 165.

Beechina – Chidlow, amended engine loads (due to regarding/deviation?).

Broad Arrow, 30/11/1925, closed as booking station, SM withdrawn.

Koolanooka, up and down home and distant signals removed, replaced by point indicators.

WN 48, we 4/12/1925

Baker's hill, 30/11/1925 – 2/12/1925, 45m 20ch, laying crossover.

Flinders Bay branch, engines of special goods trains working on train staff may propel up to 4 Q class trucks from Quindalup to Ballast Pit at 163 mile, then return for remainder of train.

Lake Grace – Newdegate, fit for dept stock to 304m.

Popanyinning, 1/12/1925, closed as booking station.

Cuballing, 1/12/1925, opened as accounting station.

Yalup Brook, site moved to 74m 43ch, 30/11/1925 opened and old siding closed.

Wagerup, 30/11/1925, closed to traffic.

Benger and Warrawarrup, 30/11/1925 opened as ES stations splitting Yarloop – Wokalup and Wokalup – Brunswick Junction sections, both attended day and night.

Popanyinning and Cuballing, 1/12/1925, SM withdrawn from Popanyinning, transferred to Cuballing. Up and down home and distant signals provided at Cuballing.

Lake Grace, cart dock provided.

WN 49, we 11/12/1925

Lake Grace – Newdegate, line fit for dept stock as far as Newdegate (306m), truck loads only accepted.

Goonac, mileage of stopping place altered from 160m 32ch to 159m 65ch.

Yalup Brook, new siding at 74m 43ch has been named Wagerup.

Mokine and Wundowie, 30/11/1925 ufn, opened as Intermediate Block Signal Boxes, switched in from 4pm to 8am. Up and down home and distant signals provided.

Christmas New Year Supplement

Nil of interest.

WN 50, we 18/12/1925

Lake Grace – Newdegate, PWD have now agreed to accept small consignments ex Lake Grace by their Tuesday train only.

Midland Railway, due to industrial dispute no trains running, and no traffic being accepted for this line ufn.

Lake Grace – Newdegate extension, PWD will close down 21/12/25 to 5/1/26, traffic for extension not to be accepted to arrive Lake Grace during this period.

Penrith, private siding, capacity 12 Q trucks, put in for State Saw Mills.

Norseman – Salmon Gums railway, dead end siding put in at Norseman for PWD for storage purposes, to be shunted by Working Railways engine.

Mt Hardy, 14/12/1925, opened as S&T station splitting York – Greenhills.

Kurrawang, 15/12/1925, alterations to signaling & interlocking, up and down

platform working discontinued, traffic worked through No 1 or No 2 platform as required.

WN 51, we 25/12/1925

Rolling Stock Alterations, November 1925, Locomotives – Nil.

Automatic Signalling, Bellevue – Chidlow via Parkerville, 20/12/25, Commissioner's inspection train to run, lamps on auto and semi-auto signals lighted for this train and to remain lighted, for testing purposes only. 3/1/26, ES removed Bellevue – Swan View, Swan View – Hovea, Hovea – Parkerville, Parkerville – Mt. Helena cancelled, auto signaling introduced. Same day, manual block on down line Mt. Helena – Chidlow, auto signaling introduced. Up road will remain under manual block.

SWR regrading and deviation 76m and 76m 60ch, 20/12/25 connected up through new cutting and over new bridge near old Wagerup.

Narembeen branch, approval for E and F engines running on Narembeen – Merredin section.

Holyoake, private lines, State Timber Mills line is 22m.

WN 52, we 1/1/1926

Narrogin – Hillman, 24/12/1925, water trains running, Geeralying and Hillman opened as temporary staff stations and telephone provided at Culbin.

Hines Hill, Bank Engine Key provided for banking to mileage 151m 70ch.

WEEKLY NOTICES - 1926

WN 1, we 8/1/1926

Cuballing, a break load loop has been constructed.

Bolgart, 22/12/1925, barracks brought into use.

Bellevue – Chidlow, when automatic signaling brought into use present down starter at Swan View, up and down starter at Hovea and down starter Mt Helena will be taken out of use and removed.

Mokine, 7/1/1926, present block signal box closed, and new block signal boxes opened at 45¼ mile and 54m 25ch. Up and down, distant home and starting signals provided. Signals and points worked from a small ground frame, secured in off position by chain and padlock when switched out. Mokine, up signals worked Annett's Key interlocking frame.

WN 2, we 15/1/1926

Cambray, barracks dismantled and removed.

Bunbury, 5/1/1926, down outer home brought into use, staff lock removed from Bunning Bros siding and replaced by Annett's key.

WN 3, we 22/1/1926

Manjimup, private lines, length of State Saw Mills line now 33 miles.

WN 4, we 29/1/1926

Rolling Stock Alterations, December 1925, Locomotives – Nil.

Dowerin – Goomalling, up loads shown in

new ELT will not apply until Berring regarding is completed, old load tables to apply.

WN 5, we 5/2/1926

Additional superheated engines, Es (19in) 295, 314.

Yarloop, 1/2/1926, commence extending passenger platform.

WN 6, we 12/2/1926

45¼ Mile Signal Box, No 7 & 8 GSR may stop to pick up or set down employees.

Wagin – Lake Grace – Newdegate, 15/2/1926, timetable, page 100.

Ob engines, delete 93 from list and add to O engines, remove para referring to Ob engines.

Morowa, triangle put in.

Jardee, private lines, State Saw Mills line, change length from 28m to 18m.

WN 7, 12(sic)/2/1926

Rolling Stock Alterations, January 1926, Locomotives – Written off – R 179, 231, Ra 230.

54¼ Mile Signal Box, No 7 & 8 GSR may stop to pick up or set down employees.

Bushed cylinders, delete E 339, F 403 and F405. Include F360, O 81, which form complete list.

Bellevue – Northam, engine loads reprinted, pages 124, 125.

Metricup, crossing loop provided.

Manjimup, private lines, State Saw Mill line now 12 miles.

Lake Grace – Newdegate extension, 15/2/1926 taken over by department, S&T section Lake Grace – Newdegate. Rate list shows Siding (not named) at rate 302, not shown in published timetable.

WN 8, we 26/2/1926

Lake Grace – Newdegate, 1/3/1926, official opening special train, page 142.

Lake Grace – Newdegate, mixed and goods loads for G class engines.

East Perth, Rowley Forest Product siding (now Forust Products Ltd), siding has again been connected up.

Kalkalling, renamed Lake Brown.

Dwarda – Narrogin, line fit for dept trucks as far as Moolerdine (Noombling) about 7m from Dwarda ad 119m 60ch from Perth.

Murrin Murrin, opening as S&T station (no date given).

WN 9, we 5/3/1926

Perth, 28/2/1926, signaling and interlocking changes.

WN 10, we 12/3/1926

145m 57ch Bridgetown branch near Kirup, No 32 and 3 stop at level crossing as required for school children.

WN 11, we 19/3/1926

Rolling Stock Alterations, February 1926, Locomotives – Nil,

Elgin, portable sheep races and hurdles provided.

Lyon and Miling, stockyards provided.

WN 12, we 26/3/1926

York – Bruce Rock, loads for L class published, page 241.

219m 1½ch Wyalkatchem – Lake Brown section, from 25/3/26, constructing a siding.

Easter Holiday Supplement

Nil of interest.

WN 13, we 2/4/1926

Bindi Bindi, stockyard provided.

Jandakot line, reference to Dept of Agriculture siding at 14m 7ch.

Melita, standard combined sheep and cattle race has been provided.

74m 43ch SWR, the new siding has now been named Goonerup.

Norseman – Salmon Gums, agreement with Mr Thick for transport service will terminate 27/3/1926, from 27/3/1926 will be run by “Graham” motor truck run departmentally.

WN 14, we 9/4/1926

Flinders Bay branch, train alteration, G class to run Flinders Bay – Margaret River, and O class to run Busselton – Margaret River.

Balingup – 139½ M siding, assistant engines in rear permitted, to be fully coupled up, including vacuum.

WN 15, we 16/4/1926

Midland Junction Box B, 11/4/26, alterations for putting in double compound affecting connections to marshalling yard, east dock and MR line.

Lowden, crossing loop put in.

WN 16, we 23/4/1926

Rolling Stock Alterations, March 1926,
Locomotives – Nil.

Narrogin – Collie section, water trains per
WN52/25 no longer running, temp staff
stations at Geeralying and Hillman closed,
sections now Narrogin – Williams – Darkan.

Byford State Brickworks Siding, to admit
working of mainline trains between
Mundijong and Byford while local goods is
shunting State Brick Yards, electric train
staff may be withdrawn from staff locked
points, drivers returning from yards to
Byford should expect to find points set for
runaway siding.

WN 17, we 30/4/1926

Kirup, bank engine key provided to permit
trains being banked to 139m 40ch.

WN 18, we 7/5/1926

Marley Pool, delete 5 ton crane.

Holyoake, private lines, State Timber Mills
line now 30½ miles.

WN 19, we 14/5/1926

302m 25ch siding, Lake Grace – Newdegate,
named Lancing.

WN 20, we 21/5/1926

Rolling Stock Alterations, April 1926,
Locomotives – Nil.

Flinders Bay branch, from 19/5/26, rail
motor trolley conveying mails runs every
Wednesday Flinders Bay – Witchcliffe and
return.

202 Mile Water Tank between Forest Grove
and Karridale, 38 and 39 stop when required
to pick up and set down passengers, parcels

and goods up to 10cwt.

Baronhurst, renamed Barronhurst.

Wyalkatchem – Lake Brown, siding put in at
219m 1ch, capacity 16, named Pope's Hill.

54m 25ch, 10/5/1926, closed as block signal
box, crossover spiked.

Wundowie, 10/5/1926, closed as block
signal box, up siding controlled by Annett's
Key.

Mullewa, bank engine key provided for
working to 64¾ mile, S&T section.

Cue, bank engine key provided for working
to 263 mile, S&T section.

Capel, 17/5/1926, opened as staff station,
splitting Boyanup – Wonnerup.

Wishbone, crossing loop installed.

Mt Hardy, 17/5/1926, closed as S&T station,
section now York – Greenhills.

Toolibin, Tinkurrin, 18/5/1926, closed as
staff stations, and Wedin opened as staff
station.

WN 21, we 28/5/1926

Warawarrup, Bengar, 17/5/1926, converted
to semi-automatic staff working. Appear to
be attended 2 shifts per day.

WN 22, we 4/6/1926

194m 67ch, Palgarup – Manjimup, No 61 to
stop at telephone pole no 3885 to pick up
school children.

Karridale, stockyards provided.

Beela, additional loop, capacity 10 has been
provided.

Kalgoorlie – 375m 60ch Menzies, bank

engine key provided on S&T section.

WN 23, we 11/6/1926

Witchcliffe, stockyards provided.

Ja water tanks, list of lines over which may not run, and lines with restrictions, page 422.

Southern Cross, all classes may shunt on Bullfinch line as far as distant signal.

WN 24, we 18/6/1926

Nil of interest.

WN 25, we 25/6/1926

Rolling Stock Alterations, May 1926, Locomotives – Nil.

East Northam – Racecourse Siding, all classes of engine may run.

317m 66ch stopping place between Narrikup and Redmond, to be known as Chorkerup, rate 318.

WN 26, we 2/7/1926

Cowaramup, stockyards provided.

Maylands, extension of siding and road approach at east end completed.

Trafalgar and Croesus sidings, points, crossings and 2/3 of length removed, converted into dead ends. Capacity now 4 wagons each.

Jardee, points leading to mill siding are operated from small ground frame controlled by Annett's Key.

WN 27, we 9/7/1926

Ja tanks not to be allowed on Hay Denmark line, added to list above.

Kurrawang – Kamballie, private lines, WA Goldfields Firewood, length now 75m.

Gabalong, 6/7/1926, opened as S&T splitting Piawaning – Miling section, unattended.

WN 28, we 16/7/1926

Amphion, private lines, delete State Saw Mills.

WN 29, we 23/7/1926

Rolling Stock Alterations, June 1926, Locomotives – Written off – K 189, 191.

E converted to ES, 291, 300, 307, 310, 314, 327, 331 (ELT amendment – may just be a correction).

Filling of bridge at 16m 52ch near Hovea, a sand train will operate between Chidlow and the bridge, instructions page 517.

WN 30, we 30/7/1926

Following Es engines are equipped with 19in cyls - 291, 300, 307, 310, 314, 327, 331.

East Northam Racecourse, from 16/7/1926, extending siding and platform.

Margaret River, scotch block provided on each leg of the triangle.

WN 31, we 6/8/1926

106m 50ch Ballast Pit, opened as semi-auto staff station, splitting Goomalling – Dowerin, only ballast may cross.

Goomalling – dowerin, 1/8/1926, 105m 31ch to 106m 50ch, traffic diverted to permanent deviation.

Denmark, 1/8/1926, opened as booking station, with SM.

Toodyay, scotch block provided at each end of loop.

Closing of North Fremantle bridge, from 28/7/26, reference to charges for hauling traffic via Jandakot line.

Hotham, private lines, delete Australian Lumber Co.

WN 32, we 13/8/1926

Fremantle – Perth via Armadale goods service, and Fremantle – Midland Junction altered goods service, pages 559 – 561.

Greenbushes, private lines, Timber Corporation, delete 7m south side, alter 3m north side to 2m.

WN 33, we 20/8/1926

Passenger trains between North Fremantle and North Mole. Service between North Fremantle and Saints Loop, connecting with trains to/from Perth, page 578.

Geraldton – Meekatharra, available Q wagons to be worked to Geraldton, for handling large quantities of rails to Meekatharra commencing early September.

Meekatharra – Horseshoe railway, WA Manganese Co will shortly commence construction.

106m 50ch Ballast Pit closed, Goomalling – Dowerin ES reopened.

Denmark, scotch block fixed on main, 30ft from dead end.

North Fremantle bridge, scotch blocks placed on each main about 70yds ahead of North Fremantle up advanced starter.

Fremantle Goods Yard, new GA instructions, page 589.

Mileages from stations and sidings in WA to

Kalgoorlie, includes Accounting stations. Pages 591 to 601.

WN 34, we 27/8/1926

Rolling Stock Alterations, July 1926, Locomotives – Nil.

23 mile post, Mundaring – No 2 Pumping station, all trains stop when required for passengers, parcels and goods up to 10cwt.

31¼ mile, Beechina – Chidlow, every Friday, No 4 stops to pick up per way employees, reserved coach to be provided from Northam.

202 Mile Stopping Place, Flinders Bay branch named Arumvale.

Dellerton, staff lock removed, replaced by Z padlock.

Clancy St on Boulder – Brown Hill Loop made a stopping place.

222 Miles, 19/8/1926 opened as unattended S&T station, splitting Dumbleyung – Wishbone, only ballast may cross.

Gabalong, 10/8/1926 closed as S&T station, Piawaning – Miling reopened.

WN 35, we 3/9/1926

Geraldton – Walkaway, Midland Junction – Walkaway, from 30/8/1926 new timetable, pages 635 – 638.

385M 31Ch Stopping Place (Logan's Find), Coolgardie to Norseman, rate is 385m (GR, CR).

396M Stopping Place (late Ayles), Coolgardie to Norseman, consignments up to 10cwt can be accepted (GR, CR).

Dwarda – Narrogin, fit for dept trucks for full length, sidings (rate ex Dwarda, Narrogin) Mooterdine (8, 29), Congelin (16,

21), Contine (22, 15), Minning (27, 10), Yorlok (33, 4).

WN 36, we 10/9/1926

Berring, 31/8/1926, opened as semi auto ES splitting Goomalling Dowerin.

WN 37, we 17/9/1926

Narrogin – Dwarda, 18/9/1926, official opening, special train page 677.

Kudardup, stockyards provided.

Pinjarra – Narrogin, 20/9/1926, timetable reprint pages 678, 679.

Narrogin – Dwarda, loads for G, M, O page 683.

WN 38, we 24/9/1926

Dwarda – Narrogin, sidings provided with stockyards and out of sheds, except Yorlok, out of shed only, rate mileages page 701.

Mundaring Weir – Mundaring, assistant engine allowed in rear of train, fully coupled up including vacuum.

Ca 266, restored to C class (ELT).

Greenbushes – Bridgetown, 20/9/1926, ES replaces S&T.

Siding 385 miles Norseman branch, J.A.Nickel added in GR book.

Dwarda – Narrogin is one S&T section.

WN 39, we 1/10/1926

Dwarda – Narrogin, altered rate mileages page 721.

Meekatharra, 17/9/1926, sidings for manganese ore traffic completed and fit for traffic.

Bolgart, 1/10/1926, opened as booking station, with SM.

Royal Show Supplement

Nil of interest.

WN 40, we 8/10/1926

Boddalin, temporary dead end being constructed in connection with filling in to form approach to siding.

Mundaring Weir branch, authority given for assistant engine in rear from Mundaring Weir to return from 23m 28ch to Mundaring Weir.

WN 41, we 15/10/1926

Rolling Stock Alterations, September 1926, Locomotives – Converted – E to Es 302, 313. (Note – August 1926 published in WN 42/26).

Parker's Road, renamed to Moorine Rock.

Jardee – Pemberton, loads published pages 759, 760.

Mundaring Weir branch, assistant in rear from Mundaring Weir to 23m 28ch to be coupled up with drag hook only; instructions in WN 38/26 are for when assistant is running through to Mundaring.

Dowerin – Goomalling, regarding complete so loads in ELT now apply.

Jardee – Pemberton, 11/10/1926 taken over by working railways, present timetable for Bridgetown – Pemberton will operate ufn. Sidings (rate) Diamond Tree (208), Eastbrook (210), Collins (212), Barronhurst (214), Pemberton (216), S&T section Jardee – Pemberton.

Pemberton, 11/10/1926, opened as booking station with SM.

WN 42, we 22/10/1926

Rolling Stock Alterations, August 1926,
Locomotives – Nil.

North Fremantle bridge, 12/10/1926,
reopened old down line between East
Fremantle Goods Junction and North
Fremantle under ES miniature staff, ordinary
train service resumed, special goods service
Fremantle to Perth via Armadale, and
special passenger service North Fremantle to
North Mole cancelled.

Kurrawng – Kamballie, private lines, WA
Goldfields Firewood Co length now 90
miles.

Goonerup, renamed Wagerup.

Wyalkatchem – Lake Brown, siding
accommodation details page 805 (GA).

WN 43, we 29/10/1926

Beverley – Edward's Crossing, appears that
regarding completed, details of loads in ELT
with note until completion of regarding
cancelled.

Pemberton, 18/10/1926, barracks made
available.

173m 5ch siding, Nannup branch, named
Dellerton.

152m 56ch Stopping Place, Nannup branch,
consignments up to 10cwt, rate 153.

Narrogin – Dwarda, list of siding
accommodation, page 829 (GA).

WN 44, we 5/11/1926

Bunbury Show, 4 and 5/11/1926, ES
suspended Bunbury – Picton Junction,
replaced by S&T for Bunbury – Racecourse
Junction, Racecourse Junction – Picton
Junction, Racecourse Junction – Racecourse.

Lowden, private lines, add Bunning Bros
1m.

Denmark, goods shed 31ft x 31ft provided.

WN 45, we 12/11/1926

Nil of interest.

WN 46, we 19/11/1926

Rolling Stock Alterations, October 1926,
Locomotives – Converted – E to Es 321.

Tingerup, renamed Wansbrough.

WN 47, we 26/11/1926

Forest Grove, stockyard provided.

Mt Hardy, 29/11/1926, opened as S&T
station splitting York – Greenhills section.

Menzies, 3/11/1926 guards barracks closed.

Laverton, 4/11/1926 guards barracks
provided.

North Fremantle – East Fremantle Goods
Junction, 22/11/1926, ES replaced by semi-
auto signaling on single line provided.

WN 48, we 3/12/1926

Billaricay, 24/11/1926, opened as
unattended S&T station, splitting Kondinin
– Narembeen.

Wundowie, 45¼ Mile and 54¼ Mile Block
Signal Boxes, from 29/11/1926 switched in
at times shown in timetable.

WN 49, we 10/12/1926

East Northam – Goomalling, all classes of
engine may run.

Yenta, 7/12/1926, opened as unattended
S&T station, splitting Wokarina – Yuna.

WN 50, we 17/12/1926

Lake Grace – Newdegate, loads for O and Oa added.

O engines may run between Lake Grace and Newdegate during the summer month.

Stopping Place, 23 Mile, Mundaring Weir branch added to CR, GR.

Armadale, delete 60ft turntable (GA).

Pemberton, add 60ft turntable (GA).

Christmas & New Year Supplement

Nil of interest.

WN 51, we 24/12/1926

Rolling Stock Alterations, November 1926, Locomotives – Nil.

Collie, portable sheep race and hurdles

provided.

Nalkain, portable sheep race and hurdles removed.

Eastbrook siding, correct mileage is 209m 74ch, alter in WTT.

Denmark, permission given for stowing vehicles on crossing loop, scotch block provided on Albany end.

WN 52, fe 7/1/1927

Toodyay, new elevated coaling road complete and fit for traffic.

Buniche, loading platform provided.

Kukerin, additional loop provided, scotch blocks provided at each end.

Private company lines, State Saw Mills line formerly commencing at Jardee, now commences at Pemberton, length now 10m.

WEEKLY NOTICES - 1927

WN 1, we 14/1/1927

Refuge Siding, 47m 10ch Geraldton –
Mullewa section complete and fit for traffic.

Indarra, scotch block placed on each end of
crossing loop.

Piawaning, triangle moved to new site inside
station yard.

WN 2, we 21/1/1927

Quindalup, 4/1/1927 opened as unattended
S&T station, goods loop may be used for
crossing purposes.

Margaret River, 17/1/1927 opened as
booking station, SM in charge.

WN 3, 28/1/1927

Rolling Stock Alterations, December 1926,
Locomotives – Nil.

Noggojerring, portable sheep race
withdrawn.

Private lines, WA Goldfields Firewood
Supply, length now 94m (where?).

WN 4, we 4/2/1927

E 302, 305, 313, 321 have been converted to
Es and have 19in cylinders.

Wagin – Lake Grace, classes A, B, C, G, M,
O, Oa, Ra, T may run.

Noggerup, private lines, Bunning Bros
(Preston Valley Saw Mills) line now 18ch.

WN 5, we 11/2/1927

No 2 Pumping Station, 24m 24ch, renamed
O'Connor.

Bullfinch, stockyards provided.

Newdegate, stockyards provided.

WN 6, we 18/2/1927

Norseman – Salmon Gums, Railway
Construction Branch train Salmon Gums to
Norseman Thursday afternoons, returns to
Salmon Gums Friday morning.

Jardee – Pemberton, all classes except P
class may run.

Norseman – Salmon Gums, from 10/2/1927,
fit for dept trucks, sidings (rate ex Perth) are
Norseman (459), Lake Kirk (466), Goodia
(473), Bromus (480), Daniell (489), Beete
(498), Kumarl (504), Dowak (512), Salmon
Gums (519), passengers carried over line in
coaches belonging to railway department.
Motor service will cease to run.

Augusta, stockyards provided.

Katanning, 10/2/1927 down outer home
provided, Vacuum Oil siding connected to
small ground frame controlled by Annett's
Key.

WN 7, we 25/2/1927

Rolling Stock Alterations, January 1927,
Locomotives – Nil.

Naval Base siding, 17m 69ch, the various
roads except the one leading direct to the
jetty are not fit for traffic ufn.

Koolanooka, cart dock provided.

WN 8, we 4/3/1927

Newdegate, portable sheep races removed.

Denmark, siding added, 1¾ mile Frankland
River extension for Railway Construction

Depot,

WN 9, we 11/3/1927

Mundijong, private lines, Millars T&T, now 27m.

Chorkerup, 317m 78ch GSR, loading platform, out of shed and siding accom for 10 trucks provided.

O'Connor, truck loads accepted for GWS siding, otherwise is 10cwt stopping place.

Witchcliffe – Flinders Bay, siding accommodation page 181.

WN 10, we 18/3/1927

Rolling Stock Alterations, February 1927, Locomotives – Nil.

Narawary, siding closed to traffic, trains must cease stopping in future.

Harmans, insert between Metricup and Cowaramup, rate 173 (GA,CR,GR).

WN 11, we 25/3/1927

Clackline, two storage sidings put in off up main.

Newdegate, additional siding out in.

Pope's Hill, note that no ramp is provided for unloading of machinery etc.

WN 12, we 1/4/1927

Norseman – Esperance, Commissioner's Inspection train run through to Esperance, worked by government engine and men, with Railway Construction Branch providing pilot driver, Commissioner inspecting Esperance to Norseman section.

153 Mile Stopping Place, Nannup branch, named Cartis.

Holyoake, private lines, State Saw Mills line now 25m.

WN 13, we 8/4/1927

197m 16ch (Yealering – Malyalling), 46 Mixed to stop on Fridays to set down school children.

WN 14, we 15/4/1927

Rolling Stock Alterations, March 1927, Locomotives – Nil.

Fernbrook, 10/4/1927 shifting points and lengthening loop.

184m 45ch Ballast Pit, shown as the home station of the Yilliminning – Kondinin Ballasting Gang.

Easter Holiday Supplement

Nil of interest.

WN 15, we 22/4/1927

Lancing, loading platform provided.

Holly, 7/4/1927 closed as unattended S&T station, section now Kojonup – Katanning.

WN 16, we 29/4/1927

Lyon, Clackline – Miling section, renamed Perina.

Keysbrook, 30/4/1927 closed as booking station.

Tambellup, cart weighbridge 10ton; may not be new as among corrections to other items.

Toodyay, cart weighbridge 10ton, may not be new as among corrections to other items.

WN 17, we 6/5/1927

119m Penrith – Yokain, No 69 to stop M-F

to pick up school children.

Bridgetown – Donnybrook, the practice of using engines running tender first to bank up trains is to cease.

Yenta, closed as unattended S&T station, section now Wokarina – Yuna.

Trigwell, siding accommodation provided for 14 wagons.

WN 18, we 13/5/1927

11m 29ch Stopping Place, insert between Wokarina and Yetna (CR,GR).

27 Mile Stopping Place, insert between Isseka and Bowes rate 333m.

WN 19, we 20/5/1927

Wundowie, 45¼ Mile and 54 Mile 25 Chain Signal Boxes, 16/5/1927 closed.

WA Goldfields Firewood Supply, private lines, length now 83m.

TRH Duke and Duchess of York Visit Supplement.

Train arrangements, Royal Train details.

WN 20, we 27/5/1927

Rolling Stock Alterations, April 1927, Locomotives – Nil.

Elgin, stockyards provided, portable race and hurdles removed.

Newlgalup, insert yes under shelter shed (GR), siding accom for 12 trucks, loading ramp 60ft long.

378 mile Stopping Place, Coolgardie – Norseman, delete from CR.

WN 21, we 3/6/1927

172 m Flinders Bay section, 26/5/1927 ufn, constructing engine pit.

Narlingup, out of shed provided.

Merredin, 26/5/1927 rearrangement of connections to Loco, and two roads on north side of coal bins temporarily connected to yard.

Menzies, cart dock provided.

Katterup, out of shed provided.

Jardee – Pemberton, details of siding accommodation page 387.

WN 22, we 10/6/1927

Jandakot, sheep and cattle yards erected.

149 Mile Stopping Place, Nannup branch, add to CR.

WN 23, we 17/6/1927

Binnu, sheep and cattle yards provided.

WN 24, we 24/6/1927

Rolling Stock Alterations, May 1927, Locomotives – Nil.

Binnu, portable livestock races removed.

Crowtherton, Kondinin, portable livestock races provided.

WN 25, we 1/7/1927

Merredin, 26/6/1927 temporary arrangements cancelled and complete scheme in use, W&W plan 23531A.

Elphin, note that only ballast may cross; suggests has been opened as a staff station?

WN 26, we 8/7/1927

Carrabin, stockyards provided, portable livestock races removed.

Coolgardie – Norseman, alter mileage of E.Stewart, M.A.Leslie and A.M.Anderson (joint lessees) siding to 428 miles; separately referred to as Stewart's siding, removed from 413 mile.

58m 58ch ER up main, 3/7/1927, laying points and crossings; in connection with new deviation.

Denmark, PWD have now provided own engine on Denmark – Frankland River Extension.

Latham, sheep and cattle race provided.

WN 27, we 15/7/1927

Gabbin, stockyards provided.

Southern Cross, portable race and hurdles provided.

Naming of water supplies between stations; Hotham Valley branch, 63½m to Bergining, 74m 2ch to Etmilyn, 101m 52ch to Metilling; Geraldton Cue, 209m 40ch to Genga; Black Range Railway, 244m Mt. Ford, 284m to Jundoo; Flinders Bay section, 172m to Walburra. They are not stopping places for passengers or other traffic.

Canna, sheep and cattle yards provided.

Fernbrook, loading bank provided.

WN 28, we 22/7/1927

Rolling Stock Alterations, June 1927, Locomotives – Written off – K 38, 41, 187, 192, 188.

Mawson, stockyards provided and portable race and hurdles withdrawn.

Holyoake, private lines, State Saw Mills line now 26m.

WN 29, we 29/7/1927

Welbungin, stockyards provided.

Ejanding, siding for PWD depot put in at 119m 18ch, east end of Ejanding, for Ejanding Northwards railway.

Borden, 24/6/1927, barracks consisting of 3 bedrooms, dining room, kitchen and bathroom in use.

Bardoc, siding standing room reduced from 102 to 17.

WN 30, we 5/8/1927

Norseman – Salmon Gums, 7/8/1927 will be taken over by department.

Morowa, 50ft x 30ft goods shed provided.

3 Mile Stopping Place, Geraldton – Narngulu section, open for traffic, rate 303, correction in next WN to be Utakarra – Bluff Point.

Welbungin, sheep and cattle races added, siding accommodation increased to 42.

WN 31, we 12/8/1927

Wokalup, stockyards provided, portable races removed.

Coolgardie – Esperance, 7/9/1927 new WTT pages 548, 549, ELT page 551, engines allowed Norseman – Esperance classes A, B, G, M, O, Oa..

Bridgetown – Pemberton, all except P class may now run.

Widgiemooltha – Norseman, 4/8/1927 S&T section closed, replaced by Widgiemooltha – Pioneer – Norseman – Daniell – Salmon Gums.

Naval Base, siding now fit for traffic.

3 Mile Stopping Place, correction stopping place is between Utakarra and Bluff Point.

Eulaminna, delete from GR book.

Norseman – Salmon Gums, sidings (rate) are Lake Kirk (466m), Goodia (473), Bromus (480), Daniell (489), Beete (498), Kumarl (504), Dowak (512).

WN 32, we 19/8/1927

Rolling Stock Alterations, July 1927,
Locomotives – Converted – Ks to K 195;
Issued new – P 457.

Narngulu – Walkaway, L class engines may run.

351 Mile, shunting charges for PWD for Hay River – Denmark deviation.

Ballidu, Warehouse accommodation provided 50ft x 30ft.

Stopping Place (for St Ives) 406 miles from Perth, delete from GR, CR.

WN 33, we 26/8/1927

Kalguddering, opened as semi-suto ES station, splitting Konnongorring – Wongan Hills, only ballast may cross.

Salmon Gums – Esperance, sidings (rate) are Salmon Gums (519), Circle Valley (525), Red Lake (531), Grass Patch (537), Treslove (544), Scaddan (552), Gibson (566), Caitup (574), Collier (581), Esperance (585).

WN 34, we 2/9/1927

Nalya, stockyards provided, portable races removed.

Narembeen, goods shed provided.

WN 35, we 9/9/1927

Official Opening Esperance line, special train page 630.

Byford, 2/9/1927 up outer home signal brought into use and staff lock on Brickworks Siding removed and replaced with Annett's Lock.

Mawson, siding accom increased from 24 to 50 wagons.

WN 36, we 16/9/1927

Gnarming, stockyards provided.

Mokine – Spencer's Brook deviation, 11/9/1927 up road broken at 59m 42ch and 58m 57ch and traffic turned to new deviation.

Elphin, has been closed as staff station.

Kalguddering, has been closed as staff station.

Perina renamed to Lyon's Camp.

WN 37, we 23/9/1927

Rolling Stock Alterations, August 1927,
Locomotives – Issued new – P 458.

Trainmen's Barracks, 19/8/1927 moved from Bolgart to Miling.

WN 38, we 30/9/1927

ER Deviation, 35m 60ch to Wooroloo, on date to be advised, up main will be moved to new road.

Stoneville, 18/9/1927 siding brought into use, see instructions page 619 -623, WN 34/27.

WN 39, we 7/10/1927

11m 29ch Stopping Place Yuna branch, has

been named Wokatherra.

WA Manganese Coy Private Line (Horseshoe Railway), from 1/10/1927 passengers, goods, livestock and parcels will be carried to/from points on railway, sidings are (miles ex Meekatharra) 23 Mile Siding (23), Murchison Cattle Yards (48), Peak Hill (68) Horseshoe (80).

Beechina, 29/9/1927 existing Beechina closed as block station and men withdrawn. Apparently new Beechina opened as Block Station at certain times, up home and distant signals provided.

Royal Show Supplement

Nil of interest.

WN 40, we 14/10/1927

Bendering, stockyards provided.

Collie, barracks provided.

251 Mile Stopping Place, Bullfinch line renamed Perilya.

23 Mile Post Stopping Place, Mundaring Weir line renamed Wonyil.

WN 41, we 21/10/1927

Berring, 5/10/1927 opened as semi-auto ES station splitting Goomalling – Dowerin, only ballast may cross.

Beechina, 17/10/1927 removing points and crossing from down main.

Bruce Rock, yard limit boards have been removed.

Meekatharra, private lines, add WA Manganese Co, 80 miles.

385 Mile Norseman line, named Logan's Find.

396 Mile Norseman line, named Aylen's.

149 Mile Nannup line, named Yoganup.

WN 42, we 28/10/1927

Rolling Stock Alterations, September 1927, Locomotives – Issued new – P 459, 460.

Manjimup, private lines, State Saw Mills line now 22 miles.

WN 43, we 4/11/1927

MRWA detailed list of rolling stock, pages 823 – 825.

WN 44, we 11/11/1927

Bellevue – Glen Forrest, 7/11/1927, ES suspended, S&T installed with Darlington opened as staff station. Done for the day to work picnic specials.

284¼ m Buntine – Mullewa, 7&8/11/1927, laying points and crossings.

Burracoppin, 1/12/1927, opened as booking station, SM in charge.

Narembeen, 1/12/1927, opened as booking station, SM in charge.

Salmon Gums, 1/12/1927, opened as booking station, SM in charge.

WN 45, we 18/11/1927

Kondinin – Narembeen, loads published for C class, to apply when approval received for C class to run.

WA Goldfields Firewood Supply, private lines, length now 78m.

Nanamoolan, siding room 22, insert in GA.

Courtlea, siding room 21, insert in GA.

WN 46, we 25/11/1927

Rolling Stock Alterations, October 1927,
Locomotives – Nil

Barronhurst, temporary stockyard provided.

Goomalling – Dowerin, all classes of engine
may now run.

Holyoake, private lines, Sate Saw Mills now
24 miles.

WN 47, we 2/12/1927

Beechina, until automatic signaling installed,
this station will be attended on up line only
from 2.30pm to 6am Mon to Sat; on Sunday
unattended from 12.1 am.

Kondinin – Narembeen, C class may now
run.

Mt Magnet – Sandstone, C class loads
published.

Narembeen, scotch blocks placed on each
end of crossing loop.

129m 64ch Collie – Narrogin, private siding
put in for Amalgamated Collieries, staff
locked.

Hulongine, crossing loop put in.

284½ mile, Pintharuka - Gutha, crossing
loop put in, named Wonella.

27 Mile Stopping Place, Northampton
branch named Chally, rate 333.

Perenjori, 1/12/1927, opened as booking
station, SM in charge.

WN 48, we 9/12/1927

Midland Junction, 4/12/1927, alterations at
Box B, for double line connection to
marshalling yard, present single line
becomes up goods, new line is down goods.

Bassendean, 5/12/1927, new double
compound to allow goods trains to enter
yard from west end brought into use.

British Imperial Oil Co tanks, description of
colour scheme for Kersosene tank wagons
and Petrol tank wagons; also description of
colour scheme for dept Jp class wagons
loaned to Vacuum Oil Co.

Wundowie, 45¼ Mile Block Box, 54¼ Mile
Block Box, from instructions appear to have
been reopened.

Wyola, Baandee, Hulongine, Tardun,
changes to GA instructions suggest have
been opened as staff stations.

Dalwallinu, 50ft x 30ft goods shed provided.

Nembudding, now siding room for 45.

WN 49, we 16/12/1927

Rolling Stock Alterations, November 1927,
Locomotives – Nil.

Kamballie – Lakeside – White Hope branch,
being closed, last train to run 12/12/1927.

45¼ Mile, stowing sidings now fit for
traffic, up trains to top up with full Midland
load, 3 trains running daily from Northam or
Spencers Brook to 45¼ Mile.

Corrigin, wheat stacking siding completed.

Lake Brown?, addition of shunting charges
for PWD siding for Lake Brown – Bullfinch
railway under construction, rate 223.

Desmond and Kundip, add shelter shed
(GR).

Koorda, 5 ton crane provided.

Kaloorlie – Kanowna branch, line closed
after 12/12/1927 (Brown Hill Loop?) (GR,
CR).

Bejoording, siding accommodation extended to hold 40.

Norseman – Salmon Gums, details of siding accommodation, page 951.

Bellevue – Northam, engine loads reprinted, pages 953, 955.

WN 50, we 23/12/1927

Merredin, siding put in for British Imperial Oil Co off Narembeen branch.

Cresco Ltd, addition of shunting charges in GR, siding can only be shunted by down trains, rate mileage 5.

Esperance, 30 ton truck weighbridge provided.

Meckering and Tammin, add up outer home

(GA).

Plavin's, no public siding accom, delete 23 from siding column (GA).

Christmas & New Year Supplement

Nil of interest.

WN 51, fe 9/1/1928

Salmon Gums – Esperance, O and Oa class not allowed to shunt Esperance yard on account of sharp curves.

Ravensthorpe, no stockards from GA. Triangle available at Caitling Siding, Ravensthorpe.

Hopetoun, no platform, delete 'Island', insert R.

WEEKLY NOTICES - 1928

WN 1, we 13/1/28

Margaret River, 21/12/27, barracks completed.

Keane, insert in GR, 227m, 10cwt, between Moorine Rock and Garrat.

Yandil, renamed Catterick.

Buntine, siding accomodation increased from 81 to 118.

WN 2, we 20/1/28

Jarring, renamed to Neendaling.

Nokaning, siding extended, now holds =45.

Goomalling - Wyalkatchem, all classes may now run.

WN 3, we 27/1/28

Rolling Stock Alterations, December 1927, Locomotives – Nil.

Shackleton (28/9/27), Quairading (25/11/27), barracks closed, both transferred to Pantapin, in use 29/11/27.

Catterick, siding accom is 5 (GR).

Midland Junction Box B, 22/1/28, track and signalling alterations, plan 19420H.

WN 4, we 3/2/28

Perilya, siding accomodation for 33 provided.

WN 5, we 10/2/28

Ghooli, siding accomodation for 27 provided.

WN 6, we 17/2/28

Lake Brown, 27/1/28, barracks provided.

Hovea, 8/2/28, crossing loop extended at Parkerville end, signals altered.

WN 7, we 24/2/28

Rolling Stock Alterations, January 1928, Locomotives – Nil.

WN 8, we 2/3/28

East Perth, ufn, cutting back valence boards on awnings over platforms.

Stoneville, siding accom 10 provided.

WN 9, we 9/3/28

Ardingly, stockyards provided.

WN 10, we 16/3/28

Cresco, add after Cavendish, down home and distant provided, points and signals worked from small interlocking frame, Annett's key (GA).

Morawa, add cart dock (GA).

Wooroloo - Chidlow, 12/3/28, up road, auto signalling introduced, page 241.

Tardun (13/3/28), Wonella (14/3/28), closed as S&T stations and men withdrawn.

WN 11, we 23/3/28

Ejanding - Northwards railway, now fit for dept wagons to 15m58ch; Stations Nos 1, 2 and 3 at 5m33ch, 10m33ch and 15m58ch.

WN 12, we 30/3/28

Nil of interest.

WN 13, we 6/4/28

Yornup, add yes in shelter shed (GR).

Cresco Siding fit for traffic to warning board 100ft north of No 1 points.

WN 14, we 13/4/28

Bunbury, 70ft turntable now available.

2 Mile SWR, 15/4/28, lease of siding to Fertilizers Ltd terminates.

Narembeen, cart dock provided (GA).

Bowes, stock trucking yards provided (GA).

WN 15, we 20/4/28

Rolling Stock Alterations, February 1928, Locomotives – Nil.

North Fremantle - East Fremantle Goods Junction, 16/4/28, ES replaces single line auto.

Perth, 17/4/28, down inner homes (discs), replaced by bracket with four arms.

Ejanding - Northwards, now fit to Nos 4 and 5 Stations, 23m36ch and 29m76ch.

Day Dawn, delete 5ton crane (GR).

Dalwallinu, insert 5ton crane (GR).

WN 16, we 27/4/28

Rolling Stock Alterations, March 1928, Locomotives – Nil.

North Fremantle - East Fremantle Goods Junction, 22/4/28, ES replaced by double line, Sykes Lock and Block, new GA instructions, pages 350-1.

WN 17, we 4/5/28

Perth-Bunbury, 7/5/28, Train Control system introduced, see pages 361-363.

Wagin, 5/4/28, new water siding complete and fit for traffic.

Darkan, GA, delete shelter shed.

WN 18, we 11/5/28

Ejanding Northwards, further to WN 15/28, traffic may be accepted for No. 6 Siding (35m 76ch), No. 7 Siding (43m 9ch), No. 8 Siding (48m 28ch) and No. 9 Siding (56m 4ch).

Crossing places: Trains may cross at following when required, though no crossing loop provided – SWD.Quindalup, Witchcliffe, Noggerup, Jarrahwood, Eulin; EGD. Kookynie, Widgiemooltha, Pioneer; CD Nungarin, Calingiri, Mt. Hardy, Mawson, Pantapin, Shackleton, Korbel, Babakin.

WN 19, we 18/5/28

Rolling Stock Alterations, April 1928, Locomotives – Written off – K 104 (takes the place of K 188); Written back – K 188.

Wundowie, 14/5/28 ufn, Signal box closed, Up signals to be worked by Annett's key kept at 45 1/4 Mile Signal Box.

State Saw Mills Siding, GA, delete present instructions, and replace with standard instruction re small interlocking frame, with Annett's key kept at Cannington.

Mt. Helena - Wooroloo, 16/5/28, auto signalling replaced block working on Up road, Mt. Helena - Chidlow, and Down road, Chidlow - Wooroloo.

Sanatorium siding, Wooroloo - Chidlow Up road, siding will be controlled by electric switch lock.

WN 20, we 25/5/28

Upper Darling Range Rly, 21/5/28 ufn, additional services to City Council Quarry. WTT, see page 409.

Ghooli, GA, loading platform provided.

WN 21, we 1/6/28

Baandee, GA, Ladies Waiting Room (small type, 11' x 7') provided.

Beelerup, GA, shelter shed erected.

WN 22, we 8/6/28

Lake Brown - Bullfinch Rly, under construction by PWD. Fit for WAGR wagons to 20m 28 ch, traffic may be consigned to following points: ex Perth, (ex Lake Brown) 232m 29ch (9m 33ch), 236m 53ch (13m 57ch), 243m 24ch (20m 28ch)

WN 23, we 15/6/28

54 1/4 Mile Signal Box, 11/6/28 ufn, closed and men withdrawn, main crossover points spiked.

Flinders Bay, GA, ramp provided for loading and unloading motor cars.

WN 24, we 22/6/28

Rolling Stock Alterations, May 1928, Locomotives – Converted – E to Es 325 (19in cylinders), 342 (original cylinders).

Coolgardie, WTT, portable livestock race provided.

Ejanding, GR, CR, GA, renamed to Amery.

Geraldton Racecourse, GR, CR, delete references.

Kamballie, 30/6/28, closed as booking station.

WN 25, we 29/6/28

Brunswick Junction - Collie, 103m 68ch, 24/6/28, reference to laying points and crossings.

Dwarda - Narrogin, ELT, classes A,B,C,G,M,O may run.

WN 26, we 6/7/28

Midland Junction Marshalling Yard, 2/7/28, new signal box at West end of marshalling yard brought into use. New GA instructions for Midland Box B and Marshalling Yard Box A, see page 529.

WN 27, we 13/7/28

Nil of interest

WN 28, we 20/7/28

Rolling Stock Alterations, June 1928, Locomotives – Converted – E to Es 355 (original cylinders), 323 (19in cylinders).

South Mole, owing to portions of the sea wall being washed away, that portion of the siding on the South Mole in the vicinity of the Old Power House and near the Municipal and Tramways sidings is unfit for traffic.

WN 29, we 27/7/28

Nil of interest

WN 30, we 3/8/28

Beechina, 1/8/28, stopping place at old Beechina, 32m 39ch on Down line closed to all traffic. In GR, CR, change rate mileage for Beechina Siding (Up line) to 34 miles.

WN 31, we 10/8/28

Narembeen, GR, GA, 3 ton crane provided

WN 32, we 17/8/28

Rolling Stock Alterations, July 1928,
Locomotives – Nil.

Whatley - Belmont, 13/8/28 ufn, double line working suspended, replaced by s&t, s only on Up line. At Whatley, the down main broken at down end of station, connected to points in Up main. Repairs to bridge.

WN 33, we 24/8/28

Wundowie, WTT, portable sheep race and hurdles provided.

Brunswick Junction - Collie, 19/8/28, connecting deviated line through new cutting, and over new bridge, between 103m 76ch and 104m 20ch.

South Mole, siding near old Power House, siding again fit for traffic.

WN 34, we 31/8/28

Old Beechina, trains (expresses excepted) may be stopped at 32m 39ch for passenger and parcels traffic.

Coolgardie - Esperance, WTT reprint, pages 658,659

Boya Mountain Quarries siding, K and O engines may shunt siding, but must not pass second catch points.

Morawa, GR,GA, 3 ton crane provided.

No. 2 Points, UDR, has been opened as unattended es station, no crossing loop.

WN 35, we 7/9/28

Pemberton, GR,GA, 3 ton crane provided.

WN 36, we 14/9/28

Rolling Stock Alterations, August 1928,
Locomotives – Nil.

Beechina, references in GR,CR to being on Up line, entry inserted for Stopping Place at 32m 39ch (down line).

WN 37, we 21/9/28

Meekatharra, connection of Wiluna Railway, Scotch Block has been placed on the Public Works line.

WN 38, we 28/9/28

Nil of interest.

WN 39, we 5/10/28

Whatley - Belmont section, 1/10/28, re WN32/28, line swapped to down road.

R. Allen's siding (Sandstone branch), GR, delete from private siding list.

WN 40, we 12/10/28

Noggerup - Bunning Bros (Preston Valley Saw Mills), GR, delete from private companies lines.

WN 41, we 19/10/28

Rolling Stock Alterations, September 1928,
Locomotives – Nil.

Whatley - Belmont section, 12/10/28 ufn, s&t working in force.

WN 42, we 26/10/28

Nil of interest.

WN 43, we 2/11/28

Yealering, 4/11/28, opened as unattended s&t station for one day (employees picnic).

Meekatharra - Wiluna railway, now fit for traffic to Public Works yard.

Pithara, 1/11/28, opened as booking station,

with SM.

WN 44, we 9/11/28

Mullewa - Caron, 7/11/28, s&t system replaced by electric staff.

WN 45, we 16/11/28

Rolling Stock Alterations, October 1928, Locomotives – Converted – E to Es 316 (19in cylinders).

Kamballie, 30/10/28, new disc into use.

Noongaar, 26/11/28, opened as booking station, with SM in charge. P&S conditions.

Salmon Gums, insert Yes in Warehouse column, GR, (Goods shed provided).

WN 46, we 23/11/28

Noongaar, Boddalin, Moorine Rock, constructing crossing loops. Points at Kalgoorlie end of each moved further East.

WN 47, we 30/11/28

Belmont - Whatley, 21/11/28, single line closed and double line opened.

Nulla Nulla (closed), Noongaar, Boddalin and Moorine Rock (opened), 26/11/28, as ES stations.

Kondut, Damboring, 26/11/28, opened as ES stations.

Wundowie, 54 ¼ Mile Block Box, GA amendments, used as Intermediate Block Signal Box during various hours.

WN 48, we 7/12/28

Kelmscott - Armadale, from 3/12/28, double

line closed, traffic to use Down line as single line under ES, repairs to bridge at 18m 52ch.

Abba River Siding, 3/12/28, renamed to Ruabon.

WN 49, we 14/12/28

South Beach Sunday service started 9/12/28.

Donnybrook, extending platform at Bridgetown end.

Pioneer, 19/11/28, trainmen's barracks brought into use.

Comet Vale, GR, GA, delete 1 x 5 ton crane.

Salmon Gums, GR, GA, add 1 x 5 ton crane.

Cresco Sidings, GA, re WN 13/28, sidings now fit for traffic.

WN 50, we 21/12/28

Rolling Stock Alterations, November 1928, Locomotives – Fitted with 19in cylinders – Es 299, 326, 329. (See WN 5/29 – Es 299 corrected to 297).

Kelmscott - Armadale, - double line working will probably be resumed during week, to be notified by AKRU.

East Guildford, new Ash Dump siding now fit for traffic for 14 ch from catch points.

Nulla Nulla, GA, insert between Noongaar and Parker's Road, with standing room 44 trucks.

WN 51, fe 4/1/29

Serpentine, timetable for Special Race trains, page 1030.

WEEKLY NOTICES - 1929

WN 1, we 11/1/1929

Kelmscott-Armadale, 8/1/29, institute single line working over Up main using electric staff. Temporary crossover at Armadale end of Kelmscott station. (Done for repairs to bridges at 18m 52ch.

Moorine Rock - standard "out of" shed provided.

WN 2, we 18/1/1929

Nulla Nulla - truck loads may now be accepted

Owen's Anchorage line - Tide Water Oil Co's lease of siding at 13m 41ch, South Fremantle terminated on 31/12/28, and siding leased to R.Harper & Co from 1/1/29.

Grain sheds - list of sidings having grain sheds erected on grain sites (page 31).

Penrith - Brunswick Junction, regrading now complete, new loads now operate.

WN 3, we 25/1/1929

Rolling Stock Alterations, December 1928, Locomotives – Nil.

Midland Junction - Northam, on 21/1/29 placed under Train Control System (page 47,48)

WN 4, we 1/2/1929

Kelmscott - Armadale, Double line working has now resumed.

Nungarin - Merredin, relaying with 60lb rail in progress.

Bencubbin - scotch blocks placed at each end of crossing loop.

Boyanup - Busselton, C, Ra and T now prohibited from running.

Tambellup - Ongerup, C class now permitted.

WN 5, we 8/2/1929

Rolling Stock Alterations, November 1928, Locomotives – Correction WN 50/28, Es 299 should read Es 297, engines fitted with 19in cylinders.

WN 6, we 15/2/1929

Rolling Stock Alterations, January 1929, Locomotives – Issued new – P 461.

Stone's Water Raising Apparatus, fitted on certain coaches, instructions page 104.

Perth, Goods line, A box, new roads installed 10/2/29, W&W plan 24056.

Cannington - Maddington, 11/2/29 install single line working on Down main under Electric staff. Temporary crossover installed at Cannington end of Maddington. Kenwick Brick Siding worked from Cannington under control of W&W and Annett's key. Renewing bridges at 10 mile.

East Guildford - siding put in for dumping ashes.

WN 7, we 22/2/1929

Denmark - Frankland River extension, from 4/2/29 all traffic for the PWD on the extension is handed over at Mileage 351.

Wa Goldfields Firewood Supply - length of line to end of longest spur now 89m 37ch.

WN 8, we 1/3/1929

Wagin - Lake Grace goods timetable reprint

(page 156).

Yericoin - Cart dock has been provided.

WN 9, we 8/3/1929

Cannington - Maddington, date to be advised, single line working to be on Up instead of Down. Temporary crossover at Maddington end of Cannington. Kenwick Brick Siding staff locked.

Keysbrook - stockyards provided.

Jubuk - portable sheep race provided.

Nungarin - 3 ton crane erected.

Binnu - cart dock provided.

WN 10, we 15/3/1929

Rolling Stock Alterations, February 1929, Locomotives – Issued new – P 462; Fitted with 19in cylinders – Fs 286.

Perth Yard, 9/3/29, further work on yard alterations, and signalling and interlocking Box B. W&W 24056E. (Had been occurring every weekend regularly).

Cannington - Maddington, change was done 6/3/29.

Maya - cart dock added (GA)

WN 11, we 22/3/1929

Holyoake - SSM line is now 22 1/2 miles.

Dellerton - add Sussex Timber Co. line, length 4 miles (line not fit for departmental vehicles beyond mill - 2 miles).

Yunndaga - siding shortened to 8 vehicles (GA).

WN 12, we 29/3/1929

nil of interest

WN 13, we 5/4/1929

Amery Northwards - Traffic may now be accepted for No 10 Siding, 174 mile and No 11 Siding, 180 mile on the northern spur.

Pithara - 3 ton crane provided (GR).

WN 14, we 12/4/1929

Kalannie, Kulja branches - 15/4/29, handed over, new service to operate from 17/4. WTT reprint page 269, 270. Sidings are (GR,CR) Goddard (125), Ejanding (130), Moonigin (135), Manmanning (143), Cadoux (149), Kokardine (155), Kirwan (162), Burakin (167), Bunketch (174), Kalannie (180), Kulja (175). Shelter shed and loading ramp at each siding.

WN 15, we 19/4/1929

Rolling Stock Alterations, March 1929, Locomotives – New stock – P 462; Converted – E to Es 332, K to Ks 34; Fitted with 19in cylinders – Es 332.

Kalannie, Kulja branch - taken over 15/4 and worked under S&T, sections to be Amery - Public Works Siding - Manmanning - Burakin - Kalannie, Burakin - Kulja. Point indicators, telephones and staff cabinets will be supplied asap to each place.

Dowerin - Minnivale, should it be necessary due to es instruments at Amery not being ready, es for Dowerin - Minnivale section will be withdrawn and replaced with S&T for sections Dowerin - Amery - Minnivale.

Amery - Kulja, Kalannie section loads etc (ELT) pages 303 - 309.

WN 16, we 26/4/1929

Burracoppin - closed as booking station 30/4/29 (GR,CR)

page 331 missing

WN 17, we 3/5/1929

nil of interest

WN 18, we 10/5/1929

373 Mile Stopping Place (Norseman section)
- trains may stop for per-way employees,
families and provisions.

Lacey's Siding and Boya - delete instructions
in GA.

WN 19, we 17/5/1929

Rolling Stock Alterations, April 1929,
Locomotives – New stock – P 464.

Kalannie - Kulja branches, special train
Northam - Burakin, 17/5/29 for official
opening, page 371

54 1/4 Mile SB - 13/5/29 will be closed and
men withdrawn, crossover spiked.

Wundowie SB - 13/5/29 will be closed and
men withdrawn, Up signals worked by
Annett's key for shunting.

WN 20, we 24/5/1929

Frankland River extension - 27/5/29 the new
line between Mileage 351 and Denmark will
be taken over. Scotch block placed on old
line until points at 351 mile are disconnected.

4/6/29 the extension from Denmark to
Frankland River will be taken over.
Sections (S&T) will be Young's - Hay - 351
Mile - Denmark - Frankland River. Point
indicators provided at Hay, 351 Mile
Deviation, Denmark, Frankland River. Old
line will be pulled up. Rates mileages are
Hay River (351), Rudgyard (353),
Springdale (355), Denmark (357), Hallowell
(362), William Bay (367), Kordabup (371),
Owingup (374), Kent River (379), Quarram
(382), Marks (387), Frankland River (391).
Out-of sheds provided at all sidings
Hallowell - Frankland River, Stock yards at
William Bay, Kent River and Marks. Note
reference (in different parts) to Hay and Hay

River. Also notes that Hay River rate
mileage was changed.

Main Roads Board Ballast Pit, 163 miles
near Busselton - deleted from shunting
charges (GR)

Mountain Range Quarries (Mundaring
Branch) - all classes of engine may now
shunt, and engines may run to west end of
crusher bins as far as warning board.

WN 21, we 31/5/1929

Denmark - Frankland River, WTT reprint,
pages 415,416

557 Mile, Esperance Railway - trains to stop
when required.

Williams - 28/5/29, commenced building
engine pit in main line.

Caron - ramp and cart dock provided. (GA)

WN 22, we 7/6/1929

Narngulu - stockyards have been provided,
portable races removed.

Stopping Place 32m 32ch, Down line,
renamed Doconing, rate mileage 32
(GR,CR)

WN 23, we 14/6/1929

Rolling Stock Alterations, May 1929,
Locomotives – New stock – P465; Converted
– F to Fs 402, E to Es 303; Fitted with 19in
cylinders – Es 303.

Frankland River extension - Deviation Hay
River to Denmark was handed over on
4/6/29, extension Denmark to Frankland
River will be taken over 11/6/29. Engines
permitted to run on Denmark branch are A,
B, C, G, L, M, O, Oa, Ra, T. Loads etc -
pages 461-465.

Walgoolan - stockyards provided
(WTT,CR,GA).

Yornaning - stockyards provided, portable livestock races removed (WTT).

William Bay, Kent River - stockyards provided (WTT).

Hay River - alter rate mileage to 350 (CR,GR)

Narngulu - stockyards added (GA)

WN 24, we 21/6/1929

Narngulu - portable livestock races provided (WTT)

Farrar - Stockyards provided (WTT)

Collie - Reference to deleting shunting charges for material a/c PWD in Collie Hill dead end siding (ref WN33/28), and adding shunting charge for Griffin Coal Mining Co, mileage 124. (Collie - Griffin line ?)

Pemberton - add shunting charges for PWD (Pemberton - Northcliffe railway) 216 miles.

Yornaning - S&C yards provided (GA)

WN 25, we 28/6/1929

nil of interest

WN 26, we 5/7/1929

SWR, W&W sisng at 2m 24ch - Siding is staff locked and may now be used.

WN 27, we 12/7/1929

Koolanooka - stockyards provided

Wongong - stockyards provided

Coondle - Miling, list of accomodation (GA) page 547

Page 549 missing

WN 28, we 19/7/1929

Crossman - stockyards provided (WTT)

Amery - portable livestock races provided (WTT)

Goomalling - portable livestock races removed (WTT)

Lake Brown - Bullfinch extension, taken over 22/7/1929. New sidings are Werra (232,300), Champion (236,295), Warralockin (243,289), Warrachoppin (247,285), Boodarockin (255,277), Paladjin (263,269), Narla (267,265) (rate via Lake Brown, Southern Cross). Shelter shed and loading ramp at each siding. Reprint WTT for Wyalkatchem - Southern Cross, page 554,555.

Mukinbudin - opened as booking station with SM 22/7/29.

Koolanooka - stockyards provided (GA)

WN 29, we 26/7/1929

Collie-Cardiff, stockyard provided (WTT,GA)

Williams, engine pit completed, 22/7/29

Lake Brown - Bullfinch, loads etc, page 579,581

WN 30, we 2/8/1929

Rolling Stock Alterations, June 1929, Locomotives – Converted – C to Cs 440, Ks to K 194; Fitted with 19in cylinders – Fs 282.

Toodyay - portable livestock race and hurdles provided (WTT)

Mandiga - stockyards provided (WTT)

Werra altered to Weira

Warralockin altered to Warralackin

Warrachoppin altered to Warrachuppin

Paladjin altered to Baladjie (GR,CR)

WN 31, we 9/8/1929

Stretton - stockyard added, portable races removed (WTT)

Mandiga - stockyards provided (GA)

WN 32, we 16/8/1929

Rolling Stock Alterations, July 1929,
Locomotives – Fitted with 19in cylinders – Fs
279.

Lake Brown - Bullfinch, special trains for
official opening 17/8/29, timetable page 629.

Yornup, stockyards provided (WTT,GA)

Moorine Rock, stockyards provided
(WTT,GR,GA)

Boddalin, stockyards provided
(WTT,GR,GA)

Wardering, stockyards provided
(WTT,GR,GA)

Chinocup, stockyards provided
(WTT,GR,GA)

Bungulla, stockyards provided, portable
races removed (WTT,GA)

Stretton, stockyards provided (GA)

Frankland River, barracks in use 11/6/29

Amery, barracks in use 17/6/29

557 Mile Stopping Place has been named
Speddingup.

Hay River renamed Hay (CR,GR)

WN 33, we 23/8/1929

Bungulla, add yes in S&C column (GR)

Stretton, add yes in S&C column (GR)

Yornup, add yes in S&C column (GR)

Glen Mervyn, alter rate mileage to 147 (GR)

Speddingup, add, rate mileage to 557 (GR)

Perth, A,B,C Boxes, (GA), replacement
local instructions, pages 673 to 681.

WN 34, we 30/8/1929

Chinocup, portable livestock race removed
(WTT)

Kuringup, stockyards added (WTT)

Peringillup, stockyards added (WTT)

Neendaling, stockyards added (WTT)

Manmanning and Burakin, scotch blocks
have been provided on loops.

Grass Valley, Paterson & Coy's siding, 73m
48ch out of use and points spiked over.

Albany, 40 ton weighbridge has been
installed (GR,GA)

WN 35, we 6/9/1929

Nornakin, portable livestock race added
(WTT)

Matilda bridge (Brunswick Junction -
Collie) decking being removed and bridge
filled in with earth.

PWD siding, 119 mile, a/c station Dowerin,
delete from shunting charges.

Kuringup, add yes in S&C races (GR,GA)

Peringillup, add yes in S&C races (GR,GA)

Neendaling, stockyards provided (GR,GA)

WN 36, we 13/9/1929

Cresco Fertilizers Ltd siding, 5 1/2 miles,
new loop has been put in and is fit for
traffic.

WN 37, we 20/9/1929

Muntadgin, stockyards provided (WTT)

Denmark branch, amended engine loads,
page 763

WN 38, we 27/9/1929

Rolling Stock Alterations, August 1929,
Locomotives – Converted – E to Es 319, F to
Fs 409.

Bellevue - Wooroloo, 23/9/29, new absolute
automatic signals brought into use.

WA Goldfields Firewood Supply, length
now 100m 8ch to end of longest spur.

Muntadgin, add yes in S&C (GR,GA)

Pope's Hill, loading bank provided (GR,GA)

Collie - Griffen Mine line, engine loads,
page 795. All classes may run on this line.

WN 39, we 4/10/1929

318M 70CH, between Chorkerup and
Redmond, Nos 7 & 8 are to stop to pick up
and set down school children.

Australian Lumber Coy siding at 88m 25ch,
Hotham Valley branch is unfit for traffic
until further advised.

Amery, main and branch line platform roads,
also loco road now in use. May now be used
as a crossing place.

WN 40, we 11/10/1929

Lake Bidy, portable livestock races added
(WTT)

WN 41, we 18/10/1929

CSR siding at Rocky Bay, siding fit for
traffic up to warning board for any class of
engine.

WN 42, we 25/10/1929

Youraling, portable livestock race added
(WTT)

Public Works Siding (Kalannie-Kulja
branch), closed as S&T station 10/10/29,
new section Amery - Manmanning.

WN 43, we 1/11/1929

Rolling Stock Alterations, September 1929,
Locomotives – Fitted with 19in cylinders – Es
309.

Collgar, portable livestock races added
(WTT)

WN 44, we 8/11/1929

Mukinbudin, barracks completed 18/10/29

Meekatharra-Wiluna railway under
construction by PWD, now fit for wagons
for 67 miles. Siding is White Well, rate 667
m from Perth, 67 m from Meekatharra.

Kauri Timber Co. line at Nannup, length
now 37 miles.

Pinjarra, 3 ton crane provided (GR,GA)

Ejanding, delete sheep and cattle yards (GA)

WN 45, we 15/11/1929

Rolling Stock Alterations, October 1929,
Locomotives – Nil.

Toodyay, 13/11/29, signalling (W&W plan
26600) brought into use (Up and Down
Home and Distant signals).

WN 46, we 22/11/1929

Amery, bank engine key provided to work
between here and 117m 64ch.

WN 47, we 29/11/1929

Wyalkatchem - Merredin, all classes of loco
may run, new load table page 992.

WN 48, we 6/12/1929

E.Whiteman (Middle Swan) siding, rate

mileage 13, details of shunting charges (not obvious whether new or change). (GR)

WN 49, we 13/12/1929

Amery, signals provided 5/12/29 as per W&W 26958. Up and Down Home and Distant on Main, Up Home and Distant on branch.

WN 50, we 20/12/1929

Rolling Stock Alterations, November 1929, Locomotives – Converted – F to Fs 288.

Kalgoorlie, add portable livestock race (WTT)

Whittaker Bros siding, a/c station North Dandalup, transfered to A.G.Whittaker.

Australian Lumber Co siding, Alco, delete

shunting charges.

WN 51, fe 3/1/1930

Swan View, new crossing loop installed, 21-23/12/29. See page 1067. Down distant also replaced by new Absolute Automatic. Also GA instruction page 1087.

Amery, opened as booking station, with SM 1/1/30.

Bullfinch, rate via Lake Brown is 273 mile.

Campion, rate via Southern Cross is 296 mile.

Page 1085 damaged.

Public Works Siding has been closed (GA) - which one ? refers to page 338 of GA.

WEEKLY NOTICES - 1930

WN 1, we 10/1/1930

Collie Land & Timber Co. siding, rate mileage 132, discontinued and points spiked 14/1/30.

Mullewa, 5 ton crane removed from Nannine to here (GR).

WN 2, we 17/1/1930

Dowerin, scotch blocks placed on each leg of the triangle.

Koorda, scotch blocks provided at each end of the crossing loop.

Perenjori, a cart dock has been provided (GA).

WN 3, we 24/1/1930

Rolling Stock Alterations, December 1929, Locomotives – New stock – G 54.

Meekatharra - Wiluna railway under construction by PWD, traffic may be accepted for Wiluna, rate mileage 109 from Meekatharra, 709 from Perth

Latham, cart dock provided (GA).

WN 4, we 31/1/1930

Donnybrook - Katanning section, railway bridges between Newlgalup and Boyup Brook destroyed by fire, ordinary service suspended, and service being run Donnybrook - Boyup Brook, and Katanning - Newlgalup.

Meekatharra - Wiluna, railway construction train, with second class passenger accomodation, leaves Meekatharra on

Saturdays after arrival of No. 73, will leave Wiluna on Sundays and connect with No. 74 ex Meekatharra same night.

Frankland River renamed to Nornalup.

Margaret River, a 5 ton crane has been provided (GR).

Morgans, 5 ton crane removed (GR).

WN 5, we 7/2/1930

Australian Lumber Co. siding, 88m25ch, Hotham Valley branch is now fit for traffic.

Northam, 2 additional disc signals provided, W&W 12124D

Margaret River, 5 ton crane provided (GA).

Morgans, 5 ton crane removed (GA).

WN 6, we 14/2/1930

Rolling Stock Alterations, January 1930, Locomotives – Nil.

WN 7, we 21/2/1930

Kulja eastward extension, Railway construction department train leaves Kulja Monday and Friday evening for 227m 18ch siding on extension, connecting with 71 and 69 ex Amery. Return runs Monday and Thursday, connecting with 72 and 68 ex Kulja. Sidings are No. 1 (183m 43ch), No. 2 (190m 60ch), No. 3 (197m 74ch), No. 4 (205m), No. 5 (211m 15ch), No. 6 (217m 28ch), No. 7 (227m 18ch).

Cresco, new siding under construction at 5m 32ch. Only used by W&W currently.

Australian Lumber Co. private line,

Bowelling, delete (GR).

Leonora, 5 ton crane removed (GR).

WN 8, we 28/2/1930

Northam, new truck weighbridge is being constructed on No. 9 road.

Bassendean, 25/2/30, Down Distant moved to south side of Up main, abreast of present position.

Rivervale, cement may be hand shunted from WA Portland Cement Co siding to WA Asbestos siding.

WN 9, we 7/3/1930

Bellevue, signal cabin is being erected.

Kununoppin, ASM withdrawn

Greenbushes, ASM withdrawn

Wonnerup, ASM withdrawn

Jardee, ASM withdrawn

Chidlow, alterations at east end of yard, 3/3/30, W&W 10964C.

Bencubbin, 3 ton crane provided (GR,GA)

Newdegate, 3 ton crane provided (GR,GA)

WN 10, we 14/3/1930

Buntine, 3 ton crane provided (GR,GA)

Kulin, 3 ton crane provided (GR,GA)

Wubin, 5 ton crane provided (GR,GA)

WN 11, we 21/3/1930

Rolling Stock Alterations, February 1930, Locomotives – New stock – Msa 430.

Cavendish, 12/3/30, signal box closed.

Cresco, 12/3/30, signal box opened, GA instructions page 232. W&W 27126.

WN 12, we 28/3/1930

Bowgada, cart dock provided (GR,GA).

WN 13, we 4/4/1930

Nil of interest

WN 14, we 11/4/1930

Nil of interest

WN 15, we 18/4/1930

Rolling Stock Alterations, March 1930, Locomotives – New stock – Msa 467; Converted – E to Es 324; Fitted with 19in cylinders – Es 324.

WN 16, we 25/4/1930

Northam, weighbridge being moved, out of use for approx. 3 weeks.

Georgina, standard sleeper stockyard with portable race provided (GR,GA).

WN 17, we 2/5/1930

nil of interest

WN 18, we 9/5/1930

Donnybrook - Katanning, bridge at Newlgalup now fit for traffic, since 26/4/30 ordinary service in operation.

Pithara, ASM withdrawn.

Broad Arrow, 5 ton crane removed (GR,GA).

Perenjori, 5 ton crane provided (GR,GA).

Cuballing, 1/6/30 closed as accounting station (GR).

WN 19, we 16/5/1930

54 1/4 Mile signal box, 5/5/30 closed ufn, crossover spiked.

Wundowie, 5/5/30 closed ufn, Annett's key for woring siding.

Robb's Jetty, ASM withdrawn.

WN 20, we 23/5/1930

Rolling Stock Alterations, April 1930, Locomotives – New stock – Msa 468.

Nugadong, stockyards provided, portable races removed (WTT).

Gabalong, stockyards provided (WTT).

Perth - York, 12/5/30, buffet car on No 7 & 8 discontinued.

Meekatharra - Wiluna under construction by PWD, traffic may be accepted for Wiluna Mines Siding, rate 111 from Meekatharra, 711 from Perth.

Fremantle - Midland Junction, 21/5/30, Train Control System introduced.

WN 21, we 30/5/1930

Bencubbin, insert yes for warehouse accomodation (GR,GA).

Gabalong, standard sleeper stockyard, portable race provided (GR,GA).

Trayning, 3 ton crane provided (GR,GA).

WN 22, we 6/6/1930

Bellevue, alterations being done to Up platform.

Ruabon, stockyard provided, portable race removed (WTT)

Metricup, stockyard provided

(WTT,GR,GA).

WN 23, we 13/6/1930

Vasse, stockyard provided (WTT).

Perenjori, add yes for warehouse accom (GR,GA).

WN 24, we 20/6/1930

Rolling Stock Alterations, May 1930, Locomotives – New stock – Msa 469, G 67.

Bulading, stockyard provided (WTT,GR,GA).

Kylie, stockyard provided (WTT,GR,GA).

Toodyay, portable livestock races removed (WTT).

Vasse, stockyard provided (GR,GA).

Touche, MR, rate 167 from Perth, 157 from Midland, opened for receipt and despatch of truck loads only, no small consignments or passenger traffic (GR).

WN 25, we 27/6/1930

Wadderin Hills, stockyards provided (WTT).

Kenwick Brick Coy's siding, 9m 78ch, is out of use and points spiked.

Armadale, Metropolitan Brick Co siding, 19m, sublease W. Phillips, shunting charges inserted in GR.

Ballidu, 5 ton crane provided (GR,GA).

Brunswick Junction, 3 ton crane provided (GR,GA).

Lake Grace - Karlgarin extension, dead end and sidings leading of Wagin - Newdegate line at 268m 15ch put in by PWD for this extension (GR).

Msa, loads published for Msa engines, generally as for Fs (19in), but exceptions listed (pages 495 - 511).

WN 26, we 4/7/1930

Lake Brown, stockyard provided (WTT).

Wadderin Hill, stockyard provided (GR,GA).

34 1/2 Mile Ballast Pit, ER, between Wooroloo and Chidlow brought into use 30/6/30.

WN 27, we 11/7/1930

Lilliginni, 7&8/7/30, breaking road to put in points and crossings (Breaking road notices).

Duri, 7/7/30, points and crossings removed from Duri siding, from then no crossings possible.

34 1/2 Mile Ballast Pit, points at each end controlled by Electric Switch Locks, ballast siding will hold 6 trucks.

Borden, 3 ton crane provided (GR,GA).

Lake Brown, Stockyard provided (GR,GA).

WN 28, we 18/7/1930

Msa, 13/7/30, first Mundaring Weir excursion, roster is for Msa from Perth (usual previously was for N from Perth and M from Midland Junction).

Picton Junction, 15/7/30, siding for Cresco Works brought into use W&W 27287.

Lake Brown, portable races removed (WTT).

Koolanooka, 3 ton crane provided (GR,GA).

Lilliginni, inserted between No 8 Pumping Station and Bullabulling in ELT section running times.

WN 29, we 25/7/1930

Rolling Stock Alterations, June 1930, Locomotives – New stock – Msa 470.

Bellevue, 21/7/30, points and signals disconnected from present signal box, owing to relaying of yard for W&W 27353. Everything hand signalled until new signal box in use.

WN 30, we 1/8/1930

Mukinbudin, 3 ton crane provided (GR,GA).

WN 31, we 8/8/1930

Nannup, Kauri Timber Co, length now 44m 23ch, government trucks can run 22m.

Amery, 60ft turntable provided (GA).

WN 32, we 15/8/1930

Dowerin, ASM withdrawn.

Kalannie, 3 ton crane provided (GR,GA).

WN 33, we 22/8/1930

Rolling Stock Alterations, July 1930, Locomotives – New stock – Msa 471.

Coogee, warning board erected on scotch block on Explosives Siding at Woodman's Point, engines not to pass this point.

Meekatharra, WA Manganese Co siding spiked over (GR).

WN 34, we 29/8/1930

Menzies, 1/9/1930, closed as accounting station.

Hannan St - Brown Hill - Kamballie Loop, 1/9/1930, delete from distance table, remove stations: Hannan St, Williamstown, Croesus, Brown Hill, Hill End, Trafalgar, Trafalgar

Goods Loop, Kamballie (GR,CR).

WN 35, we 5/9/1930

Swan View, 1/9/30, Up Home and Distant signals replaced by SemiAuto and Absolute Auto, respectively. Abs. will be placed one at eastern end of tunnel, and one 200 yds east of present inner distant and on opposite side of line. W&W 10961C.

WA Goldfields Firewood Supply, length to most distant spur now 89m 55ch.

Witchcliffe, WA Jarrah Forests siding now transferred to Adelaide Timber CO, 14/8/30.

WN 36, we 12/9/1930

Hannans Star Gold Mine siding (Latterly Lake View and tar) at 380 mile closed 29/8/30 (GR).

Weira - Bullfinch, station accomodation (GA), page 725.

WN 37, we 19/9/1930

Stopping Place, 561 Mile, Cool. - Esperance, trains stop when required for passengers, parcels and up to 10cwt goods. (rate 561)

Kalgoorlie - Kamballie, 16/9/1930, Electric staff instruments taken out of use between Kalgoorlie and Kamballie on main line, and between Kamballie and Golden Gate on Mines Loop. S&T introduced, sections Kalgoorlie - Golden Gate - Kamballie on main, and small iron keyed staff only on Mines loop. Kamballie, interlocking and signalling taken out of use, signalmen withdrawn, will now be unattended, points worked by hand, warning board erected opposite station building prohibiting Company's engine passing the point. Sidings off the Mines Neck Cabin, Golden Gate and Kamballie will be worked with Annett's key, kept in cabin at Golden Gate. GA

amendments page 747.

WN 38, we 26/9/1930

Rolling Stock Alterations, August 1930, Locomotives – New stock – Msa 472; Converted – F to Fs 404.

Grass Valley, ASM withdrawn.

Lake Grace - Karlgarin, points and crossings at 268m 15ch connecting PWD depot road removed. Stop block placed on depot road 150ft east of triangle, and depot road from triangle to depot now fit for traffic.

WN 39, we 3/10/1930

nil of interest.

WN 40, we 10/10/1930

nil of interest.

WN 41, we 17/10/1930

Nornalup, sheep and cattle race provided (WTT).

WN 42, we 24/10/1930

Rolling Stock Alterations, September 1930, Locomotives – New stock – Msa 473; Converted – F to Fs 365.

WN 43, we 31/10/1930

Mt. Hardy closed as staff station, new S&T section is York - Greenhills (no date given).

WN 44, we 7/11/1930

Yealering, 9/11/30, opened as unattended S&T station for day due GSR annual picnic.

159m 35ch, between Bulading and Darkan, Up trains may be stopped to pick up consignments less than 10cwt.

Rocky Bay line, new GA instructions page 879.

Lake Grace - Newdegate, Msa may run during summer months, restricted to timetable speed of 20 mph.

WN 45, we 14/11/1930

561 Mile stopping place between Speddingup and Gibson has been named Fleming Grove.

Lake Grace - Karlgarin extension, scotch block previously referred to has been moved to 800 ft on Lake Grace side of PWD siding points to allow PWD engine to shunt their depot. PWD engine will continue to haul traffic from Lake Grace station and place in depot sidings.

Kalgoorlie, 11/11/30, signal boxes A and B taken out of use, replaced by ground frames A and B. W&W 27565. New GA instructions page 897.

WN 46, we 21/11/1930

Rolling Stock Alterations, October 1930, Locomotives – New stock – Msa 474.

Woolgangie, 1/12/30, closed as accounting station.

45 1/4 mile Signal Box, GA instructions re attended working resurrected.

WN 47, we 28/11/1930

Kenwick, 24/11/30, ASM withdrawn.

Duri, Woolgangie, Bulla Bulling, 1/12/30, closed (as staff stations?), new sections will be Karalee - Boorabbin - Lilliginni - Coolgardie. Signals at Woolgangie, and point indicators at Duri and Bulla Bulling withdrawn.

Broad Arrow, Goongarrie, Kookynie, Murrin Murrin and Scaddan have been closed as S&T stations (no date given).

WN 48, we 5/12/1930

Grass Valley Grain Shed, no traffic to or from this shed ufn (GR).

WN 49, we 12/12/1930

Duri, 10&11/12/30, removing points and crossings (in Breaking Road notices).

Kulja Eastwards, fit for wagons to terminus, extra sidings are No. 8 (234m 2ch) and No. 9 (243m 20ch).

WN 50, we 19/12/1930

Rolling Stock Alterations, November 1930, Locomotives – New stock – Msa 475; Converted – F to Fs 418 (original cylinders)

Kalgoorlie, 9/12/30, Up outer Home from Boulder Branch brought into use 142 yards from present Up Home, and distant signal moved back 372 yards from Outer Home. Permits shunting operations outside Home.

WN 51, we 26/12/1930

Rolling Stock Alterations, December 1930, Locomotives – Converted – F to Fs 363 (original cylinders).

Kulja, stockyard provided (WTT).

WN 52, we 2/1/1931

54 1/4 Mile Signal Box, opened on 15/12/30.

Kulja, stockyard provided (GR).

159M 35Ch renamed to Langora.

WEEKLY NOTICES – 1931

WN 1, we 9/1/1931

Grass Valley, Grain shed sublet until 30/6/31.

State Smelters siding, 29 m from Hopetoun, delete from shunting charges (GR).

WN 2, we 16/1/1931

Railway Construction Branch of PWD, reference to renaming Chief Engineer Way and Works to Chief Civil Engineer in connection with transfer of above to Railway Department. Also noted that current lines under construction are Meekatharra - Wiluna, Kulja Eastwards, Lake Grace - Karlgarin and Pemberton - Westcliff.

Stewart's Siding (428 mile) transferred to Mr J.H.Perks (GR).

WN 3, we 23/1/1931

nil of interest.

WN 4, we 30/1/1931

nil of interest.

WN 5, we 6/2/1931

nil of interest.

WN 6, we 13/2/1931

Rolling Stock Alterations, January 1931, Locomotives – Nil.

Lake Grace - Karlgarin, 6/2/31, opened for traffic for a distance of 27m from Lake Grace. Sidings (rate) are No 1 Kuender (279), No 2 Wardercarrin (285), No 3 Dornock (289), No 4 Pingaring (294). Still

appears to be bush haulage, no passengers.

WN 7, we 20/2/1931

Rail Motor Coach - change in engine roster for when this is introduced, will basically do Perth - Armadale - Perth - Cannington - Perth - Armadale - Perth.

Goodwood, temporary siding for PerWay connected to main 150 yds inside Down Distant, facing to up trains, staff locked by East Perth - Rivervale miniature staff.

Holyoake, 1/3/31, closed as accounting station.

Australian Lumber Co, 147 mile, acct station Bowelling, delete from GR, lease cancelled 31/3/30, points removed.

K class engines permitted North Fremantle to Mt. Lyell (ELT).

WN 8, we 27/2/1931

nil of interest.

WN 9, we 6/3/1931

Lake Grace - Karlgarin, superphosphate only may be accepted for additional sidings No 5 Pederah (310m) and No 6 Karlgarin (315m).

Kulja Eastwards, complete list of sidings is (rate mileage): No 1 Chinkeymia (184), No 2 Mollerin (191), No 3 Cleary (198), No 4 Marindo (205), No 5 Beacon (211), No 6 Dalgouring (217), No 7 Wialki (227), No 8 Moondon (234), No 9 Bonny Rock (243).

WN 10, we 13/3/1931

45 1/4 Mile Siding, from 9/3/31, water available on Up journey for engines of goods

trains.

152 1/2 Mile Stopping place, Bowelling - Bulading section, 10cwt only, rate 153, added (GR,CR).

WN 11, we 20/3/1931

Rolling Stock Alterations, February 1931, Locomotives – New stock – ASA 445.

Lake Grace - Karlgarin, from 21/3/31, superphosphate only may be accepted for terminus, No 7 siding, Hyden (325 mile).

Larkinville, all traffic must be waybilled and addressed or branded to Aylens Siding.

WN 12, we 27/3/1931

Newdegate, scotch block placed on Lake Grace end of loop.

Hopetoun - Ravensthorpe, 1/4/31, closed to traffic and all services suspended.

WA Goldfields Firewood Supply Co, length to end of longest spur now 100 miles (GR).

WN 13, we 3/4/1931

East Perth, scotch block provided on station side of Jewell St crossing, on the main line for the new Bunbury bridge, also at station side of points leading to temporary siding off this line.

Muja, portable race and hurdles provided (WTT).

Beverley, 40ton truck weighbridge removed (GR).

WN 14, we 10/4/1931

Aylen's Siding renamed to Larkinville

Boulder City, delete stockyards (WTT,GA), alter passenger platform to 550ft, R only, and latrines to G only (GA).

WN 15, we 17/4/1931

Goodwood, lighting of Up and Down signals discontinued, no shunting after dark unless lit first.

Lake Grace - Karlgarin, now allow all goods and parcels traffic for all sidings, no passengers. Running allowed in daylight only, construction train leaves Lake Grace 8am Tuesdays and Fridays.

Phillips River Smelters and Smelters' Junction, both 32 miles from Hopetoun, deleted from private sidings (GR).

Aylen's Siding renamed Larkinville (GA).

WN 16, we 24/4/1931

Rolling Stock Alterations, March 1931, Locomotives – Nil.

Lake Grace - Karlgarin, complete and corrected list of sidings and rate mileages is No 1 Kuender (279), No 2 Wardercarrin (285), No 3 Dornock (290), No 4 Pingaring (294), No 5 Pederah (310), No 6 Karlgarin (315), No 7 Hyden (325).

Rolling Stock, Decided to stow in various sidings 10% of the existing wagon stock, equal to about 1200 wagons. Wagons will be painted with yellow cross, will also be stripped of vacuum hose couplings.

J.A.Nickel's private siding (385 mile, Coolgardie Esperance) transferred to W.G.Brown.

Kulja Eastwards, 27/4/31 line from Kulja to Bonny Rock, 59 miles 57 ch taken over. Sidings are No 1 Jingymia (183m 43ch), No 2 Mollerin (190m 60ch), No 3 Cleary (197m 74ch), No 4 Marindo (205m 0ch), No 5 Beacon (211m 15ch), No 6 Dalgouring (217m 28ch), No 7 Wialki (227m 18ch), No 8 Moondon (234m 2ch), No 9 Bonny Rock (243m 20ch).

WN 17, we 1/5/1931

Kulja - Bonnie Rock, 27/4/31 extension taken over, Bonny Rock now Bonnie Rock in timetable, S&T sections Kulja - Jingymia - Marindo - Wialki - Bonnie Rock, water at Beacon and Bonnie Rock, also notes mileage is 68m 8ch, all classes except P may run, ELT pages 329, 331, timetable page 316, 317.

Noongaar, 1/5/31 closed as accounting station (GR,CR).

Amery - Kulja, Burakin - Kalannie, all classes of engine may run (ELT).

WN 18, we 8/5/1931

State Smelters (Cattlin), 33 miles from Hopetoun, delete from private sidings (GR).

152 1/2 Mile (Bowelling - Bulading) renamed Sewell (GR,CR).

WN 19, we 15/5/1931

Nil of interest.

WN 20, we 22/5/1931

Rolling Stock Alterations, April 1931, Locomotives – Converted – D to Ds 383.

Kulja Eastwards, list of corrected mileages, and rate mileages. Corrections add 12 chains for Cleary to Bonnie Rock. Rates are Jingymia 184, Mollerin 191, Cleary 198, Marindo 205, Beacon 211, Dalgouring 218, Wialki 227, Moondon 234, Bonnie Rock 243 (GR,CR).

WN 21, we 29/5/1931

391 Mile Out-camp (Coolgardie - Norseman), in future 155 (Sun) and 153 (Thurs) stop to put out provisions.

Westralia Mine (near Allanson's), in future

69 and 80 (Sat exc) to stop opposite here to pick up and set down school children.

Bonnie Rock extension, station accomodation list (ELT?), shows triangles at Jingymia (?) and Bonnie Rock, page 391.

WN 22, we 5/6/1931

Kalgoorlie Abattoirs, arrangements made for transfer of bullocks by rail from Quarantine Area (Copley's Siding) to Kalgoorlie Abattoirs via Kurrawang and WA Goldfields Firewood Supply Co. private line.

Cottesloe, points at Eastern end now connected to Box A, Box B is now closed.

WN 23, we 12/6/1931

Pickering Brook, 1/7/31, closed as accounting station.

Holyoake, scotch block removed from Narrogin end of middle road.

Doconing, added to GR, 10cwt only.

Bonnie Rock extension, siding accomodation page reprinted saying GA instead of ELT, page 431.

WN 24, we 19/6/1931

Rolling Stock Alterations, May 1931, Locomotives – Nil.

Cottesloe Beach, 1/7/31 renamed Buckland Hill.

WN 25, we 26/6/1931

Kalgoorlie - Kamballie, train service page 453.

WN 26, we 3/7/1931

MR goods service, page 467.

Jingymia, In transfers and promotions mentions an officer transferred NSM Dalwallinu to Acting SM at Jingymia!

WN 27, we 10/7/1931

Nil of interest.

WN 28, we 17/7/1931

Nil of interest.

WN 29, we 24/7/1931

Nil of interest.

WN 30, we 31/7/1931

45 ¼ Mile siding renamed to Koojedda.

WN 31, we 7/8/1931

Nil of interest.

WN 32, we 14/8/1931

54 ¼ Mile, 10/8/31, signalman withdrawn, crossover spiked, but can be switched in when required.

WN 33, we 21/8/1931

Rolling Stock Alterations, June 1931, Locomotives – Taken over from PWD – G 48, G 52, Q 62, 63.

Logan's Find, 17/8/31, delete shunting charges (GR) for W.G. Brown siding (formerly J.A.Nickel), rate 385; will be opened as public siding named Logan's Find.

WN 34, we 28/8/1931

Mt. Magnet - Sandstone, delete C, Ra, T from engines allowed to run.

WN 35, we 4/9/1931

Nil of interest.

WN 36, we 11/9/1931

Rolling Stock Alterations, July 1931, Locomotives – Nil.

Koorarawalyee, water will no longer be available (WTT).

Logan's Find, delete from 10cwt list, public siding now available (GR).

Burracoppin, bank engine key in use between Burracoppin and 177 1/2 mile.

WN 37, we 18/9/1931

Langora (159m 35ch) now an stopping place for Down as well as Up trains.

WN 38, we 25/9/1931

Rolling Stock Alterations, August 1931, Locomotives – Nil.

WN 39, we 2/10/1931

Damboring, 28/9/31, porter removed, now unattended.

WN 40, we 9/10/1931

Jingymia, in reference to sheeting of Collie coal refers to consignments to here.

Kondut, 10/10/31 closed as es station and porter withdrawn, section now Korraling - Ballidu.

Pemberton - Westcliffe line, first section to Brockman (221m 39 ch, rate 5 from Pemberton) passed for goods and parcels traffic, no passengers. Trains leave Pemberton at 7am Tuesdays and Fridays.

Greenmount, Greenmount Quarry Co's

siding temporarily closed (GR).

Butterfly, public siding (5 trucks) provided, delete from 10cwt list (GR).

Lilliginni, added to mileage table (327m) (CR).

WN 41, we 16/10/1931

Lilliginni, 326m 49ch, rate 327m, is authorized 10cwt stopping place (GR).

WN 42, we 23/10/1931

Rolling Stock Alterations, September 1931, Locomotives – Nil.

WA Goldfields Firewood Supply Co's line now 104 mile to end of longest spur.

Kenwick Brick Co siding, shunting charges, delete all reference (GR).

Coolgardie, all classes except P may shunt Coolgardie State Battery siding.

WN 43, we 30/10/1931

Perth City Council siding (rate 15m), shunting charges deleted (GR).

WN 44, we 6/11/1931

City Council Siding (UDR), from 2/11/31, Nos 15, 16, 17, 18 Midland Junction - City Council siding cease to run.

152m 55ch (Bowelling - Cordering), mixed trains to stop for passengers as required.

Bellevue - Swan View duplication; notice from CCE re earthworks being carried out.

WN 45, we 13/11/1931

Rolling Stock Alterations, October 1931, Locomotives – Nil.

SWR, since 2/11/31, extra trains running

between Bunbury and Waterloo (Mon - Fri); W2 Pass Bun dep 6.45am, Water arr 7.15, W3 empty Water dep 7.25am, Bun arr 7.55, W4 empty run attached to No 54 to Water, W3 pass Water dep 5.15 pm, Bun arr 5.45.

Wokalup, 9/11/31 Up and Down Home and Distant signals taken out of use and removed, replaced by point indicators at the facing points.

Koojedda, rate 45m, is authorized 10cwt stopping place (GR,CR).

WN 46, we 20/11/1931

SWR, added W2 and W1 Sat Bunbury - Waterloo as tabled M-F, also added W4 (Sat), empty Bun dep 11.25am, Wat arr 11.50, W3 (Sat) Pass Wat dep 12.00, Bun arr 12.25pm. W2 and W3 to stop at Carey's Siding and South Bunbury to pick up and set down passengers as required.

WN 47, we 27/11/1931

Meekatharra - Wiluna, 2/12/31, first section Meekatharra to Paroo approx 67 miles opened. Paroo is the siding formerly known as White Well. Names and rates (ex Geraldton, Perth) are Gnaweeda (349, 615), Richardson (362, 628) and Paroo (401, 667). ELT details page 921, 923. Mileages ex Geraldton in ELT indicate Gnaweeda 348m 55ch, Richardson 361m 64ch, Paroo 400m 70ch.

Lowden, delete private line (3 1/2 ch) and shunting charges for Bunning Bros (rate mileage 142) (GR).

Kulja, 1/12/31 opened as booking station with SM in charge (GR,CR).

WN 48, we 4/12/1931

Meekatharra - Paroo, 2/12/31 opened for traffic, railway construction train will connect with service at Paroo conveying

passengers and good to and from Wiluna.
New timetable page 931.

Lilliginni, amend to read 10cwt siding in list
of stations and sidings.

44m 38ch, NR, on date to be fixed opened
as temporary staff station splitting Indarra -
Eradu section, point indicators fixed 300ft
either side of cabin, no siding at the ballast
pit, trains cannot cross.

Warawarrup, delete instructions as station
now closed (GA).

Harvey, Up and Down Home, Outer Home
and Distant signals provided (GA).

WN 49, we 11/12/1931

Meekatharra - Wiluna, Railway construction
office shifted to Wiluna, as telephone line
not yet completed, all telegraph messages to
be sent over Postal Dept line via Leonora.

Gnaweeda (615), Richardson (628), Paroo
(667) rate mileages added (GR,CR).

WN 50, we 18/12/1931

Rolling Stock Alterations, November 1931,
Locomotives – Converted – E to Es 343
(original cylinders).

SWR, Waterloo service - reference in ticket
collectors handbook to weekly tickets for
Main Roads Board workers to Waterloo

during period work in progress.

Baker's Hill (SM and ASM) and 54 1/4 Mile
(2 porters) opened on seasonal basis 8/12/31

152m 55ch stopping place, renamed
Bennelaking, now 10cwt stopping place
(GR,CR).

Ironstone Quarry (siding at 29m 10ch
Hopetoun - Ravensthorpe) now a public
siding and named Cordingup (GR,CR).

139 1/4 mile stopping place (Muja -
Bowelling) added, name to be advised later,
10 cwt (GR,CR).

State Smelting Works siding deleted (GR).

32 Mile Smelters Junction deleted (CR).

WN 51, we 25/12/1931

Hopetoun - Ravensthorpe line again being
operated fro 18/1/1932 until further notice
(GR).

WN 52, we 1/1/1932

SWR, since 21/12/1931, W1, W2, W3, W4
Bunbury - Waterloo have ceased to run.

Hopetoun - Ravensthorpe line re-opened
temporarily from 18/1/1932

WEEKLY NOTICES - 1932

WN 1, we 8/1/1932

Dowerin, scotch blocks on crossing loop removed.

State Smelters Siding replaced by Cordingup (CR).

WN 2, we 15/1/1932

Nil of interest.

WN 3, we 22/1/1932

Nil of interest.

WN 4, we 29/1/1932

Rolling Stock Alterations, December 1931,
Locomotives – Nil.

Bunbury bridge (East Perth), 25/1/1932,
slewing existing road and connecting in new
bridge.

153 Mile stopping place in a previously
published list should have read Sewell.

WN 5, we 5/2/1932

WA Goldfields Firewood Supply Co line
now 111 miles to end of longest spur.

Roelands, reference to shunting charges for
timber etc placed in stacking site a/c PWD
for Collie River Irrigation Works.

WN 6, we 12/2/1932

Nil of interest.

WN 7, we 19/2/1932

Rolling Stock Alterations, January 1932,

Locomotives – Nil.

Salmon Gums, portable sheep race provided
(WTT).

Grant's Siding, amend rate mileage to 17 ex
Geraldton, 379 ex Perth via Northam, 307
ex Perth via MR (CR,GR).

WN 8, we 26/2/1932

Nil of interest.

WN 9, we 4/3/1932

Pemberton - Westcliffe line, passed fit for
traffic to second siding, Yeagerup, 227m
47ch ex Perth.

Grant's, amend distance ex Perth to 307m
(GR).

WN 10, we 11/3/1932

Campion, stockyards provided (WTT).

139 ¼ Mile stopping place renamed
Cowcher (GR,CR).

WN 11, we 18/3/1932

Rolling Stock Alterations, February 1932,
Locomotives – Nil.

E vans, 4 specially fitted for crayfish traffic
between Geraldton and Kalgoorlie.

WN 12, we 25/3/1932

Wiluna, departmental telephone line to
Wiluna completed.

WN 13, we 1/4/1932

Nil of interest.

WN 14, we 8/4/1932

Meekatharra - Paroo, siding accomodation, Gnaweeda, Richardson, Paroo all have goods shelter, 36ft loading bank, 150ft low level landing (left ex Perth), siding on right, S&C crush pens and races (under construction), first two have 20 truck capacity, Paroo has 16 truck capacity and triangle (GA).

WN 15, we 15/4/1932

Nil of interest.

WN 16, we 22/4/1932

Rolling Stock Alterations, March 1932, Locomotives – Converted – D to Ds 381 (18in cylinders).

Bennelaking, add rate mileage 153 (GR).

WN 17, we 29/4/1932

Coogee Explosives Siding, main siding between Coogee Loop and No 14 Magazineis now in order, may be shunted by G or B class engines at 4mph, engine notice boards removed from scotch block to this point.

Widgemooltha, add to stockyard list (WTT).

WN 18, we 6/5/1932

Nil of interest.

WN 19, we 13/5/1932

Cowcher, mileage of stopping place altered to 139m 10ch.

WN 20, we 20/5/1932

Nil of interest.

WN 21, we 27/5/1932

Gingin, since issue of Winter Timetable, refreshment room has been transferred to Muchea.

Kalgoorlie - Kanowna & Parkeston, line from 377m 13ch to Kanowna has been removed, staff boxes and staff have been withdrawn and Government line between Kalgoorlie and Parkeston is worked on the staff only.

WN 22, we 3/6/1932

Rolling Stock Alterations, April 1932, Locomotives – Converted – D to Ds 375 (18in cylinders), F to Fs 423 (original cylinders).

Pemberton - Westcliffe, line closed for traffic after 31/5/32 ufn.

WN 23, we 10/6/1932

Nil of interest.

WN 24, we 17/6/1932

Baker's Hill, 8/6/32, ASM withdrawn. On Tuesday nights cabin to be switched in for stock trains. Relief porter to travel by No 81, switch in on arrival and switch out as advised by control.

54 ¼ Mile Signal Cabin, 8/6/32 unattended. On Tuesday nights as above, except porter from Northam via No 112.

WN 25, we 24/6/1932

Rolling Stock Alterations, May 1932, Locomotives – Converted – E to Es 351.

Coogee Explosives Siding, now G, B and N at 10mph.

WN 26, we 1/7/1932

Wubin, 1/7/32 opened as booking station.

MR rolling stock list, complete, pages 457 - 471.

East Guildford, ash dump siding 8m 70ch, now removed.

WN 27, we 8/7/1932

Bellevue - Swan View duplication, now stating platelaying and ballasting being carried out ufn.

WN 28, we 15/7/1932

Tunnel - Mt. Helena duplication, earthworks adjacent to main line being carried out.

WN 29, we 22/7/1932

Nil of interest.

WN 30, we 29/7/1932

Rolling Stock Alterations, June 1932, Locomotives – Nil.

Spencer's Brook, 27/7/32, Up Outer Home on ER brought into use, Up Home on GS brought in 36 yds, Ash Dump siding in its new position brought into use. CCE 18497A.

Armadale, W.Phillips Siding, lease to Armadale Quarries cancelled from 1/4/31(!).

Fernbrook-SSM-Departmental Siding, Penrith, sublease granted to Collie Irrigation Works (Water Supply Department) from 3/11/31(!).

WN 31, we 5/8/1932

Spencer's Brook, Up Home on GS not moved in 36 yds.

216m 50ch Ballast Pit, 26/7/32 opened as S&T splitting ES section Buntine - Latham, attended 8am - 5pm, crossing of ballast only allowed, points face in up direction, point

indicators attached.

Wokalup, Millars T&T, approx length of line 43 miles.

WN 32, we 12/8/1932

National Park, 7/8/32, special service to National Park, mileage given as 16m 20ch.

Boddington, 29/7/32, opened as S&T splitting S&T section Wuraming - Dwarda.

Metilling, stopping place at 101m 52ch renamed to Mooliaman (GR).

Perth - Bunbury, from 7/8/32, composite corridor AQC sleeping cars will be attached to 14 and 15 Mixed.

WN 33, we 19/8/1932

Mundaring Branch, 14/8/32, in conjunction with special trains for hike, ES working Bellevue - Glen Forrest - Mundaring cancelled and replaced by S&T Bellevue - Boya - Darlington - Glen Forrest - Mahogany Creek - Mundaring.

National Park, 16m 20ch, from 14/8/32 ufn, 2 up and 2 down Sunday trains to stop for passengers.

Mooliaman, stopping place is for loc purposes only, delete from GR.

Geraldton - Narngulu, stopping place 3 mile from Geraldton renamed to Wonthella (GR,CR).

WN 34, we 26/8/1932

Rolling Stock Alterations, July 1932, Locomotives – Nil.

Boya, additional train worked by shunting engine and AD brake coach to carry passengers from Bellevue to Boya in early morning. (This service had been worked for short periods at least once previously.)

Australian Lumber Co's siding, 88 mile,
Dwarda line, transferred to Messrs F.A.&E.
Moss.

WN 35, we 2/9/1932

Dwarda, scotch block provided on each leg
of triangle.

WN 36, we 9/9/1932

Meekatharra Coal Stage, to provide
additional truck accommodation, scotch block
on coal stage siding shifted 10 ft further out
& is now situated on falling grade.

WN 37, we 16/9/1932

Rolling Stock Alterations, August 1932,
Locomotives – Nil.

Bellevue, in assoc with duplication to Swan
View, 14/9/32, main line broken at 12m
49ch for purpose of diverting traffic back to
working in force prior to 24/8/32. W&W
27353A.

WN 38, we 23/9/1932

Boya, morning shunting engine and AD
coach cancelled.

Gnaweeda (615), Richardson (628), Paroo
(667) - new mileages given in list of stations
and sidings.

Lake Grace - Karlgarin, construction train
will now run on Saturdays only, Pingaring
dep 7am, Lake Grace dep 9am, Hyden dep
3.30pm, and terminate at Pingaring.

Latham - Caron section, 17/9/32, ES section
closed, 234 Mile Ballast Pit and Bunjil
opened as S&T stations; at 234 Mile Ballast
Pit, dead end put in, staff cabin and
telephone, and point indicators 300 ft either
side of points, only ballast may cross; Bunjil
unattended, telephone provided.

WN 39, we 30/9/1932

Boya, Darlington, 25/9/32, opened as
temporary S&T splitting Bellevue - Glen
Forrest ES section for the day to handle Hike
trains.

216M 50Ch Ballast Pit, now closed and ES
reinstated on Latham - Buntine section.

Bellevue, 26/9/32, alterations to signalling to
do with duplication to Swan View.

East Collie, GA instructions inserted, details
duplicate staff instruments here for Collie -
Shotts section.

WN 40, we 7/10/1932

Kondut, scotch blocks placed on loop to
permit stowing of trucks.

WN 41, we 14/10/1932

Bellevue - Swan View duplication,
12/10/32, double line will be opened. CCE
plans 27353B and 10961D. New GA
instructions page 775.

WA Goldfields Firewood Supply Co's line
now 92 mile to end of longest spur.

WN 42, we 21/10/1932

Muja, add to list of stockyards (GR).

WN 43, we 28/10/1932

Boya, shunting engine and AD coach
running early morning service Bellevue to
Boya again.

Paroo - Wiluna, 2/11/32, taken over.

WN 44, we 4/11/1932

Rolling Stock Alterations, September 1932,
Locomotives – Converted – F to Fs 396
(original cylinders).

Kauri Timber Co at Nannup, line now 22 miles.

Wonthella, rate mileage 303 on Geraldton Meekatharra line added (GR).

Wiluna, 2/11/32 opened as booking station, rate mileage 443 ex Geraldton, 709 ex Perth.

WN 45, we 11/11/1932

Yealering, 13/11/32 opened as unattended S&T for the day (GSR employees picnic).

Wiluna Gold Mine siding, add to shunting charges list, rate mileage 712 (GR).

WN 46, we 18/11/1932

203m 12ch, Busselton - Flinders Bay section, public siding opened to serve Boranup lime deposit, truck loads will be loaded there for soil dressing purposes, name to be advised later (GR).

Goodwood Siding, traffic in direct truck loads for Belmont Park and Goodwood Race Clubs may be accepted for this siding (GR).

Mt Magnet - Sandstone, delete M from engines allowed to run (ELT).

WN 47, we 25/11/1932

Rolling Stock Alterations, November 1932, Locomotives – Nil.

216m 50ch Ballast Pit, points have been removed.

Paroo - Wiluna, ELT additions, page 913, 915; engines allowed to run - A,B,C,G,L,M,O,Oa,Ra,T.

WN 48, we 2/12/1932

Parkerville, James Burkett's siding spiked over (GR).

Wonnerup, Forestry Depts private siding

spiked over until mill is reopened (GR).

Pemberton, Railway Construction Depot siding spiked over (GR).

Stopping place at 3 mile Geraldton - Narngulu renamed to Wonthella.

Grass Patch, add to list of stockyards (WTT).

Beenong, add to list of stockyards (WTT).

WN 49, we 9/12/1932

Patrol Cars, anticipated that the patrol cars for Northam - Lilliginni section will be ready early in January. Vacancies asked for 2 Length Runners based on Northam and 2 based at Carrabin for night patrol on Rail Motor Car of Main EGR.

Asplin, Scaddan, Yetna, added instructions in GA indicating that these are now staff stations.

Coolgardie - Esperance, delete M, add C to engines permitted to run.

203m 12ch siding, refernce to tarpaulins for this being stencilled Boranup and to be returned to "Boranup".

WN 50, we 16/12/1932

Pemberton, Railway Construction Depot siding, delete previous instruction re being spiked over.

Goomalling - Caron, all classes of engine may now run.

Caron - Mullewa, classes A,B,C,G,L,M,O,Oa,Ra,T may run.

WN 51, we 23/12/1932

Steam Cammell coach, 18/12/32, used to convey passengers from Perth to Mundijong after excursion, towing AG trailer.

Perth, Box B, 16/12/32, minor alterations to signalling.

Hopetoun - Ravensthorpe, rates etc which were deleted by WN15/32 reinstated for period line is again open for service from 16/1/33 ufn.

Noongaar, add to list of stockyards (WTT).

WN 52, we 30/12/1932

Rolling Stock Alterations, November 1932, Locomotives – Nil.

Muresk, add to list of stockyards (WTT).

Pemberton - Northcliffe, 30/12/32 train will resume running on Tuesdays and Fridays at 5.45am. Can accept traffic for Brockman (221m 39ch) and Yeagerup (227m 47ch).

WEEKLY NOTICES - 1933

WN 1, we 6/1/1933

Lake Grace - Karlgarin extension, due to suspension of construction work during holidays, trains will not run from Lake Grace 24&31/12/32; special runs 3/1/33, normal working resumes 7/1/33.

Pemberton - Northcliffe, under construction, re WN 22/32 and 40/31, from 30/12/32, train from Pemberton resumes running Tuesday and Friday; traffic for Brockman (221m39ch) and Yeagerup (227m47ch) may be accepted.

WN 2, we 13/1/1933

Nil of interest.

WN 3, we 20/1/1933

Lake Grace - Karlgarin, under construction, timetable for construction train, page 30.

Buntine, add to list of stockyards (WTT).

East Perth, up main inner distant provided (GA).

Wagin, down outer home provided (GA).

WN 4, we 27/1/1933

Bonnie Rock, Beacon, Cadoux, Ejanding, Kalannie, add to list of stockyards (WTT).

East Perth, 18/1/33, up main inner distant out of use and removed.

Public siding, 203m12ch, serving Boranup lime sand deposit, to be named Dianella.

WN 5, we 3/2/1933

Rolling Stock Alterations, December 1932, Locomotives – Nil.

Buntine, portable livestock race deleted (WTT).

Pemberton - Northcliffe, line now available under construction conditions as far as Dombakup (234m42ch) and Northcliffe (238m35ch); train leaves Pemberton 5.45am Tu and Fri.

Swan View - Mt Helena duplication, camps being established at 15m and 16m between Swan View and Hovea, construction goods will be consigned there.

Boddington, 24/1/33, closed as S&T station, section now Wuraming - Dwarda.

WN 6, we 10/2/1933

Salmon Gums, add to list of stockyards (WTT).

WN 7, we 17/2/1933

Warawarrup, siding has been spiked over, include in list (of 10cwt?).

WN 8, we 24/2/1933

Rolling Stock Alterations, January 1933, Locomotives – Nil.

Treslove, renamed Truslove (GR, CR).

WN 9, we 3/3/1933

Bulk wheat, approval has been given to Westralian Farmers to load bulk wheat in wooden wagons after hessian has been

placed to make them wheatproof, also to top up with bagged wheat to capacity of truck.

WN 10, we 10/3/1933

Lake Bidy, add to list of stockyards (WTT).

WN 11, we 17/3/1933

Rolling Stock Alterations, February 1933, Locomotives – Nil.

WN 12, we 24/3/1933

Jubuk, add to list of stockyards (WTT).

Dowerin - Amery, reference to speed restrictions and changed loads with a deviation between 117m30ch and Amery, from about 22/3/1933.

WN 13, we 31/3/1933

Goomalling - Dowerin, 22/3/33, deviation between 117m30ch and 118m66ch brought into operation.

Lake Grace - Hyden, 5/4/33, opened for traffic by department, 58m15ch, names and rate mileages as per WN16/31, timetable pages 245.

Brookton - Corrigin, WTT reprint, page 245.

Wagin - Newdegate, WTT reprint, page 247.

Northam - Lilliginni, instructions re patrol length running motors, operating from 1/4/33, pages 237, 238.

Stewart's siding removed from 428m to 417m15ch Coolgardie - Esperance, and renamed Perks Siding after present lessee.

WN 14, we 7/4/1933

South Beach service, discontinued from 26/3/33.

Perth - Pinjarra, from 7/4/33, every Friday, introduction of a Pinjarra passenger service, goods Perth - Pinj, Pass Pinj - Perth (early morning), Steam Cammell coach Perth - Pinj, empty Pinj - Perth (late afternoon/evening).

Billaricay, Bunjil, add to list of stockyards (WTT).

Kulja, 11/3/33, barracks brought into use.

J.H.Perk's siding (late Stewart's siding), Norseman line, alter mileage to 417m (GR).

Messrs Dorsett Bros granted lease of land adjoining Collie Land and Timber Co siding at 131m66ch B.J. - Narrogin line; siding was spiked over WN1/30, temporarily re-opened for use with this lease.

Grassmere Siding, altered to Grasmere (CR,GR).

117m64ch (Amery-Dowerin), re WN12/33, altered loads in ELT, specifying sections Amery - 117m64ch and 117m64ch - Dowerin (=> siding?).

WN 15, we 14/4/1933

Nil of interest.

WN 16, we 21/4/1933

Rolling Stock Alterations, March 1933, Locomotives – Converted – D to Ds 368 (18in cylinders).

Hopetoun - Ravensthorpe railway, rates and conditions for through traffic to/from Fremantle and/or Albany, reinstated WN51/32, are again cancelled, will remain inoperative until railway is again open for traffic.

WN 17, we 28/4/1933

Harnett's Siding, siding being taken up, site will remain as 10cwt stopping place.

WN 18, we 5/5/1933

Hyden Rock (sic) barracks, 5/4/33, brought into use.

Farrer, alter to read Farrar (GR,CR).

WN 19, we 12/5/1933

Nil of interest.

WN 20, we 19/5/1933

Leighton, from 14/5/33, unattended Sundays.

WN 21, we 26/5/1933

Rolling Stock Alterations, April 1933, Locomotives – Converted – Os to O 212, F to Fs 421 (original cylinders).

WN 22, we 2/6/1933

Koojedda, commencing at once, station to be worked by 2 signalmen.

WN 23, we 9/6/1933

Lake Grace - Hyden, following engines may run, A, B, C, G, M, Ms, Msa, O, Oa, Ra, T.

WN 24, we 16/6/1933

Narkal, add to list of stockyards (WTT).

Lake Grace, add to list of portable livestock races (WTT).

Laurier, delete from list of portable livestock races.

Duri, crossing loop connected up to main line and is fit for traffic.

WN 25, we 23/6/1933

Rolling Stock Alterations, May 1933, Locomotives – Converted – D to Ds 371 (18in

cylinders), F to Fs 411 (original cylinders).

Duri, re WN24/33, should read "the loop has been connected to the main line and is fit for traffic; scotch blocks have been fitted at each end of loop".

Collie Land and Timber Co siding, 131m66ch Brunswick - Narrogin, re WN14/33, siding has been spiked over.

Carlisle, add to shunting charges Australian Wood Pipe Co Ltd, rate 4m from Perth.

WN 26, we 30/6/1933

Mears, add to list of stockyards (WTT).

Weam, add to list of portable livestock races (WTT).

Brookton, delete from list of portable livestock races (WTT).

SSM siding, new GA instructions, noting operated by small interlocking frame controlled by Annett's key held at Cannington.

Carlisle, new GA instructions, noting that Up advanced starter is not far enough away to permit SSM siding to be shunted inside station limits, but allowing down trains to shunt this siding without 'line clear' being obtained from Rivervale by propelling beyond signal (down trains may shunt only when SM on duty).

WN 27, we 7/7/1933

364m39ch Denmark branch, from 7/7/33, No41 Fri to stop when required at crossing to pick up traffic.

Pingelly, Ballast Pit triangle, points have been removed from the triangle.

WN 28, we 14/7/1933

Northam - Spencer's Brook duplication,

10/7/33, putting in points at 61m50ch;
13/7/33, perway siding brought into use,
staff locked, points facing in up direction,
scotch block provided.

Pinjarra - Dwellingup, 4 wheel bogie
corridor coaches may now run.

WN 29, we 21/7/1933

Rolling Stock Alterations, June 1933,
Locomotives – Nil.

Cherryup, 351m50ch Denmark branch, from
7/7/33, trains stop when required to pick up
traffic and passengers.

WN 30, we 28/7/1933

Dwarda, since there are no scheduled night
trains, signal lamps do not need to be lit.

Wiluna, Mines siding, scotch block moved
from present position on shunting neck at
boundary of mine and railway property to a
position 60ft on Wiluna side of Mines Loop.

Cherryup, 351m50ch, now authorized 10cwt
stopping place (GR,CR).

Marley Pool, Mount Hardy, passenger
platforms replaced by low level landings
(GA).

WN 31, we 4/8/1933

Sandstone branch, night running not
permitted, new timetable, page 446.

Bungulla - Kellerberrin deviation
127m50ch, from 29/7/33 earthworks under
way.

Wiluna Stockyards, rate mileage is 442m
from Geraldton and 707 from Perth.

WN 32, we 11/8/1933

85m approx, SWR main, 8/8/33, putting in

connection to ballast pit.

Hyden, scotch block provided at both ends
of crossing loop.

WN 33, we 18/8/1933

Spring Hill, ufn, to be shunted by down
trains only.

Warawarrup, points of siding have been
removed.

WN 34, we 25/8/1933

Rolling Stock Alterations, July 1933,
Locomotives – Converted C to Cs 265 (new
16½in cylinders)

Hines Hill regrading and deviation,
153m60ch to 154m, from 21/8/33, blasting
operations in progress.

85m Ballast Siding, near Harvey, no date
given, opened as temporary staff station
using duplicate staff instruments for Harvey
- Yarloop.

WN 35, we 1/9/1933

85m8ch Ballast Pit siding SWR, fit for
traffic 6ch beyond catchpoints.

Parkerville, 28/8/33, temporary connection
from down main line to future down main at
eastern end brought into use, controlled by
small ground lever locked by Annett's Key.

Glen Forrest, WBurkinshaw, use of siding
discontinued, points spiked over 18/8/33.

WN 36, we 8/9/1933

Burlong Pool, reference in a train hike notice
to the stopping place here.

Stoneville, points at down end of yard
removed, siding can only be shunted by up
trains.

WN 37, we 15/9/1933

Rolling Stock Alterations, August 1933, Locomotives – Converted – F to Fs 284 (original cylinders), Ns to N 263.

Collie-Griffen (sic) Coal Mine sidings, standard clearances not maintained on in connection with new bins provided by company, limited use by locomotives to area where clearance correct.

WN 38, we 22/9/1933

Claremont, 7/9/33 ufn, traffic diverted from down main to No 3 platform road, for renewals to platform.

WN 39, we 29/9/1933

National Park, commencing at once, various Saturday trains stop for passengers.

128m 15ch Bungulla - Kellerberrin, ufn, Nos 3 & 4 to stop for passengers and parcels.

Wiluna, 5 ton crane provided (GR,GA).

WN 40, we 6/10/1933

Claremont, 4/10/33, reverting to old down main platform road.

234 1/4 mile Ballast Pit, 5/10/33, opened as temporary S&T splitting Latham - Caron ES section, only ballast may cross, point indicators provided 300ft either side of points to dead end siding.

Menzies, 5ton crane removed (GR,GA).

Pinjarra - Dwellingup, C class engines may now run.

WN 41, we 13/10/1933

Lake Kirk, siding converted to dead end, can be shunted by up trains only.

Mt Helena, 11/10/33, laying points (CCE).

Wyalkatchem, add 5ton crane (GR).

Wongan Hills, add 5ton crane (GA).

Pithara, add 3ton crane (GA).

Corrigin, add 50ft x 30ft goods shed (GA).

C class engines, re WN40/1933, amend to read C class are permitted to run between Narrogin and Dwellingup only.

WN 42, we 20/10/1933

Rolling Stock Alterations, September 1933, Locomotives – Nil.

149½ mile Collie - Narrogin, mixed trains stop when required for passengers and small parcels.

Dalwallinu and Quairading, insert Yes in Warehouse Accomodation column (GR).

Lake Grace - Newdegate, Lake Grace - Hyden, station details GA reprint, page 591.

WN 43, we 27/10/1933

234 1/4 Mile Ballast Pit, Latham - Caron, re WN 40/33, note was opened 17/10/33, will be attended 8am - 5pm ufn.

Wiluna and Wiluna Stock Yards, GA station details page 603.

WN 44, we 3/11/1933

Larkinville, dead end siding, standing room 10, provided, shunted by up trains only.

152m 78ch EGR, 1/11/33, putting in points (CCE).

Spencer's Brook, 30/10/33, down starters 3 & 4 removed to a bracket signal post on east end of platform.

Beacon, Beenong, Bonnie Rock, Billaricay, Bunjil, Buntine, Cadoux, Ejanding, Grass Patch, Kalannie, Mears, Noongaar, Salmon Gums, stockyards have been provided (GR,GA).

WN 45, we 10/11/1933

Hyden, stockyards provided (WTT).

152m 78ch EGR, 8/11/33, putting in points (CCE).

Parkerville, 31/10/33, down semi-auto starter shifted out 2chains to position on north side of new road.

Hovea, on date to be notified, up and down distant signals to be fixed at danger, will continue while duplication works in progress.

Great Boulder Prop Tramway (2ft gauge) crossing Kamballie shunting neck, mileage 378m72ch, 3/11/33, this crossing brought into use, signals provided 100yds each side of crossing, and catch points on provided on company tramway on each side of shunting neck; these worked from a frame, SW Porter in attendance 8am - 4pm M-F, 8am - noon Sat.

Old Filter Beds siding, 1m78ch SWR, ref to availability and charges to Goodwood Race Club or general public.

Wiluna Gold Mining Co siding, Wiluna, correct rate mileage is 712m ex Perth (GR).

Hyden, insert Yes in S&C races (GR).

Larkinville, delete from list of 10cwt stopping places.

Stopping Place at 8 Mile Crossing (364m39ch ex Perth in Denmark - Nornalup section has been named Mount McLeod, rate 364, 10cwt only.

Hyden, stockyards provided (GA).

WN 46, we 17/11/1933

Rolling Stock Alterations, October 1933, Locomotives – Converted (Reclassified) – Ra to R 148, 150, 174, 175, 228, 232.

Wokarina (accounting station), add shunting charge for siding for Railway Construction Branch, Yuna, rate 352m ex Perth via MR.

WN 47, we 24/11/1933

Parkerville - Mt Helena duplication, 20/11/33, brought into use; involved putting in double compound at east end of Parkerville (19m25ch) and pulling road at 22m65ch; CCE plans 10962D and 10963C; new instructions page 669.

WN 48, we 1/12/1933

South Beach Sunday service, commences 3/12/33.

Pemberton - Northcliffe, 27/11/33, taken over and brought into operation; 22m 15 1/2 ch, S&T P-N, Brockman 221m39ch50lnk, rate 221; Yeagerup 227m47ch0lnk, rate 228; Dombakup 234m42ch0lnk, rate 235; Northcliffe 238m34ch75lnk, rate 238; GA accomodation details page 685; ELT pages 685, 687; WTT page 677.

251 3/4 Mile Ballast Pit and Bowgada, 28/11/33, opened as S&T stations, replacing ES section Perenjori - Koolanooka; 251 3/4 m BP, attended 8am - 5pm, dead end put in, point indicators put in 300 ft each side of points, only ballast may cross; Bowgada unattended, Staff boxes in Staff lock up box in out-of shed, telephone and point indicators provided.

234 1/4 mile Ballast Pit, 30/11/33, closed as S&T, replaced by ES on Latham - Caron.

Bowes, Hedges, Kendenup, Narrikup, Wokalup, insert Yes in Cattle race column (GR).

Laurier, Wokarina, delete Yes in Sheep race column (GR).

Wongong, insert Yes in sheep race and cattle race columns (GR).

Wongong, Coolup, Kulikup, Pootenup, Isseka, delete S.Race and insert S&C instead (GA).

Jardee, Laurier, delete S.Race (GA).

Wokalup, insert S&C in stockyards column (GA).

Cramphorne siding, removed to another site, rate mileages now 201 via Merredin, 303 via Narrogin, 126m from Yilliminning.

WN 49, we 8/12/1933

127m51ch EGR, 5/12/33, putting in points (Bungulla - Kellerberrin deviation?).

Esperance, new jetty and deviation of main line, deviation commences 5ft from down facing points, commencing 4/12/33 ballast train working 8am - 5pm between deviation and station yard, down home signal is being provided.

Spencer's Brook, 3/12/33, present interlocking machine being replaced by new machine, CCE plan 18497B.

WN 50, we 15/12/1933

Swan View - Parkerville, 11/12/33, breaking main line at 17m60ch and 18m between Hovea and Parkerville, and pulling main over to new position, also putting in points at 15m53ch between Tunnel and Hovea.

Woolgangie, from 4/12/33, lowering platform to low level.

Bassendean and Cresco, loco water supply standpipes provided at both places, down trains requiring to shunt either place should take water here instead of Perth Passenger station.

Northam, 10/12/33, as part of duplication works, new double compound put in at western end of yard, plus new crossover and signalling alterations.

Mablac, delete footnote re "open for truckloads only during the wheat harvest" (GR).

Cuballing, loading bank length reduced to 36ft (GA).

Ballaying, loading bank length reduced to 36ft (GA).

Notting, Billaricay, Hedges, Candlelight, Mablac, Kuringup, Chinocup, Pingrup, GA station details page 711.

WN 51, we 22/12/1933

Rolling Stock Alterations, November 1933, Locomotives – Converted – D to Ds 379 (original cylinders).

Palgarup (add), Muja (delete), from list of portable livestock races.

WN 52, we 29/12/1933

Woolgangie, passenger platform replaced by low level landing (GA).

Billaricay, there are S&C yards, amend list in WN50/33.

WEEKLY NOTICES - 1934

WN 1, we 5/1/1934

Nil of interest.

WN 2, we 12/1/1934

Kalgoorlie - Laverton service, from 3/1/34 sleeping berths in both classes provided on 195 Wed and 196 Thurs (does this mean APC car?).

WN 3, we 19/1/1934

Rolling Stock Alterations, December 1933, Locomotives – Converted – D to Ds 370 (new 18in cylinders).

Mablac, delete dagger, truck loads are now accepted.

Larkinville, dead end converted into loop with standing room of 15.

Narngulu - Walkaway, delete classes L, M, Ms, Msa, T (from list of engines permitted to run).

WN 4, we 26/1/1934

Coolgardie - Esperance, 20/1/34, at 583m 61ch, connecting main to new deviation.

Spencer's Brook - Northam duplication, 21/1/34, breaking track at end of scissors crossing at Sp. B. station (60m 49ch) and pulling over road 20ft to connect to other leg of scissors crossing.

East Fremantle Goods Junction - North Fremantle, 22/1/34, Down main handed over to CCE ufn, single line working via ES on Up main, also double line working from E.F.Gds J. to Fremantle Goods Yard replaced by ordinary yard working over Up

goods line, telephone block working to be maintained, W&W plan 22858A.

Goodia siding converted into dead end 462ft long, only be shunted by Up trains.

Esperance, from 23/2/34 rate mileage will be 584 (GR,CR).

WN 5, we 2/2/1934

Esperance Deviation, a deviation has been put in at Esperance and it is now fit for traffic.

Roelands, GR list of private Co's lines, add PWD Stone Quarry, 2 miles.

Esperance, change of rate mileage effective from 21/1/34.

Goodia, alter siding stand room from 32 to 23 (GA).

WN 6, we 9/2/1934

251 3/4 Mile Ballast Pit, Perenjori - Bowgada section, ufn small consignments of goods and parcels traffic may be accepted for here, no siding accom for truck loads.

Swan View - Hovea Duplication, temporary siding provided at 15 miles 53 chains on 31/1/34, controlled by electric switch lock, can only be shunted by Up trains.

Mararoa, delete, now no siding or stopping place (GR,CR).

WN 7, we 16/2/1934

Esperance, the deviation at 583m 61ch permits trains to run direct to and from Esperance station, instead of engine having to run around train at Dead-end mileage

584m 25ch. Down Home and Distant will be provided, also indicator on points leading to new jetty.

Hopetoun - Ravensthorpe, open for traffic 11/1/34 ufn.

WN 8, we 23/2/1934

Rolling Stock Alterations, January 1934, Locomotives – Nil.

79M 75Ch, Pinjarra - Narrogin section, public siding to hold 7 wagons put in, fit for traffic.

Spencer's Brook - Northam duplication, 18/2/34, main line broken at 61m 17ch and 61m 56chand pulled across to connect with new down main at each mileage. Note there had been and still was a speed restriction through facing points at 61m 55ch.

Parkerville, at a date tba, down starter taken out of use and replaced by semi-auto signal, down advanced starter (semi-auto) taken out of use, disc signal from yard to down main replaced by a dwarf signal.

WN 9, we 2/3/1934

Hovea, 26/3/34, alterations at western end, points at 17m 28ch will be secured by Annetts lock, key in frame in signal box. CCE putting in temporary set of points and crossings on western end of siding and pulling main over to its new position on down main between 17m 14ch and 17m 28ch.

Spencer's Brook, 28/2/34, alterations to signals and points, diagram 18497D.

Laverton, 1/3/34, opened as accounting station, SM in charge (GR,CR).

WN 10, we 9/3/1934

Special train for sustenance workers run

from Mt Barker to Karridale via Boyup Brook.

153m 65ch to 154m 65ch EGR near Hines Hill, 4/3/34, connecting in deviation.

E class engines, number will be converted to run on 45lb rails, classed Ea and Eas, only 355 Eas at present. Approved 45lb rail sections are Caron - Mullewa, Mullewa - Wiluna, Malcolm - Laverton, York - Bruce Rock, not to be worked on Mullewa - Northern Gully section. Loads for present are Eas - 5% increase over L, Ea same as L.

251 3/4 Mile closed and 263 3/4 mile opened, 6/3/34 as S&T stations (Perenjori - Koolanooka section). New one attended 8am to 5pm, dead end put in, staff cabin with telephone, point indicators 300ft either side of points, only ballast may cross.

WN 11, we 16/3/1934

Rolling Stock Alterations, February 1934, Locomotives – Converted – Es to Eas 355, Oa to Oas 2.

Swan View - Hovea section, 12/3/34, pulling main line over to new position on new Up main from 16m 46ch to 16m 60ch.

Popanyinning, loading bank altered to 36ft (GA).

WN 12, we 23/3/1934

Lake Grace, delete portable livestock race (WTT).

Dornock, add portable livestock race (WTT).

152m 78ch EGR, 17/3/34, removing points and crossings.

Connolly's, delete, no siding or stopping place (GR,CR)

Chadoora, add with rate 80, siding has

capacity for 7 trucks (GR,CR).

Coyrecup, delete yes from passenger shelter shed (GA).

WN 13, we 30/3/1934

Hopetoun - Ravensthorpe railway has again closed.

WN 14, we 6/4/1934

Wubin, add yes in can unload carriages and horses, and in warehouse columns (GR). Add 50x30 in goods shed column (GA).

Hutt, delete goods shelter (GA).

WN 15, we 13/4/1934

Comet Vale, 23/3/34, opened as S&T station.

144 Mile (between Cowcher and Bowelling), 103, 106 and 57 to stop for school children.

Wonthella, insert between Bluff Point and Utakarra, only facility is "out-of" shed on left ex Geraldton. (GA).

WN 16, we 20/4/1934

Rolling Stock Alterations, March 1934, Locomotives – Converted – E to Ea 337, 346, D to Ds 384 (new 18in cylinders).

Greenmount Quarry Co Siding, 2/4/34, reopened, engines must not pass scotch block.

Denmark branch, in GA, insert under Accomodation: Cherryup - nil, Springdale - passenger shelter, Mount McLeod - nil.

WN 17, we 27/4/1934

Marne, add to list of stockyards, delete from list of portable races (WTT).

Ballidu, add to list of portable races (WTT).

Bungulla - Kellerberrin deviation, 22/4/34, diverting traffic over new deviation from 127m 50ch to 130m 70ch.

Mt Helena, 23/4/34, main line signals changed from manual to semi-auto working, existing manual signals to and from Mundaring branch remain. Down and Up main distants replaced by auto signals. CCE plan 10963D.

SSM line at Manjimup now 15 miles.

Coolgardie to Norseman, GA particulars replaced, page 189.

WN 18, we 4/5/1934

251 3/4 Mile ballast pit, traffic for this cancelled, same arrangements to apply to new ballast pit at 263 3/4 mile.

Warralackin, add to list of stockyards (WTT).

Hines Hill regrading and deviation, 153m 65ch to 154m 65ch, now noted in speed restrictions as being fit for traffic at 25 mph.

WN 19, we 11/5/1934

Swan View - Hovea, 8/5/34, pulling main line to new position from 16m 76ch to 17m 06ch, also removing temporary points at 17m 28ch, traffic there will resume running in the up direction on the straight road. Future down main west of No8 points will be connected to present down main at Hovea for purpose of work associated with duplication, scotch block placed on it.

Parkerville, 10/5/34, up home moved out to new position and changed to a semi-auto, up distant removed and replaced by auto, also a change to a disc.

Pintharuka, 8/5/34, opened as S&T station splitting ES section Morawa - Wonella

section, ballast pit siding connected to crossing loop at Wonella, point indicators provided, Wonella attended 8am to 5pm.

Bowgada and 263 3/4 Mile Ballast Pit, 10/5/34, closed as S&T stations, and ES section now Perenjori - Koolanooka.

Marne, add sheep and cattle race (GR,GA).

Warralackin, add sheep and cattle race (GR,GA).

WN 20, we 18/5/1934

Rolling Stock Alterations, April 1934, Locomotives – Converted – D to Ds 376 (new 18in cylinders), E to Eas 341 (original cylinders), Ea to E 337.

Wialki, add to list of stockyards (WTT).

WN 21, we 25/5/1934

Swan View - Hovea duplication, 21/5/34, pulling over main from 14m 75ch to 15m 04ch, putting in points and crossings at 15m 31ch, traffic diverted over new line from 15m 31ch to tunnel. Up trains limit 8mph over facing points at 15m 31ch, and 15mph between trailing points at 15m 28ch and tunnel.

Allen's Siding, rate 496, not now in existence, delete from WTT and GR.

Wialki, add sheep and cattle races (GR,GA).

WN 22, we 1/6/1934

Koojedda, 23/5/34, reduced to 1 signalman.

Chango, rate 47 from Geraldton on Meekatharra line added, departmental use only.

WN 23, we 8/6/1934

nil of interest.

WN 24, we 15/6/1934

Skeets Crossing, delete from all timetables and insert Taylor's Crossing, mileage 25.

288 Mile 66 Chain Ballast Pit, 29/5/34, opened as S&T station splitting Southern Cross - Bullfinch section, two sets of point leading to pit, point indicators 100 yds each side of points, staffs and boxes inside a box alongside the telephone post, box containing telephone on post. Only ballast may cross, reference to porter - in - charge.

382 Mile 75 Chain Ballast Pit, 11/6/34, opened as S&T station splitting Coolgardie - Widgemooltha section, point indicators 100 yds either side of points, large box provided for S&T boxes and telephone, only ballast may cross, reference to porter - in - charge.

Public Works Siding, 268m 15ch, Lake Grace - Karlgarin extension (WN 25/30) has been removed (GR).

WN 25, we 22/6/1934

Rolling Stock Alterations, May 1934, Locomotives – Converted – D to Ds 374, 385 (new 18in cylinders)

Spencer's Brook - Northam duplication, 18/6/34, pulling road across to new up line bridge at 61m 55ch, traffic will now be via Up line from 61m 55ch to Sp.Brk., staff locking at Spring Hill will be restored, alterations to interlocking at Sp. Brk.

WN 26, we 29/6/1934

Skeets Crossing renamed to Taylor's Crossing (GR).

WN 27, we 6/7/1934

Swan View - Parkerville duplication, 2/7/34, 3 sets of points at Hovea removed, loop at Hovea cut out and converted into through up and down mains, temporary set of points on

new down line at Hovea end of Parkerville siding will be pulled out and connection made to new down main. Double line working between new Tunnel Junction Siding and Parkerville will be brought into use immediately. Tunnel Junction is new signal box at 15 1/2 miles. Hovea, up and down home and distant taken out of use, No 3 up semi-auto converted to absolute auto (up main), No 12 semi-auto to absolute auto (down main). Tunnel Junction, diagram 29407. Parkerville, signalling and interlocking alterations completed by 4/7/34, diagram 10962G. GA instructions page 309.

Skeet's Crossing renamed Taylor's Crossing (GA).

WN 28, we 13/7/1934

Koojedda, 27/6/34, now two signalmen.

Buniche, add to list of stockyards (WTT).

Coolgardie - Esperance, Timetable reprint, page 312.

288 Mile 66 Chain Ballast Pit closed, Perilya opened, 7/7/34, as S&T station, point indicators provided on facing points at Perilya, new ballast pit line branches off main 196ft from main line facing points inside Bullfnch end of yard, telephone provided, only ballast may cross.

Buniche, sheep and cattle races provided (GR,GA).

WN 29, we 20/7/1934

Rolling Stock Alterations, June 1934, Locomotives – Nil.

353 Mile 75 Chain (Coolgardie - Esperance), ufn trains may stop for passengers or provisions.

87 Mile 70 Chain, (Grass Valley - Meckering), 17/7/34, putting in points and crossings.

Spencer's Brook, 27/7/34, outer home signal from GSR brought into use to facilitate shunting, present home moved in 40ft.

WN 30, we 27/7/1934

25 Mile 68 Chain, ufn No 7 and 18 to stop for school children here, Pine Tree Crossing.

Roelands, 20/7/34, opened as auxiliary staff station, duplicate instruments Brunswick Junction and Roelands.

Storage Siding, reference in running times for section Storage Siding to Eradu (30 to 37 minutes).

WN 31, we 3/8/1934

Dornock, add to list of stockyards (WTT).

Perth Goods Yard, 40 ton weighbridge is being installed.

WN 32, we 10/8/1934

Westfield, add to list of portable livestock races (WTT).

WN 33, we 17/8/1934

Rolling Stock Alterations, July 1934, Locomotives – Nil.

Perilya, add to list of stockyards (WTT).

Nornalup, add to list of stockyards (WTT).

Dornock, delete from list of portable races (WTT).

Boorabbin, Lilliginni closed, Duri, Woolgangie, Bulla Bulling opened, 1/9/34, as ES stations, sections now Karalee - Duri - Woolgangie - Bulla Bulling - Coolgardie. Woolgangie has up and down home and distant signals.

87 Mile 73 Chain (Grass Valley - Meckering), pair of points put in, staff

locked.

WN 34, we 24/8/1934

Merredin - Kalgoorlie timetable reprint pages 384-391.

Cowcowing, Rossmore, Manmanning, Burakin, Mollerin, add to list of stockyards (WTT).

86 Mile 28 Chain, 21/8/34, putting in points and crossings.

87 Mile 73 Chain (Grass Valley - Meckering), points put in on main, are in connection with deviation works between Meenaar and Meckering.

W.A.Manganese Co, Meekatharra, delete from list of private co's lines (GR).

Burakin, Cowcowing, Dornock, Manmanning, Mollerin, Nornalup, Perilya, Rossmore, sheep and cattle races provided (GR,GA).

Frankland River renamed Nornalup in GA.

WN 35, we 31/8/1934

Wogarl, add to list of stockyards (WTT).

Bunketch, add to list port. livestock races (WTT).

Spencer's Brook - Northam duplication, 26/8/34, pulling over main at 64m 54ch to connect with new down line from Spencer's Brook, traffic to run on down line from Sp. Brk. to Northam.

86 Mile 28 Chain (Grass Valley - Meckering), set of points put in for regrading and deviation work in this section.

Private Co's lines (GR), add Wilga, Timber Corporation Ltd, 16chains.

WN 36, we 7/9/1934

Grass Valley - Meenaar, 6/9/34, divert traffic to new deviation at 86m 28ch and 87m 70ch. Staff locked points at 87m 70ch have been removed.

85 Mile 5 Chain (Meenaar - Meckering), 4/9/34, putting in points and crossings.

Spencer's Brook - Northam, 2/9/34, duplication brought into use, diagrams 18497E, 12124F. GA amendments page 433.

Wogarl, sheep and cattle races added (GR,GA).

Mundijong, diamond crossing permitting the Company's train to cross the main line has been removed, in future moveable section will be placed in position when required, as arranged between Company and the SM. Staff for Mundijong - Serpentine section to be taken out before company's train may cross over.

WN 37, we 14/9/1934

Nil of interest.

WN 38, we 21/9/1934

Rolling Stock Alterations, August 1934, Locomotives – Converted – E to Es 322 (original cylinders).

315½ Mile Ballast Pit, 20/9/34, opened as S&T station splitting ES section Tardun - Wilroy, ballast pit attended 8am to 5pm, only ballast may cross, point indicators 300 yds each side of points, telephone provided.

Northam, up outer home is provided.

WN 39, we 28/9/1934

Dumblebung - Wishbone section, 26/9/34, putting in points and crossings at 222m 46ch and 223m 10ch for deviation.

Holly, crossing loop has been removed (GA).

WN 40, we 5/10/1934

222 Mile 46 Chain Ballast Pit, 3/10/34, opened as S&T station splitting Dumbleyung - Wishbone section, attended 8am to 5pm, only ballast may cross, point indicators 300 yds each side of points.

WN 41, we 12/10/1934

White Rock Quarries Ltd, siding at 101m 46ch on Collie line put in, rate 102; reference to charges for shunting either by Bruns. Junc shunter or by ballast train (GR).

WN 42, we 19/10/1934

Rolling Stock Alterations, September 1934, Locomotives – Nil.

Dumbleyung - Kukerin section, 17/10/34, remove points at 223m 10ch, and pull over road there and at 223m 65ch, traffic will then run over deviation no. 2.

Broad Arrow, 15/10/34, opened as unattended S&T station splitting Kalgoorlie - Comet Vale section.

Karalee, triangle put in and may now be used.

Butterfly, add shelter shed (GR,GA).

Lake Kirk, delete shelter shed (GR,GA).

WN 43, we 26/10/1934

226m 70ch, Newdegate branch, 22/10/34, putting in points.

Rivervale, Swan Portland Cement Co's siding, additional road provided for transporting shell from the canal to the lime hoppers, haulage will be performed by the firms Fordson engine. When necessary to

shunt Fibrolite siding (J.Hardie & Co) necessary for guard or shunter to confer with foreman at Swan Portland Cement works to arrange for Fordson engine to stand clear.

Norseman, scotch blocks provided on loop.

GWS Pumping Station No 5, siding can only be worked by Up trains.

Wonthella, shelter shed provided (GR).

WN 44, we 2/11/1934

Yealering, 4/11/34, opened as unattended S&T station for the day (GSR annual picnic).

353 Mile 30 Chain (Coolgardie - Mungari), ufn certain trains to stop for passengers or provisions.

353 Mile 75 Chain (Coolgardie - Esperance) instruction re trains stopping now cancelled.

Karalee, delete 60ft from turntable column and insert triangle.

WN 45, we 9/11/1934

Tunnel Junction, certain trains to stop for school children, employees and provisions.

Coolgardie - Esperance section, 8/11/34, Londonderry, 372 Mile 65 Chain Ballast Pit closed, 388 3/4 Mile Ballast Pit, Larkinsville, 411 Mile 65 Chain opened as S&T stations, trains can cross at 388 3/4, no siding accomodation provided at other two, new sections will be Coolgardie - 388 3/4 M BP - Larkinsville - Widgemooltha - 411M 65Ch - Pioneer.

Mundijong, delete weighbridge particulars (GR).

WN 46, we 16/11/1934

Rolling Stock Alterations, October 1934, Locomotives – Nil.

388 3/4 Mile Ballast Pit, only ballast may cross.

WN 47, we 23/11/1934

81m 20ch, EGR, 20/11/34, putting in points and crossings.

Lennox, 169m 34ch, renamed Yelverton.

WN 48, we 30/11/1934

Comet Vale, 26/11/34, closed as staff station, S&T sections will now be Broad Arrow - Goongarrie - Menzies (does this mean Goongarrie opened ?).

Hay, 26/11/34, closed as staff station, S&T section now Youngs - Denmark.

Scaddan closed, Grass Patch opened, 4/12/34, as S&T station, section now Salmon Gums - Grass Patch - Esperance.

Yelverton - rate 169 (GR).

Bullfinch line, add to engines allowed to run, C & T (ELT).

WN 49, we 7/12/1934

Lancing, portable race and hurdles provided (WTT).

81m 20ch, 4/12/34, 85m 05ch, 6/12/34, EGR, removing points and crossings.

Dumbleyung - Kukerin, 1/12/34, linking up deviation No 1 at 222m 15ch and 222m 46ch. 3/12/34, removing points at 221m 72ch.

321½ Mile Ballast Pit and Curara, 30/11/34, opened as S&T stations splitting ES section Wilroy - Mullewa, Ballast pit attended 8am to 5pm, only ballast may cross, point indicators 300 yds each side of points, Curara unattended, telephones supplied at both.

315 1/2 Mile Ballast Pit, at some time after 3/12/34, closed as S&T station (presume ES restored on Tardun - Wilroy).

222 Mile 46 Chain, 30/11/34, closed as S&T station, section becomes Dumbleyung - Wishbone.

West Subiaco, altered to Shenton Park.

WN 50, we 14/12/1934

Rolling Stock Alterations, November 1934, Locomotives – Converted – E to Eas 340 (original cylinders), E to Es 339 (original cylinders).

129 Mile 64 Chain (Collie - Narrogin), ufn 105 Mxd stops for school children.

Mt Magnet - Sandstone, night running restored, old timetable cancelled, service will now be No 51 Mxd, alternate Saturdays, Mt Magnet dep 1.0 am, Warrambu 2a50, Paynesville 4a55, Anketell 6a25, Sandstone arr 8.0 am; No 50 Mxd, alternate Sundays, Sandstone dep 10.30 pm, Anketell 12a30 Monday, Paynesville 2a15, Warrambu 3a40, Mt Magnet 5.0 am.

Dumbleyung - Kukerin, reference to deviation No 1 being between 221m 72ch and 222m 46ch.

Southern Cross - Bullfinch is now Up, Bullfinch - Southern Cross is now Down (ELT).

WN 51, we 21/12/1934

Koojedda, 3rd signalman appointed 10/12/34.

Ballidu, delete from list portable ls races (WTT).

Yelverton (formerly Lennox), insert a after name and delete yes from Carriages and Horses column (GR).

Busselton - Margaret River, siding details
(GA), page 403.

Wonella, 284¼ mile Goomalling - Mullewa,
renamed Evaside, rate 285, 10 cwt stopping
place only.

WN 52, fe 4/1/1935

Hopetoun - Ravensthorpe, line opened for
wheat and super traffic 3/1/35 ufn.

WEEKLY NOTICES - 1935

WN 1, we 11/1/1935

Grass Valley - Meckering, 6/1/35, diverting traffic onto new deviation between 81m and 85m.

238m 50ch (Wishbone - Kukerin), 5/1/35, putting in points and crossings (assoc with deviations and lifting banks).

W.A.Goldfields Firewood Supply Co line Kurrawang - Kamballie, length now 112m 4ch to end of longest spur.

WN 2, we 18/1/1935

Boyanup - Flinders Bay, increased speed limit, WTT reprint pages 15, 16.

Northern Gully - Eradu, 12/1/35 - 14/1/35, section closed to divert traffic over new deviation. No mention of mileages, but refer to speed restr. from staff station at Geraldton end of new bridge to Eradu (plus others) (apparently Eradu bridge from another reference).

Boyanup, 10/1/35, minor alteration to position of some signals.

Evaside, insert * after name (GR).

ELT, new sectional running times issued due to increase in maximum speed limits on sections Lake Grace - Newdegate (25mph), Witchcliffe - Flinders Bay (20mph), Wonnerup and Jarrahwood (20mph).

WN 3, we 25/1/1935

Rolling Stock Alterations, December 1934, Locomotives - Nil.

Mundaring Branch, requests for a Sunday passenger service to Perth and return,

additional trains timetabled for 3 Sundays to check patronage.

Wishbone - Kukerin, 23/1/35, diverting traffic over deviation No 3 at 237m 42ch and 238m 64ch.

Evaside, authorized stopping place for passengers and parcels (CR), 10cwt stopping place, no public accomodation or facilities at present (GA).

Mullewa - Narngulu, in changed loads for ELT refers to 64M 60CH (Mullewa - Ardingly) and 47M 10CH (Indarra - Eradu).

WN 4, we 1/2/1935

Koojedda, 24-28/1/35, Down Distant and Down Home moved out 156yds and to Up side of line, until such time as main line points and catch points of new siding of down main are interlocked will be worked by hand and secured by special padlocks, (refers to it later as stowing siding).

WN 5, we 8/2/1935

Wagin - Newdegate branch, altered WTT page 81.

Lake Grace - Hyden branch, altered WTT page 82.

81m 23ch EGR, 4/2/35, removing points and crossings.

WN 6, we 15/2/1935

Mundaring Branch, Sunday passenger service extended to end of March.

Bowgada, 12/2/35, opened as S&T splitting ES Perenjori - Koolanooka, point indicators and telephone provided.

Busselton, add 5 ton crane (GR)
(correction?).

WN 7, we 22/2/1935

Rolling Stock Alterations, January 1935,
Locomotives – Nil.

Northern Gully - Eradu, 18/2/35, 34m 4ch
(Geraldton end of new bridge), removing
points and crossings.

Clackline - Miling, earthworks in progress for
regrading and deviation from 66m 65ch to
68m 19ch.

179 Mile 25 Chain Ballast Pit, 18/2/35,
opened as S&T station splitting S&T
Koorda - Gabbin, point indicators 300 yds
each side of points, porter in charge 8am to
5pm, only ballast may cross, telephone
placed in cut out box and locked box
provided as staff box container.

Koojedda, 30/1/35, alterations to
interlocking completed, plan 23976C, new
instructions page 120.

433m 25ch, Coolgardie - Norseman,
11/2/35, set of points added for new ballast
pit siding.

Geraldton - Mullewa, all classes may now
run (ELT).

WN 8, we 1/3/1935

nil of interest.

WN 9, we 8/3/1935

Hopetoun - Ravensthorpe, 25/2/35, closed
u/n.

WN 10, we 15/3/1935

67m 5ch Clackline - Miling, 8/3/35, putting
in points.

Indarra deviation and regrading, earthworks
u/n carried out alongside main from 49m
25ch to 49m 49ch.

Coondle, 11/3/35, opened as S&T splitting
S&T Toodyay - Bolgart, point indicators and
telephone provided, locked box for staff,
unattended, only ballast may cross.

Koojedda, turntable now fit for use.

Larkinville and 411m 65ch closed,
Higginsville and 433 Mile 13 Chain Ballast
Pit opened as S&T stations. Higginsville
unattended, point indicators and telephone
provided, no trains may cross. 433m 13ch
BP attended, forms a triangle off main,
facing points and point indicators provided
at 433m 3ch and 433m 22ch, telephone
provided, only ballast may cross. Sections
now Coolgardie - 388 3/4 Mile -
Widgemooltha - Higginsville - Pioneer -
433m 13ch - Norseman.

WN 11, we 22/3/1935

Rolling Stock Alterations, February 1935,
Locomotives – Nil.

31 Mile 32 Chain stopping place (Northern
Gully - Eradu), renamed Wicherina, 10cwt
stopping place, parcels and passengers,
truckloads a/c Water Supply Dept only.

Wundowie, 12/3/35, opened as block signal
box, up and down home and distants
provided, Annetts key withdrawn.

WN 12, we 29/3/1935

Clackline - Miling, 27-28/3/35, road
between 67m 33ch and 67m 45ch pulled to
new alignment.

302 Mile, 26/3/35, opened as S&T splitting
ES Canna - Tardun, location point indicators
and telephone provided, only ballast may
cross.

321 1/2 Mile Ballast Pit and Curara,

26/3/35, closed as S&T, ES section Wilroy - Mullewa reopened.

Bowgada, 27/3/35, closed as S&T, ES Perenjori - Koolanooka reopened.

White Rock Quarries Ltd siding is at 101m 46ch on B.J. - Collie line (GR).

WN 13, we 5/4/1935

388 3/4 Mile closed, 440M 5Ch and 449M 65Ch opened, 27/3/35 as S&T, both new ones are unattended, point indicators and telephones provided, no trains can cross, sections now Coolgardie - Widgemooltha and 433m 13ch - 440m 5ch - 449m 65ch - Norseman.

WN 14, we 12/4/1935

67m 50ch (Clackline - Miling), 8/4/35, putting in points.

133m 40ch and 133m 70ch (Benjaberring - Wyalkatchem), 9/4/35, putting in points.

133 Mile 40 Chain and 135 Mile 0Ch, 9/4/35, opened as S&T stations splitting ES Minnivale - Wyalkatchem, first will be attended 8am to 5pm, telephone and point indicators provided, only ballast may cross, second unattended, no trains may cross, telephone, cabin and point indicators provided. Points to ballast pit siding at 133m 73ch secured by Annetts lock, key attached to the train staff, scotch block provided on the siding.

WN 15, we 19/4/1935

Rolling Stock Alterations, March 1935, Locomotives – Converted – F to Fs 357 (original cylinders).

Goomalling - Wyalkatchem, earthworks alongside main 130m 54ch - 131m 62ch, 133m 38ch - 135m 0ch, 136m 53ch - 137m 43ch ufn (entry had been in for a while).

Kondinin, rate mileage via Merredin 255, via Narrogin 250 (GR).

WN 16, fe 3/5/1935

Amery - Wyalkatchem, 22/4/35, pulling road at 134m 25ch to connect deviation 133m 40ch to 134m 25ch. 26/4/25, inserting points at 134m 25ch.

East Northam, new scissors crossover at east end had been previously installed. 22/4/35, Up Homes moved out to new position at east end of new scissors. 23/4/35, new scissors brought into use and current scissors spiked. 24/4/35, Down starters from main and loop moved to western end of scissors and new Down starter loop to X brought into use. Plan 10970A.

Kondinin, rate mileage via Merredin 255, via Narrogin 250 (CR).

WN 17, we 10/5/1935

Comet Vale, 3/5/35, opened as S&T station splitting Goongarrie - Menzies.

Goomalling - Morawa, all classes may run, Morawa - Mullewa, A, B, C, G, L, M, O, Oa, Ra, T.

WN 18, we 17/5/1935

Rolling Stock Alterations, April 1935, Locomotives – Converted – M to Ms 389 (original cylinders).

Amery - Wyalkatchem, 15/5/35, removing points at 134m 25ch, and pulling over road to deviation there and at 134m 78ch.

Amery - Wyalkatchem, added 120m 0ch - 120m 54ch to section for earthworks.

Narrogin, from 13/5/35, extending passenger platform down side, south end.

Wagin, from 13/5/35, extending passenger platform down side, south end.

Morawa - Mullewa, Ea and Eas engines may run (ELT).

WN 19, we 24/5/1935

Clackline - Miling, 17-18/5/35, pulling road to connect to deviation at 66m 65ch - 68m 19ch, also removing points.

135M 0Ch closed, 130M 50Ch opened, 20/5/35, as S&T stations, unattended, cabin telephone and point indicators provided, scotch block on deviation. Sections now Minnivale - 130M 50Ch - 133M 40Ch - Wyalkatchem.

Goodwood Racecourse (Old Filter Bed) Siding, 1m 78ch SWR, reference to charges for use by Race Club or public.

WN 20, we 31/5/1935

Picton - Pemberton, 27&29/5/35, 125m 20ch to 125m 33ch, removing points.

302 Mile Spoil siding, 28/5/35, closed as S&T, and ES section Canna - Tardun reopened.

WN 21, we 7/6/1935

Minnivale - Wyalkatchem, 3/6/35, removing points at 131m 55ch, and pulling over road to connect deviation at 131m 7ch and 131m 55ch.

130M 50Ch closed, 136M 50Ch opened, 4/6/35 as S&T station, unattended, cabin, telephone and point indicators provided, scotch block provided on deviation, points put in at 136m 55ch. Sections now Minnivale - 133M 40Ch - 136M 50Ch - Wyalkatchem.

Picton - Pemberton, 5/6/35, 133m 24ch, laying points.

Picton Junction, 4/6/35, extension and alteration of Cuming Smith's siding

connection to dead end, new signal brought into use, altered GA inst page 315, plan 27287B.

Chango (47M 9Ch), 3/6/35, opened as S&T splitting Eradu - Indarra section, unattended, telephone and location point indicators provided, only ballast may cross.

Coondle, 25/5/35, closed as S&T, section Toodyay - Bolgart reopened.

F.A.&E.Moss siding at 75m 5ch (near Plavins), reference in shunting charges.

Collie Land & Timber Co siding, 132m in Collie - Shotts section, permission for Bunning Bros to use.

WN 22, we 14/6/1935

Eradu - Indarra, 8-10/6/35, slewing main line between 50 1/2 and 51m, in connection with regrading.

Allanson, telephone installed at resident engineers office.

No 5 Pumping Station, alter rate to 199 (GR).

WN 23, we 21/6/1935

Rolling Stock Alterations, May 1935, Locomotives – Converted – F to Fs 400, 422 (original cylinders).

Minnivale - Wyalkatchem, 21/6/35, pulling over road at 136m 55ch and 137m 34ch to connect to new deviation.

WN 24, we 28/6/1935

123m 55ch (Amery - Minnivale), 24/6/35, putting in points.

136 Mile 50 Chain closed, 123 Mile 54 Chain opened, 25/6/35, as S&T station, attended 8am - 5pm, telephone and point indicators provided, only ballast may cross.

133M 40Ch unattended from 25/6/35.
Sections now Amery - 123M 54Ch -
Minnivale - 133M 40Ch - Wyalkatchem.

Jundoo, 284 Mile, to avoid haulage of water tanks from Mt Magnet for the service between Jundoo and Sandstone, a siding to hold 6 trucks completed at Jundoo, restricting tank haulage to Jundoo - Sandstone section.

Wicherina, added between Northern Gully and Eradu, 10cwt stopping place, no public accomodation or facilities at present (GA).

WN 25, we 5/7/1935

Eradu - Indarra, 29/6/35 - 1/7/35, slewing main in connection with regrading 50 1/2 m to 51m.

WN 26, we 12/7/1935

120m 3ch (Amery - Minnivale), 12/7/35, putting in points.

123 Mile 54 Chain, 9/7/35, closed as S&T station and ES section Amery - Minnivale restored.

133 Mile 40 Chain, attended from 9/7/35, only ballast may cross.

133 Mile 24 Chain Ballast Pit (Donnybrook - Pemberton), ballast pit siding opened, points staff locked.

WN 27, we 19/7/1935

Rolling Stock Alterations, June 1935,
Locomotives – Nil.

WN 28, we 26/7/1935

133 Mile 40 Chain, 13/7/35, porter-in-charge withdrawn, unattended till 5/8/35, then attended till approx 16/8/35.

East Perth, 19/7/35, additional shunt setback

signal from up main to loop brought into use, plan 18217A.

WN 29, we 2/8/1935

Indarra deviation, 26-27/7/35, connecting deviation at Chango and 49 1/4 Mile.

Belmont branch, 29/7/35 for approx 3 weeks, repairs to river bridge, single line working via Up main from River Bridge (5m 44ch) (Perth side of bridge) to Belmont, via S&T(staff only), telephone provided, attended by a porter for all trains, ground disc provided on Down main 200yds from clearance of lines, plus point indicator at points, signals at Belmont marked out of use, plus scotch block on down main.

Londonderry, delete from 10cwt list (GR), siding 10 trucks, right side (GA).

WN 30, we 9/8/1935

Belmont branch, from 5/8/35, single line over Down main.

Menzies, scotch blocks provided on each end of loop to allow water tanks to stand for filling.

449M 25Ch closed, Bromus opened, 31/7/35, as S&T station, unattended, telephone and point indicators provided, only ballast may cross. Sections now Pioneer - 433M 13Ch - 440M 5Ch - Norseman - Bromus - Salmon Gums.

133M 40Ch, expected to be attended till 17/8/35, then permanently closed.

WN 31, we 16/8/1935

Rolling Stock Alterations, July 1935,
Locomotives – Converted – D to Ds 369 (new 18in cylinders), Oa to O 161.

MR timetable, replacement service pages 452, 453.

Amery - Minnivale, 12/8/35, pulling over road at 124m 28ch and 124m 43 ch to connect new deviation, 14/8/35, pulling over road at 120m 3ch and 120m 53ch to connect new deviation.

Wiluna Gold Mines siding, 2ft gauge tramway constructed by the company from Bulletin and Moonlight mines to the main lease at Wiluna, crosses railway approx 1000ft from dead end on Crude Oil Private siding at the Wiluna mine, scotch blocks provided on tramway, normal position is off, scotch blocks to be locked on during shunting. Tramway currently being constructed, expected to be ready for traffic in approx 4 weeks.

Perk's Siding moved to 413m 60ch, rate 414 (GR).

WN 32, we 23/8/1935

133 Mile 40 Chain, from 16/8/35 unattended, 20/8/35, closed and ES section Minnivale - Wyalkatchem reopened.

Perk's Siding, rate mileage now 414 (CR).

Meelon, portable sheep race and six hurdles provided (GA).

WN 33, we 30/8/1935

Belmont branch, 26/8/35, double line working resumed.

Esperance New Jetty, G class permitted to run (ELT).

WN 34, we 6/9/1935

nil of interest.

WN 35, we 13/9/1935

Storage Siding and 47M 10Ch (Indarra - Eradu), all reference removed in ELT.

WN 36, we 20/9/1935

Rolling Stock Alterations, August 1935, Locomotives – Converted – F to Fs 413 (original cylinders).

Gnowangerup, scotch blocks placed on each end of the loop (GA).

Yellowdine, new crossing loop constructed, standing room now 86.

WN 37, we 27/9/1935

Higginsville, 433M 13Ch, 440M 5Ch, 17/9/35, closed as temporary S&T stations, sections now Widgemooltha - Pioneer - Norseman.

Meekatharra, GA instructions added, page 529.

WN 38, we 4/10/1935

W.A.Goldfields Firewood Supply Co, note added in GR re charges for bush haulage on stock consigned from stockyards at mileages 14m 50ch and 78m 59ch from Kurrawang.

WN 39, we 11/10/1935

Wokalup, reference to bush haulage charges from Treesville Mill, 32m 46ch from Wokalup.

Aldersyde, add cart dock (GA).

WN 40, we 18/10/1935

Menzies, 9/9/35, trainmens barracks opened.

Kookynie, 30/9/35, trainmens barracks closed.

WN 41, we 25/10/1935

Rolling Stock Alterations, September 1935, Locomotives – Converted – D to Ds 377, 382 (new 18in cylinders), F to Fs 356 (original

cylinders).

Wuraming, SSM line now approx 22 miles long.

Jarrahwood, Millars line now approx 21 miles long.

Cardup, engines must not go beyond board 200ft from points on brickworks line (GA).

Spearwood, siding standing room now 28 (GA).

WN 42, we 1/11/1935

Yealering, 3/11/35, opened as unattended S&T for picnic day.

WN 43, we 8/11/1935

Mullewa - Pindar, 5/11/35, putting in points at 80m 36ch and 82m 8ch.

80M 30Ch, 82M 8Ch, 9/11/35, opened as S&T stations splitting Mullewa - Pindar section. 82M 8Ch attended by porter in charge. Telephones, scotch blocks and point indicators 300 yds either side of points provided at each place. 80M 30Ch will be required for one week, and when it closes, temporary unattended S&T will be opened at 85M.

WN 44, we 15/11/1935

101 Mile 46 Chain (B.J. - Collie) (near White Rock Quarries), 66 and 77 stop ufn for school children.

Penrith - Yokain, 11/11/35 ufn, 69 to stop at telephone post 2316 (mileage 116 3/4) and 80 to stop at telephone post 2330 (mileage 117) for school children.

Brunswick Junction - Collie deviation, 10/11/35, putting in staff locked points at 119m 37ch.

Meekatharra, Up Home and Distant

provided (GA).

Cue, Up Home and Distant provided (GA).

WN 45, we 22/11/1935

Rolling Stock Alterations, October 1935, Locomotives – New stock – Rail Motor Coach 432 (Port Hedland Railway)

Lum's Landing, 10cwt only, rate mileage 71, added (GR).

Tuckanarra, 2/12/35, opened as a booking station, with SM in charge.

WN 46, we 29/11/1935

nil of interest.

WN 47, we 6/12/1935

Sewell, shelter shed has been erected at 152m 21ch and trains will now stop there instead of at 153m 5ch.

AQS sleeping cars - info on conversion from AQ, and on initial use, also on intention to convert ARS from 6 berth to 4 berth compartments, page 691.

Sewell, alter rate to 152, shelter shed provided (GR,CR).

Lum's Landing, rate 71, added (CR).

Mundijong, delete weighbridge particulars (GR).

WN 48, we 13/12/1935

Quarry siding, 87m 3ch Meenaar - Meckering, fit for traffic to quarry site, staff locked, shunt in Up direction only.

Harman's, Yelverton, added to list of 10cwt stations.

WN 49, we 20/12/1935

Rolling Stock Alterations, November 1935,
Locomotives – Nil.

Mundijong, 11/12/35, signal box at
moveable crossing Millars line closed, all
points and signals operated by it
disconnected, and Up and Down Home
signals applicable to main line removed.

82 Mile 7 Chain Ballast Pit and 85 Mile,
14/12/35, closed as S&T stations, sections
Mullewa - Pindar - Wurarga reopened.

Lum's Landing, alter to read Lunn's Landing
(GR,CR).

Mundijong, GA amendments, points on
company's line are staff locked, operated
from a lever frame on up side of main line
near moveable crossing.

Sewell, 10cwt only, goods shelter on left ex
Collie, added (GA).

WN 50, fe 3/1/1936

East Northam - Goomalling deviations,
6/1/36, ballast pit siding brought into use at
93m 39ch, points abut the main line points
at northeastern end of Hulongine, ballasting
operations begin on deviation, points leading
to it are at 93m 55ch, both places have staff
locked points.

87 Mile 3 Chain is being used in connection
with ballasting Grass Valley - Meckering.

Malcolm, scotch blocks provided on
crossing loop.

Buckingham's Siding, approx length of line
15m.

WEEKLY NOTICES - 1936

WN 1, we 10/1/1936

Pindar - Wurarga section, 3-4/1/36, connecting No 2 deviation with main line at 85m and 86m76ch NR.

Mullewa - Pindar section, 4-6/1/36, connecting No 1 deviation with main line at 80m35ch and 82m09ch NR; deviation crosses original main at 81m08ch.

Dongara, delete all ref to Victoria District Co-Op Flour Mills siding in GR book.

WN 2, we 17/1/1936

Boyup Brook, 13/1/26, work commenced on construction of engine pit in main line, Katanning end.

Mullewa - Pindar section, 10-11/1/36, connecting temporary deviation at 73m70ch and 74m25ch NR.

Cue, scotch blocks provided on crossing loop.

Anketell, siding holding capacity increased by 300ft.

WN 3, we 24/1/1936

Rolling Stock Alterations, December 1935, Locomotives – Reclassified Oa to O 6.

Lunn's Landing, insert in GA between Toodyay and Coondle, 10cwt stopping place, only facility is loading bank 12' long, 2'6" high, left hand side ex Perth.

WN 4, we 31/1/1936

Sewell, 152m Collie - Narrogin, renamed James Crossing.

Pumping Stations Nos 4,5,7,8, added to list of 10cwt stations and platforms.

WN 5, we 7/2/1936

Boyup Brook, 6/2/36, main line brought into use and normal working resumed (construction of engine pit).

Collie Branch, guard of ballast train may, when train is placed on deviation at 119m35ch and main line is clear, return staff to Yokain, resident engineer to provide transport between 119m35ch and Yokain.

WN 6, we 14/2/1936

White Peak, has been closed as S&T station, section now Wokarina - Northampton.

Carmel, ref to it as 10cwt station deleted from GR book, but ref to name itself remains (i.e. provided with siding?).

Anketell, alter length of loading bank to 45' and siding standing room to 38 trucks.

WN 7, we 21/2/1936

Rolling Stock Alterations, January 1936, Locomotives – Nil.

Bringo, stopping place at 19 mile tank between Moonyoonooka and Kojarena has been named Bringo, rate 19m ex Geraldton, 10cwt stopping place, no public siding.

WN 8, we 28/2/1936

Carmel, insert siding standing room 14 trucks, right side ex Perth.

Woodanilling, alter siding standing room from 68 to 37 trucks.

Narrrikup, alter siding standing room from 38 to 28 trucks.

WN 9, we 6/3/1936

Subiaco - Darglish section, 2m68ch, from 2/3/36, new overhead footbridge being constructed.

Hulongine - Goomalling deviations, 2/3/36, points and crossings removed at 95m and track pulled over here and 96m45ch to connect with deviation; 4/3/36 points and crossings put in at 96m79ch, facing down trains, spiked over until staff locked.

Industrial Extracts private siding, 99m50ch Hotham Valley branch, facing to down trains, approached on down by steep falling grade; at extreme end of siding is loop 160' long and dead end 100' long.

PWD siding near White Peak, 316m, siding now out of use and points spiked over.

WN 10, we 13/3/1936

nil of interest.

WN 11, we 20/3/1936

Rolling Stock Alterations, February 1936, Locomotives – Converted – F to Fs (original cylinders) 410.

WN 12, we 27/3/1936

Subiaco, Hume Pipe Coys siding, takes off from stockyard siding and consists of three dead ends, passes through Elder Smiths property, which is enclosed by two double gates, scotch block beyond gates and 20' on Subiaco side of first set of points.

WN 13, we 3/4/1936

Hulongine - Goomalling section, 30/3/36, removal of points and crossings at 96m79ch, pulling over track there and at 97m61ch to

connect deviation.

Goomalling, catch point on Shell Co siding disconnected from point and scotch block provided instead.

Yokain - Collie section, 29/3/36, main line pulled to new alignment between 120m03ch and 120m25ch for purpose of carrying out earthworks.

Moonijin, add to list of portable livestock races.

Warooka, no of cart docks amended to 2.

WN 14, we 10/4/1936

nil of interest.

WN 15, we 17/4/1936

Rolling Stock Alterations, March 1936, Locomotives – Nil.

Jennacubbine - Hulongine section, 13/4/36, placing points and crossings at 88m39ch, facing down trains, spiked over, will be staff locked before being brought into use; also 88m35ch and Rossmore opened as S&T stations splitting ES section Jennacubbine - Hulongine; 88m35ch attended 8am - 5pm Mon-Sat, only ballast may cross; Rossmore unattended, trains not to cross.

Wooroloo - Koojedda section, 15/4/36, auto signalling brought into use on down line, temporary diagram CCE 30409.

Wundowie, from 16/4/36, signalman will be withdrawn, while unattended signals will not be lit at night, siding must not be shunted unless signals are lit for purpose.

Allanson, 9/4/36, staff locking at both ends disconnected, replaced by cheese knobs locked by cotter pin and padlock, staff locking to be replaced at completion of regrading work.

Mullewa, alter siding standing room to read 573.

WN 16, we 24/4/1936

Mullewa - Pindar section, 19-20/4/36, pulling over of track in connection with regrading at 73m70ch to 74m25ch.

Leighton, from 19/4/36, no staff in attendance on Sundays.

WN 17, we 1/5/1936

17m 72ch (Mundaring Branch), new stopping place for all passenger and mixed trains, between Glen Forrest and Mahogany Creek.

WN 18, we 8/5/1936

Widgemooltha, alter siding standing room to 40.

WN 19, we 15/5/1936

Jennacubbine - Hulongine, 11/5/36, pulling over line between 88m39ch and 88m77ch to new deviation.

East Northam - Frenches, 13/5/36, putting in points at 72m78ch, facing up trains, spiked, to be staff locked.

Moyagee, 12/5/36, opened as S&T station splitting Mt Magnet - Day Dawn, using siding as crossing loop, note that it is fitted with scotch blocks.

WN 20, we 22/5/1936

Rolling Stock Alterations, April 1936, Locomotives – Converted – F to Fs (original cylinders) 285.

Perth station, from 5/5/36, work on extending Nos 3 & 4 platforms at east end.

East Northam - Frenches, 18/5/36, ES

section closed, replaced by S&T sections East Northam - 72m78ch - 74m25ch - Frenches; 72m78ch attended 8am - 5pm Mon - Sat, only ballast may cross, 74m25ch unattended, no crossings, telephones and location disks provided at both places.

17m72ch stopping place Mundaring Branch, named Nyaania.

Esperance (accounting station), add shunting charge for Lake View & Star Gold Mine Siding, rate 558 (corrected to 585 in WN21/36).

WN 21, we 29/5/1936

Eradu, from 25/5/36, taking out two sets of points, crossing loop not available as being relaid at 38m56ch (ie loop, not Eradu).

Pindar - Wurarga section, 26/5/36, swinging to temporary deviation at 107m65ch and 107m79ch.

Newlgalup, delete from list of 10cwt stopping places, apparently now has a siding.

Coolgardie - Norseman section, running times published, mentions Perk's siding between Widgemooltha and Higginsville.

WN 22, we 5/6/1936

Fernbrook - Yokain section, 31/5/36, deviation brought into use between 116m12ch and 119m35ch; at 119m35ch catch points removed from deviation and placed in old main line, also changes to interlocking.

Langora, shelter shed added.

Boyup Brook, cart dock added.

Cuthbert, siding standing room altered from 5 to 12.

WN 23, we 12/6/1936

nil of interest.

WN 24, we 19/6/1936

Rolling Stock Alterations, May 1936,
Locomotives – Converted – E to Eas (original
cylinders) 354.

Pindar - Wurarga section, 16/6/36, pulling
over track to new deviation from 110m01ch
to 110m15ch.

East Northam - Frenches section, 15/6/36,
temporary S&T at 74m25ch closed and new
unattended S&T at 70m10ch opened,
telephone provided, no crossings; sections
now East Northam - 70m10ch - 72m78ch -
Frenches.

Moorhead, public siding of this name
provided on new Fernbrook - Yokain main
line at 117m60ch.

Hamel, insert yes in Carriage and Horse
column of GR book.

Langora, add in GA book between Bulading
and Darkan, 10cwt stopping place, only
facility is shelter shed on right ex Collie.

Coolgardie - Norseman, add to list of
engines allowed to run, M, Ms, Msa, Ea, L,
Eas, R.

WN 25, we 26/6/1936

116m and 119m50ch Collie Branch,
commencing at once, Nos 69 & 80 stop to
pick up and set down school children.

119m37ch Collie Branch, 21/6/36, removing
set of staff locked points and pulling road to
correct alignment.

Mullewa - Yalgoo section, 27/6/36, S&T
section Pindar - Wurarga closed, S&T
stations opened at 107m46ch (unattended)
and 111m00ch (attended), telephones

provided; 4/7/36, S&T at 107m46ch closed
and transferred to 110m02ch.

120m06ch Yokain - Allanson section,
22/6/36, placing points in main line, facing
down trains, secured by cotter pin and
padlock, scotch block on deviation.

Sand Queen Gold Mine, No Liability, rate
437, accounting station Comet Vale,
shunting charge added in GR book.

Moorhead, add yes in Carriage and Horse
column, and shelter shed column (GR book),
has goods shelter, 36' loading bank, 20 truck
standing room, siding and low level landing
on R ex Perth (GA book).

Hamel, 30' loading bank provided.

WN 26, we 3/7/1936

Wurarga - Yalgoo, 30/6/36, pulling line to
temporary deviation between 116m15ch and
116m41ch.

Koojedda, 30/6/36, existing signal box
closed and new signal box opened, diagram
CCE 23976D.

East Northam - Frenches, 26/6/36,
temporary S&T at 70m10ch and 72m78ch
closed, ES East Northam - Frenches
restored.

WN 27, we 10/7/1936

Frenches - Jennacubbine, 6/7/36, pulling
over at 85m36ch and temporary connection
at 86m11ch to bring first part of deviation
into use; 8/7/36, pulling over at 86m11ch
and 86m40ch to bring balance of deviation
into use.

Perth Box C and Pier St, 6/7/36, new signal
posts provided in proximity to some old
ones.

WN 28, we 17/7/1936

110m60ch Collie Branch, Nos 69 & 80 stop to pick up and set down school children.

Pindar - Wurarga section, 14/7/36, pulling over main from 110m01ch to 110m15ch to original alignment.

WN 29, we 24/7/1936

Rolling Stock Alterations, June 1936, Locomotives – Nil.

Yokain - Collie, 19/7/36, removing old bridge at 120m65ch.

Wurarga - Yalgoo, 21/7/36, pulling over main line between 116m15ch and 116m41ch to original alignment.

77m43ch and Yarramony, 20/7/36, opened as S&T stations splitting ES Frenches - Jennacubbine, 77m43ch attended 8am - 5pm Mon - Sat, points staff locked, only ballast may cross, Yarramony unattended, only ballast may cross, telephones at both places.

Eradu closed, Ambania opened, 20/7/36, as S&T stations, sections now Northern Gully - Ambania (38m56ch) - Indarra.

Nannine, siding standing room 110, triangle now out of use, points removed.

WN 30, we 31/7/1936

120m06ch Yokain - Collie, 26/7/36, removing points and pulling over line of new deviation from there to 120m61ch.

Pindar - Wurarga section, 28/7/36, connecting deviation at 110m31ch and 111m02ch; 27/7/36, temporary S&T stations at 110m02ch and 111m closed, section reverts to Pindar - Wurarga.

Ambania, inserted in ELT running times between Eradu and Indarra.

Norseman - Esperance, M, Ms, Msa engines now permitted to run.

WN 31, we 7/8/1936

68m73ch Mullewa - Pindar section, 4/8/36, placing points.

Western Mining Corporation Ltd Siding (portion of old Brown Hill line), rate 381m, accounting station Boulder, added to shunting charges list.

Chadoora, siding room 7, right ex Perth, added to GA.

Hotham, siding room 16, right ex Perth, added to GA.

Tullis, siding room 25, right ex Perth, added to GA.

Brockman, deleted in GA, replaced by Farmers Crossing.

WN 32, we 14/8/1936

Leonora & Laverton branches, WTT reprint, pages 447 - 448.

Mullewa - Pindar, 8/8/36, S&T stations opened at 67m53ch, 68m73ch and Beatty, 67m53ch and Beatty unattended, no trains may cross, 68m73ch attended 8am - 5pm weekdays, only ballast may cross, deviation connected, scotch block in deviation; sections now Mullewa - 67m53ch - 68m73ch - Beatty - Pindar.

Consolidated Gold Mines of Coolgardie Ltd, rate 354m Esperance Branch, added to shunting charges list.

Dwellingup, No2 Railway Mill, private line approx length now 36m.

Holyoake, State Saw Mills, private line approx length now 25m.

Wuraming, State Saw Mills, private line

approx length now 19m.

Marrinup, Millars, private line approx length now 3 1/2 m.

WN 33, we 21/8/1936

Leonora & Laverton branches, WTT reprint, pages 466 - 467.

Frenches - Jennacubbine, 17/8/36, removing points at 77m43ch and pulling over line there and at 78m30ch to connect with deviation.

72m 24ch Mullewa - Beatty, 18/8/36, placing points.

WN 34, we 28/8/1936

Leonora and Laverton branches altered service pages 483,484.

Rolling Stock Alterations, July 1936, Locomotives – Converted – Eas to Es 355.

Dwarda section, reference to private sidings E & FA Moss situated at 75m and 88m26ch, existing sidings, not new.

WN 35, we 4/9/1936

Goongarrie, 31/8/36, closed as S&T station, section now Broad Arrow - Comet Vale.

Carney, new 10cwt stopping place between Yetna and Nanson, rate 325 ex Perth, 19 ex Geraldton.

National Park, a passenger shelter shed has been provided.

WN 36, we 11/9/1936

Boulder Branch, revise WTT, page 536.

110m53ch Beela - Fernbrook section, 6/9/36, placing points.

WN 37, we 18/9/1936

169m15ch Donnybrook - Katanning section, new passenger and 10cwt stopping place provided, name to be decided later.

Harvey, 14/9/36, commenced platform extensions.

Mullewa - Beatty section, 12/9/36, connecting No 2 Beatty deviation at 71m33ch and 72m27ch; 15/9/36, connecting remaining deviation at 68m73ch and 69m51ch.

Yokain closed, Moorhead opened, 13/9/36, as ES stations, section now Fernbrook - Moorhead - Collie.

Wandoo & Jarrah Ltd, Koojedda, rate 45m, accounting station Wooroloo, added to shunting charges list.

Esperance, alter weighbridge details to read 1-40ton (GR), Cart weighbridge deleted, only truck weighbridge remains, now 40ton (GA).

WN 38, we 25/9/1936

Rolling Stock Alterations, August 1936, Locomotives – Written off – A 3.

Norseman - Salmon Gums, Ea, Eas now permitted to run.

WN 39, we 2/10/1936

110m74ch Beela - Fernbrook, 27/9/36, placing points.

Mullewa - Pindar section, 26/9/36, closing temporary S&T stations at 67m53ch, 68m73ch and Beatty, section reverts to Mullewa - Pindar.

WN 40, we 9/10/1936

Coolgardie - Esperance, R class engines now permitted to run.

Commissioners specials, R class engines may work Commissioners specials where operated by T class at present.

WN 41, we 16/10/1936

nil of interest.

WN 42, we 23/10/1936

Rolling Stock Alterations, September 1936, Locomotives – Converted – F to Fs (original cylinders) 416; Os to O 94.

Indarra, scotch blocks formerly in use on crossing loop have been removed.

Guildford, 19/10/36, up advanced starter moved to north side of down main abreast of present position.

Cookernup, "lock-up" shed provided for both inward and outward traffic.

Norseman, scotch block placed on northern end of triangle.

Holly, insert yes in Carriage and Horses column (GR), insert 37' in loading bank column (GA).

WN 43, we 30/10/1936

Denmark branch, WTT reprint, page 658.

Canning Park Racecourse Siding, 14 chains from the starting signal of this siding have been put in order for traffic, and notice board "Vehicles must not pass this point" provided.

Tuckanarra, crossing loop has been provided.

WN 44, we 6/11/1936

Tuckanarra, 3/11/36, opened as S&T station, splitting Cue - Nannine, staff cabinet on shelf in "out-of" shed.

WN 45, we 13/11/1936

Beela - Moorhead, 8/11/36, diverting to deviation at 112m22ch and 116m12ch; at 112m22ch catch points removed from deviation and placed in old main, alteration to interlocking; Fernbrook (new station), at 110m68ch, up and down home and distant signals provided; Worsley (new station), at 113m06ch, will be staff locked, rate now 113m; Penrith deleted.

Karda Mordo, in GR deleted in one list, added in another (no longer 10cwt? siding provided?).

Southern Cross, delete 5ton crane, insert 3ton crane.

WN 46, we 20/11/1936

Rolling Stock Alterations, October 1936, Locomotives – Written off – G 128.

Brunswick Junction - Collie amended running times due to deviations, stations shown as Brunswick Junction, Olive Hill, Beela, Harnetts, Fernbrook, Worsley, Moorhead, Yokain, Allanson, Collie.

WN 47, we 27/11/1936

Yealering, 29/11/36, opened as unattended S&T for railway annual picnic (done other years as well).

Waeel, 28/11/36, opened as unattended ES, splitting Meckering - Cunderdin.

WN 48, we 4/12/1936

Fernbrook - Moorhead, 29/11/36, completed pulling up of abandoned line, removing points at 112m24ch and removing interlocking.

Goongarrie, Kookynie, on date to be arranged, to become operative with summer time table, will be opened as unattended

S&T stations, sections to be Kalgoorlie - Broad Arrow - Goongarrie - Comet Vale - Menzies - Kookynie - Malcolm - Leonora, Malcolm - Laverton.

GWS pumping station sidings, maintenance of, delete instructions in WN25/19, sidings may now be used for traffic under ordinary circumstances.

Canning Park Racecourse, 19/12/36, opening of, speed of trains over line to Canning Park Racecourse limited to 10mph.

WN 49, we 11/12/1936

South Beach, 6/12/36, Sunday services start operating.

Fernbrook, add "a" in GR book (now 10cwt).

Gorge Creek, delete all reference in GR book.

Pinpin, add between Carlindi and Shaw River in GR book, rate 57m ex Pt Hedland.

Pumping Stations 4, 5, 7, 8, delete "a" (sidings now available).

Worsley, GA changes, catch points exist on Worsley Timber Co siding, cheese knob secured by iron strap and Z padlock.

Yokain, instructions deleted as closed as ES station.

Moorhead, instruction inserted that on crossing, Up trains take main line so that guard can be seen by engine driver.

WN 50, we 18/12/1936

Rolling Stock Alterations, November 1936, Locomotives – Nil.

Karda Mordo, insert 4 in siding standing room.

WN 51, we 25/12/1936

Canning Park Races, 19/12/36, to be held at Canning Park instead of Goodwood.

Midland railway, 29/12/36, Lynch (191m20ch ex Midland Junction) closed and new siding Pitfield opened at 191m73ch ex Midland Junction, can unload Carriages and Horses, also sheep and cattle races but no shelter shed.

Cue - Big Bell railway, under construction, mine siding is 2m beyond Big Bell Townsite, rate mileages (ex Geraldton, Perth) are Townsite (281, 546), Mine Siding (283, 548).

WN 52, fe 8/1/1937

Cue - Big Bell, from 6/1/37, goods train will run carrying perishables every Wed, Fri, Mon (ordinary goods were already allowed by construction train), no passengers.

Pinpin, siding standing room 15 trucks (GA).

Fernbrook, GA changes, delete existing and insert goods shelter, siding (crossing loop?) on R, Gents, 200' low level landing on left, 1400' crossing loop.

Worsley, GA changes, delete existing and insert goods shelter, 36' loading bank, S&C yards, siding room 24 trucks on R, Ladies, 200' low level landing on left, SSM private siding has 31 truck capacity.

Moorhead, GA changes, delete existing and insert goods shelter, 36' loading bank, siding room 20 trucks on R, Ladies, 200' low level landing on left, 1320' crossing loop.

WEEKLY NOTICES - 1937

WN 1, we 15/1/1937

Re WN 32/36, E 336 has been altered to run on approved 45lb rail sections.

Dalwallinu, refreshment rooms, refreshments will not be available ufn.

Fernbrook, Worsley, correct rate mileages are 111 and 113; delete Penrith (Ticket Collector's Handbook (other mileages on section unchanged).

25m 5ch Siding, Mundaring Weir branch, instructions re shunting procedure.

Pinpin, re WN 52/36, siding is on right ex Port Hedland.

Bridgetown – Greenbushes, assistant engine to go in rear only when load exceeds 415 tons, to be fully coupled up including vacuum.

Merredin – Narembeen, P class may run.

Narrogin – Narembeen, Garrett class may run.

WN 2, we 22/1/1937

Hotham Valley branch, reference to nos 199 and 200 Saturdays excepted, Pinjarra – Dwellingup and No 2 Mill not running ufn.

Merredin – Narembeen, P class loads, page 33.

WN 3, we 29/1/1937

Dwellingup refreshment stall, from 31/1/1937 refreshments not available ufn.

Dalwallinu, refreshments now available from 18/1/1937.

Dwellingup, private lines, length to Working Railways No 2 Mill is 22 m.

Marrinup, private lines, Millars T&T, delete all reference.

WN 4, we 5/2/1937

Rolling Stock Alterations, December 1936, Locomotives – Converted – E to Ea 336, E to Es 301 (19in cylinders).

Broad Arrow, 18/1/1937, scotch blocks removed to outside of points leading to back road on loop, provides accom for 13 additional water tanks.

Dwellingup, arrangements made for continuance of sale of refreshments after 31/1,

Wokalup, private lines, Millars' line now 32 miles.

WN 5, we 12/2/1937

Nil of interest.

WN 6, we 19/2/1937

Rolling Stock Alterations, January 1937, Locomotives – Nil.

Wooroloo – Koojedda, automatic signaling, 16/2/1937, Wooroloo down distant replaced by auto signal, No 2 down home replaced by semi auto; Koojedda, down distant replaced by auto.

Evans added between Wilga and Benjinup, rate 169 via Picton (GR, CR).

WN 7, we 26/2/1937

Nil of interest.

WN 8, we 5/3/1937

Portagabra, insert between O'Connor and Karda Mordo, Mundaring Weir branch, rate 25 (GR).

WN 9, we 12/3/1937

Muntadgin, 6/3/1937 ufn, scotch block fixed at each end of crossing loop.

Bromus, 2/3/1937, temporary S&T closed, section now Norseman – Salmon Gums.

Transport of glass lined tanks by special train from North Wharf to Kalgoorlie on 11th Feb, details page 140.

Evans, this 10cwt stopping place has no public accommodation or facilities at present.

WN 10, we 19/3/1937

Rolling Stock Alterations, February 1937, Locomotives – Nil.

WN 11, we 26/3/1937

Nil of interest.

Easter Supplement

Nil of interest.

WN 12, we 2/4/1937

Salmon Gums, 1/4/1937, closed as accounting station, SM withdrawn.

Lake Grace – Newdegate, loads added for M, Ms, Msa classes, page 185.

WN13, we 9/4/1937

Holly, approval given crossing of trains on crossing orders.

WN 14, we 16/4/1937

Privately owned tank wagons, complete list page 199.

WN 15, we 23/4/1937

Rolling Stock Alterations, March 1937, Locomotives – Converted – Ks to K 34, Os to O 220.

Kamballie, WA Goldfields Firewood Supply Co private siding, 380m 41ch, runaway road 690 ft in length constructed by company, points on the right hand trailing to engines entering Kamballie from Kurrawang, road is very rough and only to be used for runaways.

Worsley, State Saw Mills siding, alter rate mileage to 113 (GR).

WN 16, we 30/4/1937

Bowelling, ballast pit siding opened in station yard, connecting to loop.

WN 17, we 7/5/1937

Argyle, private lines, Bunning Bros line now 14 miles.

Wilga, private lines, delete Timber Corp line of 16chains.

WN 18, we 14/5/1937

Waeel, 10/5/37, closed as ES station, section now Meckering – Cunderdin.

Pickering Brook, private lines, Millars line now 26m 40ch.

WN 19, we 21/5/1937

Williams, 1/6/37, closed as accounting station, SM withdrawn, remains as unattended staff station.

WN 20, we 28/5/1937

Rolling Stock Alterations, April 1937,
Locomotives – Written off – G 52.

Williams, closing as accounting station
delayed until 1/7/37.

Yalgoo, scotch block placed on Loco road,
at cattle pit, station end.

Maximum engines attached to a train, 3
engines coupled together may run attached
to a train on Caron – Mullewa and Nannine
– Wiluna.

WN 21, 4/6/1937

Nil of interest.

WN 22, 11/6/1937

Nil of interest.

WN 23, 18/6/1937

Muntadgin, scotch block at each end of
crossing loop now removed.

WN 24, we 25/6/1937

Rolling Stock Alterations, May 1937,
Locomotives – Converted – Ea to Es 346
(original cylinders).

Fremantle Box A, 21/6/37, changes to
signaling ex Jandakot?

Morowa – Mullewa, engine load reprint,
page 349.

WN 25, we 2/7/1937

Dardanup, stockyards siding has been
extended, scotch blocks fixed either side of
level crossing.

Culham, loop extended 100ft at east end.

WN 26, we 9/7/1937

Trans Australian service, 26/7/37, Port
Augusta – Port Pirie – Adelaide route
opened, in place of route via Terowie,
altered timings page 370.

Etmilyn, 5/7/37, commence replacement of
existing tank with a new 10,000 gallon
Squatters' Tank.

Williams, decided not to withdraw SM,
closure cancelled.

Bruce Rock, stockyard road, Kangaroo catch
points removed and 2 scotch blocks
installed.

Dumblebung, scotch block placed at Wagin
end of crossing loop, compound points at
other end of yard have been bored to permit
being set and locked to dead end.

WN 27, we 16/7/1937

Kalgoorlie – Menzies, ufn 195 Wed and 189
Sat to stop to at 404 mile peg to set down
provisions.

WN 28, we 23/7/1937

Rolling Stock Alterations, June 1937,
Locomotives – Nil.

Argyle, private lines, Bunning's line now 20
miles.

WN 29, we 30/7/1937

Cue to Big Bell branch to township and Big
Bell Mine siding, 2/8/37, taken over by
working railways, SM provided at Big Bell,
timetable page 408, rate ex Perth, Big Bell
546, Mine Siding 548.

Cue, 2/8/37, home and distant ex Big Bell
brought into use.

Coolgardie, 26/7/37 ufn, platform being
extended at the west end.

Pickering Brook, private lines, Millars' line now 17 miles.

Mundijong, private lines, Millars' line now 30 miles.

Albany, crane altered fro 2 to 5 tons (GA).

Cue – Big Bell, engine loads, page 433, engines permitted A, C, Ea, L, M, Msa, O, Oa, Ra, T.

WN 30, we 6/8/1937

Eas 340 is being reconverted and will not now be permitted to run on light (45lb rail) sections.

Manjimup, private lines, length of State Saw Mills line now 7 miles.

Morawa – Mullewa section, passenger speed increased to 30mph, new section times page 451.

WN 31, we 13/8/1937

Cue – Big Bell, altered WTT page 457.

Koojedda, new instructions to allow up trains to shunt up sidings when signalman not on duty.

WN 32, we 20/8/1937

Rolling Stock Alterations, July 1937, Locomotives – Converted – E to Es 345 (original cylinders), Eas to Es 340, 354, O to Oa 6.

Eas 354 is being reconverted and will not now be permitted to run on light (45lb rail) sections.

192½ mile Geraldton – Wiluna, temporary siding constructed to receive materials and plant for construction of a new dam.

Albany, amend 2 ton crane to 5 ton (GR).

Karrakatta, delete particulars regarding crane (GR).

Big Bell facilities (GA), goods shelter, 36ft loading bank, standing room 109 wagons, siding R ex Geraldton, passenger shelter, gents, low level landing on left, cart dock and triangle.

WN 33, we 27/8/1937

Donnybrook – Northcliffe, timetabled passenger speed increased to 30mph, new sectional running times page 511.

WN 34, we 3/9/1937

Kulja, 1/9/37, closed as accounting station; separate note for GR says closed from 1/9/37 to 30/11/37 inclusive.

WN 35, we 10/9/1937

Mundaring and Mundaring Weir WTT reprint, pages 537, 538.

Bardoc, S&C race column is sheep only (GR).

Mundaring and Mundaring Weir branches, section running times for trains of coaching stock not more than 55 tons, N & K engines, page 547.

WN 36, we 17/9/1937

Kurrawang, private lines, WA Goldfields Firewood Co now 53 miles.

WN 37, we 24/9/1937

Rolling Stock Alterations, August 1937, Locomotives – Converted – F to Fs 358 (original cylinders).

Collie – Narrogin section, from 20/9/37, 103 to stop at 150 Mile (Loynel's Crossing) to pick up school children for Langora; 106 to stop at 105 Mile 20 Chain to set down

school children.

WN 38, we 1/10/1937

Nil of interest.

Royal Show Supplement

Nil of interest.

WN 39, we 8/10/1937

Rates mileages, alterations for about 45 stations (GR), page 607.

East Northam – Merredin loop, Kalannie – Bonnie Rock, Wyalkatchem – Southern Cross, Brunswick Junction – Narrogin, East Northam – Mullewa, Geraldton – Wiluna, Walkaway – Narngulu, Geraldton – Ajana, Wokarina – Yuna, Mt Magnet – Sandstone, Cue – Big Bell rate mileage reprints (GR, CR), pages 609 – 617.

WN 40, we 15/10/1937

Rates mileages, corrections to GR, CR changes in last WN, page 633.

WN 41, we 22/10/1937

Rolling Stock Alterations, September 1937, Locomotives – Converted – Eas to Es 341.

Private Co lines, lengths Manjimup, SSM line 17m; Argyle, Bunning Bros 14m; Palgarup, Timber Corp, 7m; Jardee, Walgarup Karri and Jarrah 12m; Pickering Brook, Millars, 27m.

Big Bell Mine Siding, correct rate mileage to 547.

WN 42, we 29/10/1937

Buckland Hill, 1/11/37, renamed Mosman Park.

5m 57ch, east of points to Cresco siding,

1/11/37 ufn, providing crossover.

Private Co lines, Claymore, Swan Saw Mills now 2¾ miles; Dellerton, Sussex Timber Co now 6½ miles.

Cottesloe, delete yes from sheep and cattle race column (GR).

WN 44, we 12/11/1937

Dwellingup No 2 Railway Mill, 8/11/37, renamed Banksiadale.

Operation of Diesel-Electric Rail Cars – ADE class, instructions for operation pages 701 – 707.

WN 45, we 19/11/1937

Cresco, 17/11/37, new crossover main to main brought into use, connected to lever frame, and new disc on mast of up home applying up main to sidings brought into use.

Wongan Hills – Mullewa, passenger speed increased to 45mph, new section running times, pages 721 – 723.

WN 46, we 26/11/1937

Rolling Stock Alterations, October 1937, Locomotives – Converted – F to Fs 405 (original cylinders).

Yealering, 28/11/1937, opened as unattended S&T station for day, for handling trains for GSR annual picnic.

Kulja, re WN 34/37, closing as accounting station extended to 2/1/38.

Tardu, 1/12/37, opened as accounting station.

Cresco siding, new GA instructions page 751.

Wongan Hills – Mullewa, comment in

previous WN amended to read 'passenger safe speed'.

WN 47, we 3/12/1937

Nil of interest.

WN 48, we 10/12/1937

Waeel, 29/11/37, opened as unattended ES station, splitting Meckering – Cunderdin.

Christmas & New Year Holiday Supplement

Nil of interest.

WN 49, we 17/12/1937

Electric headlights, from 29/11/37, instructions re operation of electric headlights on locomotives.

Goomalling, 11/12/37 ufn, alterations to yard and extension of platform road.

Toodyay branch, 10/12/37, open 55m 44ch and Coondle as temporary S&T stations, splitting Clackline – Toodyay – Bolgart sections. 55m 44ch part attended, scotch block protects all pit roads; Coondle unattended. Only ballast may cross at either.

Waeel, re opening as unattended staff station, the derailleurs situated at each end of loop and operated by signal lever removed and replaced by scotch blocks placed on back road at each end of yard.

WN 50, we 24/12/1937

Rolling Stock Alterations, November 1937, Locomotives – New stock – ADE 446 'Governor Stirling' DERC.

WN 51, fe 7/1/1937

Kulja, 3/1/38, re-opens as an accounting station.

WEEKLY NOTICES - 1938

WN 1, we 14/1/1938

Holyoake, SSM line, running of WAGR wagons further than the second sleeper dump(2½ miles from Holyoake) prohibited ufn.

East Northam – Goomalling Deviations, points connecting Ballast Pit Siding to main at 77m 58ch are staff locked and facing down trains.

WN 2, we 21/1/1938

Goomalling, 17/1/38, in connection with alterations to yard and extension of platform road, new main line on Perth side of Goomalling station brought into use; main line points at 98m 46ch disconnected, and at 98m 31ch brought into use. Signals will be moved to new positions.

Private lines, WA Goldfields Firewood line, delete reference to Kurrawang – Kamballie, and add Kamballie, approx length 62m.

Wyalkatchem – Lake Brown section, L class may run between Wyalkatchem and Mukinbudin summer months (November to April inclusive).

Calooli, delete all local instructions in ELT.

WN 3, we 28/1/1938

Rolling Stock Alterations, December 1937, Locomotives – Converted – F to Fs 394, 407 (original cylinders).

141 Mile Quarry Siding (Woolundra – Doodlakine) completed and fit for traffic, staff locked, telephone on post opposite main line points, can only be shunted by down trains.

Kurrawang, 31/1/38, closed as accounting station.

Culham, 21/1/38, opened as temporary S&T splitting Coondle – Bolgart, only ballast may cross.

Private lines, Buckingham Bros is now 15 miles.

Private lines, Bunning's line near Muja now 65ch.

Calooli, delete all local instructions (GA).

WN 4, we 4/2/1938

Boulder branch, from 24/1/38, motor coach extended to Trafalgar, timetable page 58.

WTT reprints, Northam (via Dowerin) – Merredin, Kalannie, Bonnie Rock branches, Wyalkatchem – Southern Cross, Northam – Merredin, pages 59 – 72.

Trafalgar, reopened for parcels and newspaper traffic under p&s conditions in connection with petrol car service.

Private lines, Adelaide Timber Co at Witchcliffe is 11¼ miles.

GWS Pumping Station No 7, can only be shunted by up trains.

GWS Pumping Station No 8, can only be shunted by down trains.

WN 5, we 11/2/1938

WTT reprints, from 7/2/1938, York (via Quairading) – Merredin, Spencer's Brook – Northam connecting trains, Northam – East Northam shunter, Spencer's Brook – Narrogin – Albany, pages 95 – 107.

Diesel Rail Cars, timings Perth to Northam, page 108; note some services run coupled.

WN 6, we 18/2/1938

Perth – Bunbury, from 19/2/38, express railcar, Saturday evening, returning Sunday evening introduced.

WN 7, we 25/2/1938

Nil of interest.

WN 8, we 4/3/1938

Rolling Stock Alterations, January 1938, Locomotives – New stock – P 138 ‘Ashburton’.

Kurrawang, 2/3/38, semi auto staff working established on Coolgardie – Kurrawang – Kalgoorlie sections; signaling alterations etc page 167.

Buntine, the points leading from yard and loop are in their normal position to be set for Loco.

WN 9, we 11/3/1938

WTT, from 14/3/38, with intro of Diesel Electric Rail Cars, reprint of Bunbury – Northcliffe, Boyanup – Flinders Bay, pages 184 – 189.

Siding (Hotham) at 88 Mile on Pinjarra – Narrogin section – deleting all reference in shunting charges to F.A.&E.Moss.

WN 10, we 18/3/1938

Koorarawalyee, 14/3 – 16/3/38, demolishing platform.

Beejoording, 11/3/38, opened as temporary S&T station, splitting Culham – Bolgart, only ballast may cross.

WN 11, we 25/3/1938

Rolling Stock Alterations, February 1938, Locomotives – New stock – ADE 447 ‘Governor Lawley’, 448 ‘Governor Hutt’, 449 ‘Governor Weld’.

Murray River Bridge Camp, 57m 51ch near Pinjarra, No 12 Friday and No 15 Sunday to stop to pick / set down about 20 workers.

DERC, from 7/3/38, 3, 53, 1 and 31 will all run separately from Perth, also 4, 32, 2 and 54 will run separately to Perth from 8/3/38.

WN 12, we 1/4/1938

Capercup, Quangallin, shelter sheds have been removed.

WN 13, we 8/4/1938

Hire charges published for DERCs.

WN14, we 15/4/1938

Geraldton – Wiluna, WTT reprint pages 258 – 263.

Ajana and Yuna branches, WTT reprint pages 264 – 265.

Quangallin, Shelter shed reinstated in GR book.

Easter Holidays Supplement

Nil of interest.

WN 15, we 22/4/1938

Rolling Stock Alterations, March 1938, Locomotives – New stock – ADE 450 ‘Governor Hampton’.

Mundaring Show Grounds, approx 21m 40ch Weir line, 18/4/1938, trains stopping for passengers.

Ajana and Yuna branches, WTT reprint to

apply from 27/4/1938, pages 286 – 287 (different to one in WN14).

GSR Main, 92m 25ch, 20/4/1938 ufn, putting in set of points and crossings.

291m EGR (Duri – Woolgangie) ballast pit siding being constructed, staff locked, shunted by down trains.

Boorabbin, in connection with ballasting a dead end placed off loop at east end, used for loco purposes only, shunted by down trains.

Wattening, 20/4/1938, opened as temporary S&T splitting Bejoording – Bolgart, onlt ballast may cross.

Boorabbin, 20/4/1938, opened as temporary ES station splitting Duri – Woolgangie, attended during day M-F, part Sat, only ballast may cross.

South Kalamunnda, alter rate mileage to 22 ex Perth, 12 ex MJ.

Elleker to Hay, safe speed limit on straights and easy curves increased from 25 to 30mph.

WN 16, we 29/4/1938

Nil of interest.

WN 17, we 6/5/1938

95m 25ch (4/5/1938) and 95m 38ch (5/5/1938) York – Bruce Rock, putting in points and crossings.

Elleker – Hay, Hay – Nornalup, safe speed limits on straights and easy curves 30mph (pass) and 25mph (goods).

WN 18, we 13/5/1938

Pingelly, scotch block placed on Narrogin end of yard, and existing dead end closed ufn.

WN19, we 20/5/1938

Rolling Stock Alterations, April 1938, Locomotives – New stock – P 139 ‘Avon’, ADE 451 ‘Governor Bedford’; Converted – E to Es 298 (19in cylinders).

Ballast train working details for 291m - 325m EGR, page 339.

Sand Pit Siding, 69m 13ch East Northam – Goomalling, siding can only be shunted by down trains, points are staff locked.

Parkerville, from 16/5/1938, SM only employed.

Dellerton, private co lines, Sussex Timber Co now 3½ miles long

Gnuca, add yes to S&C column,

Jarrahwood, delete yes from S&C column

WN 20, we 27/5/1938

106m 49ch (24/5/1938) and 108m 25ch (25/5/1938) York – Bruce Rock, placing points and crossings.

WN 21, we 3/6/1938

New Trans Australian Service – details of train compositions Perth – Kalgoorlie for Limited Express. Name “The Westland” introduced on cover of next WN.

Culham, 27/5/1938, closed as temporary S&T station, section reverts to Coondle – Bejoording.

WN 22, we 10/6/1938

290m 70ch (Duri – Bodallin), telephone post 5786, from 9/6/1938, No 84 and 87 stop when required for Per Way employees, whitewashed post erected at location.

York – Bruce Rock, 94m 35ch to 94m 50ch, 9/6/1938 ufn regarding, rerailing,

resleepering and ballasting.

WN 23, we 17/6/1938

Rolling Stock Alterations, May 1938,
Locomotives – Nil.

York – Quairading deviations, 13/6/1938,
temporarily unattended S&T stations opened
at 95m 35ch, Rickey's (splitting Greenhills –
Mawson), and Jacob's Well (splitting
Mawson - Quairading). Also reference to
points for deviation No3 being at 109m
20ch. Details page 401.

WN 24, we 24/6/1938

York – Bruce Rock, deviations, 22/6/1938,
connect new deviation and remove points at
95m 25ch, and connecting at 94m 54ch.

WN 25, we 1/7/1938

Northam – East Northam duplication,
26/6/1938, portion of new down main
between 67m 12ch and 67m 49ch will be
brought into use, to allow regarding of
existing line; staff locking on points at 67m
12ch reversed and catch point placed in
existing main, at 67m 49ch, line broken and
slewed,

Coondle, Bejoording, Wattening, 27/6/1938,
closed as temporary S&T stations, section
will be Toodyay – Bolgart.

Beelerup, insert yes in carriage and horse
column, remove from list of 10cwt stopping
places.

WN 26, we 8/7/1938

Wagin refreshment rooms, closed after
30/6/1938.

Roelands, temporary rail stop placed on
dead end leading to Dept Works and Labour
private siding.

55m 44ch Toodyay branch, temporary S&T,
7/7/1938, closed, section now Clackline –
Toodyay.

Boddington, alter siding standing room to
43.

WN 27, we 15/7/1938

113m 25ch, York – Bruce Rock, 13/7/1938,
placing points and crossings.

York – Bruce Rock deviation, 11/7/1938,
removing points and crossings at 95m 39ch,
and pulling over at 96m 20ch to connect
deviation.

Pindalup, Port & Company siding, 1/7/1938,
spiked over.

WN 28, we 22/7/1938

Rolling Stock Alterations, June 1938,
Locomotives – New stock – P 140
'Blackwood'; Converted – Os to O 99.

York – Bruce Rock, 113m 25ch, 13/7/1938,
placing points and crossings.

York – Bruce Rock deviations, 13/7/1938,
temporary S&T stations at 95m 35ch and
Rickey's closed, and temp unattended S&T
station opened at Dulbellling, sections now
Greenhills – Mawson – Jacob's Well –
Dulbellling – Quairading. Points connecting
deviation no 4 are at 113m 25ch, facing up
trains.

Boulder, 11/7/1938, opened as S&T station
splitting Golden Gate – Kamballie.

Kulja, 1/8/1938, closed as accounting
station. Later note indicates closed until
30/11/1938.

Hulongine, Venn, add yes in S&C race
column.

Venn, add standing room 10, right ex Perth.

Hamersley (late Woodside), alter name to Hamersley, loading bank to 40ft (GA).

WN 29, we 29/7/1938

York – Bruce Rock, 28/7/1938, remove points and crossings at 109m 20ch, and pulling over there and 108m 25ch for new deviation.

Hamersley (late Woodside) alter siding standing room to 26.

WN 30, we 5/8/1938

Portable Livestock Races, delete Goomalling, add Berring.

372M Siding near Binduli, ramp is being constructed along siding.

Yarloop, approx length of Millar's line now 28m.

WN 31, we 12/8/1938

York – Quairading deviations, 8/8/1938, temp S&T stations at Jacob's Well and Dulbellong will be closed, section will be Mawson – Quairading.

Collgar, insert yes in S&C races

Worsley, insert yes in carriage & horses and S&C races columns.

WN 32, we 19/8/1938

Rolling Stock Alterations, July 1938, Locomotives – Nil.

Beelerup, insert details in GA, goods shelter, 36ft loading bank, siding standing room 12, left ex Perth, passenger shelter.

WN 33, we 26/8/1938

Bunbury – Northcliffe, 190M (Alco), 1/8/1938, ballast pit siding put in, facing up

trains. Points to existing siding spiked.

Abattoirs, Binduli, rate 372 ex Perth, added to GR shunting charges.

WN 34, we 2/9/1938

Mt Barker Refreshment Rooms, closed after 31/8/1938.

Mawson, ballast pit, road in the pit is fit for traffic.

WN 35, we 9/9/1938

Wyola, add to list of stockyards in WTT.

Merredin – Burracoppin, 4/9/1938, 177m 30ch to 177m 50ch, pulling back main line to correct alignment.

Mt Barker Refreshment Rooms, arrangements now made to provide light refreshments, but no meals available.

Wyola, add yes in S&C races.

WN 36, we 16/9/1938

Murray River Bridge Camp, 57m 31ch, stopping Nos 12 and 15 may now be discontinued.

WN 37, we 23/9/1938

Rolling Stock Alterations, August 1938, Locomotives – New stock – P 141 'Fitzroy'; Converted – Oa to Oas 160.

Calingiri – Carani, 22/9/1938, breaking road at 105m 27ch and 105m 55ch to pull over to temporary deviation.

Mullewa – Cue section, 3/9/1938, ballast pit siding at 111 mile taken up and removed.

WN 38, we 30/9/1938

East Northam, 27/9/1938, points and signals

disconnected from levers for rearrangement.

Toodyay branch, 55½ Mile Ballast Pit siding fit for traffic, on down side of line, shunt by up trains only, standing room for 50 H wagons.

Mundaring Weir branch siding details (GA), page 646.

WN 39, we 7/10/1938

Boorabbin, 5/10/1938, closed as temp ES station, section now Duri – Woolgangie.

Royal Show Supplement

Nil of interest.

WN 40, we 14/10/1938

Northam – East Northam duplication, 10/10/1938, traffic diverted over portion of new down main between 65m 50ch and new scissors crossover at Perth end of East Northam.

WN 41, we 21/10/1938

Rolling Stock Alterations, September 1938, Locomotives – Nil.

Carani – Yericoin, 18/10/1938, breaking road at 116m 44ch and 116m 75ch and pulling over to temporary deviation.

Merredin – Southern Cross, set of points and crossings being put in at 177m 35ch, facing up trains, spiked over until staff locked, catch points place on deviation 2½ chains from main line points.

Jardee, length of Wilgarup Karri and Jarrah Co line now 14 miles.

WN 42, we 28/10/1938

Northam – East Northam, 23/10/1938, main line broken at 66m 44ch and 66m 60ch to

bring into operation a section of new up main, removing two sets of points and crossings and replacing with scissors crossover.

York – Bruce Rock, 98m 18ch, 28/10/1938, place set of points and crossings.

Mawson – Quairading, 24/10/1938, remove points at 108m 24ch, and pulling over there and 109m 20ch to connect with deviation. 26/10/1938, remove points at 113m 25ch and pulling over there and 112m 50ch to connect with deviation.

Claymore, ballast pit siding has been taken up and relaid and can be shunted by up and down trains.

Bunbury, 25/10/1938, signaling re-arranged as shown on CCE 32205; flashing light signals installed on Stirling St level crossing.

Mt Barker refreshment rooms closed after 8/11/1938.

WN 43, we 4/11/1938

Burracoppin – Carrabin, 30/10/1938, 188m 50 ch and 188m 74ch, pulling over to temporary deviation to allow regarding works.

Greenhills – Mawson, 2/11/1938, pulling over to new deviation at 98m 45ch. Points at 98m 16ch retained for 10 days; portion of old line used as sand pit siding.

Mt Barker Refreshment Rooms; closed after 8/11/1938.

Kauring, Rickey's 31/10/1938, opened as temp unattended S&T stations splitting Greenhills – Mawson, details page 728.

20¾ Mile opened as temporary ES station splitting Carrabin – Boddalin, points facing down trains, only ballast may cross.

Perth – Bunbury running times for DERC;

also applies to R class (less than 100 tons), E (125tons), P (150 tons), page 735.

WN 44, we 11/11/1938

Caron, add to list of stockyards (WTT).

Toodyay branch, 8/11/1938, 105m 27ch to 105m 55ch, pulling over to original alignment.

Greenhills – Mawson, 9/11/1938, remove points and crossings at 98m 16 ch and lowering road to 98m 20ch.

York – Bruce Rock, 7/11/1938, 116m 30ch, putting in points and crossings.

Mt Barker Refreshment Rooms, closure cancelled, rooms will remain open.

Kulja, re WN 28/38, will remain closed as accounting station ufn.

Caron, add yes in S&C races.

WN 45, we 18/11/1938

Rolling Stock Alterations, October 1938, Locomotives – New stock – P 142 'Frankland'.

Carani – Yericoin, 17/11/1938, 116m 44ch and 116m 75ch pulling over to original alignment.

Kauring, Rickeys closed, Dulbelling, Dangin opened 9/11/1938 as temp S&T stations.

Yoting, 9/11/1938, opened as S&T station splitting Quairading – Pantapin, no trains may cross.

WN 46, we 25/11/1938

54¼ Cabin, No 3 (M,W,F) and No 2 2 (Tu, Th, Sa) DERC to stop to set down/pick up employees of Murram Pastoral Co.

291m 27ch EGR, goods trains may be stopped at GWS camp for putting out provisions when necessary.

309m EGR, No 94 goods may stop when required to supply provisions for road gang.

Yericoin – Piawaning, 22-23/11/1938, 121m 49ch and 122m 5ch pulling over to temporary deviation.

Northam – East Northam duplication, 21/11/1938, 67m 12ch break line at temporary points and connect new down main, making down main complete from Northam to East Northam. Old Up main to CCE for reballasting, scotch block placed 100ft from scissors crossing at each end of duplication.

177m 35ch, 21/11/1938, opened as temp ES splitting Merredin – Burracoppin, points facing for up trains, only ballast may cross.

Private co lines, WA Goldfields Firewood Supply, name altered to Goldfields Firewood Supply.

WN 47, we 2/12/1938

Fernbrook, 1/12/1938, closed as accounting station.

WN 48, we 9/12/1938

Merredin – Burracoppin, 4/12/1938, 170m and 170m 16ch pulling over to temporary alignment.

Mawson – Quairading, 3/12/1938, 110m 46ch and 110m 68ch pulling over to new deviation; 5/12/1938, remove points at 116m 30ch and pulling over there and 118m 52ch to connect deviation.

Comet Vale, 5/12/1938, closed as S&T station, section now Goongarri – Menzies.

WN 49, we 16/12/1938

Perth – Armadale – Fremantle , from 11/12/1938 ufn, each Sunday, Steam Cammell coach without trailer will run return service Perth to South Beach and Fremantle via Armadale and Jandakot.

Merredin – Burracoppin, 11/12/1938, placing points and crossings at 174m 10ch, spiked over until staff locked.

Dwellingup Refreshment stall, refreshments not available after 21/12/1938.

Christmas & New Year Supplement

Nil of interest.

WN 50, we 23/12/1938

Rolling Stock Alterations, November 1938, Locomotives – Converted – F to Fs 417

(original cylinders).

Burracoppin – Carrabin, 18/12/1938, 188m 50ch and 188m 74ch, pulling road back to original alignment.

Merredin – Burracoppin, 18/12/1938, 170m and 170m 16ch, pulling road back to original alignment.

Mullewa – Meekatharra, 5/12/1938, 253 Mile, crossing loop and dead end fit for traffic, scotch blocks on loop and dead end roads. Dead end can be shunted by down trains.

Dulbelling, Dangin, 9/12/1938, closed as S&T, section now Mawson – Quairading.

WN 51, fe 6/1/1939

Wuraming, moveable stock race provided.

Whelarra, alter siding room to 46.

WEEKLY NOTICES - 1939

WN 1, we 13/1/1939

Calingiri – Piawaning, 9/1/1939, placing points and crossings at 104m 65ch and 114m 63ch. 114m 63ch, 9/1/1939, opened as temp S&T station, points facing down trains. 104m 65ch, 11/1/1939, opened as temp S&T station, points facing up trains, Only ballast may cross at each.

133m 40ch Ballast Pit, Minnivale – Wyalkatchem, 20/12/1939, points and crossings removed.

Waggrakine, alter siding standing room to 23.

WN 2, we 20/1/1939

Carani – Yericoin, 18/1/1939, removing points at 114m 63ch and connecting to deviation, also pulling over road from 115m 16ch to 115m 32ch to connect with other end of deviation.

Northam – East Northam duplication, 16/1/1939, down main 67m 36ch to 67m 44ch, pulling over to correct alignment.

Kurrawang, re WN 3/38, Goldfields Firewood Supply have now ceased operations here, and transferred to Lakewood, Kamballie (heading refers to 'closure' of Kurrawang).

Burracoppin – 177½ m, bank engine key has been withdrawn.

Amery (late Ejanding), add S&C in stockyard column (GA).

WN 3, we 27/1/1939

Bolgart – Calingiri, 23/1/1939, 99m 10ch,

placing points and crossings.

Yericoin – Piawaning, 27/1/1939, 121m 49ch and 122m 5ch breaking road and pulling over to original alignment.

Northam – East Northam duplication, 23/1/1939, new up road brought into use, ES cancelled, Absolute Block in use. East Northam new up advanced starter, Northam new down advance starter, flashing lights on Grey and Gordon St level crossings.

WN 4, we 3/2/1939

Rolling Stock Alterations, December 1938, Locomotives – New stock – P 143 'Greenough'; Converted – F to Fs 420 (original cylinders).

Yericoin – Piawaning, 1/2/1939, 121m 49ch and 122m 5ch breaking road and pulling over to new alignment.

85m 6ch SWR, near Harvey, Departmental ballast pit siding has been lifted and points removed.

99m 10ch Toodyay branch, 25/1/1939, opened as temp unattended S&T station, splitting Bolgart – Calingiri, dead end siding, only ballast may cross.

Kurrawang is unattended, Annett's Key kept at Kalgoorlie.

WN 5, we 10/2/1939

Burracoppin – Carrabin, 5/2/1939, 188m 66ch, placing points and crossings, spiked over until staff locked.

Donnybrook – Pemberton regarding, Departmental ballast siding at Greenbushes lifted and points removed; also 133m 40ch

ballast pit points removed.

Toolbrunup, Pallinup, 29/1/1938, opened as temp unattended S&T stations splitting Tambellup – Gnowangerup, only ballast may cross.

WN 6, we 17/2/1939

Bolgart – Calingiri, 11-13/2/1939, 98m 0ch and 99m 41ch connecting new deviation, also 99m 10ch removing points and connecting deviation where it crosses old line.

Beverley – Gilgering, 15/2/1939, remove points at 92m 25ch, and pulling road there and 92m 54ch to divert traffic over new bridge over Dale River.

Kauring, alter loading bank to 36ft and siding standing room to 20.

WN 7, we 24/2/1938

Rolling Stock Alterations, January 1939, Locomotives – Nil.

22m 78ch , level crossing, approx 1m Armadale side of Byford, from 13/2/1938 M-F, No 18 Pass, 6.35am Serpentine to Armadale to pick up school children.

99m 10ch, 104m 65ch, 114m 63ch, Toodyay branch, 10/2/1939, closed as temp unattended S&T stations, sections now Bolgart – Calingiri – Piawaning.

East Northam yard, point and signal changes, page 116.

Pingelly, crossing loop extended to cross trains equal 62 in length.

Piawaning – Wyening section, new up direction loads, page 123 (ELT).

WN 8, we 3/3/1939

Mt Lawley, widening of Subway 27/2/1939

u/n, putting in points and crossings, 1 set at 1m 49ch, 1 set at 1m 52ch, 2 sets at 1m 68ch.

East Northam – Goomalling, 77m 58ch, points to ballast pit siding removed.

203¼ mile, 27/2/1939, closed as temp ES station, section now Carrabin – Boddalin.

Private lines, Wokalup, Millar's T&T line now 30 miles.

Georgine, formerly Georgina Road, standing room altered to 40 (GA).

WN 9, we 10/3/1939

ER 63m 73ch, 6-8/3/1939, putting points and diamond crossing and pulling over road.

Toolbrunup and Pallinup, 28/2/1939, closed as temp S&T stations, section now Tambellup – Gnowangerup.

York – Bruce Rock, amended rate mileage and distance table, page 160.

Serpentine, alter standing room to 50 (GA).

WN 10, we 17/3/1939

Mt Lawley Subway construction, 20/3/1939 u/n, up main closed between up home and up starter, all traffic passes through station on down main, details page 180.

WN 11, we 24/3/1939

Rolling Stock Alterations, February 1939, Locomotives – New stock – P 144 'Harvey'.

Merredin – Burracoppin, 19/3/1939, breaking road at 172m 76ch, 174m 7ch and 177m 35ch, and pulling over to deviated line at these points; points at 177m 35ch removed. New Booraan siding will not be opened until abandoned section has been pulled up, points on this siding at 174m 2ch and 174m 17ch staff locked and spike over

ufn.

177m 35ch EGR, 17/3/1939, temp ES station closed, section now Merredin – Burracoppin.

203¼ mile, 20/3/1939, opened as temp ES station splitting Carrabin – Boddalin section, attended while ballast working, only ballast may cross, points facing down trains, locked by Annett's key.

Nornakin, insert yes in S&C Races (GR, GA).

WN 12, we 31/3/1939

Carrabin – Noongaar, 26/3/1939, 199m 52ch, placing points and crossings, spiked over until staff locked.

WN 13, we 7/4/1939

291m 27ch GWS Camp, re WN 46/38, replace with 298½ mile.

Mt Lawley Subway reconstruction, 5/4/1938, double line working resumed.

Booraan, truck loads not accepted ufn.

EasterHolidays

Nil of interest.

WN 14, we 14/4/1939

Mt Barker Refreshment rooms, closed after 18/4/1939.

WN 15, we 21/4/1939

Northam, 16/4/39, new down yard brought into use, page 256.

WN 16, we 28/4/1939

Rolling Stock Alterations, March 1939, Locomotives – Converted – F to Fs 395, O to

Oa 161.

54 Mile Cabin, DERC to stop to pick up and set down signalmen when required.

Dudinin Refreshment Rooms, sale of light refreshments discontinued.

Mt Lawley, 24/4/39 ufn, single line working via up main through station platform; assoc with reconstruction of Subway.

Kalamunnda, 1/5/39, closed as accounting station and SM withdrawn.

Mount Barker, Refreshment Rooms will continue open.

Wilroy, add S&C (GR, GA).

Tardun, formerly Undatarra, add C.D. (GA)

WN 17, we 5/5/1939

Palgarup, Timber Corporation line now 13½ miles.

Yarloop, Millars T&T now 32 miles.

Pinjarra, 3/5/39, present up platform road converted to up and down, signaling alterations, page 295.

WN 18, we 12/5/1939

Bassendean, 8/5/39, providing crossover for single line working 6m 68ch east end of station yard.

Burracoppin – Carrabin, 7/5/39, breaking road at 188m 70ch and 191 m 8ch, pulling line over to deviated line. Points at 188m 66ch will not be removed until abandoned section pulled up, will remain staff locked.

Gilgering – Beverley, 8/5/39, put in points at 92m 20ch.

Kenwick, 1/6/39, closed as accounting station and SM withdrawn.

Darlington, 1/6/39, closed as accounting station and SM withdrawn.

Mt Lawley, Subway reconstruction, 10/5/39, double line working resumed.

WN 19, we 19/5/1939

Burracoppin – Carrabin, 17/5/39, removing points at 188m 66ch.

Bassendean – Guildford, 16/5/39, double line closed, down becomes single main under ES. Up handed over for bridge reconstruction.

Narngulu, 1/6/39, closed as accounting station and SM withdrawn.

75m 4ch Pinjarra – Dwarda section, private siding for F.A. & E, Moss taken up and main line points removed.

Witchcliffe, Adelaide Timber Co line now 8½ miles.

WN 20, we 26/5/1939

Rolling Stock Alterations, April 1939, Locomotives – New stock – P 145 ‘Murray’.

Northam Yard, 21/5/39, yard rearrangements, page 348, new up yard brought into use, GA instructions pages 355-359.

Mount Barker Refreshment Rooms, closed after 16/5/39.

WN 21, we 2/6/1939

Kenwick, Darlington, Narngulu, 1/6/39, closed as accounting stations and SMs withdrawn.

WN 22, we 9/6/1939

Carrabin – Noongaar, 7/6/39, removing points and crossings at 199m 52ch.

Wagin Refreshment Rooms, closed from 27/5/39.

Midland Junction – Kalamunnda, 6/6/39, es withdrawn, S&T introduced, sections Midland Junction – Stathams –Kalamunnda.

Northam – East Northam Duplication, 7/6/39, signaling arrangements at East Northam completed.

Engine 336 Ea, amend to E class, not now permitted on 45lb rails (ELT).

WN 23, we 16/6/1939

Carrabin – Noongaar, 11/6/39, placing points and crossings at 197m 61ch.

Kurrawang, 13/6/39, up and down home and distant out of use, point indicators fixed to facing points.

WN 24, we 23/6/1939

Rolling Stock Alterations, May 1939, Locomotives – New stock – P 146 ‘Gascoyne’.

Leonora & Laverton branches WTT reprint, pages 423, 424.

Bayswater Down Distant, from 19/6/39, will exhibit yellow light when in Danger position. Engine drivers and guards to report on suitability.

Pickering Brook, 20/6/30, down home and distant out of use, point indicator fitted.

WN 25, we 30/6/1939

291m 71ch and 298½ m EGR, instructions re goods trains stopping for provisions cancelled.

271m 20ch EGR, GWS camp, goods trains may stop for provisions.

Carrabin – Noongaar, 25/6/39, 208m 77ch to

209m 6ch, pull over to temporary alignment.

Carrabin – Noongaar, 28/6/39, 209m putting in points and crossings, face down trains, lead to deviation on right, used by ballast train only.

WN 26, we 7/7/1939

Mundaring Weir, from 9/7/39, each Sunday, 59 and 60 DERC will run Perth to Mundaring Weir and return instead of Perth to Chidlow via Mundaring. Trailer must not be attached.

Pinjarra – Coolup, 3/7/39, diverting traffic over deviation and new Murray River bridge at 57m 51ch.

Lilliginni, amend rate mileage to 327m.

Wedin, insert S&C in stockyard column (GA).

WN 27, we 14/7/1939

Carrabin – Boddalin, 9/7/39, breaking road at 197m 60ch and connecting deviation between 194m 75ch and 197m 60ch. Points at 194m 75ch will not be removed until abandoned section pulled up.

Carrabin, 9/7/39, in connection with deviation, Up distant moved out to new position approx 560yds from Up home.

Hulongine, 11/7/39, closed as ES station, section now Jennacubbine – Goomalling.

Beete, marked as 10cwt stopping place (GR).

Booraan, insert details, goods shelter, loading banj 36ft, standing room 32 trucks, left ex Perth (GA).

Kurrawang, amend siding standing room to 13 trucks.

WN 28, we 21/7/1939

Rolling Stock Alterations, June 1939, Locomotives – New stock – P 147 ‘Murchison’; Converted – F to Fs 401 (original cylinders).

Carrabin – Boddalin, 16/7/39, breaking road at 197m 60ch, 198m 47ch and 199m 53ch and pulling line over to deviation. Points at 197m 60ch will be removed. Points and crossings put in at 199m 31ch (deviation mileage) where new dead end siding to No 5 GWS Pumping station commences, facing down trains, will be staff locked later.

Yenta, 5/7/39, closed as staff station, section now Wokarina – Yuna.

Berring, Northern Gully, add yes in S&C column (GR, GA).

WN 29, we 28/7/1939

Northam – Merredin, from 24/7/39 new WTT, reprint pages 504 – 509.

Waeel, Wyola, Bungulla, Baandee, 24/7/39, closed as ES stations, sections now Meckering – Cunderdin – Tammin – Kellerberrin, Doodlakine – Hines Hill. Point indicators removed, sidings fully staff locked asap.

Bassendean – Guildford, from 27/7/39, down main handed over to CCE for bridge repairs, traffic worked over Up main under ES.

Booraan, add yes in shelter column (GR).

Broad Arrow, add yes in Goods Shelter column (GA).

WN 30, we 4/8/1939

Noongaar – Moorine Rock, 30/7/39, 213m 30ch and 213m 43ch, pulling over road to new alignment.

Noongaar – Moorine Rock, 2/8/39, 213m
31ch, placing points and crossings, facing to
down trains.

WN 31, we 11/8/1939

Grass Patch closed, Scaddan opened, 1/8/39,
staff stations, sections now Esperance –
Scaddan – Salmon Gums.

Bayswater, 11/8/39, yellow light exhibited
by Down Distant will be replaced by red
light.

WN 32, we 18/8/1939

Rolling Stock Alterations, July 1939,
Locomotives – Converted – E to Es 348
(original cylinders), F to Fs 364 (original
cylinders).

Moonijin, insert yes in S&C races (GR,
GA).

WN 33, we 25/8/1939

Boddalin – Noongaar, 20/8, breaking road at
209m and 210m 67ch to connect new
deviation. Points at 209m will be removed.

203¼ mile EGR, 16/8/39, closed as temp ES
station, section now Carrabin – Boddalin.

WN 34, we 1/9/1939

152 Mile Camp (Baandee – Hines Hill),
from 24/8/39, for passengers and provisions.

Hines Hill, add Cart Weighbridge, 11 ton
(GR).

WN 35, we 8/9/1939

Goodwood, Up distant – danger to
aeroplanes, on date to be fixed will be moved
80 yds further out and height reduced to 29
ft.

WN 36, we 15/3/1939

East Northam – Frenches, 11/9/39, removing
points at 69m 8ch.

Bassendean – Guildford, 12/9/39, double
track working resumed.

WN 37, we 22/9/1939

Nil of interest.

WN 38, we 29/9/1939

Rolling Stock Alterations, August 1939,
Locomotives – Nil.

Noongaar – Moorine Rock, 24/9/39,
breaking road at 213m 34ch and 216m 37ch
to connect new deviation, Points at 213m
34ch remain until abandoned section
removed.

WN 39, we 6/10/1939

Mt Lawley Subway, from 6/10/39, up main
closed from up home to up starter, and
traffic diverted via down main. Details page
644.

Marybrook, siding standing room now 29.

Show Supplement

Nil of interest.

WN 40, we 13/10/1939

Kojonup, siding standing room now 47.

WN 41, we 20/10/1939

Nil of interest.

WN 42, we 27/10/1939

Rolling Stock Alterations, September 1939,
Locomotives – Nil.

213m 34ch EGR, points to abandoned section now removed

Manjimup, SSM private line now 12m.

Palgarup, Timber Corp line now 13½m.

Jardee, Wilgarup Karri & Jarrah Coy line now 14m.

Kirup, Millars T&T, new mill established a few chains from station and old mill at 13m closed.

Lake Matilda, insert yes in carriages and horses column (GR).

Lake Matilda, insert 49 in loading bank column (GA).

WN 43, we 3/11/1939

Beete, 498m 51ch, 30/10/39, closed to traffic; 1/11/39, 2 sets of points removed,

Bindi Bindi, siding standing room now 41.

WN 44, we 10/11/1939

Mt Lawley Subway reconstruction, from 10/11/39, down main closed from down home to down starter, traffic will pass through station on up main.

Mt Lawley Public Siding, from 10/11/39, closed during alterations to Subway.

Quilergup, delete yes from goods shelter and passenger shelter columns (GR, GA).

WN 45, we 17/11/1939

Southern Cross – Yellowdine, 15/11/39, placing points at 242m 75ch, facing up trains, lead to ballast pit on right side of line.

Harnetts, delete all reference, now eliminated as stopping place (GR, CR).

WN 46, we 24/11/1939

Rolling Stock Alterations, October 1939, Locomotives – Nil.

York – Quairading, 20/11/39, points at 106m 48ch 71lks leading to ballast pit at Mawson taken up and relaid in main line at 106m 61ch 8lks, within station limits, facing in up direction.

Mount Barker Refreshment Room reopened from 12/11/39.

242m 75ch EGR, 24/11/39 opened as ES station splitting Southern Cross – Yellowdine, only ballast may cross, attended when ballast train working. (Item refers in one place to section being Southern Cross – Karalee).

Mount Helena, from 21/11/39 unattended during certain hours.

WN 47, we 1/12/1939

Rickeys, Balkuling, 28/11/39 opened as temporary unattended S&T, splitting Greenhills – Mawson. Only ballast may cross. Mawson attended while ballast train working.

Narngulu, 21/11/39, all signals removed.

Beete, delete goods shelter, loading bank, siding standing room, siding right or left (GR,GA).

WN 48, we 8/12/1939

Perks Siding, now eliminated as stopping place (GR,CR)),

WN 49, we 15/12/1939

Boyup Brook, engine triangle at 179m 21ch near Boyup Brook removed and 60ft turntable installed at Boyup Brook.

Beete, siding accommodation removed, now

10cwt only.

Mt Lawley Subway Reconstruction,
13/12/39, double line working resumed,
public siding back into use.

Scaddan closed, Grass Patch opened as S&T
stations, 12/12/39, sections now Esperance –
Grass Patch – Salmon Gums.

Christmas/New Year Holidays

Nil of interest.

WN 50, we 22/12/1939

Rolling Stock Alterations, November 1939,
Locomotives – Converted – D to Ds 373 (new
18in cylinders).

Fleming Grove, eliminated as stopping place
(GR,CR).

WN 52, fe 5/1/1940

Nil of interest.

WEEKLY NOTICES - 1940

WN 1, we 12/1/1940

UDRR timetable reprint, page 4.

Bridgetown - Manjimup section, 10/1/40, placing points at 190m24ch (facing up trains) and 190m30ch (facing down trains); 12/1/40, placing points at 191m24ch (facing up trains); all secured by points padlock.

WN 2, we 19/1/1940

Yornup - Manjimup, 17/1/40, section replaced by temporary S&T at 190m10ch and Palgarup; 190m10ch - staff cabin and location disks provided, attended while ballast train working, only ballast may cross; Palgarup - staff cabin provided in shelter shed, unattended, point indicators on facing points, only ballast may cross.

Coolup, small dead end provided at Bunbury end of loop, scotch block removed from loop.

Brunswick Junction (accounting station), 22/12/39, White Rock Quarries ceased using siding, points spiked over (GR) (Referring to Roelands or Collie line?).

WN 3, we 26/1/1940

Bridgetown - Manjimup, 24/1/40, removing points at 191m24ch; 26/1/40, placing points at 184m47ch to connect with deviation, facing up trains. (Note: had been raising banks in this area, 183m20ch - 183m28ch, 184m56ch - 184m63ch, 191m24ch - 191m38ch, 191m73ch - 192m26ch).

WN 4, we 2/2/1940

Rolling Stock Alterations, December 1939, Locomotives - Written off - A 16.

Yornup - Manjimup, 1/2/40, Palgarup closed as temporary S&T, 184m48ch opened as temporary S&T, unattended, ground disks, staff cabin, telephone; siding at 184m47ch used to cross ballast only.

Coolup, siding standing room altered to 42.

WN 5, we 9/2/1940

Yornup - Manjimup, 7/2/40, connecting new deviation at 190m30ch, 190m74ch and 191m26ch.

WN 6, we 16/2/1940

York - Quairading, 12/2/40, placing points at 83m70ch for new ballast pit, facing down trains, fitted with points padlock.

WN 7, we 23/2/1940

EGR, 248m20ch GWS camp, up and down goods only may be stopped to put out provisions.

EGR, 309m, No 94 may stop to supply provisions to road gang.

Above cancels instructions in WN 13/39.

Yornup - Manjimup, 21/2/40, connecting new deviation at 183m28ch and 184m56ch; points at 184m47ch will be removed.

York - Quairading ballasting, 19/2/40, temporary S&T at Rickeys and Balkuling closed, Jacobs Well and Dulbelling opened as temporary unattended S&T, ballast only may cross, locked S&T cabins provided in 'out-of' sheds, telephone and point indicators provided; sections will then be Greenhills - Mawson - Jacobs Well - Dulbelling - Quairading.

Ongerup, scotch blocks placed on crossing loop.

Perth, cart weighbridge particulars amended to 1x10ton, 1x21ton (GR); amended to 2 single (GA).

WN 8, we 1/3/1940

Rolling Stock Alterations, January 1940, Locomotives – Nil.

Yornup - Manjimup, 16/2/40, temporary S&T stations at 184m48ch and 190m10ch closed, old S&T section Yornup - Manjimup restored.

Bayswater, delete Yes from Sheep and Cattle races (GR), delete S&C from stockyards (GA).

WN 9, we 8/3/1940

Coolgardie, Refreshment stall, from 1/3/40, light refreshments no longer available.

WN 10, we 15/3/1940

NR, 427 3/4 Mile Per Way Camp, ufn up and down trains may stop for passengers.

Yornup, 11/3/40, extension of crossing loop in operation, facing points for down trains at 182m72ch.

Kalgoorlie, now accounting station for Abattoirs siding at 372m EGR (Binduli?).

WN 11, we 22/3/1940

York - Quairading, 18/3/40, Danging opened as temporary S&T splitting Dulbelling - Quairading, only ballast to cross, S&T cabinette in 'out-of' shed, telephone and location ground disks provided.

Wonnerup, 1/4/40, closed as accounting station, SM withdrawn.

Yalbarrin, add Yes in S&C races (GR), S&C in stockyards (GA).

WN 12, we 29/3/1940

Southern Cross - Yellowdine, 27/3/40, placing points at 245m19ch, facing down trains, to be staff locked later.

South Fremantle Stock Yards siding, rate 15, accounting station Robb's Jetty, only livestock will be dealt with, inserted in shunting charges and station and siding list.

WN 13, we 5/4/1940

Rolling Stock Alterations, February 1940, Locomotives – Nil.

South Beach service, terminates 31/3/40.

Spencer's Brook - Northam, 1-2/4/40, up main at 64m16ch, inserting points for quarry siding and part of crossover; 3/4/40, down main, inserting points to complete crossover.

Salmon Gums - Esperance, 3/4/40, Grass Patch closed, Scaddan opened as S&T station.

Quindalup, 1/4/40, opened as unattended S&T station, splitting Busselton - Metricup; deleted from GA list of places where trains could be crossed by crossing orders.

WN 14, we 12/4/1940

83 1/4 Mile Ballast Pit (York - Merredin via Q), ufn 31 and 32 DE cars and 37 and 36 goods stop when required for passengers and parcels traffic.

Norseman, new crossing loop provided, protected by scotch blocks.

Leighton, from 28/4/40, unattended Sundays.

WN 15, we 19/4/1940

York - Quairading, 8/4/40, temporary S&T at Jacob's Well and Dulbelling closed; 11/4/40, temporary unattended S&T opened at 83m70ch Ballast Pit, Marley Pool and Kauring; 83m70ch attended while ballast is working, staff cabin, telephone and location disks provided; Marley Pool and Kauring, staff cabinet in 'out-of' shed, telephone and location disks; only ballast may cross; issuance of line clear reports between York and Mawson suspended while these places open; sections now York - 83m70ch Ballast Pit - Marley Pool - Greenhills - Kauring - Mawson - Dangin - Quairading.

Bunbury, siding standing room altered to 1134.

Roelands, 15/4/40, opened as auxiliary S&T station in Brunswick Junction - Waterloo section; duplicate instruments at Brunswick Junction and Roelands.

WN 16, we 26/4/1940

Rolling Stock Alterations, March 1940, Locomotives – Written off – T 167.

Reference to Kalgoorlie Abattoirs being at 372 Mile siding.

WN 17, we 3/5/1940

Southern Cross - Yellowdine, 28/4/40, connecting deviation at 240m55ch and 242m47ch (existing line mileages).

Gooseberry Hill, delete Yes from Carriages and Horses (GR).

Quarry Siding 64 1/4 Mile ER, 26/4/40, new intermediate signal box in use, diag CCE 33215, opened when required, up and down home distant and starting signals, controlled by Annett's key kept at Northam.

WN 18, we 10/5/1940

Quarry Siding 64 1/4 Mile, extra instructions, when propelling train from Northam to Quarry siding, guards must pilot over all level crossings; scotch blocks fixed 5 chain from main line on quarry side of roadway.

WN 19, we 17/5/1940

64 1/4 Mile Quarry siding is for White Rock Quarries Ltd; siding can only be shunted in Up direction.

WN 20, we 24/5/1940

335m30ch (present milepost mileage, Bulla Bulling - Ubini section), 85, 87, 84, 86 to stop weekdays near workers camp for school children travelling to Coolgardie (note - GWS work being done on water pipe at 335m52ch).

Cottesloe, 10/5/40, new up starting signal with duplicate arm 37'6" above rail level brought into use.

184 Mile Public Siding (Picton Junction - Northcliffe), deleted in GR book.

EGR etc, new distance tables published, also mileages of private sidings.

WN 21, we 31/5/1940

Rolling Stock Alterations, April 1940, Locomotives – Written off – T 169.

83 Mile 70 Chain Storage Siding (York - Mt Hardy), from 27/5/40, 31 and 32 DE cars stop when required for passengers.

Southern Cross - Yellowdine, 26/5/40, connecting deviation at 245m19ch and 248m10ch; points at 245m19ch will remain until deviated section pulled up; at 248m26ch (deviation mileage) line crosses GWS main on temporary bridging.

York - Quairading, 24/5/40, temporary S&Ts at Kauring and Dangin closed, section now Greenhills - Mawson - Quairading.

Yellowdine (opening), Karalee (closing), Winter Timetable of 27/5/40 shows Yellowdine attended and Karalee unattended; as work of removal and erection of buildings, picking up material etc is incomplete, opening of Yellowdine postponed ufn.

WN 22, we 7/6/1940

Mornington level crossing (Wokalup - Benger section, near telephone post 1796), new trains 40 pass ex Brunswick Junction to Perth Fridays only stops to pick up and 39 pass Perth - Bunbury Sunday only stops to set down.

Kalgoorlie - Leonora and Laverton, WTT reprint, pages 334/335.

WN 23, we 14/6/1940

Southern Cross - Yellowdine, 10/6/40, removing points at 245m19ch.

Kirup, reference to shunting charges for new siding a few chains from Kirup for Millars Timber & Trading.

White Rock Quarries siding (accounting station Kellerberrin), delete as private siding, siding is to remain open as ballast pit for departmental use only.

WN 24, we 21/6/1940

Reference to issuing tickets to people at Per Way Camps at 172 Mile and 385 1/4 Mile NR.

WN 25, we 28/6/1940

Rolling Stock Alterations, May 1940, Locomotives – Converted – F to Fs (original cylinders) 399, 412; Written off – R 232.

Southern Cross - Karalee, 20/6/40, temporary ES station at 242m53ch closed, section reverts to Southern Cross - Yellowdine.

Mumballup, correct spelling is Mummballup (GR).

WN 26, we 5/7/1940

South Fremantle Stockyards, re WN12/40, delete and insert in lieu The State Saleyards, Robbs Jetty (GR).

WN 27, we 12/7/1940

York - Greenhills, 10/7/40, removing points at 83m70ch.

Scaddan, standard S&C stockyard provided.

Bickley, delete Yes from Carriages and Horses (GR).

WN 28, we 19/7/1940

Rolling Stock Alterations, June 1940, Locomotives – Written off – N 19, U 7.

Karalee, 22/7/40, closed as accounting station, SM and staff transferred to Yellowdine, which will be opened as accounting station. Pooling station also changed from Karalee to Yellowdine.

York - Quairading, 10/7/40, Marley Pool and 83m70ch closed as temporary S&T stations.

WN 29, we 26/7/1940

Yellowdine, up and down home signals will be provided at date to be notified by WN.

Karalee, signals will be taken out of use and point indicators fitted to facing points.

Capel, siding standing room altered to 52.

WN 30, we 2/8/1940

Nil of interest.

WN 31, we 9/8/1940

Yoganup, stopping place transferred from 149m26ch to 152m31ch, public siding accomodation available at new mileage, hence truckloads may be accepted; accomodation for 16 trucks, rate mileage 152m. (See WN 35/40)

Jennacubbine, 2/9/40, closed as accounting station and SM withdrawn.

Greenhills, 1/9/40, closed as accounting station and SM withdrawn.

WN 32, we 16/8/1940

Rolling Stock Alterations, July 1940, Locomotives – Nil.

335m30ch (Bulla Bulling - Ubini), expresses stopping for school children re WN21/40 cancelled.

Kalgoorlie - Comet Vale Bank Engine working, re GA instructions in WN 20/34, delete 375m60ch and insert 381m69ch (376m47ch present milepost mileage).

WN 33, we 23/8/1940

Pithara, 2/9/40, closed as accounting station and SM withdrawn.

WN 34, we 30/8/1940

Nil of interest.

WN 35, we 6/9/1940

Yoganup, new siding is at 153m20ch (between Cartis and Maryvale), rate 153, not as shown WN 31/40.

Bridgetown - Yornup, 4/9/40, S&T replaced

by large ES.

WN 36, we 13/9/1940

Northern Gully, delete second paragraph in GA, scotch blocks now removed.

WN 37, we 20/9/1940

Rolling Stock Alterations, August 1940, Locomotives – Converted – E to Es 352, F to Fs 406; Written off G 119, 136.

WN 38, we 27/9/1940

Yellowdine, 24/9/40, up and down home and distant signals brought into use, re WN29/40.

Claymore, delete all reference to Millars T&T Coy's siding (GR).

WN 39, we 4/10/1940

Copley's Siding, from 1/10/40, cattle sales held at Midland Junction on Tuesdays instead of Copley's Siding on Mondays.

Witchcliffe, insert Yes in Carriages and Horses column.

WN 40, we 11/10/1940

Binduli Stockyards, 377m EGR, to allow points at both ends of siding to be operated at the same time, a special staff key release is provided; apparatus is in small cabin; staff in apparatus releases two Annetts keys to then release points locked by Annetts keys.

Bridgetown, alter siding standing room to 278.

Candlelight, alter siding standing room to 25.

Witchcliffe, insert 50' in loading bank column.

WN 41, we 18/10/1940

Rolling Stock Alterations, September 1940,
Locomotives – Written off – B 9, G 44, N 20,
O 89.

415m48ch (Esperance - Coolgardie), 152 on
Thursdays stops to put out stores.

WN 42, we 25/10/1940

Crowtherton, delete Yes from Carriage and
Horses column (GR).

WN 43, we 1/11/1940

Crowtherton, insert in GA between Bluff
Point and Chapman for Geraldton - Ajana
branch, with Yes in goods shelter and
passenger shelter, standing room 12 trucks,
siding R ex Geraldton.

WN 44, we 8/11/1940

Kookynie - Malcolm, 5/11/40, putting in
points at 512m65ch.

WN 45, we 15/11/1940

Burracoppin - Carrabin, 13/11/40, putting in
points at 187m35ch (Walgoolan).

WN 46, we 22/11/1940

Rolling Stock Alterations, October 1940,
Locomotives – Written off – G 120, 121.

WN 47, we 29/11/1940

Ubini - Calooli, ufn 85, 87, 84, 86 on

weekdays stop at 346m24ch (present
milepost mileage) near workers camp for
school children travelling to/from
Coolgardie.

Nulla Nulla, points at Southern Cross end
have been taken out.

WN 48, we 6/12/1940

South Beach Sunday services, to operate
from 8/12/40.

Walgoolan, 28/11/40, opened as ES station
splitting Burracoppin - Carrabin.

Formby East Tank, 28/11/40, opened as
S&T station, splitting Gnowangerup -
Borden, location disks provided, trains
cannot cross.

WN 49, we 13/12/1940

Nil of interest.

WN 50, we 20/12/1940

Rolling Stock Alterations, November 1940,
Locomotives – Nil.

South Kulin (closed), Kulin (opened),
9/12/40, as staff station, sections now
Dudinin - Kulin - Kondinin.

Scaddan (closed), Grass Patch (opened),
12/12/40, as S&T station, sections now
Esperance - Grass Patch - Salmon Gums.

WN 51, fe 3/1/1941

Nil of interest.

WEEKLY NOTICES - 1941

WN 1, we 10/1/1941

Beechina, ufn, Ballast Pit siding to be shunted in daylight hours only.

Wilgareton, siding has been taken up.

UDRR, Classes N, O, K may shunt on line up to but not on Helena River Bridge at 11m49ch and the mobilisation siding at Bushmead.

WN 2, we 17/1/1941

Brunswick Junction, 14/1/41, new station brought into use, all station and refreshment business will be transacted in the new building; existing signal box will remain in operation; signalling rearranged CCE 11245F.

Duri, dead end siding to hold 10 single trucks constructed at Perth end of crossing loop.

WN 3, we 24/1/1941

Rolling Stock Alterations, December 1940, Locomotives – Converted – F to Fs 360, 362; Written off – N 262.

Jingymia, Wialki, 17/1/41, closed as staff stations, sections now Kulja - Marindo - Bonnie Rock.

512m 64ch Kalgoorlie - Malcolm section, Quarry siding constructed; dead end, shunted only by down trains.

WN 4, we 31/1/1941

Stathams, 22/1/41, closed as S&T station, section now Midland Junction - Kalamunnda.

Brunswick Junction, 26&27/1/41, No 12 crossover taken out of use, new crossover 8ch nearer old station provided; changes to other points and signals, CCE 11245G.

Hillman, 21/1/41, opened as temporary unattended S&T station splitting Darkan - Williams.

WN 5, we 7/2/1941

Dellerton, Sussex Timber Co private line, alter to Millars T&T Co, length now 2m.

Nannup, Kauri Timber Co private line, length now 23m43ch.

Jardee, Wilgarup Karri and Jarrah Co private line, length now 6m.

Manjimup, SSM private line, length now 18m.

Karalee, triangle has been taken up, siding standing room reduced from 45 to 10.

WN 6, we 14/2/1941

Rolling Stock Alterations, January 1941, Locomotives – Conversion – Cs to C 440.

Brunswick Junction, working on demolishing old passenger platform.

498m40ch Kalgoorlie - Malcolm section, Departmental Ballast Pit siding removed.

South Beach, 9/2/41, opened as temporary attended S&T station for the day, splitting ES Fremantle - Robb's Jetty, cabin to house staff boxes and telephone placed near centre of platform; done for union picnic.

WN 7, we 21/2/1941

280m20ch GWS Camp, just east of Koorarawalyee, various trains to stop when required to unload stores, expected to last during Feb and March 1941.

WN 8, we 28/2/1941

New telegraph code words; DEAM, DEVY, DERI, Departments of Army, Navy, Air.

WN 9, we 7/3/1941

Nil of interest

WN 10, we 14/3/1941

Rolling Stock Alterations, February 1941, Locomotives – Conversion – E to Es 344.

White Rock Quarries, 6/1/41, siding reopened, rate 102m, added to Brunswick Junction shunting charges.

Wilgareton, delete from GR, CR.

WN 11, we 21/3/1941

Nil of interest

WN 12, we 28/3/1941

Amherst Road, 24/3/41 ufn, No 104 and 191 to stop when required for passengers at new stopping place, situated between 13m15ch and Amherst Rd gates, rate 13m

415m48ch Esperance railway, re WN41/1940, No 152 stopping for stores, instruction cancelled.

Manjimup, Bunning Bros private line, re WN32/1940, line now fit for our engines to notice board 60ft south of points at 196m67ch.

WN 13, we 4/4/1941

Brunswick Junction, 7/4/41, existing signal box (old station) will be closed, working transferred to new signal box.

WN 14, we 11/4/1941

Dwellingup, delete shunting charges for Port, Honey & Co, Pindalup, 83m.

Brunswick Junction, 21/3/41, White Rock Quarries ceased using siding, points spiked over (shunting charges).

Roelands, delete instructions from WN15/1940.

WN 15, we 18/4/1941

Amherst Road, extra trains to stop.

Karridale, standing room is now 700ft, equal 35 trucks.

WN 16, we 25/4/1941

South Beach Sunday service, now cancelled.

Grass Patch closed, Scaddan opened, 22/4/41, as S&T station, sections now Salmon Gums - Scaddan - Esperance.

Hillman, 8/4/41, closed as S&T station.

Leighton, from 27/4/41, unattended Sunday.

WN 17, we 2/5/1941

Albany, reference to charges for loading livestock at stockyards adjacent to Albany Loco Siding.

WN 18, we 9/5/1941

Brunswick Junction, 28/4/41, additional signal provided.

Brunswick Junction, 7/5/41, present staff

locked points on main line giving access to southern end of new yard will be connected to the small signal box known as Frame A, existing up outer home removed, new up outer home placed on Bunbury side of points, disc signal to control entry to yard placed on same post, exit from yard controlled by semaphore placed near catch point, appears to also have duplicate staff instruments in frame A signal box (appear to already have existed).

Wokalup, Millars T&T private line, length now 32m.

Spencer's Brook, add shunting charges for Defence Dept Siding, rate 60m, all classes of engine may shunt.

Youngs, alter siding standing room to 38.

WN 19, we 16/5/1941

Nil of interest

WN 20, we 23/5/1941

64m 16ch ER Quarry Siding, 19&20/5/41, removing main line points and crossover; siding will then be inoperative.

64 1/4 Mile Quarry Siding, 19/5/41, closed, main line points spiked, signal arms dismantled.

Brunswick Junction, 19/5/41, several new signals brought into use.

WN 21, we 30/5/1941

East Fremantle Goods Junction - North Fremantle, 26/5/41 ufn, single line working over up main by ES, WW plan 22858A.

Brunswick Junction, 29/5/41, temporary home signal from Perth and Collie replaced by double bracket signal; Collie main line on station side of level crossing diverted to permanent position past old station site.

WN 22, we 6/6/1941

Nil of interest

WN 23, we 13/6/1941

Brunswick Junction, 10/6/41, distant signal from Collie moved to permanent location 479yds outside home; 11/6/41, distant signal from Perth moved to permanent location 489yds outside home.

WN 24, we 20/6/1941

Hillman, 2/6/41, opened as temporary S&T station splitting Darkan - Williams.

WN 25, we 27/6/1941

UDRR, re WN1/41, class N, O, K may shunt on UDRR and Mobilisation siding at Bushmead, limit is up up to but not on Helena River Bridge at 11m49ch.

WN 26, we 4/7/1941

East Fremantle Goods Junction - North Fremantle, 27/6/41, single line working ceased, double line resumed.

WN 27, we 11/7/1941

Boulder branch, WTT reprint, pages 412/413.

Kamballie - Trafalgar, 1/7/41, in connection with motor coach service, Trafalgar opened as S&T station, section Kamballie - Trafalgar, staff only; to prevent Firewood Co trains entering Kamballie while coach in section to Trafalgar, driver to lock facing points to divert any train from Company line onto Back Road.

WN 28, we 18/7/1941

Amherst Road, stopping place certain trains to stop.

WN 29, we 25/7/1941

Rolling Stock Alterations, March to June 1941, Locomotives – Converted – F to Fs 289 (19in cylindeers), 359 (original cylinders); Written off – O 100.

Brunswick Junction, 22/7/41, final arrangement of signalling and interlocking for new station brought into use, CCE 33760, new GA instructions pages 451-455.

Manjimup, Bunning Bros private line, re WN12/41, amend mileage from 196m67ch to 196m75ch.

Palgarup, Timber Corp private line, length now 17m.

Pemberton, SSM private line, lengths now main line 11m, spur line 5 3/4 mile.

Cleary, S&C races added (GR).

WN 30, we 1/8/1941

Cleary, standard stockyard provided.

Waroona, shunting charges, add Whittaker Bros, rate 70m.

Bullfinch, delete triangle (GA).

WN 31, we 8/8/1941

Collie, shunting charges, 30/6/41, lease of Wandoo Timber Co (Bunning Bros) private siding at Buckingham Siding cancelled.

Brunswick Junction - Narrogin, Bowelling - Wagin, Collie Cardiff branch, 1/8/41, reprinted mileage table (CR), pages 483,485.

WN 32, we 15/8/1941

Gosnells, small stockyard has been provided.

WN 33, we 22/8/1941

Diesel Electric Rail Cars, note indicating that they have been withdrawn between Bunbury, Pemberton and Northcliffe, also Bunbury and Busselton and replaced by steam trains.

Welshpool, Defence Dept siding fit for traffic to a point 200yds inside fenced area.

WN 34, we 29/8/1941

285 3/4 mile (present milepost mileage) in Koorarawalyee - Duri section, Nos 85, 84 and 86 to stop for mail, mail box with standard key is being provided; these mails will be in lieu of those previously dealt with at Boorabbin.

84m60ch in Harvey - Warawarrup section, No 40 Fri may stop for passengers, telephone post 1691, at crossing gates.

Spencer's Brook - Northam connecting trains, WTT reprint, page 530.

Spencer's Brook - Narrogin, WTT reprint, pages 531 - 534.

Narrogin - Albany, WTT reprint, pages 535 - 540.

Above due to introduction of Nos 1 & 2 DERC to Katanning and Albany.

Hillman, 14/8/41, closed as S&T station, section reverts to Darkan - Williams.

Koojedda, recent extension of stowing siding on the south side of Koojedda for loading of firewood by Mr Gumley cannot be shunted by engines, warning board at railway boundary fence, Mr Gumley's employees will hand shunt all loaded wagons which are ready for transit clear of the shute.

WN 35, we 5/9/1941

Spencer's Brook - Northam connecting trains, WTT reprint, page 553.

Spencer's Brook - Narrogin, WTT reprint, pages 554 - 557.

Narrogin - Albany, WTT reprint, pages 558 - 563.

Some variations in above to those in WN 34/41.

Noggojerring, standard stockyards fitted with pig and lamb race provided.

Muja, Bunning Bros private line, delete all reference (GR).

WN 36, we 12/9/1941

344 Mile Camp (present mile post mileage), in Kalgoorlie - Yellowdine section, from 6/9/41, reference to a Saturday motor coach from Kalgoorlie to here and return.

WN 37, we 19/9/1941

Welshpool, Defence Dept siding, now complete.

WN 38, we 26/9/1941

Denmark Branch, WTT reprint, page 611.

WN 39, we 3/10/1941

Nil of interest

WN 40, we 10/10/1941

54 mile ER, ufn, No 8 to stop to pick up school children for Clackline.

64 mile ER, date to be advised, new siding for Defence Dept will be connected to up main and brought into use, up home and distant signals provided, controlled by

Annett's lock.

WN 41, we 17/10/1941

Nil of interest

WN 42, we 24/10/1941

Nil of interest

WN 43, we 31/10/1941

Rolling Stock Alterations, July to September 1941, Locomotives – Conversions – F to Fs 414 (original cylinders), 280 (original cylinders).

Mungari, 28/10/41, removing points (in CCE notes).

61 3/4 Mile Block Box, 22/10/41, new intermediate signal box brought into use, up and down home, distant and starting signals, CCE 33899.

Jarrahwood, Millars T&T private line, length now 4 1/2 miles.

WN 44, we 7/11/1941

Albany Station Yard, 29/10/41, the two point indicators at Perth end taken out of use.

Spencer's Brook (accounting station), shunting charges added for RAAF Siding, rate 64m, can only be shunted in up direction, traffic from west of Northam to go to Northam and return.

WN 45, we 14/11/1941

372m50ch Esperance branch, 10/11/41, placing points (in CCE notes).

Mungari, 27/10/41, siding removed.

WN 46, we 21/11/1941

Sanitorium Farm Siding, ufn No 51 Sun to stop opposite here at 34m70ch to set down passengers.

Denmark branch, WTT reprint, page 732.

Yellowdine, 13/11/41, up and down outer home signals brought into use.

WN 47, we 28/11/1941

South Beach Sunday service, commences 30/11/41.

Bassendean, 6m68ch, 24/11/41, placing points (in CCE notes).

Bassendean, 25&26/11/41, up distant and home moved out about 200yds each.

WN 48, we 5/12/1941

34m70ch ER, re WN47/51, amended to No 51 Sun to stop here at goldfields water pipe track.

Spencer's Brook (accounting station), shunting charges, add Defence Dept siding, Spring Hill, rate 62m.

372m50ch Ballast Pit Esperance line, reference in some ELT amendments.

WN 49, we 12/12/1941

Picton Junction, siding for Australian Wheat Board, the main (No 1) siding into silo is fit as far as the new bin, speed limit 10mph.

Bassendean, 4/12/41, signalling rearranged, CCE 11597B.

WN 50, we 19/12/1941

Picton Junction, siding for Australian Wheat Board, No 2 siding fit as far as weighbridge excavation.

South Beach, 14/12/41, opened as temporary unattended S&T station, splitting ES Fremantle - Robb's Jetty, cabin for staff boxes and telephone provided at Robb's Jetty end of platform near notice board.

Bunning Bros siding approx 91m Wuraming - Dwarda, 15/12/41, staff locks removed, rigid levers and catch points remain, secured by cotter pin and padlock.

WN 51, fe 2/1/1942

Picton Junction, siding for Australian Wheat Board, No 1 road new wheat shed is fit 600ft beyond Picton Junction end of new wheat bin.

Scaddan closed, Grass Patch opened, 16/12/41, as S&T stations, sections now Esperance - Grass Patch - Salmon Gums.

Yalgoo, shower baths are available, free of charge for passengers on Nos 73 & 74.

Mungari, noted as 10cwt, delete yes in carriage and horses column (GR).

Bassendean, GA instructions re working of Australian Wheat Board siding, etc - essentially a telephone block, see page 815.

WEEKLY NOTICES - 1942

WN 1, we 9/1/1942

Utakarra, by this stage appears to be RAAF centre, special train to Perth Friday night, return Sunday.

ELT, 350 converted E to Es, equipped 17in cylinders, 361 converted F to Fs, equipped with bushed cylinders left 16 7/8 in, right 16 13/16 in. (See also WN 6).

WN 2, we 16/1/1942

Canning Park Races, 10/1/42, to be held at Goodwood instead.

Cunderdin, RAAF camp by this stage, weekend leave trains running.

Amherst Road stopping place, from 11/1/42, 46 (12.20pm Chidlow - Midland Junction) stops to pick up passengers when required.

Greenmount, 14&15/1/42, removing points at 12m76ch and replacing 1 1/2 ch further east at 12m77 1/2 ch; public and quarry siding out of use while work being done.

Picton Junction, sidings for Australian Wheat Board, road No 1 and loops formed by roads 2 & 3 fit for traffic for 460ft beyond points at east end of wheat bin; weighbridge on No 3 road ready for use.

Coolgardie, the Annetts Key controlling loco points has been lost; it was placed temporarily on an engine and is presumed to have dropped off on route to Kalgoorlie.

WN 3, we 23/1/1942

Picton Junction, sidings for Aust. Wheat Board, all sidings now fit for traffic; accomodation for 37 wagons beyond points

of crossover on No 1 road.

York, 9/1/42, new siding for defence department brought into use; is on Quairading branch between home and distant, locked by Annetts lock, key to be kept in office safe at York.

Worsley, apparently being used by PWD Water Supply for Wellington Dam, goods may be booked to pay (GR).

WN 4, we 30/1/1942

Amherst Road stopping place, 129 Fast Mxd Tu & Th stops when required to set down passengers; apparently was in use before WN2/42, gives a list of trains already authorized.

Tambellup, delete reference to 40ton weighbridge (GR).

WN 5, we 6/2/1942

Nallan, insert Yes in S&C races (GR), insert S&C in stockyards (GA).

WN 6, we 13/2/1942

Rolling Stock Alterations, November and December 1941, Locomotives – Conversion – E to Es (19in cylinders) 350, F to Fs (17in cylinders) 361, P to Pr (19in cylinders) 459 Denmark; Written off – N 256. Note – October 1941 not published – is this entry meant to be October as well.

Canning Park Races, 7/2/42, to be held at Goodwood.

UDR, Defense Camp established on UDR (doesn't say where), details of special fares.

Yeagerup, delete Yes in goods shelter

column (GA).

Pr engines, may now run on Mundaring loop without special speed restrictions.

WN 7, we 20/2/1942

Nil of interest.

WN 8, we 27/2/1942

Helena Vale Races, 21/2/42, held at Goodwood.

Bushmead Rd Level Crossing, 11m77 1/2 ch, Military Leave specials run by Midland Junction shunter (C class) to Midland Junction, troops to be entrained and detrained with coaches immediately on Kalamunnda side of Bushmead Rd level crossing, telephone post 240.

WN 9, we 6/3/1942

Nil of interest.

WN 10, we 13/3/1942

Tardun, delete * and show in capitals (GR).

WN 11, we 20/3/1942

WATC Races, 14/3/42, held at Belmont Park instead of WATC racecourse.

WN 12, we 27/3/1942

Canning Park Races, 21/3/42, held at Goodwood, appears to be ongoing.

South Beach Sunday services, ceases after 22/3/42.

WN 13, we 3/4/1942

Military Ambulance Train, now in commission, to be kept marshalled as follows - engine, AQ340, AQ339, AM444, AY28, AY26, AY29, P658, AV314, P718,

P469, P754, P669, P788, ZJ427; when reversing running, only ZJ should change ends; approximately 324 tons empty, 348 tons loaded.

Youanmi Gold Mine, closed and people evacuated from town, special rates for furniture etc from Anketell and Mt Magnet.

WN 14, we 10/4/1942

Leighton, from 29/3/42, unattended Sundays.

WN 15, we 17/4/1942

Yarding, 31/3/42, opened as temporary unattended S&T station, splitting Shackleton - Bruce Rock, ballast train only may cross.

Coondle, 10/4/42, opened as temporary unattended S&T station, splitting Toodyay - Bolgart, ballast train only may cross.

Waroona (accounting station), insert Sand Pit siding at 70m (GR).

WN 16, we 24/4/1942

Bushmead Rd Level Crossing, Military Leave specials per WN8/42 have ceased running.

Grass Patch closed, Scaddan opened, 14/4/42, as S&T station.

Hillman, 15/4/42, opened as temporary unattended S&T station, splitting Darkan - Williams.

Duri, delete from list of 10cwt stopping places (GR), insert between Koorarawalyee and Boorabbin with siding standing room 10 wagons (GA).

WN 17, we 1/5/1942

Rolling Stock Alterations, quarter ending 31/3/42, Locomotives - Nil.

Mundaring Weir, now a prohibited area (boundary crosses line between Karda Mordo and Weir), passengers cannot go beyond Karda Mordo; trains examined by military guards at boundary; SM Mundaring to provide permits for train crews.

Washaways, in Toodyay - Miling section from 67m - 68m, 69 1/2 m - 70 1/2 m, 75 1/2 m - 76 3/4 m; in Bruce Rock - Shackleton section at 153m50ch, 154m58ch and 165m (Reason for ballasting and temporary S&T stations?).

WN 18, we 8/5/1942

Nil of interest.

WN 19, we 15/5/1942

Boorabbin, 29/4/42, opened as attended staff station, splitting Duri - Woolgangie section.

WN 20, we 22/5/1942

Bunbury - Northcliffe, WTT reprint, pages 241-247.

Albany - Narrogin, WTT reprint, pages 249-251 (up only).

Geraldton - Wiluna, WTT reprint, pages 253-259.

No 7 Pumping Station, note can only be shunted by up trains (GR).

No 8 Pumping Station, note can only be shunted by down trains (GR); alter up to read down (GA).

WN 21, we 29/5/1942

UDR, ufn Military Leave specials using Midland Junction shunter (G class) running to telephone post 264 at 13m14ch.

Clackline - Toodyay, 25/5/42, temporary unattended S&T station opened at 55m20ch

splitting Clackline - Toodyay section, cabin provided for staff boxes and phone, point indicators, only ballast may cross.

WN 22, we 5/6/1942

Mokine, insert Yes in S&C races (GR), insert S&C (GA).

WN 23, we 12/6/1942

Nil of interest.

WN 24, we 19/6/1942

Narngulu - Northern Gully, ufn 74 DE Car will stop at 21 Mile level crossing when required to set down military patients returning from casualty clearing station Mullewa.

WN 25, we 26/6/1942

Nil of interest.

WN 26, we 3/7/1942

York, goods shed has been leased by Defense Department.

WN 27, we 10/7/1942

Guildford, Mr R.E.Budd granted lease of land for woodyard with use of siding near stockyards.

East Northam, Defense Department has taken over sheds owned by following firms which are served by sidings in E. Northam yard - John Robinson & Sons, Truscott & Coy, Wright & Coy, Loton & Rowsell, Millars T&T.

Seabrook, Meckering, Beverley, Defense Dept granted sublease of grain sheds at each place from 4/6, 20/5, 15/3 respectively.

York, 1/5/42, Defense Dept granted sublease of York District Farmers Co-Op Ltd siding.

WN 28, we 17/7/1942

Nil of interest.

WN 29, we 24/7/1942

Toodyay, Millars T&T have been granted lease of land for timber mill in Toodyay yard, with use of siding.

Merredin, shunting charges, add RAAF siding (old ballast pit).

WN 30, we 31/7/1942

Bridgetown - Yornup, 181m56ch, telephone pole 3625, 5mph speed limit applied because of bad bog hole - origin of the Glenlynn bog hole?

WN 31, we 7/8/1942

Nil of interest.

WN 32, we 14/8/1942

Toodyay branch, 3/8/42, temporary S&T stations at 55m20ch and Coondle closed, sections now Clackline - Toodyay - Bolgart.

Tuckanarra, Triton Gold Mine and Reedy closing, people being evacuated, special rates for railing from here.

Midland Junction - Karagullen, class Q engines may run.

WN 33, we 21/8/1942

Wyola, 11/8/42, opened as unattended ES station, splitting Cunderdin - Tammin.

MR traffic (pass and mail only?) suspended for a period (till when?).

WN 34, we 28/8/1942

Consolidated Gold Mines of Kalgoorlie Ltd (private siding, Esperance branch), siding is

also known as Tindals.

WN 35, we 4/9/1942

Dumberning, military camp appears to have been established, add 102 gds every Friday conveying coaches off No 7 conveying sldiers, coaches to be left and returned by 103 mxd to Narrogin.

Rocky Bay line, class K engines may now run over whole line.

WN 36, we 11/9/1942

Rolling Stock Alterations, quarter ending 31/6/42, Locomotives - Nil.

Bruce Rock - Babakin, 8/9/42, ES withdrawn, replaced by S&T,

WN 37, we 18/9/1942

Albany (accounting station), add WA State Wool Committee Storage Siding, rate 340m.

Collie (accounting station), add Department of Supply and Development, Power Alcohol Plant, rate 125m.

WN 38, we 25/9/1942

Boulder Branch, WTT reprint, page 453.

WN 39, we 2/10/1942

Collie - Narrogin, add shunting charge for RAAF Storage Depot at 213 1/2 mile, rate 163 via Narrogin.

WN 40, we 9/10/1942

Spencer's Brook, 6/10/42, existing down advanced starter out of use, and new signal on down side of main lines brought into use.

Merredin (accounting station), add RAAF (No10 Stores Depot), rate 169m.

WN 41, we 16/10/1942

GSR, Defence Siding, 213m50ch, Narrogin - Williams, is secured by cotter pin and Z padlock, catch points are provided.

WN 42, we 23/10/1942

Race trains running to Belmont again, 17/10/42.

Woolgangie, 20/10/42, existing signals taken out of use, replaced by point indicators at facing points.

Boulder (accounting station), add RAAF Fuel Depot siding, rate 385m.

WN 43, we 30/10/1942

Rolling Stock Alterations, quarter ending 31/9/42, Locomotives – Converted – C to Cs 433, P to Pr 454.

Burracoppin, 27/10/42, existing signals removed, replaced by point indicators at facing points.

Morowa, south leg of triangle extended to 1000ft from points and provided with loading bank; apex leg similarly extended and provided with both end loading and side loading banks.

WN 44, we 6/11/1942

Nil of interest.

WN 45, we 13/11/1942

Merredin - Nungarin, 3/11/42, S&T withdrawn, replaced by large ES.

Brookton, Western Rabbit Coy Ltd granted lease of land for erecting rabbit chilling plant.

Roelands, ref WN14/41, White Rock Quarries, Ltd (Roelands) siding again being

used, rate 102m (see WN46/42).

Carlisle, add CD in cart dock column (GA).

WN 46, we 20/11/1942

White Rock Quarries siding, re WN 45/42, situated on Brunswick - Collie section, not at Roelands.

WN 47, we 27/11/1942

Rolling Stock Alterations, October 1942, Locomotives – Nil.

Summer Timetable to come into use 30/11/42, special notes:

Leonora, reduced to one train per week.

Laverton, reduced to one train per fortnight.

Denmark - Nornalup, reduced to one train per fortnight.

Laverton, 21/11/42, closed as accounting station and SM withdrawn.

Morowa, extensions of triangle legs (WN43/42) were for Dept of the Army.

WN 48, we 4/12/1942

Billaricay closed, South Kumminin opened, 30/11/42, as S&T stations, sections now Narembeen - South Kumminin - Kondinin.

Leighton, from 29/11/42, attended Sundays.

Tuckanarra, 1/12/42, closed as accounting station.

WN 49, we 11/12/1942

Nil of interest.

WN 50, we 18/12/1942

Nukarni - Nokanning, Defence Dept private siding now open for traffic, 200m13ch old

mileage (200m62ch actual).

27/12/42, 9 trains each way (some empty).

WN 51, fe 1/1/1943

South Beach Sunday service, commences

Merredin (accounting station), add Dept of the Army, Cold Storage Depot (extension of Kalgoorlie Brewing Coy siding), rate 169.

WEEKLY NOTICES - 1943

WN 1, we 8/1/1943

Rolling Stock Alterations, November 1942,
Locomotives – Nil.

Merredin, Dept of the Army Refrigerated
Stores siding is now fit for traffic.

Albany (accounting station), shunting
charges for Dept of Interior Oil Storage
Depot at 338m27ch, rate 340.

Sandstone, delete 5ton crane (GA).

WN 2, we 15/1/1943

Leonora, Laverton, WTT reprint, page 15.

Nukarni - Nokaning, ref WN50/42, Dept of
the Army siding, rate via Merredin is 180m.

Dowerin, ref to storage depot for oils etc
near stockyards (defence forces).

Mullewa, Ambulance siding and loop at
329m70ch (Wilroy - Mullewa) is fit for
traffic.

WN 3, we 22/1/1943

Dept of Interior siding at 338m27ch near
Albany is fit for traffic, can only be shunted
by up trains; in WN4/43 catch points fitted.

Hillman closed, Dumberning opened,
14/1/43, as unattended S&T station, sections
now Darkan - Williams - Dumberning -
Narrogin, trains cannot cross at
Dumberning.

Spencer's Brook (accounting station), add
shunting charges for RAAF Storage Depot,
Muresk, rate 63m.

WN 4, we 29/1/1943

Boya, Dept of Works and Labour Quarry,
deleted from shunter schedule, siding not fit
for traffic, spiked over.

Pemberton - Northcliffe, 26-28/1/43, loading
water column and piping at 219m75ch.

Goomalling, 19/1/43, up outer home from
Dowerin, also points to Defence Siding
brought into use; points controlled by
Annetts key kept in signal frame; diagram
12883D.

WN 5, we 5/2/1943

Rolling Stock Alterations, December 1942,
Locomotives – Restored to service – G 52;
Converted – F to Fs 419; Written off – R 175.

Jingymia and Wialki, points of crossing loop
have been removed, trains cannot now be
crossed here.

Nungarin, crossing loop standing capacity
1250ft provided; 28/1/43, down home and
distant signals provided, point indicator on
facing points removed and fitted to up facing
points leading to Defence Siding.

Muresk, siding for Defence Dept provided
on west side of main line.

Yornup, delete Yes in goods shelter column
(GA).

WN 6, we 12/2/1943

Swan View Tunnel, limiting of down trains
to one engine, see page 67.

Brockman, water supply here (219m75ch)
has been abandoned; water now available
from column at Pemberton.

Northern Gully, approval given for oil tankers a/c Defence Dept to be placed on eastern leg of engine triangle, scotch blocks now placed on each leg of triangle approximately 450ft from points.

Narembeen branch, Defence Dept siding provided at 332m70ch.

Big Bell, mine closed and people transferred to other mining centres, special rates for removal.

Pr engines now permitted over Claremont subway, max speed 8mph and on DEAM specials only.

WN 7, we 19/2/1943

Chidlow, 17/2/43, up outer home set approx 290yds outside present up home, set back disc signals placed on Woorooloo side of level crossing applying from down main to Y, up main, down main and goods siding, diagram CCE 10964E; (to do with recombining of trains because of single heading through tunnel?).

Mullewa, siding and loop provided at 329m70ch, Wilroy side of Mullewa for storage of Ambulance train.

Lake Kirk, add (a) after name, also add to list (of 10cwt stopping places?), delete Yes from carriages and horses column (GR).

WN 8, we 26/2/1943

Rolling Stock Alterations, January 1943, Locomotives – Nil.

Fremantle (accounting station), add shunting charges for Defence Dept Siding, Fishmarket Breakwater, rate 12m.

Byford Brickworks line, all classes except Pr and S permitted as far as Defence Department's Siding.

WN 9, we 5/3/1943

Woorooloo, No 4 (M,W,F), No 54 (Tu,Th) stop opposite Sanatorium Farm to set down school children.

Elabbin, 8/3/43, opened as S&T station for approx 2 weeks splitting ES Merredin - Nungarin, only ballast may cross.

Narembeen (accounting station), add shunting charges, Defence Dept Storage Siding, between Collgar and Merredin, rate 172m via Merredin, 333 via Narrogin.

WN 10, we 12/3/1943

Kununoppin (accounting station), add shunting charges for Defence Force Ordnance Depot, Nungarin, rate 187m via Wyalkatchem, 194m via Merredin.

WN 11, we 19/3/1943

Big Bell, 1/4/43, closed as accounting station and SM withdrawn.

Collie - Griffin line is worked by S&T, S only (GA).

WN 12, we 26/3/1943

Reference to existence of Per Way Camp at 373m post in Coolgardie - Norseman section, 22m from Coolgardie, 87m from Norseman.

WN 13, we 2/4/1943

Rolling Stock Alterations, February 1943, Locomotives – Nil.

South Beach Sevice, cancelled on and after 28/3/43.

200m 13ch siding (Dowerin - Merredin), trains may be stopped to pick up and set down passengers.

WN 14, we 9/4/1943

Nungarin, scotch blocks placed on crossing loop, trains may still be crossed.

Walkaway, 60ft turntable has been installed.

WN 15, we 16/4/1943

Leighton, from 11/4/43 unattended Sundays.

Karrakatta, new instructions in GA on method of setting back down goods into siding to clear main line.

WN 16, we 23/4/1943

Rolling Stock Alterations, March 1943, Locomotives – New – S 476 Bruce.

Karrakatta, 6/4/43, signal box moved to new position in station building; points to sidings moved out 113ft, new set back and shunting discs in use; 8/4/43, new down advanced starter.

UDR, 6 wheel vehicles (coaches only) may run as far as Bushmead.

WN 17, we 30/4/1943

Midland Junction Box B, 30/4/43, new set back disc signal placed between up and down main, applying from down main to main (platform road) and east dock brought into use.

Bushmead, 22/4/43, opened as unattended S&T, splitting Midland - Kalamunnda section, trains cannot cross, telephone and staff boxes housed in small cabin near shelter shed, location discs provided.

Yokain, add Yes in sheep and cattle race column (GR), add S&C in stockyards column (GA).

WN 18, we 7/5/1943

Wilga, in list of private line lengths, reference to lines for Adelaide Timber Co from Wilga (old) and Wilga (new).

Grass Patch closed, Scaddan opened, 22/4/43, as S&T stations.

Muja, insert Yes in carriages and horses column (GR).

WN 19, we 14/5/1943

Nil of interest.

WN 20, we 21/5/1943

Rolling Stock Alterations, April 1943, Locomotives – Nil.

WN 21, we 28/5/1943

Muja, insert 24 in loading bank column (GA).

ELT, sections over which various classes may run, reprinted, pages 255-259.

Bushmead, reference in above list to limit of working of most classes being 11m49ch (18ch beyond Bushmead).

WN 22, we 4/6/1943

Nil of interest.

WN 23, we 11/6/1943

Formby East Tank, 26/5/43, closed as S&T station.

Naremben - Merredin, Defence Siding at 332m70ch, confusion due to being called 333 Mile Siding (mileage via Narrogin); traffic to be sent via EGR, and will in future be known as 172 Mile Siding via Merredin.

Muja, insert R in siding R or L column

(GA).

WN 24, we 18/6/1943

MR line, RAAF leave specials Fri and Sun to Bullsbrook, using WAGR G class and coaches.

Merredin, platform has been placed on stockyard road for dealing with hospital trains.

Koojeda, insert 70ft in turntable column (GA).

Nannine, delete triangle in last column (GA).

WN 25, we 25/6/1943

Rolling Stock Alterations, May 1943, Locomotives – Nil.

WN 26, we 2/7/1943

Williams, 1/7/43, closed as accounting station and SM withdrawn.

Mullewa, loop directly connecting Northam - Mullewa and Mullewa - Wiluna lines has been provided.

WN 27, we 9/7/1943

MR time table reprint, pages 318,319.

Nungarin, 1/7/43, opened as booking station.

Hines Hill, delete instructions inserted WN52/25, bank engine key has been withdrawn (GA).

Kalgoorlie - Parkeston 3'6" gauge, re instructions WN7/28, line now worked under S&T, Bank Engine Key in use between Kalgoorlie and 381m36ch timetable mileage.

WN 28, we 16/7/1943

Canning Park Race meeting, 10/7/43, held at Goodwood.

Winter timetable introduction, 19/7/43, Big Bell branch reduced to fortnightly.

Nokaning, Merredin end of siding has been extended by 360ft, old level crossing being replaced by new crossing further south, clear of siding.

Elabbin, 2/7/43, closed as S&T station, ES section Merredin - Nungarin reopened (ref WN9/43).

NR, 23 1/4 Mile Ballast Pit, pit now fit for traffic for 400ft beyond scotch block, points facing in down direction.

WN 29, we 23/7/1943

Rolling Stock Alterations, June 1943, Locomotives – Constructed – S 477 Bakewell; Converted – F to Fs 397.

WN 30, we 30/7/1943

Nil of interest.

WN 31, we 6/8/1943

Nil of interest.

WN 32, we 13/8/1943

Rolling Stock Alterations, July 1943, Locomotives – Conversion – E to Es 312.

WN 33, we 20/8/1943

Nil of interest.

WN 34, we 27/8/1943

Nil of interest.

WN 35, we 3/9/1943

Northam, 66m10ch, from 30/8/43, construction underway of new mechanical coaling plant, opposite coal stage at Northam Loco.

WN 36, we 10/9/1943

Cottesloe, 5/9/43, demolition of overhead footbridge.

Wiluna, Gold Mines Ltd siding, store bins with chutes have been erected on main (centre) siding, clearances are below standard.

Dowerin, 2/9/43, up and down home and distant signals installed.

WN 37, we 17/9/1943

Cottesloe, 12/9/43, erecting truss span of overhead bridge.

Worsley, to be opened as temporary S&T station from time to time as arranged by DTS Bunbury to facilitate working of special trains, splits Fernbrook - Moorhead section; staff locks at Worsley replaced by cotter pin and Z padlock, location discs provided, also telephone, trains cannot cross unless authorized by DTS Bunbury.

Walgoolan, 7/9/43, closed as unattended ES station, section now Burracoppin - Carrabin.

WN 38, we 24/9/1943

Rolling Stock Alterations, August 1943, Locomotives – Nil.

EGR, No 94 SE conveys school children Ghooli to 245m50ch (241m old mileage).

Waeel, 16/9/43, opened as unattended staff station, splitting Meckering - Cunderdin.

WN 39, we 1/10/1943

Northam, 26/9/43, main line points and connections to loco at west end of station rearranged, diagram (temporary arrangements) CCE 32600B.

WN 40, we 8/10/1943

Nil of interest.

WN 41, we 15/10/1943

North Wharf passenger trains for DEVY (Dept of Navy?) running from 27/9/43.

Werribee, Wundowie, Sunday trains 49 and 50A not to stop as military camps now closed.

Booraan, 30/9/43, opened as unattended ES station, splitting Tammin - Kellerberrin.

WN 42, we 22/10/1943

Nil of interest.

WN 43, we 29/10/1943

Rolling Stock Alterations, September 1943, Locomotives – Constructed – S 478.

Fremantle siding extensions at Fishmarkets, siding leading to and on Fishmarkets mole has been reconditioned and now fit for use by railways rolling stock, may be shunted in daylight only by A,B,G,H engines.

Ghooli, 19/10/43, opened as unattended ES station, splitting Southern Cross - Yellowdine.

Allen's Siding, delete from list of stations and platforms (GR).

WN 44, we 5/11/1943

Bakers Hill, N2 Fri, N3 Sun to stop to pick up and set down DEAM personnel.

Northam, 31/10/43, break connection between main line and loco to effect permanent way alterations, list of signalling changes provided, diagram CCE 32600C.

Naval Base line, extension from Coogee to Quarantine gate, distance of 1m26ch may be shunted by any class except P, Pr, S; as line at present is dead end will be necessary for engines to propel.

Defence Dept Extension, Coogee, added to shunting charges, rate 17m (GR).

Baladjie, delete 32 from siding standing room (GA).

WN 45, we 12/11/1943

Baladgie (sic), now 10cwt stopping place (GR).

WN 46, we 19/11/1943

Rolling Stock Alterations, October 1943, Locomotives – Nil.

Leighton, attended Sundays from 14/11/43.

WN 47, we 26/11/1943

Subiaco, 21/11/43, dismantling old footbridge west end (new one erected several weeks before).

WN 48, we 3/12/1943

Nil of interest.

WN 49, we 10/12/1943

Baandee, 9/12/43, opened as unattended ES station, splitting Doodlakine - Hines Hill.

Collie, extension of line to Griffin Coal Mining Co Ltd has been provided to new "Wyvern" mine, same freight and shunting charges as to main Griffin mine (GR).

WN 50, we 17/12/1943

Narrikup, crossing of trains, commencing at once, No 8 Fast Mxd Tuesday must pull into loop to cross No35 goods which will take the main.

Lake Matilda, enter Yes in goods shelter column (GA).

WN 51, fe 31/12/1943

Rolling Stock Alterations, November 1943, Locomotives – Nil,

South Beach Sunday service, commences 26/12/43.

Collie Cardiff branch, WTT reprint, page 594.

Kalgoorlie, loading gauge has been provided (GA).

Collie, changed instructions re points to Griffin line (GA).

WEEKLY NOTICES - 1944

WN 1, we 7/1/1944

Amery, 9/12/43, down home signal moved to up side of line.

Add following shunting charges (accounting station, siding, rate mileage); Bolgart, Defence Dept siding and loading bank Miling, 150; Ballidu, Defence Dept siding and loading bank Pithara, 174; Collie, Defence Dept loading ramp Worsley, 113; Geraldton, Defence Dept siding and loading bank Narngulu, 298 (via MR) 390 (via E.Northam).

Narngulu, additional siding room and end unloading bank provided, alter siding room from 97 to 117 (GA).

WN 2, we 14/1/1944

Nil of interest.

WN 3, we 21/1/1944

Nil of interest.

WN 4, we 28/1/1944

Nil of interest.

WN 5, we 4/2/1944

Rolling Stock Alterations, December 1943, Locomotives – Nil.

WN 6, we 11/2/1944

Widgemooltha, crossing loop 845ft long provided; alter siding room to 23 (GA).

Cherryup, shelter shed has been provided (GA).

WN 7, we 18/2/1944

Albany, delete 1x15ton weighbridge (GR); delete 15ton and amend 2T to read 1T (GA).

WN 8, we 25/2/1944

Rolling Stock Alterations, January 1944, Locomotives – Nil.

WN 9, we 3/3/1944

Nil of interest.

WN 10, we 10/3/1944

Katterup, siding moved to new location at 140m32 1/2 ch.

WN 11, we 17/3/1944

Rolling Stock Alterations, February 1944, Locomotives – Nil.

Yellowdine - Kalgoorlie, various trains stop as required to put out stores at 272m40ch for GWS gang.

Beechina Ballast Pit, reference to blasting operations at 34 1/2 mile, up road.

Stake Well, 8/3/44, opened as unattended S&T station splitting Tuckanarra - Nannine, trains cannot cross.

WN 12, we 24/3/1944

Nil of interest.

WN 13, we 31/3/1944

Nil of interest.

WN 14, we 7/4/1944

Nil of interest.

WN 15, we 14/4/1944

South Beach Sunday services, cancelled on and after 9/4/44.

WN 16, we 21/4/1944

Coolgardie - Esperance, WTT reprint, pages 194-195.

WN 17, we 28/4/1944

Rolling Stock Alterations, March 1944, Locomotives – Nil.

Leighton, unattended Sundays from and including 16/4/44.

WN 18, we 5/5/1944

Ulva, insert S&C (GA).

WN 19, we 12/5/1944

Nil of interest.

WN 20, we 19/5/1944

Lilliginni, 16/5/44, removing points east end of siding; 19/5/44, removing points west end.

WN 21, we 26/5/1944

Rolling Stock Alterations, April 1944, Locomotives – Converted – D to Ds 378.

Northam, 22/5/44, rearrangement of positions of down home signals, diagram CCE 32600D.

WN 22, we 2/6/1944

Yoting, re instruction WN45/38, DE Rail Cars may pass goods trains at this place

when specially authorized by DTS Northam.

WN 23, we 9/6/1944

Northern Gully, scotch blocks removed from triangle.

Lilliginni, crossing loop has been removed.

WN 24, we 16/6/1944

Nil of interest.

WN 25, we 23/6/1944

Rolling Stock Alterations, May 1944, Locomotives – Conversions – P to Pr 464.

102 Mile Brunswick Junction - Collie, White Rock Quarries have ceased using siding, points spiked over.

WN 26, we 30/6/1944

EGR, 321m16ch, ballast pit siding has been provided at 321 1/4 mile EGR (mile post mileage), left side ex Perth, points facing down traffic, staff locked.

Kenwick, alter from lower case to capitals (GR and CR).

Naval Base, delete existing GA instructions, insert Catch points provided, tractor used for shunting between jetty and sidings, engines not permitted on jetty.

WN 27, we 7/7/1944

Canning Park Race meeting, 1/7/44, held at Belmont Park (Goodwood).

Kenwick, 1/7/44, opened as booking station.

WN 28, we 14/7/1944

Nil of interest.

WN 29, we 21/7/1944

Spencer's Brook, 17/7/44, new disc signal (No 19), applying from No 2 platform road through No 18 points to stockyard road brought into use, will be placed on dolly carrying No 45 up starter.

Dumberning, 11/7/44, closed as S&T station, section now Narrogin - Williams.

WN 30, we 28/7/1944

Koorda, Vacuum Oil Coy's private siding will not be used for traffic ufn.

WN 31, we 4/8/1944

Rolling Stock Alterations, June 1944, Locomotives – Conversion – P to Pr 461.

Merredin, insert 1 crane, 5 ton capacity (GR,GA).

Pindalup, 'out-of' and shelter sheds removed (GR,GA).

WN 32, we 11/8/1944

S class engines permitted over Claremont subway provided (i) 8mph, (ii) DEAM specials only.

WN 33, we 18/8/1944

Nil of interest.

WN 34, we 25/8/1944

Rolling Stock Alterations, July 1944, Locomotives – Nil.

Baandee, rigid levers controlling main line, loop and catch points removed, all points hand operated, catch points replaced by scotch blocks.

WN 35, we 1/9/1944

Canning Park Races, 26/8/44, held at Belmont Park (Goodwood).

Wundowie, added instruction, Dept of Industrial Development siding is secured by electrical switch lock and same conditions will apply (except for minor changes noted).

WN 36, we 8/9/1944

Kudardup, insert Yes in carriages and horses column (GR).

WN 37, we 15/9/1944

Frenches, signal levers and interlocking removed and points now hand operated.

Beela, new GA instruction, when crossing, down trains take main and up trains the loop, affords better view between driver and guards of down trains.

WN 38, we 22/9/1944

Big Bell branch, services will cease after 75 and 76 on 23/9/44.

Swan View - Tunnel Junction, duplication, blasting will be carried out near eastern end of tunnel, 12/9/44 absolute auto 1194 at approximately 14m74ch taken out of use and removed till blasting operations completed.

WN 39, we 29/9/1944

Rolling Stock Alterations, August 1944, Locomotives – Nil.

WN 40, we 6/10/1944

Kojonup, scotch blocks fitted to the loop which is now used as auxiliary unloading road.

WN 41, we 13/10/1944

Nil of interest.

WN 42, we 20/10/1944

East Perth, 13/10/44, No 64 up starter main to Perth taken out of use and replaced with new signal 46ft ahead of present position, provided with duplicate arms to show under footbridge.

WN 43, we 27/10/1944

Rolling Stock Alterations, September 1944, Locomotives – Nil.

WN 44, we 3/11/1944

Leighton, from 29/10/44, attended Sundays.

WN 45, we 10/11/1944

Nil of interest.

WN 46, we 17/11/1944

Kalgoorlie, 14/11/44, signalling and interlocking at Perth end rearranged, diagram 27565B, also added instructions for GA.

WN 47, we 24/11/1944

Rolling Stock Alterations, October 1944, Locomotives – Constructed – A.S.G. 49.

WN 48, we 1/12/1944

Coolgardie - Esperance, WTT reprint, pages 556/557.

WN 49, we 8/12/1944

Leighton, from 3/12/44, Sunday hours increased.

Bellevue, 4/12/44, new ground disc between down main and racecourse line, applying down main to No 1 platform brought into use.

WN 50, we 15/12/1944

Nil of interest.

WN 51, fe 29/12/1944

Waeel, Wyola, Bungulla, rigid levers and interlocking have been removed, points now hand operated.

WEEKLY NOTICES - 1945

WN 1, we 5/1/1945

Rolling Stock Alterations, November 1944,
Locomotives – Nil.

South Beach Sunday service, timetable for
services from 7/1/45.

Booraan, rigid levers and interlocking
removed, points now hand operated.

Stake Well, 13/12/44, closed as S&T station,
section now Tuckanarra - Nannine.

WN 2, we 12/1/1945

Warbrook, MR, this siding is closed to
goods and livestock traffic but will continue
as stopping place for passengers and parcels.

WN 3, we 19/1/1945

South Beach Sunday service, reduced from
14/1/45.

Bunbury - Northcliffe WTT reprint, pages
31-37.

Cecil St Signal Box, 9/1/45, signals again
brought into use.

WN 4, we 26/1/1945

Rolling Stock Alterations, December 1944,
Locomotives – Constructed – A.S.G. 50.

WN 5, we 2/2/1945

Jennacubbine, rigid levers and interlocking
removed, points now hand operated.

WN 6, we 9/2/1945

Millars T&T Coy lines at Dellerton and

Kirup, also Millars T&T siding at Dellerton,
delete all reference (GR).

WN 7, we 16/2/1945

Nil of interest.

WN 8, we 23/2/1945

Rolling Stock Alterations, January 1945,
Locomotives – Nil.

WN 9, we 2/3/1945

Perth - Bunbury, WTT reprint, pages 114-.

WN 10, we 9/3/1945

Nil of interest.

WN 11, we 16/3/1945

Nil of interest.

WN 12, we 23/3/1945

Rolling Stock Alterations, February 1945,
Locomotives – Conversion – E to Es 347
(17in cylinders).

WN 13, we 30/3/1945

Coolgardie - Esperance, WTT reprint, pages
175-177.

Walgoolan, 15/3/45, mainline facing points
were staff locked.

WN 14, we 6/4/1945

Garratt, 19/3/45, scotch blocks removed,
points now staff locked and catch points
provided.

WN 15, we 13/4/1945

MR siding closures, from 30/4/45, following closed to traffic of all descriptions: Herne Hill (5 miles from Midland Junction), Millendon (7m), and Warbrook (14m).

WN 16, we 20/4/1945

South Beach Sunday service, discontinued from 8/4/45.

Leighton, from 8/4/45 unattended Sundays.

WN 17, we 27/4/1945

Rolling Stock Alterations, March 1945, Locomotives – Constructed – Dm 314; Written off – Es 314; Transferred from Eastern States – ASG 20, 31, 44.

Dedari and Ubini, 12/4/45, scotch blocks removed, points now staff locked and catch points provided.

Ranford, inserted in GR and CR between Boddington and Crossman, 10cwt stopping place only, rate 100m (Perth), 46m (Pinjarra), 49m (Narrogin).

WN 18, we 4/5/1945

Paddington, delete 1x5ton in crane column (GR).

WN 19, we 11/5/1945

Nil of interest.

WN 20, we 18/5/1945

Ranford, stopping place at 99m51 1/2 ch on Pinjarra - Dwarda section (adjacent to industrial extracts mill site) has been named Ranford.

WN 21, we 1/6/1945

Rolling Stock Alterations, April 1945,

Locomotives – Transferred from Eastern States – ASG 10, 45, 57, 58, 59.

272m40ch EGR, change of trains stopping to put out stores for GWS gang.

Bali, 8/5/45, scotch blocks removed, points now staff locked and catch points provided.

Stockton, 17/5/45, duplicate staff instruments provided at Collie and Stockton.

East Perth, enter Yes in carriages and horses column (GR).

East Collie, apparently also provided (like Stockton) with duplicate instruments, changed instructions in GA (may have existed previously).

Stockton, provided with special staff lock to permit points at both ends of siding to be operated simultaneously (points locked by Annetts keys, these released by a staff lock in the staff cabin).

East Perth, insert 25 in loading bank column.

WN 22, we 8/6/1945

Barberton, MR, from 29/5/45 ufn, temporarily closed for public traffic of every description including passengers (91m from Midland Junction).

WN 23, we 15/6/1945

MR sidings, after 30/6/45 following will be closed to public traffic of every description: Dalaroo (102m from Midland Junction), Lockier (223m), Crampton (274m).

WN 24, we 22/6/1945

Nil of interest.

WN 25, we 29/6/1945

Rolling Stock Alterations, May 1945,
Locomotives – Transferred from Eastern
States – ASG 56; Constructed – Dm 309;
Written off – Es 309.

Karrakatta - Claremont, 22/6/45, double line
closed and ES working installed using up
main; down main handed over to CCE
branch ufn; diagram 35367; further details in
WN.

Koorarawalyee, 6/6/45, scotch blocks
removed, points now staff locked and catch
points provided.

Pr engines now permitted on Spencer's
Brook - Narrogin section.

WN 26, we 6/7/1945

Nil of interest.

WN 27, we 13/7/1945

Claremont - Karrakatta, 7/7/45, single line
working swapped from up to down main; up
main handed over to CCE branch ufn;
diagram 35382.

WN 28, we 20/7/1945

Clackline - Miling branch, altered time table
(only showing main stations), page 371;
specifies ASG for certain trains.

Glen Mervyn, loading ramp provided and is
situated on right (may have existed before;
correction to a booklet).

WN 29, we 27/7/1945

Clackline - Miling, changes to service
shown in WN28/45.

Mundaring Weir, commencing at once
passengers may be booked through to
Mundaring Weir on days trains are tabled to

run.

WN 30, we 3/8/1945

Rolling Stock Alterations, June 1945,
Locomotives – Transferred from Eastern
States – ASG 32, 54, 55, 63; Converted – E to
Es 337 (17in cylinders).

Serpentine (accounting station), insert
shunting charges for Whittaker Bros, 34
miles from Perth.

ASG engines, may operate over all lines and
sidings except (i) Mount Magnet -
Sandstone, (ii) Witchcliffe - Flinders Bay,
(iii) UDRR beyond 11m49ch (Bushmead),
(iv) State Brickworks Siding Byford beyond
first bridge 59ch from mainline points, (v)
all jetties and wharves.

WN 31, we 10/8/1945

Nil of interest.

WN 32, we 17/8/1945

Rolling Stock Alterations, July 1945,
Locomotives – Transferred from Eastern
States – ASG 64; Constructed – Dm 307;
Written off – Es 307.

WN 33, we 31/8/1945

Pr and S classes allowed without speed
restriction to run North Fremantle - Perth.

WN 34, we 7/9/1945

Nil of interest.

WN 35, we 14/9/1945

Nil of interest.

WN 36, we 21/9/1945

Rolling Stock Alterations, August 1945,
Locomotives – Transferred from Eastern

States – ASG 65; Constructed – Dm 584;
Written off – E 306.

Barberton, MR, 17/9/45, 91m ex Midland
Junction, reopened for all traffic.

WN 37, we 28/9/1945

Meckering, points outside down home signal
connecting main line to stockyards road now
staff locked.

Widgemooltha, alter siding standing room to
33.

WN 38, we 12/10/1945

Nil of interest.

WN 39, we 19/10/1945

Nil of interest.

WN 40, we 26/10/1945

Rolling Stock Alterations, September 1945,
Locomotives – Constructed – Dm 585;
Written off – Es 296.

Carbarup, add S&C in stockyards column
(GA).

WN 41, we 2/11/1945

Nil of interest.

WN 42, we 9/11/1945

Cue - Big Bell, from 3/11/45, railway
reopened for traffic, service is one mixed
train each way every second Saturday,
details reinstated in GR, shelter shed and can
handle carriages and horses, rate 281m ex
Geraldton, actual 281m17ch, WTT reprint
page 558.

WN 43, we 16/11/1945

Publicity Committee re new timetable,

mention of extension of service of DERC
and introduction of fast steam trains, also
uniformity of departures.

Coyrecup, amend siding standing room to
34.

WN 44, we 23/11/1945

360m41ch EGR, between Coolgardie and
Kurrawang, ufn 85 and 86 stop when
required to pick up and set down GWS
employees engaged on repair work.

South Beach Sunday service, to operate
from 2/12/45 (7 each way to South Beach, 1
each way (regular) to Robbs Jetty).

Trayning, "Notice of Train Ahead" may be
used from Kununoppin to Trayning in
Kununoppin - Yelbeni section.

Lake Matilda closed, Kendenup opened,
8/11/45, as ES station, section now
Cranbrook - Kendenup - Mt Barker.

Glen Forrest shunting charges, alter title of
Darling Range Quarries Coy (Statham's) to
read Darling Range Firebrick Co.
(Statham's) ????

Kendenup, note attended during certain
hours.

Boodarockin, add S&C in sheep and cattle
column (GA).

WN 45, we 30/11/1945

Rolling Stock Alterations, October 1945,
Locomotives – Constructed – S 544, Dm 586,
587; Written off – ES 310, 318; Conversion –
E to Es 349 (17in cylinders).

Culham, 23/11/45, opened as unattended
S&T station splitting Toodyay - Bolgart.

Swan View - Tunnel Junction, 25/11/45,
duplication to be brought into use, diagrams
CCE 10961E and 29407A.

Bellevue, Swan View, Tunnel Junction, Parkerville, Mt Helena, Chidlow, all new instructions for GA.

WN 46, we 7/12/1945

Cue - Big Bell, WTT reprint (weekly service), page 621.

Bali, 21/11/45, opened as partly attended ES station splitting Bullabulling - Coolgardie.

Dedari, 22/11/45, opened as ES station, splitting Woolgangie - Bullabulling, attended for passing of trains.

Asplin closed, Maltrup opened, 28/11/45, as S&T stations, section now Boyup Brook - Maltrup - Eulin.

WN 47, we 14/12/1945

Nil of interest.

WN 48, we 21/12/1945

Rolling Stock Alterations, November 1945, Locomotives – Constructed – Dm 588; Written off – Es 305.

Big Bell, apparently attended from 1/1/46 (GR,CR).

WN 49, fe 4/1/1946

Suburban trains, first of new suburban trains of saloon type coaches made its initial run on 18/12/45.

Summary of

WAGR

Weekly Notices

Volume 3

1946-1970

Compiled by
Peter Hopper

Introduction

This document is the result of a number of years of perusal of the Weekly Notices that were produced by the W.A.G.R., and their successor, Westrail.

These Weekly Notices provide a unique insight into the working of the Government Railway system, and the changes that have come about over a period exceeding 100 years. They include information on the changes and growth within the railway infrastructure, in a form that was needed by the staff involved in this major transport undertaking.

At the same time, they provide a valuable insight into the changing social environment. The role that was played by the railways in the life of everyone for much of this period is evident from reading the special train notices, and amendments that were made to various official books to support the needs of a population both in the city and a developing countryside.

Usage

These summaries are provided in both hardcopy and electronic form for all to use in the pursuit of railway history. I would request that should you make use of them in the preparation of any publications that appropriate acknowledgement is made of their use.

What is included

The summary is the result of reading all of the Weekly Notices for a year, and extracting / summarising the contents. I have been selective in the extraction process, and attempted to be as complete as possible on the following.

Installation, opening and closing of sidings.

Movement of siding locations.

Naming and renaming of sidings and locations.

Opening and closing of staff stations, and changes between Staff and Ticket and Electric Staff.

Changes to signalling (major), and changes to signal boxes and block posts.

Opening and closing of sections of line, including temporary pre-opening services by PWD or contractors.

Changes to infrastructure and facilities at stations and sidings.

Opening and closing of stations as booking stations (essentially provision of SM).

Opening and closing of ballast pits.

Status (usually operational lengths) of private lines.

Timetable reprints (page references).

Special regular timetable services (eg Stone train services).

Locomotive availability on section of lines.

Locomotive stock alterations and additions, from about 1920 onwards (prior to that there were some notes on changes, but they were not complete).

Deviation activities.

Unusual special services.

Items of interest that may not be easily available from other sources.

What is not included

Some regular or repetitive information is not included in these summaries, as follows.

Special train services, eg Races, excursions, employee picnics. These were a regular operation for many years. Examples can be seen by perusal of the front pages of the Weekly Notices, or use of the indexes.

Changes of leases of private sidings.

Changes of normal timetabled train services.

Leases and sub-leases of sidings.

Changes to rolling stock (other than locomotives). The location of these in the Weekly Notices are noted in the summary.

Indexes

The bound volumes of the Weekly Notices that are held in the Railway Museum Archives contain comprehensive indexes for the later volumes. These can be perused to find much of the information noted in the 'What is not included' section. Note that each index generally occupies many pages, and perusal of the whole index may be necessary to identify the information required.

Abbreviations

The following abbreviations are included in these summaries. While most will be familiar to most users, they are included here for completeness.

CR – Coaching Rates Book

ELT – Engine Load Table

GA – General Appendix

GR – Goods Rate Book

MR – Midland Railway Co.

WTT – Working Time Table

ufn – Until further notice

Down and Up

Currently, and for most of the history of railways in WA, Down and Up have been used as directions, with Down referring to away from the main port, Fremantle, or away from the principal terminus of a service.

However, the original use of these terms were the opposite, with Up referring to the direction away from the original termini of Fremantle and Geraldton. This was reversed (for most lines) on 1st July 1899.

In perusing these summaries, and the original Weekly Notices, it is necessary to understand the context in which these terms are used to prevent confusion.

Mileages

A number of mileage systems, or more correctly distance scales, have been used within the Western Australian railway system over the period covered by these summaries.

At first, all mileages were measured from Fremantle or Geraldton, as the starting point of the original railway lines. At a later time, mileages came to be measured from Perth, as the principal station. Following the changeover, there was a considerable period during which two mileages were quoted, from Fremantle and from Perth.

For stations east of Bellevue, the mileages were initially calculated via the original main line through Mundaring. Following the construction of the Parkerville deviation, mileages were calculated via Parkerville. Again there was a considerable period during which mileages could be quoted in both forms. These are usually obvious as they will state via P (or Parkerville) or via SM (or Smiths Mill).

Deviations add some complexity to quoted mileages, as most resulted in a change of length of the new line in comparison to the old. The result of this was that distances to all stations beyond the start of the deviation would change. In some cases this is identified within the Weekly Notices; in other cases (usually smaller changes) the change would not be reflected until the next WTT was issued, and in the case of rate mileages (see below) large changes would be notified by separate amendment sheets to the GR and CR books.

With the provision of mileposts during the construction of railway lines there is an added complication with deviations, in that 'real' mileage no longer agrees with the milepost. In most cases there was no relocation of mileposts beyond the deviation, although new mileposts were generally erected along the deviation itself.

This led to the specification of two forms of mileage, which generally only appeared in the WTT and reprints of these tables in the Weekly Notices. These were 'Actual' and 'vide Milepost' mileages. In theory, 'Actual' mileages should be the real mileage of each station or siding, while 'vide Milepost' mileages should represent the position based on the current physical mileposts in the area. It should be noted that the specification of these separate mileages did not come into immediate use. Note that changes of differences between these two mileages can give indications of the difference in length of a deviation, and also the approximate location of the beginning and end of a deviation.

A final set of mileages is the rate mileages, used to calculate distance for accounting purposes. These are generally specified in the CR and GR books, with changes notified via the Weekly Notices. In most cases these should be the actual mileage, rounded to the nearest mile.

With a change to the metric system, distances are now measured in kilometres, and in timetables are generally specified from the beginning of the section of line, usually the terminus, or junction station or location.

Acknowledgements

I would like to acknowledge the assistance of the Australian Railway Historical Society (W.A. Division) Archives section for assistance in making the bound copies of the Weekly Notices available to me.

Status

The Weekly Notices have been published by the W.A.G.R. and their successors since late 1896.

Currently this summarization process is not yet complete.

The table below contains details of the current status against known volumes.

Volume	Year	Status
1	1896 – 1920	Completed
2	1921 – 1945	Completed
3	1946 – 1970	Completed
4	1971 - onwards	Extraction continuing

WEEKLY NOTICES - 1946

WN 1, we 11/1/1946

Ubini, appears to have become a 10cwt stopping place (GR).

WN 2, we 18/1/1946

Ubini, same as above (GR).

WN 3, we 25/1/1946

Muntadgin, scotch blocks have been placed on crossing loop, special care to be taken crossing trains and shunting.

WN 4, we 1/2/1946

Rolling Stock Alterations, December 1945, Locomotives – Constructed – S 545; Conversions – C to Cs 432 in lieu of Cs to C 265, F to Fs 408 in lieu of Fs to F 401.

Denmark branch, WTT reprint, page 68.

WN 5, we 8/2/1946

Denmark branch, Sunday railcar extended to Nornalup on trial.

Doodlakine, 6/2/46, new down outer home signal brought into use, 160yds outside down home, down distant will then be 500yds outside down outer home; replace para 1 in GA instructions with up and down home, outer home and distant signals are provided.

WN 6, we 15/2/1946

South Beach, 17/2/46, for Metro District Employees Picnic, opened as temporary S&T station splitting Fremantle - Robbs Jetty ES section; South Beach and Robbs Jetty attended, cabin for staff boxes and

telephone will be placed at Robbs Jetty end of platform near notice board.

Doodlakine, instructions re signals WN5/46 cancelled ufn.

WN 7, we 22/2/1946

Rolling Stock Alterations, January 1946, Locomotives – nil.

Bonnie Rock branch, from 14/2/46 for 2 months trial, an APC coach will be attached to 87 ex Perth Thurs, for 59 ex Northam Thurs and 71 ex Fri ex Amery to Bonnie Rock in place of ACL currently supplied; 2 second class compartments in APC will be booked as sleepers, one gents, one ladies, providing 4 berths for each sex.

Big Bell branch, WTT reprint, provides 2 mixed trains each way per week, page 112.

Bellevue, 18/2/46, signalling alterations, details in WN.

Swan View - Tunnel Junction section, GA amendments re protective fence installed.

WN 8, we 1/3/1946

Werribee, 6/2/46, fire occurred on 106 gds during evening, several trucks of chaff caught fire and were destroyed, also perway badly damaged, up and down main blocked for some hours; occurred during evening country passenger runs and several badly delayed.

15xAU and 12xAS being converted for pram traffic, about half have been completed.

Yealering, 10/3/46, opened as unattended S&T station for the day, GSR Annual Picnic

at Lake Yealering.

WN 9, we 8/2/1946

Donnybrook, amend turntable length shown in WTT to read 52 1/2 ft.

Albany - Nornalup, DERC Sunday service will continue up to and including 21/4/46.

WN 10, we 15/3/1946

Coolgardie, if necessary to side track a main line goods worked by a P class, use can be made of the Esperance branch, can be shunted for a full train length outside home signal.

Robbs Jetty, temporary sidings to new power house, site immediately south of Robbs Jetty, are fit for traffic.

Doodlakine, 12/3/46, down outer home brought into use as per previous instruction.

WN 11, we 22/3/1946

Rolling Stock Alterations, February 1946, Locomotives – Renumbered – Pr 453 to 531, 464 to 538.

Cue - Big Bell branch, WTT reprint, page 175.

Mt Helena, stockyards have been provided.

WN 12, we 29/3/1946

Westland lounge cars have now been restored from "ward car" service.

South Beach Sunday service, cancelled from 24/3/46.

Coolgardie, instruction re P class applies to Pr as well.

Noongar, 27/3/46, up and down home and distant signals brought into use, up distant 480yds outside home, down distant 483 yds

outside home.

Buniche, 21/3/46, opened as unattended S&T station splitting Lake Grace - Newdegate, trains cannot cross.

Bayswater (accounting station), Cresco Ltd siding can now be shunted in either direction.

WN 13, we 5/4/1946

Kalgoorlie (accounting station), insert shunting charge for North Kalgurli (1912), Ltd (Cresus Mine), rate 387m ex Perth.

WN 14, we 12/4/1946

449m72ch, telephone post 8970, Coolgardie - Esperance, new stopping place, ufn trains may stop for passengers as required.

WN 15, we 19/4/1946

Rolling Stock Alterations, March 1946, Locomotives – Renumbered – Pr 147 to 530, 454 to 532, 455 to 533, 456 to 534.

360m41ch EGR, between Coolgardie and Kurrawang, instructions re trains stopping for GWS WN44/45 cancelled.

Norseman, 10/4/46, up home, outer home and distant brought into use, outer home 150yds from home, distant 440 yds from outer home.

WN 16, fe 3/5/1946

Boyanup - Busselton - Flinders Bay section, from 20/4/46, through fast passenger transit provided from Perth, see WN for changes, fast pass provided by G class with maximum 60ton load.

Albany - Nornalup, DERC Sunday, will continue up to and including 26/5/46.

Ongerup branch, WTT reprint, page 276.

WN 17, we 10/5/1946

Coolgardie - Esperance, WTT reprint, pages 293-295.

Spencers Brook - Narrogin, WTT reprint, pages 297-303.

Narrogin - Albany, WTT reprint, pages 305-315.

Brookton - Corrigin, WTT reprint, page 317.

Lake Grace - Hyden, WTT reprint, page 317.

Wagin - Lake Grace - Newdegate, WTT reprint, 319.

Ubini, 343m61ch, 26/3/46, closed and points removed, delete all reference.

WN 18, we 17/5/1946

Rolling Stock Alterations, April 1946, Locomotives – Constructed – Dd 591; Renumbered – Pr 146 to 529.

379m29ch Coolgardie - Esperance, 14&15/5/46, putting in 2 sets of points, one at north end, one at south end of loop.

WN 19, we 24/5/1946

Boyanup - Flinders Bay, WTT reprint, pages 353-355.

Leighton, including 19/5/46 and ufn, unattended Sundays.

WN 20, we 31/5/1946

Nil of interest.

WN 21, we 7/6/1946

Albany - Nornalup, Sunday DERC service will continue to 30/6/46.

Fremantle A Box, 4/6/46, No 6 down starter goods road to Jandakot moved left to right

side of goods road.

WN 22, we 14/6/1946

Coolgardie - Esperance, new stopping place, 449m72ch, per WN14/46, a 60ft landing and nameboard "Mission" have been provided.

Mosman Park, 12/6/46, existing signal box closed and working transferred to new signal box in station buildings.

WN 23, we 21/6/1946

Rolling Stock Alterations, May 1946, Locomotives – Constructed – Dd 592; Renumbered – Pr 138 to 521.

WN 24, we 28/6/1946

Nil of interest.

WN 25, we 5/7/1946

Boodarockin, Nornakin, delete from list of portable livestock races.

Coogee, add to list of portable livestock races.

GWS sidings at Nos 5,6,7 and 8 Pumping stations, all classes of engine may operate.

WN 26, we 12/7/1946

Albany - Nornalup Sunday DERC service, will continue ufn.

Wundowie, changes to instructions, up signals and points worked from small interlocking frame, controlled by Annetts key kept at Koojedda.

WN 27, we 19/7/1946

Nannup branch, addition of Fast Passenger trains, Sat to Nannup, Sun from Nannup.

Wogarl, 3/7/46, opened as unattended S&T

station splitting Muntadgin - Narembeen section, no crossing loop, only trains permitted to cross are 60gds and 73 DERC, Tuesdays in daylight.

Yorlok, delete Yes from S&C races (GR).

Coolgardie - Esperance, changes to running times in ELT due to opening of new loop at 384m52ch (379m29ch mile post) between Londonderry and Logans Find; mileages of sections given as Londonderry to 384m52ch, 18.52miles and 384m52ch to Logans Find, 6.03m.

WN 28, we 26/7/1946

Rolling Stock Alterations, June 1946,
Locomotives – Constructed – Dd 593, 594.

Marrinup, 23/7/46, special passenger train of POWs to run from Marrinup to Claremont via Jandakot.

Dm engines, a new Dm engine had to return to workshops for heavy repairs after a relatively low mileage; axleboxes knocking badly, wedges had not been adjusted, one driving crankpin had to be renewed due to extreme wear; not one of several drivers who had worked the engine had reported these things.

WN 29, we 2/8/1946

Connolly (sic), 18/7/46, opened as unattended S&T station splitting Coolgardie - Widgeemooltha section.

WN 30, we 9/8/1946

Heavy rains during past month caused washaways, GSR badly affected and some delays on SW and eastern districts; on 27/7/46, 83 Westland and 86 Express held up for several hours by washaways near Woolundra and Wyola; on morning of same day MR 4 derailed at washed out culvert near Wannamal, one coach toppled on side,

second badly canted and third suspended over culvert, of 64 passengers, 7 injured, 5 taken to hospital; Mundaring Weir Sunday excursions popular, 10 coaches packed.

Stockton, new staff station at Stockton is situated on appreciable grade and is unsuitable for crossing main line trains other than those shunting mine siding; down trains take special care, up trains should not be stopped for staff changing unless absolutely necessary; amendment noted in GA as well; also refers to Stockton being attended; also change to Collie notes in GA suggests that Stockton does not have duplicate instruments any more.

WN 31, we 16/8/1946

Private companies lines, add to list:

Cardup, Millars T&T Co, 1m.

Hotham Valley, 91m70ch, Bunning Bros, 1m5ch.

WN 32, we 23/8/1946

Rolling Stock Alterations, July 1946,
Locomotives – Constructed – Dd 595.

Koonadgin, add to list of portable livestock races.

WN 33, we 30/8/1946

Laverton, service reverts to weekly instead of fortnightly.

Boorabbin, 29/8/46, up and down home and distant signals provided, both distants 600yds outside homes.

GWS No 4 Pumping Station, and GWS No 3 Pumping Station, all classes of engine may operate over siding.

WN 34, we 6/9/1946

310 Mile EGR, No 94 (Tu,Th,Sat) may be stopped at GWS camp between Boondi and Woolgongie to set down supplies.

WN 35, we 13/9/1946

Important works not included in regeneration program but listed high in expansion proposals is duplication of SW main between East Perth and Bunbury; to be done in selected stages with additional signal installations and shortened sections to increase track capacity, while East Perth - Rivervale bottleneck will be eliminated by new bridge and double line working.

York, shunting charges, delete all reference to grain shed.

WN 36, we 20/9/1946

Rolling Stock Alterations, August 1946,
Locomotives – Constructed – Dd 596, 597;
Renumbered – Pr 143 to 526.

Spencers Brook - Northam section, from 10/9/46, some local passenger and mixed services replaced by Buda road bus.

WN 37, we 27/9/1946

Yellowdine, from 19/9/46 ufn, during construction of new engine pit at east end of yard (256m79ch), main line will be deviated between 256m74ch and 257m2ch.

Bridgetown, 24/9/46, down distant, outer home and home brought into use, distant 487yds from outer home which is 268yds outside home; lever frame situated near Steere St level crossing at Perth end of yard, controlled by Annetts key marked SM, Patterson's siding is controlled by Annetts key which is normally locked in lever frame and released by key marked SM.

Connelly (sic), add to instructions, scotch

blocks are provided on loop at this station.

WN 38, we 4/10/1946

Perth - Collie, 29/9/46, Sunday evening down and Monday morning up DERC service introduced.

SWR Main and Collie branch, from 29/9/46, altered service, alteration slips not published in WTT.

Wagerup, 27/9/46, opened as ES station splitting Waroona - Yarloop, temporarily unattended, point indicators and phone provided.

Toodyay, refreshment rooms opened at station, light refreshments available.

WN 39, we 11/10/1946

Nil of interest.

WN 40, we 18/10/1946

Langora, renamed Gibbs (CR,GR).

WN 41, we 25/10/1946

Rolling Stock Alterations, September 1946,
Locomotives – Constructed – Dd 598;
Renumbered – Pr 139 to 522.

WN 42, we 1/11/1946

Langora, renamed Gibbs (WTT).

Merredin - Nungarin section, 22/10/46, changed from ES to S&T.

Dalebridge, delete Yes from Warehouse accomodation (GR).

WN 43, we 8/11/1946

Perth - Collie, from 3/11/46, 93 and 92 Sunday/Monday DERC will be replaced by steam train.

Brunswick Junction - Collie, siding at 102 mile is again being used by White Rock Quarries Ltd.

Warralackin, 18/9/46, crossing loop removed.

Narla, 18/9/46, crossing loop removed.

WN 44, we 6/12/1946

(Note date, enginemen's strike)

Rolling Stock Alterations, October 1946, Locomotives – Constructed – Dd 599, 600; Renumbered – Pr 140 to 523, 141 to 524, 142 to 525, 144 to 527, 145 to 528, 457 to 535, 459 to 536, 461 to 537.

Yealering, 8/12/46, opened as unattended S&T for the day, GSR section picnic.

Amphion - Wuraming section, the staff (white) for this section was lost on 1/11/46, and has been declared cancelled; on 6/11/46 relief staff and boxes coloured black and labelled "Amphion - Wuraming Relief Staff" brought into use; ufn this will be recognized staff authority for the section.

Lake Brown, delete Yes from carriages and horses column (GR).

Kulin, attended from 2/12/46 (GR,CR).

Ubini, delete all reference (GR,CR).

West Perth, from 1/12/46 not open for goods consignments up to 1cwt7lbs.

Mission, added to distance table, rate 99 ex Coolgardie, 455 ex Perth (CR).

Lake Brown, 2/10/46, loading ramp removed.

Witchcliffe - Karridale, M and MSA engines

may operate.

Witchcliffe - Forrest Grove, O class engines may operate.

WN 45, we 13/12/1946

York Racecourse Siding, mileage is 75m65ch (given in note on renewal of platform facing timbers).

WN 46, we 20/12/1946

Rolling Stock Alterations, November 1946, Locomotives – New stock – U 651; Written off – N 72, 202.

South Beach and Coogee Sunday service, to commence 22/12/46.

Amphion - Wuraming Relief Staff, Wuraming - Dwarda keyed staff, 9/12/46, withdrawn, new staff and boxes installed on each section.

Collie, trains consisting of empty vehicles only may be propelled from Collie to Wallsend siding, coupled up with vacuum brake throughout.

WN 47, fe 3/1/1947

Muradup, 10/12/46, opened as unattended S&T station splitting Eulin - Kojonup section, trains may not cross.

Cuballing, 17/12/46, fixed signals taken out of use and point indicators provided.

Brookhampton, 13/12/46, opened as unattended ES station splitting Donnybrook - Kirup.

Boulder, shunting charges, delete RAAF Fuel Depot (inserted WN42/42) and insert Lake View and Star Ltd (Oil Depot).

WEEKLY NOTICES - 1947

WN 1, we 10/1/1947

Pickering Brook, shunting charges, delete Millars T&T.

Collie (accounting station), shunting charges, add Wallsend Open Cut, rate 125m.

Pr engines already authorized to run on Spencer's Brook - Narrogin section may now run on Spencer's Brook to Katanning.

WN 2, we 17/1/1947

Wagerup, now attended during certain hours.

WN 3, we 24/1/1947

East Perth, 8/1/47, new sidings on south side of station yard brought into use, signalling as per 18217B.

Jardee, add private company lines, add Millars T&T (Quinninup) (GR).

WN 4, we 31/1/1947

Rolling Stock Alterations, December 1946, Locomotives – New stock – U 652, 653, 654; Conversions – D to Ds 387, Oas to Oa 2, 160; Renumbered – P 442 to 502, 449 to 509.

Private Company lines, lengths:

Kamballie, Goldfields Firewood Supply, 72m31ch.

Cardup, Millars T&T, 1m.

Palgarup, Timber Corp, 18m54ch.

Manjimup, SSM, 24m60ch.

Jardee, Wilgarup Karri & Jarrah, 16m.

Jarrahwood, Millars T&T, 13m9ch.

White Peak Quarry Siding, 9m61ch Ajana branch, 21/1/47, opened as unattended S&T station splitting Wokarina - Northampton, point indicator provided at points, location disc on main line approx 330yds on Northampton side of points, stone trains only may cross; speed of stone trains between White Rock Siding and Geraldton limited to 10mph.

South Beach, 26/1/47, opened as attended S&T for the day, splitting ES Fremantle - Robbs Jetty, cabin for staff boxes and telephones provided at Robbs Jetty end of platform.

Brookhampton, authority given for assistant engine in rear of train from 139 1/2 mile to Brookhampton; on arrival at Brookhampton, guard to change staff for Kirup - Brookhampton section and hand to driver of bank engine and despatch him to Kirup prior to attending to his own train.

WN 5, we 7/2/1947

Rifle Range Crossing, Armadale - Byford section, when required Nos 18 & 179 stop between telephone posts 449 and 450 for school children.

WN 6, we 14/2/1947

SSM Siding, 237 Mile, Picton Junction - Northcliffe, now fit for traffic during summer months, may be shunted by locomotives, ballasting not completed, ufn engines not to enter during wet weather except to handle trucks immediately inside facing points; points secured by Annett's

lock.

WN 7, we 21/2/1947

Rolling Stock Alterations, January 1947,
Locomotives – New stock – U 655.

WN 8, we 28/2/1947

Broomehill, up and down home and distant
signals taken out of use, point indicators
provided.

Konnongorring, up and down home and
distant signals taken out of use, point
indicators provided (in separate note).

WN 9, we 7/3/1947

South Beach and Coogee Sunday services,
cease after 23/2/47.

Esperance, triangle provided, outer points
situated near down distant, points will be
staff locked, engines using triangle must
carry staff.

Spencers Brook, 3/3/47, a down set back
disc provided, also up advanced starter
moved 240 yds toward Perth and signal
repeater provided, diagram 18497F.

Mt Barker, delete reference to weighbridge
(GR).

WN 10, we 14/3/1947

199 Mile post GSR, No 1 DERC Mon -
Thur may stop to set down school children
ex Wagin.

Cue - Big Bell, WTT reprint, page 163.

Railway Refreshment Services, list of
refreshment rooms taken over by RRS:
Fremantle 16/9/46; Welshpool 30/9/46,
Cunderdin 31/10/46, Brunswick Junction
29/11/46, Pinjarra 1/12/46, Chidlow 9/1/47,
Spencers Brook 19/1/47, Merredin 26/1/47,

Southern Cross 12/2/47, Kalgoorlie 11/2/47,
Caron 25/2/47.

Argyle, Bunning Bros private line, mill line
out of use ufn.

Mt Barker, delete all reference in weighing
arrangements, no weighbridge (GA).

WN 11, we 21/3/1947

Rolling Stock Alterations, February 1947,
Locomotives – New stock – U 656, 657,
658, 659.

Daniell, 6/3/47, opened as S&T station
splitting Norseman - Salmon Gums, no
crossing facilities.

Hines Hill, 5/3/47, up and down home and
distant signals taken out of use.

Muja - Bowelling, 5/3/47, S&T replaced by
ES.

WN 12, we 28/3/1947

Nil of interest

WN 13, we 4/4/1947

Northam loco, extension of 70ft turntable in
progress.

Duplicate signal levers have been removed
from following station platforms: North
Fremantle, Swanbourne, Subiaco, West
Leederville, West Perth, Mt Lawley,
Bayswater, Guildford, West Midland.

WN 14, we 11/4/1947

Rolling Stock Alterations, March 1947,
Locomotives – New stock – U 660, 661.
662, 663; Renumbered – P 451 to 511.

GWS Camp 310 Mile, No 86 Tu - Fri to
stop to set down school children ex
Coolgardie.

WN 15, we 18/4/1947

Quarry Siding Jandakot branch, empties may be propelled from Robbs Jetty during daylight; guards to ensure points locked and spiked after each shunt.

Coolgardie - Esperance, WTT reprint, pages 263, 265.

WN 16, we 25/4/1947

Leighton, 20/4/47 ufn, unattended Sundays.

North Dandalup, A.G.Whittaker's private line, delete all reference (GR).

Fremantle - Midland Junction and Bellevue (Sundays), WTT reprint, pages 281 - 287.

WN 17, we 2/5/1947

Malcolm, 30/4/47, closed as booking station.

Menzies, 1/5/47, opened as booking station, with SM in charge.

WN 18, we 9/5/1947

Manjimup, Bunning Bros private line, length now 17m.

Boddalin, Lands Dept determined change of spelling to Bodallin.

U class, loads published for Perth - Bunbury.

WN 19, we 16/5/1947

Maylands - Bayswater section, 11/5/47, ballast train working on up main at Meltham station site, used pilot working over down main.

WN 20, we 23/5/1947

Rolling Stock Alterations, April 1947, Locomotives – New stock – U 664; Conversion – E to Es 336; Renumbered – P

443 to 503; Written off – Petrol shunter No 23.

GWS Camp 310m, No 86 no longer to stop.

GWS Camp 314 1/2 mile, various trains to stop for school children, GWS employees and provisions.

Port Hedland, siding and stacking site for wool provided 1m from Port Hedland.

GWS No 1 Pumping Station (Mundaring Weir), 31/3/47, siding closed (GR).

Coolgardie - Esperance, WTT reprint, pages 349, 351.

WN 21, we 30/5/1947

Coolgardie - Esperance, ASG Board has approved ASG engines on mixed trains, WTT reprint pages 369, 371.

Albany, 28/5/47, Up home taken out of use and removed; train staff Albany - Deep Sea Jetty withdrawn.

139 1/2 Mile, re WN4/47, instructions cancelled, Bank Engine Key will still apply Kirup to 139 1/2 mile.

WN 22, we 6/6/1947

Wickepin, delete from list of turning facilities in WTT.

Dudinin, add triangle in WTT.

Newdegate, 2/6/47, opened as booking station, with SM.

WN 23, we 13/6/1947

Coolgardie, triangle provided.

Newdegate, 2/6/46, opened as booking station ? (GR,CR).

WN 24, we 20/6/1947

Rolling Stock Alterations, May 1947,
Locomotives – Nil.

Perth Box C, 17/6/47, Light Signal (form of
colour light calling on signal?) provided on
up inner home post applying from No 4 to 2
platforms.

Pemberton (accounting station), add
shunting charges for SSM siding, rate 237m.

WN 25, we 27/6/1947

Railway Refreshment Services, following
refreshment rooms taken over by RRS: Perth
31/3/47, Mullewa 1/5/47.

Tuckanarra, 1/7/47, opened as booking
station ? (GR,CR).

WN 26, we 4/7/1947

Tuckanarra, 1/7/47, reopened as a booking
station, SM in charge.

WN 27, we 11/7/1947

Nil of interest

WN 28, we 18/7/1947

Rolling Stock Alterations, June 1947,
Locomotives – Renumbered – P 441 to 501,
447 to 507, 448 to 508, 452 to 512.

Robbs Jetty, 14-16/7/47, preparatory work in
altering interlocking prior to regrading of
main line and rearrangement of main line
connections in vicinity of small lever frame
at 14m33ch.

Williams, 1/8/47, opened as booking station,
SM in charge.

WN 29, we 25/7/1947

Jarraahwood, Millars T&T line, length now

14m14ch.

Yornup, Bunning Bros line, length now
14m60ch.

Manjimup, Bunning Bros, 20m.

Esperance, not now necessary to pilot
engines over the triangle.

Southern Cross, 24/7/47, existing signal box
out of use and signalling rearranged, when
complete main and branch home distant and
starting signals, facing points fitted with
detector locks, signals operated from small
frame under existing signal box, staff
columns in station building, CCE 36377.

WN 30, we 1/8/1947

Red Lake, add portable livestock race
(WTT).

Yelverton, apparently siding provided, add
yes in carriages and horses column, and
sheep and cattle races column (GR).

Yilmia, perway employees, wives and
dependant children may be issued privilege
tickets to here, rate 22m from Coolgardie,
87m from Norseman; this place shown as
373 Mile Post in similar instruction
WN12/43.

WN 31, we 8/8/1947

Kokardine, add to list of stockyards (WTT).

Bayswater - Maylands, 3/8/47, up line to
CCE for the day, ballast train and diverting
up main at Meltham station site, pilot
working over down main.

Tuckanarra, 1/7/47, reopened as booking
station.

Williams, 1/8/47, reopened as booking
station.

Kaloorlie, add in GA instructions, bank

engine key provided from here to Hannans St.

WN 32, we 15/8/1947

3m32ch (Meltham), 11/8/47 ufn, work on erecting passenger platform.

Kokardine, sheep and cattle race provided (GR).

WN 33, we 22/8/1947

Rolling Stock Alterations, July 1947, Locomotives – Constructed – S 546; Converted – D to Ds 380.

Mundaring and Mundaring Weir branches, WTT reprint, pages 593, 595.

WN 34, we 29/8/1947

Kenwick Brick Co Siding, 9m78ch, re WN47/46, rails points and interlocking gear have been taken up and removed.

WN 35, we 5/9/1947

119m50ch, Nos 67, 77, 80 no longer required to pick up and set down school children, referred to pages 126, 127 of WTT.

Station renamings (GR,CR): Baker's Hill to Bakers Hill; Kalamunnda to Kalamunda; South Kalamunnda to South Kalamunda; Lyon's Camp to Lyons Camp; Yericoin to Yerecoin; Sawyers' Valley and Sawyer's Valley to Sawyers Valley; Warralackin to Warralakin; Widgemooltha to Widgiemooltha; Queen's Park to Queens Park; Buckingham's Siding to Buckingham; Farmer's Crossing and Farmers' Crossing to Farmers Crossing; Burge's Siding to Burges; Jacob's Well to Jacobs Well; Spencer's Brook to Spencers Brook; Noman's Lake to Nomans Lake; Young's to Youngs; Grant's to Grant (sic); Koogan to Koojan.

U class list of lines on which not permitted

to run, pages 646, 647.

S class may now shunt GWS Siding at No 3 Pumping Station.

WN 36, we 12/9/1947

Boddington, 1/10/47, opened as booking station.

White Peak, 27/8/47, closed as S&T station, section reverts to Wokarina - Northampton.

Goomalling - 96 Mile, 14/8/47, Bank Engine Key withdrawn.

WN 37, we 19/9/1947

Rolling Stock Alterations, August 1947, Locomotives – Constructed – S 547; Renumbered – Msa 472 to 497, P 444 to 504, 445 to 505, 458 to 513, 462 to 515, 446 to 506, 450 to 510, 465 to 517.

25m 44ch, Nos 43 and 44 DERC Fri and Sat to stop for passengers (pages 180, 181 of WTT).

Coolgardie - Esperance, WTT reprint, pages 685, 687.

WN 38, we 26/9/1947

Collie Land and Timber Co private siding, has been removed, 131m66ch.

Brookton, 23/9/47, added signals, up home albany to down main platform and up starter down main platform to Perth, CCE 36821.

Protheroe, Wokarina - Yuna branch, added stopping place, rate 26m from Geraldton.

WN 39, we 3/10/1947

Nil of interest

WN 40, we 10/10/1947

Midland Junction, amend turning facilities to read turntable, 80ft.

WN 41, we 17/10/1947

Rolling Stock Alterations, September 1947, Locomotives – Constructed – S 548; Converted – D to Ds 372; Written off – C 265, Es 293, 355, F 401, Fs 279, 284, M 388, 392, Ms 424, 425, 426, 427, N 257, O 92, 210, 211, 226, R 148, 174, 228; Renumbered – Msa 466 to 491.

WN 42, we 24/10/1947

Kamballie, Goldfields Firewood Supply Co line, length now 102m.

Pemberton, SSM (Main) line, length now 12m.

Yornup, Bunning Bros line, length now 15m40ch.

Northcliffe 237m, SSM line, length now 5m.

WN 43, we 31/10/1947

Ardingly, now operating as intermediate block point for "train ahead notice", in Indarra - Mullewa section.

WN 44, we 7/11/1947

Bunbury - Northcliffe, WTT reprint, pages 819 - 825.

Hillman, 27/10/47, opened as unattended S&T splitting Williams - Darkan.

Bullfinch, delete 1 x 5ton crane (GR).

Miling, add 1 x 5ton crane (GR).

WN 45, we 14/11/1947

Cresco, 10/11/47, signal lever frame

becomes Annett's locked.

Beverley, 1/11/47, refreshment rooms taken over by RRS.

WN 46, we 21/11/1947

Narrogin, 3/11/47, down home from Collie moved out 69yds, down distant from Collie moved out 70yds and placed on up side of Collie main.

Korraling, 20/10/47, telephone provided.

Leighton, from 16/11/47, attended Sundays.

Glen Forrest, shunting charges, delete W. Burkinshaw, siding removed.

WN 47, we 28/11/1947

Rolling Stock Alterations, October 1947, Locomotives – Constructed – S 549; Converted – F to Fs 398; Written off – N 87; Renumbered – P 460 to 514, Msa 470 to 495.

WN 48, we 5/12/1947

Australind, 24/11/47, inaugural run, full page description page 888.

South Beach and Coogee Sunday service, commences 7/12/47.

Merredin, 80ft turntable installed.

Stockton - Collie, assistant engine permitted in rear of train on up journey.

Pr engines authorized to run Spencers Brook - Katanning may run to Albany.

WN 49, we 12/12/1947

Coolgardie - Esperance, WTT reprint, pages 927, 929.

Boulder Branch, WTT reprint, page 931.

Boyanup, 21/11/47, half bracket down home altered to straight signal, placed on up side of main line.

Naraling, telephone provided.

Northern Gully, scotch block placed on Mullewa end of triangle, 75ft north of the road, to enable empites and loading from Geraldton to staged for topping up by following trains.

Toolbrunup, 25/11/47, opened as S&T station, splitting Tambellup - Gnowangerup.

Toodyay - Calingiri, assistant engine on rear of train permitted on down journey.

WN 50, we 19/12/1947

Rolling Stock Alterations, November 1947, Locomotives – Constructed – S 550; Written off – N 258; Renumbered – Msa 469 to 494.

Bali, 26/11/47, scotch blocks at both ends of crossing loop removed.

WN 51, fe 2/1/1948

North Fremantle - North Wharf, 17/12/47, ES removed, replaced by S&T, staff only.

Nanson, telephone provided.

WEEKLY NOTICES - 1948

WN 1, we 9/1/1948

Boyanup - Busselton - Flinders Bay and Nannup, 5/1/48, road buses introduced; after 9/1/48, no passenger or mixed services on these sections.

Buniche, delete the words "trains cannot cross at this place" (GA).

WN 2, we 16/1/1948

Wokalup, 23/12/47, opened as partly attended ES station splitting Harvey - Benger.

Nannup branch, WTT reprint, page 49.

WN 3, we 23/1/1948

Rolling Stock Alterations, December 1947, Locomotives – Nil.

Merredin, 21/1/48, connection from shunting neck to Dowerin main will be removed, new connection made from shunting neck to "M" road, also changes to catch points and signals, diagram 23531D.

Private Companies Lines, add Northcliffe, Kauri Timber Coy (noted as 1m20ch in WN5/48).

WN 4, we 30/1/1948

Boyanup - Flinders Bay, WTT reprint, pages 101,103.

WN 5, we 6/2/1948

Southern Cross Loco Depot, scotch blocks have been provided at entrance to loco and adjacent dead ends, balanced points have been removed.

WN 6, we 13/2/1948

South Beach and Coogee Sunday service, 2 return runs ceased from 8/2/48.

Southern Cross Loco Depot, cancel instruction in WN5/48, balanced points moved approximately 120ft toward loco and scotch blocks provided on adjacent dead ends.

WN 7, we 20/2/1948

Rolling Stock Alterations, January 1948, Locomotives – Written off – N 96.

Mt Barker, 1/2/48, refreshment rooms taken over by Railway Refreshment Services.

WN 8, we 27/2/1948

Nil of interest.

WN 9, we 5/3/1948

Nil of interest.

WN 10, we 12/3/1948

Mundaring Weir branch, siding with 300ft standing room on loop has been constructed and is fit for traffic at 24m62ch near Portagabra, main line points fitted with Z lock and scotch blocks are on the two roads in siding, Mundaring end only.

WN 11, we 19/3/1948

Rolling Stock Alterations, February 1948, Locomotives – Renumbered – Msa 475 to 500.

WN 12, we 26/3/1948

Nil of interest.

WN 13, we 2/4/1948

Kunine, it is intended to lift the siding forthwith, no longer possible to deal with truckloads.

Coolgardie - Esperance, WTT reprint, pages 265,267.

WN 14, we 9/4/1948

Nil of interest.

WN 15, we 16/4/1948

Rolling Stock Alterations, March 1948, Locomotives – Purchased from Commonwealth Railways – G 112.

Narrogin, 1/4/48, Refreshment rooms taken over by Railway Refreshment Services.

Merredin (accounting station), shunting charges, delete RAAF Siding (old ballast pit).

MR Coy, distance table (passenger), pages 303,305.

WN 16, we 23/4/1948

Boyanup - Busselton, commencing at once, ZA van attached to No 43, accomodation for 2nd class only.

Meltham, 18/4/48, up main Bayswater - Maylands handed over to CCE branch for day for ballasting in connection with work at Meltham station, pilot working on down main.

WN 17, we 30/4/1948

Meltham, 3m32ch, temporary level crossing over up main for contractors vehicles to

access new Meltham platform.

Leighton, from and including 25/4/48, unattended on Sundays.

Westland Express, 24/3/48, new one commenced, written up pages 346,347.

WN 18, we 7/5/1948

Fremantle, ASG engines can be turned on South Mole road.

Meltham, 2/5/48, ballasting on up road as previous.

Perth Box A, 4/5/48, carriage road will be connected to Roe St Sidings and signalling alterations, diagram 26630C.

WN 19, we 14/5/1948

Corrigin, delete 60ft turntable, insert triangle.

Donnybrook (accounting station), add shunting charges for Westralian Farmers Co-Op Ltd, rate 132m.

Wardering, renamed to Ockley (GR,CR).

WN 20, we 21/5/1948

Rolling Stock Alterations, April 1948, Locomotives – Nil.

Noggerup - Boyup Brook, 22-24/5/48, closed for earthworks for siding at 178m40ch.

Narrogin, truck weighbridge in course of removal.

Narembeen (accounting station), delete Defence Dept Storage siding (between Collgar and Merredin).

WN 21, we 28/5/1948

Nil of interest.

WN 22, we 4/6/1948

Ockley, adding entry in GR, put Yes in columns for loading carriages and horses, S&C races, shelter shed.

WN 23, we 11/6/1948

Meltham, 6/6/48, ballasting up main as previously.

WN 24, we 18/6/1948

Rolling Stock Alterations, May 1948,
Locomotives – Converted – C to Cs 264;
Renumbered – Msa 474 to 499.

WN 25, we 25/6/1948

Meltham, 14/6/48, opened, all up and down suburban trains to stop, station still under construction, only 180ft of platform available at Midland end, sufficient to accommodate 2 coaches, trains must stop with last two coaches in space provided, station currently unattended.

Butterfly siding 506m58ch, intended to lift the siding forthwith and use the rails elsewhere.

Goomalling - Mullewa, main line points staff locked, also scotch blocks replaced by catch points at Pintharuka, Gutha and Ballast Pit Siding, 321m47ch.

WN 26, we 2/7/1948

Westland, 28/5/48, 2nd complete Westland put through trials from Midland to Spencers Brook and return, page 538.

WN 27, we 9/7/1948

AH coaches, gap of 2" exists between lower berth and compartment partition in AH coaches; recently an adult passenger had his arm caught, and a small child its leg jammed in the space and medical aid was sought to

release them; Berths are located in the framing by a split pin at each end and had these been removed, the seat could have been pulled forward and persons released; it is intended to fasten upholstered strips to the berths to close the gaps and work will be carried out as soon as possible.

North Fremantle, North Mole line, 2/7/48, train staff withdrawn, section now worked by telephone block.

Congelin, 12/6/48, opened as temporary unattended S&T station, splitting Narrogin - Dwarda.

Goomalling - Mullewa, main line points staff locked, also scotch blocks replaced by catch points at Curara, Bowgada, Bunjil and Maya.

Gilgai, Hawks Nest, Kellandi, Lilligini, Myamin, Niagara, delete from various sections of GR,CR.

WN 28, we 16/7/1948

Nil of interest.

WN 29, we 23/7/1948

Rolling Stock Alterations, June 1948,
Locomotives – Nil.

Brookton, 23/7/48, down outer home brought into use, 227yds outside existing down home, existing down distant shifted to 443 yds outside down outer home.

Billaricay, amend to Billericay (CR,GR).

WN 30, we 30/7/1948

Geraldton (accounting station), delete shunting charges for RAAF siding, also Defence Dept siding and loading bank, Narngulu.

WN 31, we 6/8/1948

Nil of interest.

WN 32, we 13/8/1948

262 Mile Post (EGR, old mileage, Yellowdine - Karalee), 85 (Tu,Fr), 99 (daily) stop to set down provisions for GWS employees.

WN 33, we 20/8/1948

Rolling Stock Alterations, July 1948, Locomotives – Converted – C to Cs 436, 437; Renumbered – Msa 468 to 493, 473 to 498.

WN 34, we 27/8/1948

175 1/4 Mile Siding, Northcliffe branch, 26/8/48, points of storage siding staff locked, scotch blocks removed and replaced by catch points.

WN 35, we 3/9/1948

Nungarin, Messr's A.H.Jose & Coy have been granted a lease of land with siding access for storage of gypsum.

WN 36, we 10/9/1948

Nil of interest.

WN 37, we 17/9/1948

Rolling Stock Alterations, August 1948, Locomotives – Renumbered – L 251 to 486, 254 to 489.

Kalgoorlie, 15/9/48, alterations to signalling etc at ground frames A & C, details in WN, diagram 37426.

Narrogin, ref WN20/48, truck weighbridge has been replaced.

WN 38, we 24/9/1948

Wilga, 6/9/48, opened as unattended S&T station, splitting Noggerup - Boyup Brook section.

Kalgoorlie, new instructions in GA relevant to changes WN37/48.

WN 39, we 1/10/1948

Nil of interest.

WN 40, we 8/10/1948

Rocky Bay Line, 4/10/48, North Fremantle - Rocky Bay line will be opened as S&T section, staff only, new instructions for GA.

Leighton, 4/10/48, down advanced starter brought into use, 413yds ahead of down starter, co-acting arm 14' above ground.

WN 41, we 15/10/1948

Rolling Stock Alterations, September 1948, Locomotives – Renumbered – L 242 to 477.

East Guildford, 11/10/48, existing down main starting signal replaced by half bracket signal.

WN 42, we 22/10/1948

Nil of interest.

WN 43, we 29/10/1948

Mundaring Weir branch, ref in timetable alterations to Cement Siding between Mundaring and Weir, extra daily goods to be run, stopping here for 1/2 hour on down journey.

Boyup Brook, commencing 25/10/48, construction of new engine pits at Donnybrook end of station yard, main line in station yard will be closed to traffic and points spiked over ufn.

WN 44, we 5/11/1948

Leighton, from 14/11/48 ufn, attended Sundays.

WN 45, we 12/11/1948

Nil of interest.

WN 46, we 19/11/1948

Rolling Stock Alterations, October 1948, Locomotives – Written off – R 150, T 171; Written back – R 174; Renumbered – L 238 to 473, 250 to 485, Msa 471 to 496.

Distant signals, Bayswater, 15/11/48, down distant will be fitted with yellow arms and will exhibit a yellow light at night when in the danger position; engine drivers are requested to specially observe these signals and submit reports as to their suitability.

WN 47, we 26/11/1948

Grasmere, 11/11/48, Marbellup, 17/11/48, cheesenobs (sic) on facing points removed, points now worked by rigid lever and staff locked; scotch blocks removed, replaced by catch points connected to rigid lever working main line points.

WN 48, we 3/12/1948

Norpa, 19/11/48, opened as a temporary S&T station, splitting Merredin - Muntadgin section, ballast train only may cross.

Tuckanarra, 30/11/48, closed as booking station.

Coolgardie - Esperance, WTT reprint, pages 980,982.

Boyanup - Flinders Bay, WTT reprint, pages 984,986.

WN 49, we 10/12/1948

South Beach and Coogee Sunday services, starts 19/12/48, timetable reprint page 1022.

Chorkerup, 24/11/48, cheese knobs on facing points removed, points now worked by rigid levers and staff locked; scotch blocks removed, replaced by catch points connected to rigid lever working main line points.

WN 50, we 17/12/1948

Rolling Stock Alterations, November 1948, Locomotives – Converted – F to Fs 403; Renumbered – L 236 to 471, 241 to 476, 244 to 479, 245 to 480, 246 to 481, 248 to 483.

Meltham, 14/12/48, existing block signal box taken out of use and new signal box at station brought into use, diagram 37284.

Meltham, 10/12/48, opened as booking station.

Redmond, Mt Barker Ballast Pit, Carbarup, cheese knobs on facing points removed, points now worked by rigid levers and staff locked; scotch blocks removed, replaced by catch points connected to rigid lever working main line points.

WN 51, we 24/12/1948

Yoweragabbie, 25/10/48, opened as unattended S&T station, no crossing loop provided, crossing of trains limited to those authorized by DTS Geraldton.

Tenterden, 8/12/48, cheese knobs on facing points removed, points now worked by rigid levers and staff locked; scotch blocks removed, replaced by catch points connected to rigid lever working main line points.

Katanning, 20/12/48, refreshment rooms taken over by Railway Refreshment Services.

WN 52, fe 7/1/1949

Nil of interest.

WEEKLY NOTICES - 1949

WN 1, we 14/1/1949

Nil of interest.

WN 2, we 21/1/1949

Alfloc automatic blow down valve, experimental fitting to U 658, details page 27.

Ajax steam operated firedoors, experimental fitting to P 517, S 546, ASG 10, details pages 27, 28.

WN 3, we 28/1/1949

Nil of interest.

WN 4, we 4/2/1949

Rolling Stock Alterations, December 1948, Locomotives – Converted – C to Cs 269; Renumbered – L 243 to 278, 252 to 487.

Spring Hill, 1-4/2/49, removal of mainline crossover.

Malcolm, crossing loop has now been removed.

WN 5, we 11/2/1949

Yornaning, 25/1/49 opened as unattended ES station splitting Popanyinning – Cuballing.

WN 6, we 18/2/1949

Rolling Stock Alterations, January 1949, Locomotives – Renumbered – L 249 to 484, 253 to 488.

Private lines, Jarrahwood, Millars T&T now 16m 40ch; Nannup, Kauri Timber Coy now

3m 25ch.

WN 7, we 25/2/1949

Dianella, 21/2/49 commence lifting siding to lime deposits, 203m 12ch.

WN 8, we 4/3/1949

Nil of interest.

WN 9, we 11/3/1949

Bayswater Down Distant signals, comments invited on working and suitability of yellow arms and lights.

Picton Junction, comments invited on working and suitability of yellow lights in disc signals.

WN 10, we 18/3/1949

Nil of interest.

WN 11, we 25/3/1949

61¾ Mile Block Box, main line crossover has been removed, Spring Hill can now only be shunted by up trains.

14m 7ch SWR stopping place, re WN 25/48, to be known as Seaforth.

Wundowie, 1/4/49 opened as accounting station.

WN 12, we 1/4/1949

Rolling Stock Alterations, February 1949, Locomotives – Nil.

Busselton – Northcliffe WTT reprint pages 228 – 231.

Donnybrook – Katanning WTT reprint page 233.

WN 13, we 8/4/1949

Denmark – Nornalup, bridge at 373m 15ch destroyed by fire, speed limit 5mph over temporary bridge.

Kordabup, 13/4/49 commence removing siding.

WN 14, we 15/4/1949

61¾ Mile Box, signals removed, Spring Hill reverted to original working.

Keysbrook, 7/4/49 up and down home and distant signals in use, point indicators removed.

Coolgardie – Esperance, WTT reprint pages 273, 275.

Easter Holidays 1949

Nil of interest.

WN 15, we 22/4/1949

Rolling Stock Alterations, March 1949, Locomotives – Renumbered – L 239 to 474, 240 to 475, 247 to 482, 255 to 490.

Wagin, refreshment room taken over by Railway Refreshment Services.

WN 16, we 29/4/1949

Korbel, crossing loop provided.

WN 17, we 6/5/1949

Wandarri, altered to Merroe.

Robbs Jetty, 21/4/49 crossover at Armadale end moved out 155 yards, also up home and distant.

WN 18, we 13/5/1949

Private company lines, lengths now Wuraming, SSM, 13m; Manjimup, SSM, 27m; Manjimup, Nyamup Saw Mills, 22m 40ch; Jardee, Millars T&T, 16m 40ch; Pemberton, SSM spur, 5m; Nannup, Kauri Timber Foy, 5m; Northcliffe, Kauri Timber Coy, 4m.

107m 14ch Brunswick Junction – Collie, from 9/5/49, Mon-Sat, 71 & 76 stop for passengers.

Yarloop, 3/5/49 loop at Bubury end moved out 320 ft, up home and distant also moved out, cheese knobs on loop points removed, facing point locks provided.

WN 19, we 20/5/1949

Private lines, lengths now Dwellingup, No 2 Railway Mill, 35m; Manjimup, SSM, 35m.

WN 20, we 27/5/1949

Rolling Stock Alterations, April 1949, Locomotives – Renumbered – L 237 to 472.

Norpa, 10/5/49 closed as S&T station, section now Merredin – Muntadgin.

Boyup Brook Stockyards 178m 52ch, 20/5/49 opened as temporary S&T station, splitting Wilga – Boyup Brook.

WN 21, we 3/6/1949

Boyup Brook, 7/6/49 main line at west end pulled over to new connection on loop for construction of new engine pits.

WN 22, we 10/6/1949

Sandstone branch, 30/5/49 closed beyond Jundoo, mixed train to then run alternate Wednesdays only Mt Magnet to Anketell, light engine and guard to Jundoo and return, no traffic beyond Anketell.

WN 23, we 17/6/1949

Midland Junction marshalling yard, Frame B and Bellevue, two new up arrival roads with common connection to inward goods road provided.

Mt Magnet – Sandstone, 31/5/49, S&T section closed, replaced by Mt Magnet – Jundoo.

WN 24, we 24/6/1949

Rolling Stock Alterations, May 1949, Locomotives – Converted – C to Cs 434.

237m Picton Junction – Northcliffe, has been named Terry, operates for passengers parcels and goods traffic.

WN 25, we 1/7/1949

Nil of interest.

Note difference in date to next WN (coal strike?).

WN 26, we 22/7/1949

Waitemata, Pinjarra – Narrogin line, rate 109 ex Perth, added to distance table (CR).

WN 27, we 29/7/1949

Private company lines, lengths now Holyoake, SSM, 17m (departmental trucks do not run on line); Yornup, Donnelly Sawmills, 21m; Palgarup, Timber Corp, 7m 40ch; Kamballie, Goldfields Firewood Supply, 110m.

Swan View, Out-of shed provided (GA).

WN 28, 5/8/1949

Nil of interest.

WN 29, 12/8/1949

Rolling Stock Alterations, June 1949, Locomotives – Nil.

Waitemata new stopping place 108m 73ch (Crossman – Dwarda), trains may stop for passengers.

Tunnel Junction, 11/8/49 up and down home and starter semi auto signals taken out of use, points and crossing have been removed.

WN 30, we 19/8/1949

Ballaying, 30/6/49 crossing loop completed and fit for traffic.

Chidlow, sand pit siding strengthened to allow its use as a shunting neck.

Maylands, 5 ton crane installed.

WN 31, we 26/8/1949

Rolling Stock Alterations, July 1949, Locomotives – Nil.

UDRR, traffic not to be accepted as line is closed to traffic ufn.

Seabrook, siding standing room 28 (GA).

WN 32, we 2/9/1949

Publicity introduction of Wildflower units, pages 640-642, first unit for Perth – Albany, second unit for Perth Geraldton daylight service.

Denmark branch, from 1/9/49 no mixed trains, road bus service to Walpole.

Sandstone branch, traffic may be accepted for beyond Anketell may be accepted for railing to Anketell, WA Transport Board arranges transport beyond there.

137m 64ch Dowerin – Merredin, main line points at emergency water siding near the

white dam, installed December 48, have been removed.

WN 33, we 9/9/1949

GSR main and Newdegate branches, additional services with Wildflower unit, and intro of Fast passenger to Newdegate, including through sleeper.

List of all oil tank wagons, page 671,

Coolgardie – Esperence, WTT reprint pages 685 – 687.

Leonora, Laverton branch WTT reprint, pages 689 -691.

WN 34, we 16/9/1949

Kordabup, re WN 13/49, 25/4/49 lifting of siding completed.

WN 35, we 23/9/1949

Rolling Stock Alterations, August 1949, Locomotives – Converted – C to Cs 271.

Carney, 25/8/49 moved from 18m52ch ex Geraldton to new site at 18m 76ch.

Private Company lines, Manjimup, SSM Deanmill now 25m.

Toodyay, alter crane from 1 to 3 ton (GR).

476m Mile stopping place, Leonora branch, insert after Menzies (GR,CR).

WN 36, we 30/9/1949

Wongan Hills, dead end on triangle lengthened, ASG may now be turned.

WN 37, we 7/10/1949

Nil of interest.

Royal Agricultural Show

Nil of interest.

WN 38, we 14/10/1949

Yeagerup, 10/8/49 siding removed.

WN 39, we 21/10/1949

Rolling Stock Alterations, September 1949, Locomotives – Renumbered – Oa 2 to 171, 5 to 172, 6 to 173, 33 to 175, 158 to 176, 159 to 177; Converted – E to Es 353.

WN 40, we 28/10/1949

Nil of interest.

WN 41, we 4/11/1949

Northam – Mullewa WTT reprint, pages 842 – 851, introduction of Wildflower daylight service.

Geraldton – Wiluna WTT reprint, pages 853 – 861.

Anketell branch WTT reprint, page 863.

Big Bell branch WTT reprint, page 863.

WN 42, we 11/11/1949

Private company lines, lengths now Kamballie, Goldfields Firewood Supply, 112m; Holyoake, SSM, 13m; Nannup, Kauri Timber Co, 5m; Wilga (old), Adelaide Timber Co, 11½m; Yornup, Donnelly Sawmills, 21m; Palgarup, Timber Corp, 7m 40ch; Manjimup, SSM, 27m; Pemberton (spur), SSM, 5m; Manjimup, Nyamup Sawmill, 22m 40ch; Jardee, Millars T&T, 16m 40ch; Northcliffe (Shannon), SSM, 25m; Northcliffe, Kauri, 4m.

Wongong, change to Wungong (GR,CR).

Waeel, delete goods shed; Boddington,

goods shed provided; Culbin, Cordering, Dumberning, detete goods shelter (GR).

WN 43, we 18/11/1949

Warrachuppin, 16/10/49 siding removed.

WN 44, we 25/11/1949

Caitup, portable sheep races added (WTT).

Boyup Brook Stockyard closed, Benjinup opened, 9/11/49 as staff stations, sections now Wilga – Benjinup (S&T), Benjinup – Boyup Brook (miniature ES).

South Kulin, 3/3/49, siding removed.

Kalgoorlie, end loading ramp provided (GA).

WN 45, we 2/12/1949

Kalgoorlie, side loading ramp provided for loading of stone and metal (GA).

Coolgardie – Esperance WTT reprint, pages 941 – 943.

WN 46, we 9/12/1949

Rolling Stock Alterations, October 1949, Locomotives – Renumbered – Oa 160 to 178.

WN 47, we 16/12/1949

Capel, combined pig and cattle race provided (GA).

Pindar, combined pig and lamb race provided (GA).

Christmas and New Holidays

Nil of interest.

WN 48, we 23/12/1949

Goonac, 22/11/49, relocation of stopping place at 160m 51ch completed.

Colours of levers in signal boxes, additional classes of levers introduced with automatic and power signals; colours will be Signals – red; Points – black; Facing point locks – blue; Points and fpl – blue and black; Bolt locks – brown; Permission levers – yellow; Control levers – green; Spare – white.

WN 49, fe 6/1/1950

Rolling Stock Alterations, November 1949, Locomotives – Converted – C to Cs 268, 275, 431; Renumbered – Fs 277 to 424, 278 to 425, 280 to 426, 361 to 441, 364 to 444, 367 to 447, 396 to 450, 404 to 457, 406 to 459, 408 to 461, 410 to 463, Msa 467 to 492, Oa 161 to 179; Written off – K 36, Q 62.

WEEKLY NOTICES - 1950

WN 1, we 13/1/1950

Sandstone branch, commencing forthwith, section will be closed, all consignments will be conveyed beyond Mt Magnet by road motor contractor as arranged by WA Transport Board; contractor will commence service from Mt Magnet on 6/1/50, and run out again on 13/1/50, then each alternate Friday.

WN 2, we 20/1/1950

Terry, add to private company lines, State Saw Mills, 25m.

Anketell, Paynesville, Warrambu, delete from GR,CR, also reference to Mt Magnet - Sandstone branch.

Cowaramup, alter standing room to 85, this includes stockyard and siding.

WN 3, we 27/1/1950

476 Mile Stopping Place, Kalgoorlie - Leonora, amend to read Jeedamya (GR,CR).

Sandstone Branch, delete all reference in GA.

WN 4, we 3/2/1950

Rolling Stock Alterations, December 1949, Locomotives – Renumbered – Fs 394 to 448, 395 to 449, 398 to 452, 403 to 456, 405 to 458, 407 to 460.

Bridgetown - Yornup section, re WN45/49, Electric Staff No 20 has now been found and was brought into use again as from 24/1/50.

Picton Junction, shunting charges, delete Australian Wheat Board, insert SEC, rate

111m.

WN 5, we 10/2/1950

Kalgoorlie - Laverton section, new stopping place, up and down trains may stop as required at 476m16ch (Jeedamya) in the Menzies - Jessops Well section to deal with passengers, mail, parcels and goods traffic.

Paroo, 20/2/50, closed as watering station.

Brunswick Junction (accounting station), add shunting charges for Railway Ballast Siding, 101m46ch (Brunswick - Collie section), rate 102m; stone loaded for other than Railway Dept in down direction to be charged mileage in and out of Brunswick Junction for freight purposes.

WN 6, we 17/2/1950

Beechina, S class engines may shunt ballast pit siding.

Argyle, 12/1/50, points leading from main line to Bunning Bros private siding were disconnected and removed.

WN 7, we 24/2/1950

Nil of interest.

WN 8, we 3/3/1950

South Beach and Coogee Sunday service, cancelled from 26/2/50.

Kalgoorlie, Annetts Lock Control between Frame A and Frame C replaced by Bolt Lock Control.

Cranbrook, stock yard siding has now been connected to the main line and points are staff locked.

WN 9, we 10/3/1950

Rolling Stock Alterations, January 1950,
Locomotives – Constructed – Pm 701.

Wiluna service, commencing 12/3/50 ufn, a throughout steam service will be reintroduced between Wiluna and Perth for Northern line passengers, running one day/week in each direction; No 72 Wiluna dep 3.00pm Sunday, Perth arr 7.30am Tu, No 69 Perth dep 8.40pm Wed, Wiluna arr 11.30am Fri.

Geraldton - Wiluna, WTT reprint, pages 191-199.

WN 10, we 17/3/1950

Rolling Stock Alterations, January 1950,
Locomotives – Constructed – Pm 701
(repeated entry).

Yarloop, single deck S&C unloading ramp provided at the stockyards.

WN 11, we 24/3/1950

Rolling Stock Alterations, February 1950,
Locomotives – Constructed – Pm 702, 703,
704; Renumbered – Fs 281 to 427, 409 to 462.

Wyalkatchem (accounting station), shunting charges add H.V.Duffel, rate 140m.

WN 12, we 31/3/1950

Manjimup (accounting station), shunting charges, add Patterson & Coy, rate 197m.

WN 13, we 7/4/1950

Margaret River (accounting station), shunting charges, add Worsley Timber Coy, rate 186m.

Wiluna (accounting station), shunting charges, add Shell Coy of Aust Ltd, rate 709m.

Coolgardie - Esperance, WTT reprint, pages 265,267.

WN 14, we 14/4/1950

Collie, points leading from main line at west end of new sidings at Brunswick end of Collie yard are staff locked.

WN 15, we 21/4/1950

Nil of interest.

WN 16, we 28/4/1950

Nil of interest.

WN 17, we 5/5/1950

Rolling Stock Alterations, March 1950,
Locomotives – Constructed – Pm 705, 706,
707; Written off – Pr 528.

WN 18, we 12/5/1950

Hines Hill, 8/5/50 ufn, putting in points and extending crossing loop, west end of yard.

Leighton, from and including 30/4/50, unattended Sunday.

WN 19, we 19/5/1950

Donnybrook - Katanning, WTT reprint, page 377.

WN 20, we 26/5/1950

Rolling Stock Alterations, April 1950,
Locomotives – Constructed – Pm 708, 709;
Written off – C 272, 273, 438, Es 316, L 472,
M 390, 391, N 204; Renumbered – Fs 400 to 454.

Jandakot - Armadale, 12/5/50, ES taken out of use ufn, replaced by S&T.

Subiaco, 12/5/50, up starter moved 300' back toward station building.

Menzies, scotch blocks on crossing loop removed.

WN 21, we 2/6/1950

Tullis, 5/5/50, siding removed.

WN 22, we 9/6/1950

Suburban Area, Sundays, modifications; one class travel only, attended stations will be Fremantle, Mosman Park, Karrakatta, Perth, East Perth, Bassendean (cabin only), Midland Junction, Bellevue, Rivervale, Cannington, Gosnells (after 11.15am), Armadale; ticket examiners on trains.

Geraldton - Northampton - Ajana, Wokarina - Yuna, C class engines now permitted.

Perth - Armadale (Sunday), WTT reprint, pages 435,437,

Fremantle - Midland Junction - Bellevue, WTT reprint, pages 439-445.

WN 23, we 16/6/1950

Nil of interest.

WN 24, we 23/6/1950

Broad Arrow, 17/4/50, scotch blocks removed from crossing loop.

WN 25, we 30/6/1950

Collie Burn, 22/6/50, sidings for Open Cut Coal Mine (Goldfields Coal Syndicate), location discs at this siding brought into use.

Bayswater - Belmont section, 26/6/50, down main closed and handed over to CCE (renewal of truss in down road of bridge), S&T in use on up main, all down Belmont trains shunted to up main at Bayswater; Belmont temporary alterations, down home to apply from up main, up starter and advanced starter taken out of use; only one

train allowed in section unless Belmont attended.

Norseman (accounting station), shunting charges, add Vacuum Oil Coy Pty Ltd, rate 465.

WN 26, we 7/7/1950

SW Suburban, Saturdays, from 24/6/50, earlier closing of some stations and use of ticket issuers.

Collie Burn, ref WN25/50, all now cancelled ufn.

Wuraming, 6/7/50, arrangements for Railway Mill line to cross main line at Narrogin end of yard brought into use; up home and distant, down starting signals provided; GA amendments page 526.

WN 27, we 14/7/1950

Rolling Stock Alterations, May 1950, Locomotives – Constructed – Pm 718, 719; Written off – D 386, Es 291, 292, N 71, 86, 199, 260; Renumbered – Fs 402 to 455.

Wuraming, instructions in WN26/50, postponed ufn.

WN 28, we 21/7/1950

Bromus, 27/6/50, siding removed, delete from GA.

Absolute Block Station Opening Times, reprinted, pages 567-571.

WN 29, we 28/7/1950

Toodyay branch, after 29/7/50, Diesel Car service to cease, road buses used instead for all passenger traffic.

Wuraming, ref WN26&27/50, arrangements brought into use 21/7/50.

Pm class engines, must not be utilized to work passenger trains; if used during emergency speed must not exceed 40mph.

Midland Junction A Box, 26/7/50, new down outer home, 275yds outside down home brought into use, present down distant will be moved back and placed on same post as West Midland down starter.

Bromus, altered to 10cwt stopping place only (GR).

Beete, deleted from 10cwt list (GR), apparently provided with siding.

Toodyay branch, WTT reprint, pages 589,591.

WN 30, we 4/8/1950

Rolling Stock Alterations, June 1950, Locomotives – Constructed – Pm 711, Pmr 720, 722, 724; Converted – C to Cs 270.

Goomalling, 31/7/50 ufn, crossing loop temporarily shortened by 300 ft at Perth end of yard to enable 60 ft engine pit to be constructed on main line opposite water column; existing main line points spiked over and temporary set provided 300ft towards station.

Mundaring and Mundaring Weir branches, WTT reprint, pages 629,631.

WN 31, we 11/8/1950

Diesel Train and Railcar services ex Perth, list, pages 638,639.

Belmont branch, 2/8/50, down main handed back, normal running resumed.

Goomalling, 8/8/50, up starter moved back 300 ft temporarily.

Fremantle - Midland Junction, WTT reprint (partial), pages 649-657.

Midland Junction - Northam, WTT reprint (partial), pages 659-667.

WN 32, we 18/8/1950

Stockton, 11/8/50, new down home, outer home and distant, also up home and distant brought into use.

Fremantle - Midland Junction, WTT reprint (partial), Midland Junction - Northam, WTT reprint (partial), pages 707-719.

Wyalkatchem - Southern Cross, WTT reprint, pages 721,723.

WN 33, we 25/8/1950

Beechina, modification to note in WTT, "Ballast Pit siding (extension of public siding) at Beechina (33m47ch) is to be shunted during daylight only unless otherwise instructed".

WN 34, we 1/9/1950

Pingelly, 29/8/50, up home and distant moved to down side of line, distant moved out 157yds; down distant moved out 209yds and placed on up side of line; new up and down outer home signals brought into use; staff lock removed from main line points at Perth end of yard.

Wagin, refreshment rooms has now been closed.

Whittaker Bros, 357m73ch, Denmark branch, add to list of sidings worked by train staff.

WN 35, we 8/9/1950

Rolling Stock Alterations, July 1950, Locomotives – Constructed – Pm 710, Pmr 721, 723, 725, 726, 727, 728. 729.

Collie, on date to be arranged, new frame A installed, changes to frame B etc, details in

WN, associated with new western exit to sidings.

Northam - Merredin, WTT reprint, pages 795-803.

Merredin - Yellowdine, WTT reprint, pages 805-811.

Yellowdine - Kalgoorlie, WTT reprint, pages 813-819.

WN 36, we 15/9/1950

Nil of interest.

WN 37, we 22/9/1950

Beverley, commencing at once, refreshment room closed for passage of No7 GSR Mon-Sat.

Denmark (accounting station), shunting charges, Whittaker Bros (357m73ch), rate 358m, also local instructions for GA, siding on steep falling gradient to main line, all vehicles left there must have brakes pinned down.

WN 38, we 29/9/1950

Rolling Stock Alterations, August 1950, Locomotives – Constructed – Pm 717, Pmr 730, 731, 732, 735; Written off – Es 297.

Geraldton - Wiluna, WTT reprint, pages 869-877.

WN 39, we 6/10/1950

Nil of interest.

WN 40, we 13/10/1950

Amherst Road Stopping Place, has been renamed Blackboy Hill.

WN 41, we 20/10/1950

Nil of interest.

WN 42, we 27/10/1950

Rolling Stock Alterations, September 1950, Locomotives – Constructed – Pm 712, 713, 716, 733, Pmr 734; Converted – F to Fs 415; Written off – C 267, Ms 389.

Tardun, 31/10/50, closed as goods & coaching accounting station, will be unattended for purposes of booking goods, parcels and passengers from that date.

Denmark, 23/10/50, scotch blocks placed on crossing loop.

Collie branch, WTT reprint, pages 955,957.

WN 43, we 3/11/1950

Nil of interest.

WN 44, we 10/11/1950

Cheeseknobs, standard painting to achieve uniformity, will be painted so that when approached in a facing direction, will show white when points set for right hand road.

WN 45, we 17/11/1950

Pingrup, delete turntable and insert triangle.

Collie branch, alterations to WTT in WN42/50.

Canna - Tardun, 30/10/50, ES withdrawn, S&T installed.

WN 46, we 24/11/1950

Rolling Stock Alterations, October 1950, Locomotives – Constructed – Pm 714.

Clackline, 15/11/50, down home moved to a new position on up side of main line between up main and siding, distance from

facing points not altered.

WN 47, we 1/12/1950

Malcolm, 14/11/50, fixed signals and Annetts locking on Leonora and Laverton branches removed and point indicators provided, station limits on these branch lines are indicated by location discs (fixed in stop position) placed 120 ft outside facing points of triangle; new GA instructions.

Chidlow, 30/11/50, some changes to signals and points, details in WN.

Tardun, 1/12/50, reopened as booking station.

Perth - Armadale (Sunday), WTT reprint, pages 1109,1111.

Fremantle - Midland Junction - Bellevue (Sunday), WTT reprint, pages 1113-1119.

WN 48, we 8/12/1950

Coolgardie - Esperance, WTT reprint, pages 1139, 1141.

WN 49, we 15/12/1950

Nil of interest.

WN 50, we 22/11/1950

Spearwood, 18/12/50, cheeseknobs on main line points will be replaced by rigid levers and points staff locked, scotch blocks replaced by catch points.

WN 51, fe 5/1/1951

Culham (closed), Bejoording (opened), 13/12/50, as S&T station, sections now Toodyay - Bejoording - Bolgart.

East Northam, delete 1x5ton crane (GR).

Ongerup, insert 1x5ton crane (GR).

WEEKLY NOTICES - 1951

WN 1, we 12/1/1951

Rolling Stock Alterations, November 1950,
Locomotives – Constructed – Pmr 715;
Written off – N 69.

Collie, storage siding on the Collie – Cardiff
line now fit for traffic.

WN 2, we 19/1/1951

Goomalling, 17/1/51, main line at Perth end
pulled back and connected, crossing loop
restored to normal length.

WN 3, we 26/1/1951

PM, PR and S class now permitted to run
Fremantle – Armadale via Jandakot, and
East Perth – Brunswick Junction. (Did they
mean PMR rather than PR?).

Albany Loco, 11/1/51 opened as auxiliary
staff station, duplicate instruments at Albany
and Albany Loco.

Boyanup – Flinders Bay, WTT reprint pages
65, 67.

WN 4, we 2/2/1951

Walkaway, 1/2/51 new up outer home in
use, existing up distant moved further out.

Busselton, 25/1/51 new down home, outer
home and distant brought into use.

K, Ka and X class, also Rb and Rbw
wagons, trains made up of all classes of
wagons may be side-tracked for a half mile
along Millars T&T line at Mundijong (ELT).

WN 5, we 9/2/1951

Collie-Burn, 29/1/51 opened as staff station.

Kirup – 139m 40ch, bank engine key
withdrawn.

WN 6, we 16/2/1951

Rolling Stock Alterations, December 1950,
Locomotives – Nil.

Welshpool, delete stockyards (WTT).

Collie Burn, 29/1/51 opened as S&T station
splitting Collie – Collie Cardiff.

Collie Burn, reference to siding for Open
Cut Coal Mine (Goldfields Coal Syndicate).

S class 542 and 550 are fitted with an
intermediate coupling known as Semi-
Goodall Type, ufn loads not to exceed those
for class U.

Welshpool, delete S&C yards (GA).

WN 7, we 23/1/1951

Welshpool, 14/2/51, Annetts Key removed,
siding points connected to the signal box.

Marindo, 12/1/51 closed as S&T station,
section now Kulja – Bonnie Rock.

WN 8, we 2/3/1951

Nil of interest.

WN 9, we 9/3/1951

Nil of interest.

WN 10, we 16/3/1951

Nil of interest.

Easter Holidays

Nil of interest.

WN 11, we 23/3/1951

Rolling Stock Alterations, January 1951,
Locomotives – Written off – Es 302, N 75.

Rolling Stock Alterations, February 1951,
Locomotives – Written off – Asg 29, 31, 48,
58, 64, G 56.

Pithara, from 20/3/51, loop shortened 240ft
for renewal of engine pit, Perth end of yard.

S543, added to WN 6/51 list of S class fitted
Semi-Goodall intermediate coupling, load
not to exceed U class load. For all three, if
bank engine is provided, S class is to be in
lead.

Bunbury – Northcliffe, WTT reprint pages
261 – 265.

WN 12, we 30/3/1951

Pm, Pr, loads published for Brunswick
Junction – Collie.

WN 13, we 6/4/1951

Nil of interest.

WN 14, we 13/4/1951

Nil of interest.

WN 15, we 20/4/1951

Circle Valley, Red Lake, Grass Patch,
Ballast Pit 539m 59ch, 10/4/51 opened as
S&T stations splitting Salmon Gums –
Scaddan to assist reballasting.

Curara, 9/4/51 siding removed.

Coolgardie – Esperance, WTT reprint pages
345, 347.

WN 16, we 27/4/1951

Nil of interest.

WN 17, we 4/5/1951

S, Pm, Pr, loads provided for Merredin -
Narembeen, Narrogin – Bruce Rock –
Merredin.

WN 18, we 11/5/1951

Rolling Stock Alterations, March 1951,
Locomotives – Written off – E 338.

Boulder branch, passenger service has been
cancelled.

Margaret River, add 5 ton crane (GR).

Merredin – Yellowdine, WTT reprint pages
441 – 447.

Yellowdine – Kalgoorlie, WTT reprint
pages 449 – 455.

WN 19, we 18/5/1951

Rolling Stock Alterations, April 1951,
Locomotives – Constructed – W 901;
Converted – C to Cs 439; Written off – Cs
434, K 35, N 205.

South Fremantle Power House – Robbs
Jetty, instructions re SEC DE loco, page
473.

S class 542, 543 and 550 must not be used
for banking purposes.

Youraling, Kulyalling, 8/5/51 cheese knobs
on main line points removed, replaced by
staff locked rigid levers. Catch points
replace Scotch blocks.

WN 20, we 25/5/1951

Noongaar unattended, Bodallin attended for all trains, from 9/5/51.

Nurracoppin, 1/6/51 opened as accounting station, with SM in charge.

Carrabin, 31/5/51 closed as accounting station and SM withdrawn.

Larkinville, delete passenger shelter (GA).

Beete, add passenger shelter (GA).

WN 21, we 1/6/1951

Nil of interest.

WN 22, we 8/6/1951

Budd Rail Car to Adelaide, special CR departing Kalgoorlie 5.45pm 5/6/51, connecting with 5.45pm train Pt Pirie to Adelaide 6/6/51, meals provided but no sleeping berths.

Byford, from 1/6/51 unattended nights.

WN 23, we 15/6/1951

Burracoppin attended for all trains, Carrabin attended at nights for differing hours, from 1/6/51.

WN 24, we 22/6/1951

Noongaar, signals have been taken out of use, point indicators provided.

WN 25, we 29/6/1951

Rolling Stock Alterations, May 1951, Locomotives – Constructed – W 902, 903, 904, 905, 906; Written off – Es 317, 327, O 214.

WN 26, we 6/7/1951

Highbury, points now staff locked.

S 546 now permitted to run on all lines applicable to S class engines (ELT).

WN 27, we 13/7/1951

Yornaning Ballast Pit Siding, now staff locked.

Venn, delete shelter shed (GR).

WN 28, we 20/7/1951

Nil of interest.

WN 29, we 27/7/1951

Rolling Stock Alterations, June 1951, Locomotives – Constructed – W 907, 908, 909, 910, 911, 912.

WN 30, we 3/8/1951

Bridgetown Stockyards, rate 175 miles, added in various places in GR.

WN 31, we 10/8/1951

Moojebing, 25/7/51 staff locks provided.

Pope's Hill, siding is being lifted, truck loads discontinued.

WN 32, we 17/8/1951

Jandakot – Armadale, 8/8/51, S&T taken out of use and ES restored.

Pindalup, siding is being lifted, truck loads discontinued.

Greenhills, delete 5 ton crane (GR, GA).

Guildford, add 5 ton crane (GR, GA).

Farrar, delete goods shelter (GA).

WN 33, we 24/8/1951

Rolling Stock Alterations, July 1951,
Locomotives – Constructed – W 913, 914.

Lime Lake, Boyerine, 8/8/51, staff locks
provided.

WN 34, we 31/8/1951

Piesseville, 15/8/1951, staff locks provided.

Webborton, 15/8/1951, new public siding,
2m 16ch between Bluff Point and Wonthella
opened. Goods shelter, 32 trucks, low level
platform.

WN 35, we 7/9/1951

Cheese knobs, re WN 44/50, painting
completed throughout system, now show
when approached in facing direction, white
when set for right hand side.

UDR line closing, alterations at Midland
27/8/51, S&T working retained between
Midland Junction and State Brickworks
Siding ufn.

WN 36, we 14/9/1951

Circle Valley, Red Lake closed as S&T, new
section Salmon Gums – Grass Patch.

WN 37, we 21/9/1951

Rolling Stock Alterations, August 1951,
Locomotives – Converted – C to Cs 439,
440; Written off – Es 294, Fs 286, G 65, N
79.

Dedari, 18/9/51 up and down home and
distant signals brought into use.

S class – 541, 544, 545, 547, 548 fitted with
single pin intermediate couplings, restricted
to use on 80lb rails, therefore not permitted
beyond Northam. The Semi-Goodall type
coupling removed from 542, 543, 546, 549,

550; these are permitted to run beyond
Northam on 60lb rails, fitted with modified
type known as ‘American’, similar to that
installed on U class.

Royal Show

Nil of interest.

WN 38, we 28/9/1951

Nil of interest.

WN 39, we 5/10/1951

Crowtherton, 1/10/51 commence removing
siding.

WN 40, we 12/10/1951

Nil of interest.

WN 41, we 19/10/1951

Nil of interest.

WN 42, we 26/10/1951

Robbs Jetty, 24/10/51 new up home and
distant for Coogee branch, new lever frame
at Robbs Jetty station, and ground frames at
both ends brought into use.

Pm, Pr, S permitted to run Brunswick
Junction – Collie, Narrogin – Merredin via
Corrigin, Naremben – Merredin (ELT).

Robbs Jetty, new GA instructions page 949.

WN 43, we 2/11/1951

Rolling Stock Alterations, September 1951,
Locomotives – Constructed – W 915, 916,
917, 918, 919, 920, 921, 922, 923, 924, 925,
926; Written off – G 60, N 261, Es 295.

Collie branch, WTT reprint pages 969, 971.

WN 44, we 9/11/1951

Nil of interest.

WN 45, we 16/11/1951

Warrawarrup, delete all reference (GR, CR).

WN 46, we 23/11/1951

Nil of interest.

WN 47, we 30/11/1951

Rolling Stock Alterations, October 1951,
Locomotives – Nil.

Bullfinch, 1/12/51 appears to become
attended (GR, CR).

WN 48, we 7/12/1951

Nil of interest.

WN 49, we 14/12/1951

Kendenup, 12/12/51 up home, outer home

and distant, down home and distant in use.

Northam Racecourse, delete yes from
'unload carriages and horses' (GR).

Coolgardie – Esperance WTT reprint
pages 1103, 1105.

Christmas, New Year

Nil of interest.

WN 50, we 21/12/1951

Rolling Stock Alterations, November 1951,
Locomotives – Constructed new – W 927,
928, 929, 930; Written off – Asg 26, 30, 32,
49, Es 328, M 393.

Port Hedland – Marble Bar, 31/10/51 line
closed.

WN 51, we (sic) 4/1/1952

Wandarri, alter to Merroe (ELT).

Butterfly, delete goods shelter (GA).

WEEKLY NOTICES - 1952

WN 1, we 11/1/1952

Nil of interest.

WN 2, we 18/1/1952

Telephone Train Control System, instructions in GA pages 51 – 57,

WN 3, we 25/1/1952

Nil of interest.

WN 4, we 1/2/1952

W class; evidence of speed limit of 35mph for 4 wheel vehicles being exceeded probably due to the smooth riding qualities which is conducive to speed.

Salmon Gums, scotch blocks placed on crossing loop.

Greenmount, 7/1/52 siding lifted.

WN 5, we 8/2/1952

Brunswick Junction – Beela, Quarry Siding, 23/1/52 opened as auxiliary staff station, duplicate ES columns at Brunswick Junction and Quarry Siding.

WN 6, we 15/2/1952

Australind Express, to maintain a more constant speed on this train, times published for non-stopping points, page 139.

Pootenup now staff locked (GA).

WN 7, we 22/2/1952

Rolling Stock Alterations, December 1951, Locomotives – Constructed new – W 931,

932, 933, 934, 935, 936, 937, 938, 941, 942; Written off – G 32, 234, H 22.

Rolling Stock Alterations, January 1952, Locomotives – Constructed new – W 939, 940; Written off – C 274.

Venn, S&C race removed, appears to have public siding lifted (GR).

WN 8, we 29/2/1952

Dingo Creek, 504m 16ch, Kalgoorlie – Leonora, new stopping place, 191 Fast Gds Friday stops to set down provisions.

North Fremantle bridge renewal work, 25/2/52 single line working by ES between East Fremantle Junction and North Fremantle via Down line instituted.

Venn, 19/2/52 public siding lifted.

Kalannie, Bonnie Rock branches WTT reprint pages 203, 205.

WN 9, we 7/3/1952

Peringillup, 20/2/52 siding staff locked.

WN 10, we 14/3/1952

UDR closure, 5/3/52, S&T withdrawn Midland Box B to Metropolitan Brick Works Siding, up UDR distant removed.

Bullfinch, 5 ton hand crane installed.

Carrabin, delete 5 ton crane, Bullfinch, insert 5 ton crane (GA).

WN 11, we 21/3/1952

Muja, from 17/3/52 Muja – Centaur line worked S&T, S only.

Salmon Gums, scotch blocks removed from crossing loop.

WN 12, we 28/3/1952

Rolling Stock Alterations, February 1952, Locomotives – Constructed new – W 943, 944, 945, 947, 949, 950; Written off – Asg 10, 50, 54, 63, Ds 370, L481, Ms 428, T 170.

WN 13, we 4/4/1952

Woodanilling, delete L&G in latrines (GA).

WN 14, we 11/4/1952

Worsley, there is a public siding, truck loads may be accepted.

Burges siding, 10/4/52, main line will become crossing loop, present crossing loop will become main line, staff instruments moved to cabin on new platform.

Coolgardie – Esperance WTT reprint pages 319 – 321.

Easter Holidays

Many services ‘to be advised later’; this was a period of ongoing industrial dispute.

WN 15, we 18/4/1952

Easter Friday and Sunday; suburban passenger services suspended between Fremantle and Bellevue, also Perth – Armadale and Serpentine; no service on Mundaring branch, or on Weir branch on Sunday.

Banjup, 7/4/52 public siding lifted.

White Peak, S&C races/yards provided (GR,GA).

WN 16, we 25/4/1952

Rolling Stock Alterations, March 1952, Locomotives – Constructed new – W 946, 948, 952, 953, 954; Written off – Cs 268, O 208.

North Dandalup, watering facilities now available at stockyards.

Crowtherton, Kordabup, Tullis, indications that public siding removed (GR).

WN 17, we 2/5/1952

Nil of interest.

WN 18, we 9/5/1952

Collie, 4/5/52 existing main closed between 122m 22ch and 123m 68ch, new main line opposite new marshalling yard brought into use.

Canning Park Racecourse, Maddington – Canning Park Racecourse S&T section closed, staff and boxes withdrawn.

WN 19, we 16/5/1952

Trans Australia, passenger service restricted to/from Eastern States restricted to two trains per week during period of Metal Trades Industrial dispute.

Trans Australian, 2/6/52 introduction of Fast Diesel Schedules, amended overall timetable page 387.

Collie, 11/5/52 pulling over main line between 122m 35ch and 122m 45ch.

WN 20, we 23/5/1952

Rolling Stock Alterations, April 1952, Locomotives – Constructed new – W 955, 956; Written off – Es 335.

Yoting, 8/5/52 closed as staff station, section

now Quairading – Pantapin.

Gwambygine, Dalebridge, Edwards Crossing, 5/5/52 staff locked.

Wonnerup – Nannup, Forest Grove – Flinders Bay, O, Oa permitted to run; turning facilities do not exist at Nannup for O, Oa engines, only permitted when specially authorized by DTS, Bunbury.

WN 21, we 30/5/1952

State Brickworks Siding (armadale), 12/5/52 staff locked.

Mount Helena, 19/5/52 Bank Engine Key installed for use between there and 23m 65ch Mundaring Branch.

Muresk, Hammersley, Mackies Crossing, 15/5/52 staff locked.

Northam – Merredin WTT reprint pages 435 – 443.

Merredin – Yellowdine WTT reprint pages 445 – 451.

Yellowdine – Kalgoorlie WTT reprint pages 453 – 459.

WN 22, we 6/6/1952

Donnybrook, delete L in Latrines (GA).

WN 23, we 13/6/1952

MR Co amended train service during Metal Trades Dispute, timetable page 485.

Botherling, Kalguddering, 28/5/52 staff locked.

Portagabra, 10/6/52 commence removing siding.

WN 24, we 20/6/1952

Rolling Stock Alterations, May 1952,

Locomotives – Constructed new – W 951, 957, 958.

Complete list of engines authorized to take reduced loads (all due to bushed cylinders, page 517. 2xEs, 2xDs, 4xFs, 11xK, 7xOa.

WN 25, we 27/6/1952

Paddington, 16/6/52 siding lifted.

Elphin, 30/5/52, Kondut, Marne, 12/6/52 staff locked.

WN 26, we 4/7/1952

Nugadong, 16/6/52 staff locked.

WN 27, we 11/7/1952

Bayswater, 3/7/52, temporarily closed as accounting station.

WN 28, pe 25/7/1952

Note - 2 weeks from last WN; by this stage in the dispute much traffic was handled by road hauliers under Emergency Transport Regulations.

Wyola, crossing loop extended to allow 1600 ft standing room.

Westland, from 4/8/52 ex Perth, 5/8/52 ex Kalgoorlie, Westland Express replaced by Diesel Electric Train.

WN 29, pe 15/8/1952

Rolling Stock Alterations, July 1952, Locomotives – Constructed new – W 959, 960. (Note – June list not published – Metal trades dispute?).

Mundaring Branch, until cessation of Metal Trades Dispute and re-opening of Mundaring and Glen Forrest stations, traffic for section accepted under platform and siding conditions only.

S, Pm, Pr permitted to run North Fremantle – Fremantle, up road.

WN 30, pe 29/8/1952

Wokarina, 6/8/52 closed as booking station due to industrial trouble.

WN 31, pe 12/9/1952

Crooked Brook, 8/9/52 siding removed.

Swan View, 14/8/52 closed as booking station due to industrial trouble.

Engines authorized to take reduced loads, add all Pm, Pmr except 722, 724, 5% off full goods load due to Sand Gear.

WN 32, pe 26/9/1952

Rolling Stock Alterations, August 1952, Locomotives – Nil.

Suburban service, from 6/10/52 proposed to re-introduce a limited passenger service during business periods.

Trans Australian, from 6/10/52 amended service, details page 642.

Westland, from 7/10/52 Westland will be worked by steam instead of Diesel Train, with ding car attached Perth – Cunderdin.

Burracoppin, 4/9/52 up and down home and distant signals in use.

North Fremantle – East Fremantle Goods Junction, 15/9/52 Semi-auto colour light signals introduced on single line section; electric staff will remain in use in conjunction with the system ufn, page 651.

Bodallin, 5/9/52 up and down home and distant signals in use.

Wokarina, 10/9/52 re-opened as booking station.

WN 33, we 3/10/1952

North Fremantle – East Fremantle Goods Junction, 29/9/52 ES will be taken out of use, then worked only by Semi Auto colour lights.

Warrawarrup, 81m 60ch, 25/9/52 opened as staff station splitting Yarloop – Harvey; new location for Warrawarrup?

WN 34, we 10/10/1952

Suburban passenger service, 6/10/52 limited service re-introduced Fremantle – Bellevue, Perth – Armadale, also Perth – Belmont, Chidlow and Sawyers Valley; no service Sundays.

Royal Show services, above plus some limited additions, pages 682 – 684.

WN 35, we 17/10/1952

Dombakup, siding is being lifted.

WN 36, we 24/10/1952

Rolling Stock Alterations, September 1952, Locomotives – Converted – C to Cs 435.

Pm, Pmr locomotives, reduced load cancelled, all engines will be fitted with manual operated sand gear before again being issued for traffic.

Coolgardie – Esperance WTT reprint pages 725 – 731.

Northam – Merrredin WTT reprint pages 733 – 741.

Merredin – Yellowdine WTT reprint pages 743 – 749.

Yellowdine – Kalgoorlie WTT reprint pages 751 – 757.

WN 37, we 31/10/1952

Nil of interest.

WN 38, we 7/11/1952

Salmon Gums – Esperance, engines allowed to run – A, C, Cs, G, L, M, Ms, Msa, O, Oa, R, ASG, W.

WN 39, we 14/11/1952

W class locos permitted to run Forest Grove – Flinders Bay until 31/3/53.

WN 40, we 21/11/1952

Parkerville, delete 5 ton crane.

WN 41, we 28/11/1952

Rivervale, from 27/11/52 all traffic to be worked through station on the up platform road until new signal box opened on 30/11/52.

WN 42, we 5/12/1952

Rolling Stock Alterations, October 1952,

Locomotives – Nil.

ZAF brake vans, five (430 to 434) issued as emergency to release main line brake vans for long distance trains; windows left in vans and doors sealed except for guard's compartment. Used on local goods only; one each sent to Bunbury, Northam, Kalgoorlie.

WN 43, we 12/12/1952

Mount Kokeby, delete 1½ ton crane (GR,GA).

Coolgardie – Esperance WTT reprint pages 961 – 967.

Christmas & New Year Holidays

Nil of interest.

WN 44, we 19/12/1952

Mundaring Weir line, 2/12/52 closed to traffic.

WN 45, pe 3/1/1953

Nil of interest.

WEEKLY NOTICES - 1953

WN 1, we 9/1/1953

Eradu. Delete passenger platform (GA).

Byford State Brickworks line, from 5/1/53 will be worked as S&T, S only.

WN 2, we 16/1/1953

Rolling Stock Alterations, November 1952, Locomotives – Nil.

Binduli, Butterfly, Calooli, Keane. Kowtah, Lake Kirk, Nulla Nulla, Scotia delete all references (GR,CR).

Salmon Gums, scotch blocks placed on crossing loop (GA).

Merredin, delete 2 ton crane (GA).

WN 3, we 23/1/1953

Bunbury, delete 40 ton weighbridge, add 80 ton weighbridge.

Northampton, add 5 ton crane.

WN 4, we 30/1/1923

West Perth, now a coaching station only.

WN 5, we 6/2/1953

Rolling Stock Alterations, December 1952, Locomotives – Nil.

Spring Hill, traffic not to be accepted ufn.

WN 6, we 13/2/1953

West Perth, delete S&C yards (GA).

WN 7, we 20/2/1953

Quarry Siding and Brunswick Junction,

6/2/53 re WN5/52 duplicate staff instruments taken out of use.

Bunbury – Northcliffe, WTT reprint pages 147 – 151.

Boyanup – Flinders Bay, WTT reprint pages 153 – 155.

Donnybrook – Katanning, WTT reprint pages 157 – 159.

Brunswick Junction – Bunbury local trains, WTT reprint pages 161 – 163.

Nannup branch, WTT reprint page 165.

WN 8, we 27/2/1953

Shotts closed, Nakina opened, 10/2/53 as ES stations, sections now Stockton – Nakina – Muja.

WN 9, we 6/3/1953

123m 12ch, Yokain – Collie, 13/2/53 ufn installing points and crossings.

East Perth, 4/3/53 alterations to enable diesel rail cars to proceed to diesel shed via new inwards diesel road, page 204.

WN 10, we 13/3/1953

Rolling Stock Alterations, January 1953, Locomotives – Nil.

Stoneville, 16/3/53 siding being lifted.

WN 11, we 20/3/1953

Shotts, 26/2/53 staff locked.

No 6 Pump Ghooli, points spiked.

WN 12, we 27/3/1953

Defence Department Siding, 64m E.R.,
3/3/53 siding and signals removed.

Oakabella, 9/3/53 opened as staff station
splitting Wokarina – Northampton, trains
not to cross.

WN 13, we 3/4/1953

Merredin, delete 2 ton crane (GR).

Nornalup, add 2 ton crane (GR,GA).

East Collie, delete all reference (GR,CR).

Easter Holidays

Nil of interest.

WN 14, we 10/4/1953

Rolling Stock Alterations, February 1953,
Locomotives – Nil.

Coolgardie – Esperance, WTT reprint pages
301 – 303.

WN 15, we 17/4/1953

Collie – Moorhead, 12/4/53, single line
automatic signaling replaces ES, details
pages 317 – 322.

WN 16, we 24/4/1953

Spring Hill, re WN5/53, traffic may be
accepted for this siding.

Collie – Moorhead GA instructions, page
349 – 363.

WN 17, we 1/5/1953

Wundowie, 30/4/53 new crossover and
connection to Wundowie siding at Perth end
of station brought into use, new GA
instructions pages 383, 385.

WN 18, we 8/5/1953

Rolling Stock Alterations, March 1953,
Locomotives – Nil.

WN 19, we 15/5/1953

Nil of interest.

WN 20, we 22/5/1953

Woolery Weed Burner, general instructions
prior to introduction, page 441.

WN 21, we 29/5/1953

Rolling Stock Alterations, April 1953,
Locomotives – Nil.

WN 22, we 5/6/1953

Collie – Cardiff, 6/5/53 Collie – Cardiff line
extended to No 2 Western Collieries Mine,
sections now Collie – Collie Burn – Collie
Cardiff – No 2 Mine.

Salmon Gums, 1/7/53 opened as booking
station, SM in charge.

WN 23, we 12/6/1953

Centaur Mine, add triangle (WTT).

Muja – Centaur Mine, engine loads, running
times, speed limits added.

WN 24, we 19/6/1953

Hulongine, 1/6/53 points at Northam end
spiked over and portion of loop removed.

WN 25, we 26/6/1953

Nil of interest.

WN 26, we 3/7/1953

Rolling Stock Alterations, May 1953,
Locomotives – Written off – K 39, O 83, N
132, Oa 173, R 174, N 207, Es 322, 343,

352, 353, Ms 430.

Byford, goods shed replaced by goods shelter.

WN 27, we 10/7/1953

Hulongine, 26/6/53 staff locked.

WN 28, we 17/7/1953

Rolling Stock Alterations, June 1953,
Locomotives – Written off – Ds 387.

Collie Cardiff, point indicators provided at turn out to Western Mine No 2, one at points from main line to loop; Western Mine No 2, one at entrance to station.

Yorlok, 29/6/53 siding removed.

WN 29, we 24/7/1953

York, down home and down main line facing points moved 100 ft.

Maddington, 21/7/53 former Canning Park Racecourse branch brought into use as a storage siding.

WN 30, we 31/7/1953

York Racecourse, delete all reference (CR).

Erikin, delete passenger shelter (GA).

WN 31, we 7/8/1953

Rolling Stock Alterations, June 1953,
Locomotives – Written off – N 26, 196.
(Note – June list published in WN 28, no indication that this was additional or corrections to previous list.)

WN 32, we 14/8/1953

Maddington, there is 1200ft standing room between catch points and dead end of storage siding, siding will be used for sidetracking of trains when necessary.

WN 33, we 21/8/1953

Wooroloo Sanatorium, 10/8/53 small private siding 35m 35ch up main lifted.

WN 34, we 28/8/1953

Nil of interest.

WN 35, we 4/9/1953

Rolling Stock Alterations, July 1953,
Locomotives – Written off – Asg 27, Es 340, 354, G 45, 48, 111, 130, 131, K 186.

Pinjarra, triangle provided.

WN 36, we 11/9/1953

Collie – Cardiff, railway from Collie Cardiff to Western No 2 Mine may be used at a speed restriction of 12mph; to apply until formal inspection carried out and railway declared open by notification in the Government Gazette. Sidings at mine complete, fit for traffic. Mileage is 134m 10ch.

WN 37, we 18/9/1953

Nil of interest.

WN 38, we 25/9/1953

Rolling Stock Alterations, August 1953,
Locomotives – Written off – K 101, Fs 366.

Royal Show

Nil of interest.

WN 39, we 2/10/1953

Wooroloo – Koojedda, 28/9/53 for approx. two weeks, down main line, converting 3 position upper quadrant automatic signals to 3 position colour lights.

Narla, rate mileage changed 269 to 268 (GR).

WN 40, we 9/10/1953

Badgebup, delete stockyard (WTT).

Bridgetown, alter 60ft turntable to 52½ft (WTT).

WN 41, we 16/10/1953

Rolling Stock Alterations, September 1953, Locomotives – Written off – Ds 383, Es 346. N 259.

Jandakot, loading ramp removed (GA).

Hines Hill, delete L&G in Latrines (GA).

WN 42, we 23/10/1953

Yorlok, delete all reference (GR,CR).

Bunbury – Northcliffe, WTT reprint page 855 – 861.

WN 43, we 30/10/1953

Bradley's, Bootenal, delete all reference (GR,CR).

WN 44, we 6/11/1953

Great Boulder Tramway crossing, Kamballie Shunting neck, 378m 68ch, 6/11/53 Safeworking Porter no longer in attendance, signals and operation changed, page 891.

Bootenal (rate 294), Bradley's (rate 289) inserted as 10cwt stopping places (GR,CR).

WN 45, we 13/11/1953

Bradley's, 30/10/53 siding lifted.

WN 46, we 20/11/1953

Bradley's, goods shelter only (GA).

Greenhills, passenger platform now 120ft.

WN 47, we 27/11/1953

Metricup, crossing loop removed, siding provided and trains may cross if necessary.

Clackline, banking of up goods trains from between up starting signal and up advanced starting signal by engine of following train; details page 961.

WN 48, we 4/12/1953

Robbs Jetty, 3/12/53 new offices brought into use; station lever frame and staff instruments housed in new signal box in the new building.

Coolgardie – Esperance, WTT reprint pages 991 – 993.

WN 49, we 11/12/1953

Nil of interest.

Christmas, New Year Holidays

Nil of interest.

WN 50, we 18/12/1953

Rolling Stock Alterations, October & November 1953, Locomotives – Constructed new – Y 1101, Z 1151, 1152, 1153; Written off – N 27.

Bradley's, delete goods shelter (GA).

Bootenal, 26/11/53 siding lifted, goods shelter only (GA).

Mullewa – Wiluna, WTT reprint pages 1039, 1041.

Geraldton – Mullewa, WTT reprint page 1043.

WN 51, fe 1/1/1954

Gwambygine, 1/1/54 contract for water supply ceases, water not available for locomotives.

Wokalup, delete L& from latrines (GA).

Boulder branch, WTT reprint page 1059.

WEEKLY NOTICES - 1954

WN 1, we 8/1/1954

Busselton (accounting station), shunting charges, add McCusker Bros, rate 149m.

Mokine, GA passenger platform column, alter to read 120,120; CCE info says old platform being demolished and new one built.

WN 2, we 15/1/1954

Mt Barker, replacement instructions for GA, page 32.

Northam - Caron, WTT reprint, pages 35-41.

Caron - Mullewa, WTT reprint, page 43.

WN 3, we 22/1/1954

Mundaring Branch, 24/1/54, after running of 12.1am road bus Midland Junction - Sawyers Valley, all rail and road bus services on the branch will cease to operate.

Crowtherton, delete all reference (GA only, page 411).

WN 4, we 29/1/1954

Coolgardie, 28/1/54, double compound and connections from loop to Kalgoorlie main will be removed; new crossover from loop to Kalgoorlie main brought into use nearer Kalgoorlie and operated by small point lever; up home bracket moved out 145 yds to eastern side of overhead bridge; up distant moved out approx 75yds; diagram 38255A.

Mundaring Branch closure, from 23/1/54, delete all reference to Mountain Quarries Ltd (Boya), Darling Range Firebrick Co (Glen Forrest), Boya, Darlington, Glen

Forrest, Greenmount, Mahogany Creek, Mundaring, Sawyers Valley, Zamia.

Spencers Brook - Narrogin, WTT reprint, pages 89-95.

Narrogin - Albany, WTT reprint, pages 97-103.

WN 5, we 5/2/1954

Rolling Stock Alterations, December 1953, Locomotives – Constructed new – Y 1102; Written off – Es 303, 312, Q 63.

Crowtherton, delete all references in Ajan and Yuna branches in WTT.

334 mile 30ch Ballast Pit Siding (Yilliminning - Merredin), 25/1/54, opened for traffic; opened as S&T station splitting Merredin - Muntadgin; main line points padlocked by Z lock (CCE notes).

WN 6, we 12/2/1954

334 mile 30 chain Ballast Pit, 22/1/54, opened as temporary S&T station (CTM notes).

East Perth Loco Yard, 8/2/54, point indicators on trailing points on Inwards Diesel road removed.

Collie, add GA instructions on method of working Collie and West Collie yards, pages 153-159.

Narrogin - Merredin via Narembeen, WTT reprint, pages 163,165.

WN 7, we 19/2/1954

Rolling Stock Alterations, January 1954, Locomotives – Constructed new – Y 1103;

Written off – Fs 282, N 70.

Kelmscott, 4/2/54, crossover between down and up roads moved approx 270 ft towards Armadale, up home moved out 275ft, co-acting arm removed from up starter.

Badgebup, delete Yes from S&C race column.

Kalgoorlie, delete 5ton mobile crane, insert 3ton mobile crane,

Perth, delete 3ton mobile crane, insert 5ton mobile crane.

Forest Grove - Flinders Bay, W class locos permitted to run until 31/3/54 subject to strict observance of max speed limits.

334m 30ch Ballast Pit, unattended, only ballast may cross (GA).

WN 8, we 26/2/1954

Nil of interest.

WN 9, we 5/3/1954

Crowtherton, delete all reference (GR,CR).

11m 49ch Bushmead Brickworks siding, Y class permitted, speed limit 10mph between Helena River and Brickworks (addition to instructions in WN28/52).

WN 10, we 12/3/1954

Nil of interest.

WN 11, we 19/3/1954

Pumping Stations Nos 4,5,7,8, private siding accomodation only available at these points, so marked in GR as 10 cwt for public purposes.

Fremantle - Bellevue Holiday Service, WTT reprint, pages 267,269.

Perth - Armadale Holiday Service, WTT reprint, pages 271.

WN 12, we 26/3/1954

Rolling Stock Alterations, February 1954, Locomotives – Constructed new – Y 1104; Written off – L 471.

19m57ch SWR (between telephone posts 394 and 395), footnote in WTT added, No130 pass to stop to pick up passengers from Armadale Brickworks.

Bayswater, 18/3/54, up home bracket moved out 157 ft from old position.

Narngulu - Walkaway, all classes permitted to run, now 60lb rail.

WN 13, we 2/4/1954

Nil of interest.

WN 14, we 9/4/1954

Nil of interest.

WN 15, we 16/4/1954

Bayswater, 11/4/54, altering points and crossings on up and down main at east end, 4m30ch, and pulling Belmont branch to new alignment; introduce single line working over existing up main on branch (S&T); down advanced starter to Belmont taken out of use; disc on up home bracket applying up main to back platform brought into use; diagram 20362B; Whatley, all signals taken out use; Belmont, up starting and advanced starting signals taken out of use, down distant fixed at stop.

Narrogin, 13/4/54, lever frame A at Perth end of yard brought into use; down home (main) moved out 137 yds, down outer home (main) moved out 173 yds, down distant (main) moved out 53 yds; 14/4/54, signals from Dwarda branch moved out

similar distances; new up starting signals applying A&B to Perth and Dwarda respectively brought into use; also more info about who operates what; diagram 18443E.

Collie Burn, 25/3/54, closed as S&T station, section now Collie - Collie Cardiff.

Coolgardie - Esperance, WTT reprint, pages 367,369.

WN 16, we 23/4/1954

Bellevue (accounting station), shunting charges, add Mountain Quarries Ltd (Boya).

WN 17, we 30/4/1954

Whatley, 5m10ch, delete all reference on page 13 of WTT (list of block boxes?).

Meenaar, crossing loop completed, but cannot be used as such until staff instruments installed; main line points are controlled by staff locking lever, but no catch points, points to back loop are spiked over, scotch blocks installed, one at each end of back loop.

Barronhurst, 26/4/54, siding lifted, now 10cwt stopping place.

Woodanilling, delete 1x10ton cart weighbridge.

WN 18, we 7/5/1954

Nil of interest.

WN 19, we 14/5/1954

Nil of interest.

WN 20, we 21/5/1954

Rolling Stock Alterations, March and April 1954, Locomotives – Constructed new – X 1001, 1002, 1003, Y 1105; Written off – Ds 380, K 193, N 25, O 220.

EGR 353m30ch, 135 (Th) and 136 (Th) to stop.

X class, these locos may now use crossovers and turnouts opposite station platforms with the exception of stations south of Narrogin.

Bridgetown Refuge Siding, 175m35ch, 29/4/54, ash road has been staff locked.

Hortons, 7/5/54, siding accomodation lifted, now 10cwt only.

Belmont, earth mound has been placed on down main at Belmont end of Swan River Bridge and road is fit from Belmont yard to earth mound for stowing or shunting purposes.

WN 21, we 28/5/1954

Tennessee, Hay, 24/5/54, sidings lifted, now 10cwt only.

Laurier, 10/5/54, siding lifted, now 10cwt only.

WN 22, we 4/6/1954

Meenaar, 26/5/54, opened as unattended ES station.

WN 23, we 11/6/1954

Coogee - Kwinana railway, note that Dept of Interior private siding from Coogee yard south will be closed for traffic between May 29 until 10 July for purpose of completing earthworks and relocating the siding.

WN 24, we 18/6/1954

Coolgardie - Esperance, WTT reprint, pages 591-593.

WN 25, we 25/6/1954

Rolling Stock Alterations, May 1954, Locomotives – Nil.

Gwambygine, delete W symbol in WTT.

X class, may now use crossovers and turnouts opposite station platforms.

Picton Junction, 16/6/54, down main line distant moved out 30yds.

Busselton (accounting station), shunting charges, delete reference to Killerby and Co and insert South West Stock Food Co (H.R.S.Burge) and sublease Killerby Pty Ltd, rate 149.

WN 26, we 2/7/1954

X class, ufn not permitted to shunt Douglas Jones and Flour Mill sidings at East Guildford.

WN 27, we 9/7/1954

Picton Junction, 4/7/54, new down outer home from Perth brought into use, diagram 27287C.

Perth - Armadale (weekdays), WTT reprint, pages 659-667.

Perth - Armadale (Sundays), WTT reprint, pages 669-671.

Perth - Bunbury, WTT reprint, pages 673-685.

Jandakot Branch, WTT reprint, pages 687.

Brunswick Jctn - Bunbury, WTT reprint, pages 689-691.

Bunbury - Northcliffe, WTT reprint, pages 693-699.

Flinders Bay - Boyanup (Up), WTT reprint, page 701.

Livestock Sales Midland, travel arrangements, page 705.

WN 28, we 16/7/1954

East Guildford, 2/7/54, down starter moved back 278ft from old position.

WN 29, we 23/7/1954

Yelbeni, 19/7/54, scotch blocks placed on each end of crossing loop (CCE notes).

WN 30, we 30/7/1954

ADG railcars, ref made to working 103 pass to Byford by 2xADG and AF trailer.

Coogee - Kwinana railway, ref WN23/54 re closure of Dept of Interior's private siding Coogee, note this siding will be closed ufn.

Yelbeni, 19/7/54, scotch blocks placed on crossing loop (CTM notes).

Fremantle bridge, renewal work, 27/7/54, rearrangements at East Fremantle Junction involving pilot working, then after completion working via single line automatics E.Fremantle Junction to North Fremantle on down line, diagram 43449.

Hyden, delete all reference to 3 ton crane (GR).

Wharfs and Jetties, engines which may run:

Fremantle - Victoria Quay, A, B, G, H, Y, Z

Nth Fremantle - North Wharf, A, B, G, H, Y, Z

Geraldton - Wharf and tracks behind wharf as defined by notice boards, A, G, Y, Z

Bunbury Jetty, A, G, H, Y, Z

Albany Deep Sea Jetty, A, G, Y, Z

Busselton Jetty, A, G, Y, Z

Esperance - New Jetty, A, G, Y, Z

Esperance - Old Jetty, A, C, Cs, G, M, Ms,

Msa, O, Oa, R, ASG, W, Y, Z

WN 31, we 6/8/1954

Karping, 1/8/54, siding accomodation removed, now 10cwt.

11m49ch (Bushmead), Brickworks siding, Y, O may run speed limit 10mph between bridge over Helena River and Brickworks.

WN 32, we 13/8/1954

Rolling Stock Alterations, June 1954, Locomotives – Issued new – X 1004, 1005, Y 1106, 1107, 1108; Written off – N198.

Construction of passenger platforms will be carried out at following mileages ufn - 4m77ch (West), 6m75ch (West), 8m64ch (West), 5m60ch (East).

AD Brake coaches, commencing forthwith, not to be used on long distance country trains, restricted to suburban area and short runs from various country centres where this type of coach is normally maintained.

Bunbury, shunting charges, delete all reference to SEC siding; amend PWD (new Harbour works) to read PWD (new Harbour works and SEC power station); reference to charging of Railway Dept loco used between PWD siding and power station.

Hotham Valley branch, WTT reprint, pages 827-829.

Gerlpton - Walkaway, WTT reprint, page 831.

WN 33, we 20/8/1954

Nil of interest.

WN 34, we 27/8/1954

X class, passenger versus goods loads published, page 879.

X class, loads published for Wyalkatchem - Southern Cross, Coolgardie - Esperance, Kalgoorlie - Kamballie, Kalgoorlie - Leonora, Brunswick Junction - Bunbury, York - Bruce Rock, Yilliminning - Narembeen, Wagin - Lake Grace - Newdegate, Lake Grace - Hyden, Katanning - Pingrup, Tambellup - Ongerup, Elleker - Nornalup, Mullewa - Wiluna, Geraldton - Ajana, Wokarina - Yuna, Cue - Big Bell.

Narrogin - Wickepin - Merredin, WTT reprint, pages 903-905.

WN 35, we 3/9/1954

Kent River, in stockyard list, add * (WTT).

WN 36, we 10/9/1954

Rolling Stock Alterations, July 1954, Locomotives – Issued new – Y 1109; Written off – Es 339.

Wogarl, 6/9/54, closed as S&T station, new section is Muntadgin - Narembeen.

Yarding, 6/9/54, closed as S&T station, new section is Bruce Rock - Shackleton.

Boyanup, 1/9/54, No 20 crossover from No2 platform to turntable road and relevant disc signal taken out of use, diagram 11247E.

Jandakot branch, WTT reprint, page 949.

WN 37, we 17/9/1954

Laverton (accounting station), shunting charges, Lancefield (WA) Gold Mines N.L., rate 591.

Oakagee, converted to 10cwt stopping place (GR).

Wharves and Jetties, engines permitted to run:

Fremantle - Victoria Quay, A, B, G

Nth Fremantle - North Wharf, A, B, G

Bunbury Jetty, A (G when Harbour Trust permits)

Albany - Town and Deep Sea Jetties, A

WN 38, we 24/9/1954

Rolling Stock Alterations, August 1954,
Locomotives – Issued new – X 1006, Y 1110;
Written off – Ds 385.

Oakagee, 13/9/54, siding removed, now
10cwt only.

Karrakatta, 15/9/54, down distant moved
35yds towards station.

Wharves and Jetties - delete changes in last
WN, new list is same as in WN30/54 except
H removed and G missing from Albany
Deep Sea Jetty.

WN 39, we 1/10/1954

5m10ch (West), from 17/9/54, construction
of passenger platform in hand (CCE notes).

Coolgardie, 29/9/54, down starter moved out
approx 130ft.

Royal Show Supplement

Showgrounds station, new station adjacent
and in close proximity to eastern end of the
Showgrounds will be in operation; on Tu,
Wed and Thurs, all trains will stop at this
station for entraining and detraining show
patrons.

WN 40, we 8/10/1954

Coogee - Kwinana railway, re WN30/54,
siding was reopened for traffic from 14/9/54.

WN 41, we 15/10/1954

Timetable amendments, from 28/11/54, due

to receipt of sufficient X class for operation
on a permanent basis of EGR main line
passenger trains, and ADGs for suburban
passenger operation, extensive alterations;
summary of alterations page 1033.

Goomalling, 12/10/54, new up outer home
signal from Mullewa brought into use,
diagram 12883F.

WN 42, we 22/10/1954

Nil of interest.

WN 43, we 29/10/1954

North Fremantle - North Wharf, 30/9/54,
new roads were brought into use, old names
for different roads all dispensed with and
roads all renumbered, table page 1089.

WN 44, we 5/11/1954

Rolling Stock Alterations, September 1954,
Locomotives – Issued new – X 1007, Y 1111;
Written off – Cs 436, L 490.

Goomalling, 22/10/54, new crossover from
Dowerin main to Wongan Hills main at north
end of yard will operate in lieu of double
compound.

Shotts, 1/11/54, commenced lifting siding,
now 10cwt stopping place.

Gutha, delete yes from passenger shelter.

WN 45, we 12/11/1954

Morawa, 11/11/54, new up home, outer
home and distant, also down home and
distant brought into use.

WN 46, we 19/11/1954

Ashfield (late Cresco), 18/11/54, down
distant, starter and advanced starter and up
starter removed; down home converted to
down distant, new down home erected ahead

of down platform; existing up home and distant remain in present positions, diag 43557; in GA Cresco instructions deleted and Ashfield inserted, noted no siding accomodation and no crossovers, Annett's key for frame kept at Bayswater.

Supplement to WN 46/54

Following page 1172, WTT reprints:

Northam - Merredin, Merredin - Yellowdine, Yellowdine - Kalgoorlie, Coolgardie - Esperance, Leonora and Laverton branches, Boulder branch, Trans Service, Fremantle - Bellevue (including Belmont), Perth - Armadale, Midland Junction - Northam.

WN 47, we 26/11/1954

New suburban diesel service, reference to stopping places, but no mention of when opened.

Cresco super works, reference to movement of trains from Bassendean to Cresco via "Burma Road".

North Fremantle bridge, 23/11/54, pilot working in use for a while with rearrangements, then up main back into use and double line restored, diag 12450F and 16989G.

Dwarda, delete S&C from yards column, a portable race and hurdles have been provided (GA).

WN 48, we 3/12/1954

X class working, from 28/11/54, list of trains to be worked by X class, pages 1218, 1219.

Highway, renamed Stokely (CR); note Outer Suburban Fares table published several weeks previously ?).

Victoria St (9m), Grant St (7m), Loch St (5m), Ashfield (6m), Oats St (5m), Higham (9m), Stokely (12m), inserted in distance table (CR).

WN 49, we 10/12/1954

Rolling Stock Alterations, October 1954, Locomotives – Issued new – X 1008, Y 1112.

New stopping places, passengers to travel in leading or trailing coaches as follows (ex Perth, to Perth):

Victoria St - trailing, leading

Grant St - trailing, leading

Loch St - trailing, leading

Ashfield - leading, leading

Oats St - leading, trailing

Higham - trailing, trailing

Stokely - trailing, trailing

WN 50, we 17/12/1954

Esperance, 15/12/54, down home signal will be moved out 45 yds.

Perth C Cabin, 15/12/54, commencement on work in connection with resignalling of Independant Main Line from C Cabin to East Perth, details page 1275, diag 26330F.

X class, delete restriction on use of Douglas Jones and Peerless Roller Flour Mills at East Guildford.

Fremantle - Bellevue (Special Holiday), WTT reprint, pages 1281-1283.

Perth - Armadale (Special Holiday), WTT reprint, page 1285.

WN 51, fe 31/12/1954

Muchea (MR), 1/1/55, becomes unattended
(GR, CR).

WEEKLY NOTICES - 1955

WN 1, fe 8/1/1955

Jessop's Well, 9/12/54, opened as unattended S&T station, splitting Kookynie - Menzies.

Coogee - Kwinana Railway, 30/12/54, S&T, S only taken out of use, replaced by ES. (Note - see WN 4/55, should read Robbs Jetty - Coogee.)

Jessop's Well, trains permitted to cross in daylight only (GA).

'Notice of Train Ahead' working, authorized for certain sections:

Merredin - Nukarni - Nungarin (some trains)

Kylie - Duranillin - Bowelling (all trains)

Yelbeni - Trayning - Kununoppin (some trains)

Mullewa - Ardingley - Indarra (some trains)

WN 2, we 15/1/1955

Nil of interest

WN 3, we 22/1/1955

Rolling Stock Alterations, November 1954, Locomotives – Issued new – X 1010.

Robbs Jetty - Coogee, mark section as ES instead of S&T (WTT).

East Northam, alter 300' in passenger platform column to read 185' (GA).

WN 4, we 29/1/1955

Coogee - Kwinana, ref WN1/55, should have read Robbs Jetty - Coogee.

Perth - Bunbury, WTT reprint, pp 105-113.

Donnybrook - Katanning, WTT reprint, pp115-117.

Fremantle - Bellevue (Holiday service), WTT reprint, pp 119-121.

Perth - Armadale (Holiday service), WTT reprint, pp 123.

WN 5, we 5/2/1955

Kojonup, eastern leg of triangle being temporarily used as a delivery road, scotch blocks have been placed thereon.

Kenwick, 7/2/55, closed as accounting station and SM withdrawn; to be attended 6am-9am every Monday and first day of each month for weekly and monthly ticket purchases.

W class, new goods loads for a large number of sections, pp 153-167.

WN 6, we 12/2/1955

Nil of interest.

WN 7, we 19/2/1955

X class worked services, list pp 205-206.

'Setright' ticket machine, 21/2/55, brought into use at Ashfield, see page 215.

Elleker, 14/2/55, new crossing loop brought into use, down home moved out 740ft, down distant moved out 450yds from down home.

ADG, from 14/2/55 ufn, mechanical operation of retractible steps for alighting of passengers at low level platforms discontinued; steps will be held closed by

simple hook catch; ticket collectors and guards will have to unhook them, manually drop them and hold them down at Seaforth, Amherst Rd and Stoneville.

Beverley, insert 1x2 1/2 ton crane and 1x10 ton cart weighbridge (GR).

WN 8, we 26/2/1955

Nil of interest.

WN 9, we 5/3/1955

Greenhills, delete C from weighbridge column (GA).

WN 10, we 12/3/1955

Rolling Stock Alterations, December 1954 and January 1955, Locomotives – Issued new – X 1009, 1011, 1012, 1013, Y 1113; Written off – A 10, 11, B 14, 183, 184, Cs 264, 431, 433, 437, G 156, K 194, Ms 429, N 197, 203, O 94, 209, 212, 215, 217, 224.

Anchorage Butchers Siding (Robbs Jetty - Coogee section), 8/3/55, points from main to siding staff locked (also GA amendment referring to list for Jandakot line!).

WN 11, we 19/3/1955

GH wagons fitted with roller bearings are being issued; 18951 - 19000; roller bearing symbol painted on each side.

Ballast pit siding (Merredin - Naremben section), shunting charge inserted, departmental siding, rate 170.

Binduli Stockyards, 377 mile EGR, extra GA instruction; when necessary to clear section for train working, stock shunter may be locked in siding and staff returned to Kalgoorlie, etc.

Collie - Cardiff branch, WTT reprint, pp 315.

WN 12, we 26/3/1955

Nil of interest.

WN 13, we 2/4/1955

Rolling Stock Alterations, February 1955, Locomotives – Issued new – X 1014, 1015, 1016, 1017, Y 1114; Written off – Es 332.

East Perth - Rivervale and Narrogin, Automatic Signalling; Supplement to WN will be issued 28/3/55 with details; dates when altered train working brought into use will be notified by Special Train Notice.

Supplement to WN 13/55

Narrogin, yard and signal alterations.

East Perth - Rivervale, automatic signalling.

WN 14, we 9/4/1955

Coogee - Kwinana railway, as this section is nearing completion, flashing light warning signals will be installed at Rockingham Rd level crossing (22m23 1/2 ch) on 5/4/55.

WN 15, we 16/4/1955

Perth Box C, 13/4/55, up distant 77 applying to No 7 platform taken out of use.

Y class, add goods load Geraldton - Walkaway, also Ajana and Yuna branches.

Coolgardie - Esperance, WTT reprint, pp 417-419.

Coolgardie - Esperance, in speed restrictions, reference to lifting points at 359m 69ch in Coolgardie Burbanks section.

WN 16, we 23/4/1955

Rolling Stock Alterations, March 1955, Locomotives – Issued new – X 1018, Y 1115.

Mullewa - Wiluna section, ufn, trains to stop at 172 mile between Edah and Munbinia to set down and pick up CCE employees.

Coolgardie - Esperance, WTT reprint, pp 434-435.

WN 17, we 30/4/1955

Kalgoorlie, 26/4/55, up home signal from Boulder line to Boulder dock removed; replaced by disc.

Perth Box C, date specified by STN, various signalling changes, diagram 26630F (in WN).

WN 18, we 7/5/1955

Nil of interest.

WN 19, we 14/5/1955

Bootenal, Bradleys, Dombakup, Hortons, Karping, Stoneville, Shotts, Tullis, Wungong, add symbol † to these in list of sidings open for traffic in WTT (due to misprint?).

Crowtherton, Yorlok, deleted from same list.

Boulder, 20/4/55, closed as S&T station, new section is Golden Gate - Kamballie.

Kamballie - Trafalgar, staff for section withdrawn section now private siding.

'Setright' ticket machine, re WN 8/55, now withdrawn from Ashfield; 16/5/55, brought into use on SW suburban.

Kamballie, delete GA instructions in WN 27/38 referring to running of rail coach between Kamballie and Trafalgar.

WN 20, we 21/5/1955

Rolling Stock Alterations, April 1955, Locomotives – Issued new – V 1201, X 1019,

1020; Written off – Cs 269, Es 344, N 206.

Big Bell, 31/5/55, closed as accounting station.

Bunbury - Donnybrook - Katanning, WTT reprint, pp 547-549.

WN 21, we 28/5/1955

Nil of interest.

WN 22, we 4/6/1955

Boyanup, length of passenger platform now 238ft (GA).

Cuthbert, siding accomodation now 20 (GA).

WN 23, we 11/6/1955

Speedometer checking memorials, red and white memorials set up 1 mile apart at:

(i) 5m24ch and 6m24ch between Bayswater and Bassendean.

(ii) 368m69 1/2 ch and 369m69 1/2ch between Kalgoorlie and Coolgardie.

(iii) 109m and 110m between Waterloo and Picton Junction.

(iv) 168m and 169m between Narrogin and Highbury.

(v) 334m60ch and 335m60ch between Elleker and Albany.

(vi) 6m and 7m between Geraldton and Narngulu.

Passenger services, from 3/7/55, alterations to schedules due to dieselization of NR services, use of X class on Nos 7 and 8 GSR and derating of "Governor" DERC, large change of schedules, pages 621,622.

Coogee, instructions added in GA, line from

Coogee to Woodman's Point is worked under S&T, S only.

WN 24, we 18/6/1955

Courtlea, delete all reference (WTT).

Bayswater - Belmont section, old down main converted to wagon storage siding; points leading off present main line to this siding are staff locked and situated 1300ft from home signal Bayswater; District Engineer to arrange for ganger to be in attendance at each shunt to secure wagons by sleeper lock, leaving Hardy road level crossing and pathway at Whatley clear.

Wyalkatchem - Southern Cross, WTT reprint, pages 651-655.

Northam - Dowerin, WTT reprint, pages 657-663.

WN 25, we 25/6/1955

Rolling Stock Alterations, May 1955, Locomotives – Issued new – V 1202, X 1021, 1023, 1024; Written off – A 31, B 180, Cs 271, Es 336, N 73, 78, O 222.

WN 26, we 2/7/1955

Speedometer checking memorials, 2 additional sets:

(i) 62m and 63m Spencers Brook - Northam.

(ii) 163 1/2 m and 164 1/2 m Nangeenan - Merredin.

WN 27, we 9/7/1955

Nil of interest.

WN 28, we 16/7/1955

Staff station indicators, on date to be advised, triangular staff station indicators

will be provided 600yds from facing points at all crossing places on single lines not equipped with fixed signals.

WN 29, we 23/7/1955

New Z brakevans, Nos 451-460, newly constructed, each is fitted with a lavatory.

WN 30, we 30/7/1955

Rolling Stock Alterations, June 1955, Locomotives – Issued new – V1203, 1204, X 1022, 1025, 1026, 1027; Written off – Cs 275, Es 336, G 52, K 102, N 95, 263.

ADH railcars, add section running times for Bellevue - Clackline and Clackline - Miling, pages 851-855.

Spencers Brook - Narrogin, WTT reprint, pages 857-863.

Narrogin - Albany, WTT reprint, pages 865-871.

WN 31, we 6/8/1955

Ballidu, station premises destroyed by fire, copies of waybills for period July 1 to July 17 required (implies fire was approximately July 17).

Miling branch, ADH railcar service provided, 3 trains each way per week, replaced Miling branch freighter bus.

Boondi, 27/6/55, new public siding opened for traffic, m.p. mileage 302m31ch50links, through mileage 307m56ch; delete ref to 10cwt and insert yes in shelter shed column (GR); insert siding standing room 15 (GA).

Munbinia, Day Dawn, Nannine, closed as S&T stations, sections now Yalgoo - Yowergabbie - Mt Magnet - Moyagee - Cue - Tuckanarra - Meekatharra.

Australind service, 1/8/55, serving of light refreshments on Nos 9 & 10 discontinued,

AYD buffet will continue to be attached and attendant will patrol cars with confectionary, periodicals, cigarettes, ice cream etc for sale; stops at Pinjarra for refreshments in both directions.

Buckingham, private line changed from Buckingham Bros to State Saw Mills.

York, delete all reference to Shell Co of Australia siding.

WN 32, we 13/8/1955

Boondi, in WTT amend milepost mileage to read 302m32ch.

Narrogin, 10/8/55, Annett's keys A & B taken out of use, points concerned connected to electric switch locks controlled by station frame.

Setright ticket machine, 8/8/55 for one week, brought into use for trial period at Loch St and on trains.

Courtlea, delete all reference (GR, CR).

Tinkurrin, Harrismith, delete yes in passenger shelter column (GA).

Toodyay branch, WTT reprint, pages 933-939.

WN 33, we 20/8/1955

Cranbrook, 17/8/55, up home, outer home and distant, also down home and distant brought into use, connection from stock road to main line controlled by Annetts key.

WN 34, we 27/8/1955

Country passenger trains, list of arrivals and departures at Perth, see pages 990-993 (also correction on page 1005 of next WN).

WN 35, we 3/9/1955

Toodyay, 17/8/55, up home moved out 77yds and placed on RHS of main line.

Kamballie, No 1 platform road in yard has been converted to a public delivery siding and scotch blocks installed both ends of this road (GA).

WN 36, we 10/9/1955

Nil of interest.

WN 37, we 17/9/1955

Yilliminning, 30/9/55, closed as accounting station.

Perth Boxes B and C, East Perth, Assistant signal men provided during certain hours.

WN 38, we 24/9/1955

Rolling Stock Alterations, July and August 1955, Locomotives – Issued new – V 1205, 1206, 1207, X 1028, 1029, 1030, Y 1116, 1117; Written off – N 85.

ADH services, 1 each week to Mukinbudin, details several WNs back.

Katanning, after 30/9/55, refreshments no longer available.

Pingrup branch, 19/9/55, due to reballasting, Ballast Pit 248m20ch and Nyabing opened as temporary S&T stations, sections now Katanning - Ballast Pit 248m20ch - Kwobrup - Nyabing - Pingrup.

Meekatharra, delete all refs to Anglo-Australian Mining Coy's siding.

WN 39, we 1/10/1955

Katanning, after 30/9/55, refreshment rooms closed.

Merredin, 27/9/55, new up outer home

situated 200yds out from existing up home on EG line brought into use; up home from Naremben line moved out approximately 300ft; use of signals see page 1108.

Loch St Signal Box, 29/9/55, new down starter, placed on mast of Karrakatta down distant, present up distant moved out 176yds, new up home placed near Perth end of Showgrounds platform, new up starter placed at Claremont end of Showgrounds platform, present up home now situated on mast of Claremont down distant will be taken out of use and removed.

Kalgoorlie, on date to be advised, signalling alterations, diagram 37426B (in WN), see page 1108.

Yilliminning, in reference to closure as accounting station, refers to Wickopin becoming accounting station for Oakley siding.

Picton - Bunbury, insert shunting charges for Ballast Pit siding (departmental siding), rate mileage 113m.

WN 40, we 8/10/1955

V class, reference to introduction on SW main, Perth to Brunswick Junction.

Spencers Brook - Narrogin, WTT reprint, pages 1139-45.

Narrogin - Albany, WTT reprint, pages 1147-57.

WN 41, we 15/10/1955

Kalgoorlie signalling, re WN39/55, brought into use 11/10/55.

Loch St Signal Box, delete all references and replace with new instructions for Show Ground Signal Box.

WN 42, we 22/10/1955

Rolling Stock Alterations, September 1955, Locomotives – Issued new – Xa 1401, Y 1118; Written off – Es 337, L 482, O 99. Es shown in list as 437, corrected to 437 in next list.

Bulading, renamed Boolading.

WN 43, we 29/10/1955

Perth Box C, 23/10/55, down starter and shunt signal from Guildford dock, removed and replaced by bracket signal, No 58 catch points leading to dead end will be removed and replaced by set of facing points.

Whelarra, 10/10/55, opened as temporary S&T, splitting Wokarina - Yuna.

WN 44, we 5/11/1955

Armadale - Byford, 30/10/55, realigning track to regraded deviation between 20m14ch and 21m50ch, also bridge renewals at 23m57ch.

Perth Box C, 31/10/55, up shunt signals from engine road removed and replaced by new multiple bracket signal, plus other changes, diagram 26630F (in WN).

Fremantle - Bellevue (Holiday service), WTT reprint, pages 1241-1243.

Perth - Armadale (Holiday service), WTT reprint, page 1245.

WN 45, we 12/11/1955

Swan View, dead end extending in westerly direction from down main is only 280ft long and will hold approx equal to 12 in length of new type 4 wheel wagons; if it is intended to stow loading in the siding which runs in an easterly direction from the dead end, allowance must be made for loco to clear trailing end of No 7 crossover points, and this would reduce length of loading to 9 new

type 4 wheel wagons.

Oakagee, from 18/11/55, delete from GR, CR.

Yornup, insert Yes for Warehouse accomodation (GR).

Non staff station indicator, on date to be advised, will be erected 600yds from facing points at all intermediate sidings on single lines, inverted triangle type (GA).

Wonnerup, delete 30x20 and "L&" from goods shed and latrines columns (GA).

WN 46, we 19/11/1955

Rolling Stock Alterations, October 1955, Locomotives – Issued new – V 1208, 1209, 1210, XA 1402; Converted – Pm to Pmr 733; Written off – A 15, C 266, O 91.

Williams - Hillman, closed for 13/11/55, construction of temporary deviation at 193m70ch.

Oakagee, 18/11/55, ceases to exist as stopping place.

East Perth, 1/11/55, No 70 crossover Engine Road to Down Main and No 72 crossover Up Main to Down Main brought into use plus some signals.

WN 47, we 26/11/1955

Whelarra (closed), Rockwell (opened), 1/11/55, as temporary S&T stations.

WN 48, we 3/12/1955

XA class, ufn Nos 1406 and 1407 cannot be worked in multiple operation until such time as each locomotive is fitted with control cutout.

Coogee line, shunting charges, delete all reference to sidings on this line and insert in lieu - Kwinana, BHP Co Ltd, rate 24m.;

Coogee, Defence Dept Siding (Woodman's Point) rate 17m, sublease Westralian Farmers.; Coogee, Explosives Area, rate 17m.; Robb's Jetty (Kwinana line), Anchorage Butchers, rate 16m.

Also in GR, add Robbs Jetty - Kwinana to abbreviations of lines; add Kwinana, rate 24m; delete all reference to Naval Base; replace references to Naval Base Branch by Kwinana Branch.

WN 49, we 10/12/1955

Duri, Kurrawang (closed), Gilgai, Mungari (opened), 5/12/55 as ES stations, sections will be Karalee - Gilgai - Boorabbin, Coolgardie - Mungari - Kalgoorlie.

Perth - East Perth, 11/12/55, new working, Independant Main (old Engine Road) will be opened for all classes of trains and will be worked under Single Line Auto signalling, details in SuppWN49/55.

Supplement WN 49

Independant Main Perth - East Perth.

Affects Perth A, B, C Boxes, Moore St, Lord St, East Perth, also Pier St; Diagrams for Perth Box C, Lord St and East Perth.

WN 50, we 17/12/1955

Meekatharra, scotch blocks have been fitted to loop (GA).

Coolgardie - Esperance, WTT reprint, pages 1395-1403.

Brunswick Junction - Collie, WTT reprint, pages 1405-1407.

WN 51, we 24/12/1955

Rolling Stock Alterations, November 1955, Locomotives – Issued new – V 1211, 1212, Xa 1403, 1404, 1406; Written off – O 221.

Coogee - Kwinana, 19/12/55, opened,
sections will be Coogee - BHP (ES), BHP -
Kwinana (S&T, S only).

RAAF Siding - Merredin, wagons may be
propelled between Merredin yard and RAAF
siding on Wyalkatchem branch.

Waeel, delete C from weighbridge column
(GA).

WN 52, fe 7/1/1956

Cue - Big Bell, 31/12/55, closed to traffic.

Doodlakine, 16/12/55, up home, outer home

and distant moved out 390ft from old
position.

Katanning, 1/10/55, deleted as railway
refreshment room.

Bunbury, 1/12/55, add as railway
refreshment room.

Moorhead, 12/12/55, down starter 8L moved
ahead 516ft, loop has been extended to
1500ft.

Beela, loop has been extended to 1500ft.

Robb Jetty - Kwinana, GA details added, see
page 1451.

WEEKLY NOTICES - 1956

WN 1, we 14/1/1956

RAAF Siding, 22/12/55 opened as S&T station splitting Merredin – Nungarin.

Cue – Big Bell branch and Big Bell, delete all reference (GR).

WN 2, we 21/1/1956

Fernbrook, 9&10/1/56 in association with extension to loop, up and down home signals each moved out 100yds.

XA 1406, 1407, re WN 48/55 these locos now available for multiple operation.

Big Bell, delete all reference (GA).

WN 3, we 28/1/1956

15m 20ch Swan View – National Park, 22/1/56 points installed in both up and down mains.

WN 4, we 4/2/1956

ADH cars, section running times added for Clackline – Northam, Northam – Merredin via Dowerin, Wyalkatchem – Southern Cross.

WN 5, we 11/2/1956

Tunnel, regarding work, from 13/2/56 traffic worked by ES from Swan View to new signal box at Tunnel Junction (15m 30ch) over down main; details pages 101, 102.

Tunnel Junction – Swan View, signaling diagram.

WN 6, we 18/2/1956

Midland Junction, 6/2/56 Metropolitan

Brickworks Siding (portion of old UDR) closed to traffic, coal will be delivered to MJ station yard. Shunting neck of approx. 300ft past south end of Defence Siding retained to allow shunting of siding.

Hay, 13/2/56 siding lifted, now 10cwt only.

Christmas Day & Good Friday Holiday Service Fremantle. Perth, Bellevue and Belmont, WTT reprint pages 131, 133.

Christmas Day & Good Friday Holiday Service Perth and Armadale, WTT reprint pages 135.

WN 7, we 25/2/1956

Rolling Stock Alterations, December 1955 and January 1956, Locomotives – new – V 1213, 1214, XA 1405, 1407, 1408; written off – ES 342, L488.

WN 8, we 3/3/1956

RAAF Siding, 14/2/56 closed as S&T station, section now Merredin – Nungarin.

Jandakot branch, WTT reprint pages 193, 195.

WN 9, we 10/3/1956

XA class multiple coupling, instructions re taking readings in remote unit 15 minutes after departure and hourly thereafter, including setting of cab lights and headlights.

X class running times, Coolgardie – Esperance added.

WN 10, we 17/3/1956

70m 46ch EGR, Mortlock River bridge, construction of new bridge, staff locked

points to temporary construction siding.

WN 11, we 24/3/1956

Armadale, 27/3/56 Jandakot line connected direct to old stock yard siding, connection to 1&2 platform roads removed, details page 250.

Collie – Stockton, goods trains permitted to run attached (ELT).

WN 12, we 31/3/1956

Rolling Stock Alterations, February 1956, Locomotives – new – V 1215, 1216, XA 1409.

Easter Holidays

Nil of interest.

WN 13, we 7/4/1956

Nil of interest.

WN 14, we 14/4/1956

Nil of interest

WN 15, we 21/4/1956

Armadale High School landing (low level), ufn 1 train each morning and afternoon extended to this stop.

Kurrawang, points spiked over pending removal of siding.

Protheroe, 1/5/56 delete all reference (CR).

Coolgardie – Esperance, WTT reprint pages 327 – 333.

Bunbury – Donnybrook – Katanning, WTT reprint pages 335, 337.

WN 16, we 28/4/1956

Protheroe, 1/5/56 delete all reference.

Subiaco signal cabin, destroyed by fire, signals marked out of use while cabin is out of operation.

Amery – Kalannie and Bonnie Rock branches, commencing forthwith X class locos will be employed.

WN 17, we 5/5/1956

Narrogin – Albany, WTT reprint (first page only) page 385.

WN 18, we 12/5/1956

RAAF Siding, insert 210m 48ch mile post, 211m 17ch actual, and note that it will be opened as a staff station periodically (WTT).

Geraldton – Cue, running times added for ADH and bogie trailer (ELT).

WN 19, we 19/5/1956

Rolling Stock Alterations, March 1956, Locomotives – new – V 1218, XA 1410, 1411; written off – FS 458, L 474, 477, 478, 480, 485, 486.

Subiaco, 7/5/56 signal cabin in operation again, signals in use.

Bunbury, delete 10ton cart weighbridge (GR).

Shark Lake, add station, rate 581 (GR,CR).

WN 20, we 26/5/1956

Belmont branch, train service cancelled ufn.

Shark Lake, add station, 576m 3ch mile post, 581m 26ch actual (WTT).

Geraldton – Mullewa – Cue, 21/5/56 ADH service introduced page 458, 459.

Nyabing, 10/5/56 opened as staff station splitting Kwobrup – Pingrup.

Train speed and safe limits, 10 ton and 13

ton axle loads (4 wheel wagons) (ELT)
pages 471, 473.

WN 21, we 3/6/1956

Nyabing, trains must not cross.

Rolling Stock Alterations, April 1956,
Locomotives – new – V 1219; written off –
ASG 20, 44, 45, B 181, L 479, O 80, 84,
216.

Bayswater – Belmont line, from 1/6/56
delete all reference.

Kurrawang, delete details (GA).

Train speed and safe limits, 10 ton and 13
ton axle loads (4 wheel wagons) (ELT)
pages 499, 501 (reprinted with corrections).

W class, replacement of W class loads in
ELT, pages 503 – 521.

WN 22, we 10/6/1956

Tunnel Junction – Swan View, 10/6/56 Up
line reopened through tunnel, points
removed at Tunnel Junction.

V class loads, Perth – Brunswick Junction,
Fremantle – Bellevue, Fremantle –
Armadale via Jandakot, page 545.

WN 23, we 17/6/1956

Weld, Chapman, from 9/6/56 sidings
discontinued as stopping places, delete all
reference.

Swan View – Parkerville, 10/6/56 double
line re-instated, Block telephone working
introduced until original signaling
reinstalled.

WN 24, we 24/6/1956

Nil of interest.

WN 25, we 30/6/1956

Note – end day of the week changed from
Sunday to Saturday.

Rolling Stock Alterations, May 1956,
Locomotives – new – XA 1412.

Armadale, 1/7/56 new signalling
arrangements, details page 606, diagram
page 615.

Bunbury – Donnybrook – Katanning, WTT
reprint pages 609, 611.

WN 26, we 7/7/1956

Nil of interest.

WN 27, we 14/7/1956

Nil of interest.

WN 28, we 21/7/1956

Nil of interest.

WN 29, we 28/7/1956

Rolling Stock Alterations, June 1956,
Locomotives – new – V 1217, 1220, XA
1413, 1414.

WN 30, we 4/8/1956

Rockwell, 9/7/56 closed as temporary S&T
station, section now Wokarina – Yuna.

WN 31, we 11/8/1956

XA multiple operation, coupling, starting,
stopping, fault indications, pages 746, 747.

Burbanks, Meru, Chapman, delete all
reference (GA).

Brunswick Junction – Collie, WTT reprint
pages 753, 755.

WN 32, we 18/8/1956

Fremantle, South Mole (ASG engines), delete from list of turning facilities.

Paroo, 28/7/56 closed as S&T station, section now Meekatharra – Wiluna.

Burbanks, Chapman, Meru, delete all reference (GR,CR).

Kunjin, delete passenger shelter (GA).

WN 33, we 25/8/1956

Rolling Stock Alterations, July 1956, Locomotives – new – V 1221, 1222, XA 1415, 1416; written off – O 81.

WN 34, we 1/9/1956

Esperance branch, from 10/9/56 introduction of dieselisation.

Coolgardie – Esperance, WTT reprint pages 841 – 847.

WN 35, we 8/9/1956

Nil of interest.

WN 36, we 15/9/1956

Armadale, 9/9/56 moving some signals to new position, diag of signaling page 884a.

WN 37, we 22/9/1956

X and XA class, temporary blanking of cab ventilators in No 1 end, pending permanent modification to prevent damage to traction motors from oil leaking through ducting.

AXMO added as code word.

WN 38, we 29/9/1956

Lockier, delete all reference (GR).

Royal Show

Nil of interest.

WN 39, we 6/10/1956

Rolling Stock Alterations, August 1956, Locomotives – new – X 1031.

Waterloo, delete goods shed (GA).

WN 40, we 13/10/1956

Nil of interest.

WN 41, we 20/10/1956

Ruabon, delete stockyards.

Leonora & Laverton branches, from 27/10/56 dieselisation of services, WTT reprint pages 985, 987.

WN 42, we 27/10/1956

Cunderdin, 22/10/56, down outer home provided, down distant moved further out, crossover to loop and GWS siding to be operated from small point levers with fpl, staff lock removed from GWS siding points.

WN 43, we 3/11/1956

Nil of interest.

WN 44, we 10/11/1956

Rolling Stock Alterations, September 1956, Locomotives – new – X 1032.

Hester, delete warehouse accommodation.

Midland Junction – Chidlow Holiday Service, WTT reprint page 1059.

Northam – East Northam Shunter, WTT reprint page 1059.

Fremantle – Bellevue Holiday Service, WTT reprint pages 1061, 1063.

Perth – Armadale Holiday Service, WTT reprint pages 1065, 1067.

WN 45, we 17/11/1956

Nil of interest.

WN 46, we 24/11/1956

Kukerin, from 1/12/56 attended (GR,CR).

WN 47, we 1/12/1956

Merredin – Yellowdine, WTT reprint pages 1137 – 1143.

Yellowdine – Kalgoorlie, WTT reprint pages 1145 – 1155.

Boulder branch, WTT reprint page 1157.

Coolgardie – Esperance, WTT reprint pages 1159 – 1165.

WN 48, we 8/12/1956

Geraldton, Grants, Northern Gully, Genga, Meekatharra, Wiluna, delete W from station column (WTT).

Rolling Stock Alterations, October 1956, Locomotives – new – V 1223; written off – B 182.

Kukerin, 1/12/56 opened as a booking station.

WN 49, we 15/12/1956

RAAF Siding, 10/12/56 opened as a staff station, splitting Merredin – Nungarin. Permission to propel wagons from Merredin yard to RAAF Siding.

Christmas & New Year

Nil of interest.

WN 50, we 22/12/1956

Rolling Stock Alterations, November 1956, Locomotives – new – V 1224; written off CS 435.

NCDA/Jones couplings, introduction of differing maximum loads, details on various pages.

Merredin – Yellowdine, WTT reprint pages 1251 – 1255.

Yellowdine – Kalgoorlie, WTT reprint pages 1257 – 1262.

Absolute block station list, Bellevue – East Northam, page 1264.

WN 51, fe 5/1/1957

Wonthella, discontinued as a stopping place.

Waterloo, delete warehouse (GR).

Clackline – Miling, WTT reprint pages 1279 – 1285.

WEEKLY NOTICES - 1957

WN 1, we 12/1/1957

Mount Helena, from 1/1/57 only SM remains, now coaching station and 10cwt goods only.

Malcolm, delete W from station (WTT).

WN 2, we 19/1/1957

Nil of interest.

WN 3, we 26/1/1957

Albany Deep Sea Jetty, limited loads now single wagons 20 tons, bogie 36 tons, locomotives limited to 3mph.

WN 4, we 2/2/1957

Nil of interest.

WN 5, we 9/2/1957

Tenindewa, delete warehouse accommodation.

WN 6, we 16/2/1957

Rolling Stock Alterations, December 1957, Locomotives – nil.

Belmont branch, Act 36 of 1956 has been proclaimed closing the Belmont branch; no movements past the southern boundary of the Bayswater – Bassendean main line may be conducted without express approval of CTM.

Refrigerated wagons, WVD and VDR, instructions pages 112 – 115.

WN 7, we 23/2/1957

Collie – Stockton, 17/2/57 connecting

deviation at 124m 49ch to 125m 13ch.

Pinjarra, 24/2/57 signalling alterations, diag of signaling in centre of WN (not in this copy), instructions pages 145 - 149.

Fremantle – Bellevue, Northam – Merredin, ELT reprints including V class loads pages 137 - 143.

WN 8, we 2/3/1957

Victoria St, Grant St, Ashfield, platforms being extended (CCE).

Rolling Stock Alterations, January 1957, Locomotives – written off – ASG 28, 46, 47, 55, 56, 57, 59, 65, ES 330, O 93, 97.

WN 9, we 9/3/1957

Nil of interest.

WN 10, we 16/3/1957

Nil of interest.

WN 11, we 23/3/1957

Loch St, platforms being extended (CCE).

WN 12, we 30/3/1957

Rolling Stock Alterations, February 1957, Locomotives – nil.

XA Deadman's device, instructions prior to practical tuition in anticipation of its introduction, page 235.

WN 13, we 6/4/1957

Nil of interest.

WN 14, we 13/4/1957

Boyanup, 9/4/57 new stockyard connection from Busselton line, protected by new up outer home, signaling diag in centre of WN.

Coolup, siding standing room now 51 (47 new type of wagons) (GA).

WN 15, we 20/4/1957

Ajana and Yuna branch closures, from 29/4/57 train services cease.

Perth – Bunbury goods loads, including V class, pages 291, 293.

Coolgardie – Esperance, WTT reprint pages 295 – 301.

Easter & Anzac Day

Nil of interest.

WN 16, fe 4/5/1957

Note – covered 2 weeks because of proximity of Easter and Anzac Day holidays.

Waggrakine, Glenfield, Wokarina, Wokatherra, Yetna, Carney, Nanson, Nabawa, Dindiloa, Naraling, Nolba, Rockwell, Whelarra, Yuna, White Peak, Howatherra, Oakabella, McGuire, Isseka, Chally, Bowes, Northampton, Baddera, Ogilvie, Hutt, Binnu, Ajana, delete all reference.

Rolling Stock Alterations, March 1957, Locomotives – written off – ES 341, L 476.

RAAF Siding, 9/4/57 closed as S&T station, section now Merredin – Nungarin.

Indarra, 23/4/57 closed as S&T station, sections now Ambania – Tenindewa, Tenindewa – Mullewa.

Boddington – Narrogin closure, from 6/5/57 all rail services cease.

Contine, Congelin, Minninging, Mooterdine, from 6/5/57 delete all reference.

Bunbury – Donnybrook – Katanning, WTT reprint pages 327, 329.

WN 17, we 11/5/1957

Tenindewa, WTT change indicates was opened as S&T station when Indarra closed.

Congelin, Contine, Crossman, Dwarda, Minninging, Mooliaman, Mooterdine, Ranford, Waitemata, Yorlok, delete all reference.

Indarra, 23/4/57 siding lifted, now 10cwt only.

Elleker – Nornalup, 30/9/57 services to cease.

Mukinbudin – Bullfinch, 20/5/57 services to cease.

Burakin – Bonnie Rock, 17/6/57 services to cease.

Malcolm – Laverton, 26/6/57 services to cease.

Lake Grace – Hyden, 1/7/57 services to cease.

Garratt, 3/5/57 siding lifted, still passenger, parcel and 10cwt stopping place.

WN 18, we 18/5/1957

Baladjie, Boodarockin, Champion, Lake Brown, Narla, Popes Hill, Warrachuppin, Warralakin, Weira, from 20/5/57 delete all reference.

Wooroloo – Koojedda, 21/5/57 up line two position block replaced by automatic signaling, details page 375, 381, 383, signaling diag centre of WN.

Tenindewa, delete warehouse accom (GR).

WN 19, we 25/5/1957

Nil of interest.

WN 20, we 1/6/1957

Rolling Stock Alterations, April 1957,
Locomotives – written off – O 223.

Brookton – Corrigin, 17/6/57 services to
cease.

Bassendean, 26/5/57 new interlocking frame
and signaling alterations, signaling diag
centre of WN.

Tenindewa, delete goods shed.

WN 21, we 8/6/1957

Aldersyde, Bulyee, Jubuk, Kunjin, Kweda,
Lomos, Mears, Nalya, Weam, from 17/6/57
delete all reference.

Laverton, Morgans, Murrin Murrin, from
27/6/57 delete all reference.

East Northam – Grass Valley, 3/6/57
connect deviation over new bridge at 70m
41ch.

Boddington, 30/6/57 closed as accounting
station.

Katanning – Pingrup, 24/6/57 services to
cease.

Busselton – Flinders Bay, 1/7/57 services to
cease.

Gnowangerap – Ongerup, 1/7/57 services to
cease.

Indarra, delete loading ramp (GA).

Northam – Caron, WTT reprint pages 453,
455, 461, 463.

Caron – Mullewa, WTT reprint pages 457.
459.

WN 22, we 15/6/1957

Beacon, Bonnie Rock, Cleary, Dalgouring,
Jingymia, Kulja, Marindo, Mollerin,
Moondon, Wialki, from 17/6/57 delete all
reference.

Badgebup, Chinocup, Coyrecup,
Ewlyamartup, Kibbleup, Kuringup,
Kwobrup, Moornaming, Nyabing, Pingrup,
24/6/57 delete all reference.

Nannine, delete goods shed (GA).

WN 23, we 22/6/1957

Dornock, Karlgarin, Kuender, Pedarah,
Pingaring, Wardercarrin, from 1/7/57 delete
all reference (Hyden remains as road
service).

Cue, 6/5/57 signal arms removed from posts
applying ex Big Bell branch.

Kalgoorlie – Leonora & Laverton, WTT
reprint pages 513, 515 (Malcolm – Laverton
marked as 'No Service').

WN 24, we 29/6/1957

Rolling Stock Alterations, May 1957,
Locomotives – written off – ES 351.

Boyanup – Busselton, WTT reprint page
547.

WN 25, we 6/7/1957

Ongerup branch, 1/7/57 restricted service
will continue to operate and services will not
cease.

Grass Valley, delete 10ton cart weighbridge
(GR).

Trigwell, delete goods shelter.

WN 26, we 13/7/1957

Meekatharra – Wiluna, 5/8/57 service to
cease.

Wiluna, 31/7/57 closed as booking station.

Broad Arrow, Goongarrie, Jessop's Well, 2/7/57 closed as staff stations, sections now Kalgoorlie – Menzies, Menzies – Kookynie.

Geraldton, 8/7/57 position of Station Master combined with District Traffic Superintendent.

Goomalling, 8/7/57 bank engine key provided to operate to 101 mile in Goomalling – Berring section.

Russell, new siding on Robbs Jetty – Kwinana section rate 7 ex Frematle, 19 ex Perth.

WN 27, we 20/7/1957

Busselton Stockyards, insert between Wonnerup and Busselton, rate 147m

Gnaweeda, Richardson, Paroo, Wiluna Stockyards, Wiluna, 6/8/57 delete all reference.

Fremantle – Kwinana – Armadale, WTT reprint pages 621, 623.

WN 28, we 27/7/1957

Rolling Stock Alterations, June 1957, Locomotives – nil.

Grass Valley, add 10 ton weighbridge.

Boddington, 1/7/57 closed as accounting station.

WN 29, we 3/8/1957

Robbs Jetty – Bellevue, 29/7/57 commence converting distant signals to yellow arms and yellow lights, expected to be complete in 3 weeks.

WN 30, we 10/8/1957

Bayswater, 8/8/57 changes to signals, removing signals applying to Belmont

branch, also catch points in Belmont shunting neck.

Doodlakine, delete 10 ton weighbridge.

Pinjarra, amend crane from 2 to 3 tons.

Manjimup, SSM siding now connected to main line, operated by small point lever, locked by Annetts key.

Berring, siding standing room now 36.

WN 31, we 17/8/1957

Nil of interest.

WN 32, we 24/8/1957

Russell, renamed Clarence.

Robbs Jetty, instructions re Westralian Farmers Co-op Siding, and their use of a tractor for shunting, page 731.

WN 33, we 31/8/1957

Gnowangerup, add triangle.

Rivervale to Dwellingup and Wuraming, 26/8/57 commence conversion of distant signals to yellow arms and lights.

Wyalkatchem, scotch block placed on the road leading from loco.

WN 34, we 7/9/1957

34m 28ch Up main ER, reference to a ballast pit, ballast being worked to regarding at 38m 20ch up main.

WN 35, we 14/9/1957

Rolling Stock Alterations, July 1957, Locomotives – reclassified – U to UT 664; written off – ES 348, 349, 350, L 475.

Mount Helena – Bakers Hill, 9/9/57 commence conversion of distant signals to yellow arms and lights.

WN 36, we 21/9/1957

X and XA class, instruction to drivers to switch on one exhauster, practice to be use No 1 set on up trains and No 2 set on down trains, intended to avoid excessive wear on exhauster bearings.

Royal Agricultural Show

Nil of interest.

WN 37, we 28/9/1957

Rolling Stock Alterations, August 1957, Locomotives – nil.

Midland Junction Box A, 22/9/57 various points and lock bars repositioned, signaling diag in centre of WN.

Elleker – Normalup, 30/9/57 services to cease.

Gnowangerup – Ongerup, 13/10/57 services to cease.

Byford, 23/9/57 rearrangement of connections at Bunbury end, noted as temporary stage.

Bayswater, 25/9/57 refuge siding and refuge siding loop brought into use, page 808, signaling diag in centre of WN.

“Little David” Point Machines, diagram of operation (GA).

Country passenger trains, Perth departures and arrivals pages 813 – 817.

WN 38, we 5/10/1957

Beelerup, 8/10/57 siding being lifted, now 10cwt only.

Bornholm, Cherryup, Denmark, Hallowell, Hay, Horton’s, Kent River, Kordabup, Kronkup, Marks, Mount McLeod, Normalup, Owingup, Quarram, Rudyard, Springdale, Tennessee, Torbay, Tudor, Wilgie Hill,

William Bay, Youngs, from 30/9/57 delete all reference.

WN 39, we 12/10/1957

X and XA class, Engine cooling arrangements for summer months, page 851.

Formby, Kebaringup, Borden, Laurier, Toompup, Ongerup, from 13/10/57, delete all reference.

WN 40, we 19/10/1957

Gosnells, 13/10/57, alterations at south end points repositioned approx. 225ft further out, provides for single turnouts from down to up main and up main to siding.

Warrawarrup, insert between Cookernup and Harvey, rate 82 (CR).

WN 41, we 26/10/1957

Livesey’s Siding, delete from list of stockyards.

Rolling Stock Alterations, September 1957, Locomotives – written off – ES 347, L 473, 487, 489.

Collie, 20/10/57 connection from main line to new loc depot brought into use, signaling diag in centre of WN.

WN 42, we 2/11/1957

Collie, signaling diag showed wrong mileages, correct ones are Moorhead 117m 60ch, Yokain 119m 70ch, Allanson 120m 78ch.

Buniche, 17/10/57 closed as S&T station, section now Lake Grace – Newdegate.

Tambellup – Gnowangerup, WTT reprint page 921.

WN 43, we 9/11/1957

Clackline – Merredin, Northam – Wongan

Hills, Goomalling – Nungarin, Spencers Brook – York, 4/11/57 commence converting distant signals to yellow arms and yellow lights.

Brunswick Junction – Collie, WTT reprint pages 947 – 953.

WN 44, we 16/11/1957

Bunbury, new siding to power house fit for traffic, speed limit 20mph, 5mph on curves over plug, all classes except V, S, PM, PMR, PR.

Perth C cabin, 12/11/57 down starting signals added from no 4 platform, sig diag in centre of WN.

WN 45, we 23/11/1957

Nil of interest.

WN 46, we 30/11/1957

Rolling Stock Alterations, October 1957, Locomotives – written off – G 54, 107.

Clarence, siding L ex Perth, standing room 40 (GA).

WN 47, we 7/12/1957

Duri, 28/11/57 siding lifted, now 10cwt only (later postponed).

York, 2/12/57 alterations to junction with Bruce Rock line, signaling diag in centre of WN.

X, XA class high water temperature shut down switches made inoperative.

Christmas & New Year

Nil of interest.

WN 48, we 14/12/1957

Duri, lifting of siding postponed.

Narrogin – Merredin via Wickepin, WTT reprint pages 1049, 1051.

WN 49, we 21/12/1957

Coolgardie – Esperance, WTT reprint pages 1073 – 1079.

WN 50, fe 4/1/1958

Leonora, delete 10 ton cart weighbridge.

Menzies, delete 10 ton cart weighbridge.

WEEKLY NOTICES - 1958

WN 1, we 11/1/1958

Rolling Stock Alterations, November 1957,
Locomotives – written off – G 43, K 106, L
483.

AQZ 419, 420, 423, 424 fitted with new
type water raising equipment, staff to ensure
switched off from conductors compartment
when coaches stabled.

296m 5ch Ballast Pit, Gilgai – Boorabbin
section, 10/1/58 opened, duplicate staff
instruments in use here and Boorabbin.

WN 2, we 18/1/1958

Bunbury – Donnybrook – Katanning, WTT
reprint pages 35 – 41.

WN 3, we 25/1/1958

Higham, platform extensions taking place.

Grasmere, 20/1/58 siding lifted, now 10cwt
only.

WN 4, we 1/2/1958

Rolling Stock Alterations, December 1957,
Locomotives – nil.

Manjimup, State Building Supplies sidng 1
mile towards Northcliffe, points fitted with
small point levers and catch points both ends
of siding.

EGR, 28/1/58 commence conversion of
distant signals to yellow arms and lights.

WN 5, we 8/2/1958

Nil of interest.

WN 6, we 15/2/1958

Nil of interest.

WN 7, we 22/2/1958

Nil of interest.

WN 8, we 1/3/1958

Rolling Stock Alterations, January 1958,
Locomotives – written off – B 185, ES 345.

Gibson, add stockyards (WTT).

WN 9, we 8/3/1958

Gledhow, 10/3/58 siding lifted, now 10cwt
only.

Grasmere, delete loading bank, siding
standing room (GA).

WN 10, we 15/3/1958

Oats Street, platform extensions being done.

Beechina siding, 33m 47ch on right hand
side facing Perth, relaid with 60lb rails for
462 ft, equal 21 high capacity single wagons,
may be shunted at all times. Also a ballast
pit siding 34m 28ch on left hand side facing
Perth, must not be used except in
emergency, shunted in daylight hours only.
Trains dividing load must use Beechina, not
ballast pit siding.

Wyening, 10/3/58 opened as staff station for
ballasting, splitting Bolgart – Calingiri.

Subiaco, 16/3/58 changes to allow access to
back platform road from Fremantle,
signaling diag in centre of WN.

Toolbrunup, 11/3/58 closed as staff station,
section now Tambellup – Gnowangerup.

WN 11, we 22/3/1958

21m 28ch, 6/3/58 ballast pit siding opened as temporary S&T station splitting Narngulu – Northern Gully.

AQZ coaches 419, 420, 423, 424, new water raising equipment details pages 225, 226.

Cuthbert, siding standing room altered to 25 (GA).

Easter Holidays

Nil of interest.

WN 12, we 29/3/1958

ADG, ADH railcars fitting of reverser switch outside cab at each end of railcar, procedures page 241.

Burekup, delete warehouse (GR).

Brockman, Seabrook, delete load/unload carriages and horses (GR).

Canna, delete passenger shelter (GA).

Yornup, amend mileage to 183m 0ch (mp), 183m 8ch (actual) (WTT).

Wilgarup, amend mileage to 188m 0ch (mp), 188m 20ch (actual) (WTT).

WN 13, we 5/4/1958

AQZ water raising equipment, GA instructions pages 279, 281.

Gledhow, delete loading bank, siding standing room (GA).

Coolgardie – Esperance, WTT reprint pages 283 – 289.

WN 14, we 12/4/1958

Rolling Stock Alterations, February 1958, Locomotives – nil.

WN 15, we 19/4/1958

91m 20ch Gilgering – Beverley, opening as ballast pit siding, 15/4/58 duplicate staff brought into use here and Beverley.

WN 16, we 26/4/1958

Commissioner's inspection tour of lower south west was to be operated by Y class loco throughout.

Rolling Stock Alterations, March 1958, Locomotives – nil.

Gibson, add sheep and cattle races (GR).

Bunbury – Donnybrook – Katanning, WTT reprint pages 357, 359.

WN 17, we 3/5/1958

Hines Hill, 28/4/58 crossing loop extended.

Dellerton, Nannup Township, delete all reference (WTT).

Seabrook, delete loading bank (GA).

WN 18, we 10/5/1958

Grass Valley or Meenaar, 5/5/58 crossing loop being extended (doesn't say which one, just mentions section). This appears to be ongoing extensions of loops East Northam to Merredin.

Boiler regulations, blowing down instructions page 411.

West Perth, 4/5/58 existing connections at east end of platform, down main to goods road and goods road to up main replaced by two single turnouts down main to up main and up main to goods road. Also crossover at west end platform taken up.

Great Southern district, 6&7/5/58 converting distant signals to yellow arms and lights.

WN 19, we 17/5/1958

Palgarup, 5/5/58 closed as temporary staff station, section now Yornup – Manjimup.

XA locos, examples of drivers making deadman's equipment inoperative, page 436.

Gosnells, add stockyards (WTT).

Dellerton, delete all reference (GR,CR).

WN 20, we 24/5/1958

Rolling Stock Alterations, April 1958, Locomotives – nil.

Northam – Merredin, crossing loops now extended to at least 1500ft, goods trains may now take equal 62 in length irrespective of whether old or new type wagons.

WN 21, we 31/5/1958

Wokalup, 29/5/58 up and down home and distant signals brought into use.

WN 22, we 7/6/1958

ADG, ADH railcars, reversing procedures changed page 510.

Wubin, Caron, delete L in latrines column (GA).

Latham, delete passenger shelter (GA).

WN 23, we 14/6/1958

21m 28ch, 24/5/58 ballast pit closed as staff station, section now Narngulu – Northern Gully.

WN 24, we 21/6/1958

Rolling Stock Alterations, May 1958, Locomotives – written off – A 21, ES 300, 311, 313, 320, 331, 333, 334, L 484, N 1, 77.

CTC SWR Main, preliminary notice re

progressive change from ES to CTC between Armadale and Pinjarra. Instructions to be published as supplement to WN 25/58.

West Perth Junction and Box A Perth, 22/6/58 signalling combined into new Box A halfway between the two, signaling diag in centre of WN, new GA instructions pages 557 - 561.

WN 25, we 28/6/1958

Frenches, crossing loop extended to 1500'.

CTC Armadale to Pinjarra

Full GA instructions and samples of forms.

WN 26, we 5/7/1958

Benger, 10/6/58 point indicators fitted both ends of good shed road.

Wyening, 23/6/58 closed as temporary S&T station, section now Bolgart – Calingiri.

Claremont, 29/6/58 signalling and point alterations, signaling diag in centre of WN.

Type Y and Z electric point motors, GA instructions page 607, plus diagram of motors.

WN 27, we 12/7/1958

Brunswick Junction Refreshment Rooms, close after 5/7/58.

Waroonna – Wagerup, 6/7/58 connecting deviation at 69m 60ch and 70m 70ch.

WN 28, we 19/7/1958

Nil of interest.

WN 29, we 26/7/1958

Rolling Stock Alterations, June 1958, Locomotives – nil.

Canna, Koolanooka, Latham, Utakarra,
delete shelter shed (GR).

Koolanooka, delete passenger shelter (CR).

South Kulin, delete all reference (CR).

WN 30, we 2/8/1958

Harvey, 30/7/58, new up starting signals
applying from main line and loop brought
into use.

South Western district (Coolup and south
thereof), 31/7/58 commence conversion of
distant signals to yellow arms and lights.

South Kulin, delete all reference (GR,CR).

WN 31, we 9/8/1958

Wadderin Hill, to be known as Wadderin.

Albany, insert 5 ton mobile crane (GR).

Boyanup, delete 5 ton crane (GR).

Bunbury, add 6 ton mobile crane (GR).

Elleker, add 5 ton crane (GR).

Fremantle, delete 3 ton and 5 ton mobile
crane, add 6 ton and 10 ton mobile crane
(GR).

Geraldton, add 5 ton mobile crane (GR).

Kalgoorlie (Trans Dock), add 6 ton gantry
crane (GR).

Katanning, delete 3 ton crane, add 5 ton
crane (GR).

Perth, delete 7 ton crane, add 10 ton mobile
crane (GR).

Wagin, delete 2 ton crane, add 5 ton crane
(GR).

WN 32, we 16/8/1958

Nil of interest.

WN 33, we 23/8/1958

Rolling Stock Alterations, July 1958,
Locomotives – nil.

WA class cool storage vans, details page
779.

WN 34, we 30/8/1958

Burekup, delete goods shed (GA).

WN 35, we 6/9/1958

Brockman, delete loading bank (GA).

WN 36, we 13/9/1958

Kirup, ramp approx. 3' high positioned on
rail approach to Lewis & Stirk's private
siding for loading of pine logs by Forestry
Dept, ramp has coal stage clearances, but is
higher than standard loading platform.

Trigwell, delete all trace (GA).

Royal Show

Nil of interest.

WN 37, we 20/9/1958

Beverley, alterations completed to layout of
yard, signaling diag in centre of WN.

Trigwell, delete all reference (GR,CR).

WN 38, we 27/9/1958

Rolling Stock Alterations, August 1958,
Locomotives – nil.

XA class diesel locomotives, testing of
deadman's device, instructions page 862.

Guildford, 9/9/58 signal cabin shifted over
to up platform.

WN 39, we 4/10/1958

X, XA locos, modification to fuel pipes, info page 885.

WN 40, we 11/10/1958

Northern District, 6/10/1958 commence conversion of distant signals to yellow arms and lights.

Armadale – Byford, 5/10/58 ES replaced by CTC, signaling diag in centre of WN.

Beatty, delete all reference (GR,CR).

WN 41, we 18/10/1958

Beatty, delete all reference (GA).

WN 42, we 25/10/1958

Rolling Stock Alterations, September 1958, Locomotives – nil.

Byford – Mundijong, 18/10/58 Mundijong signals out of use, main line points spiked, crossing loop extended, hand signaling at site of old home signals, 19/10/58 ES replaced by CTC, signaling diags in centre of weekly notice for Byford, Cardup, Mundijong.

Impact Recorder – introduction described on back page of WN.

WN 43, we 1/11/1958

ADG/ADH modified reversing procedure, page 967.

Refrigerated containers issued to traffic, out of gauge at top corners when loaded on QCF wagons, instructions page 968.

WN 44, we 8/11/1958

Y class fuel system, starting procedure, instructions page 993.

55¼ Mile Ballast Pit (splitting Clackline –

Toodyay), Coondle (splitting Toodyay – Bejoording), 3/11/58 opened as staff stations for ballast work.

WN 45, we 15/11/1958

Menzies, delete from turning facilities (WTT).

Coolgardie, crane altered to 4½ tons (GR).

Logans Find, delete all reference (GR,CR).

Touche, delete all reference (GR).

WN 46, we 22/11/1958

Refrigerated containers, clearance improved on Narrogin platform roads, so containers are now allowed unrestricted transport.

X, XA locos fuel pipe failures, further changes page 1041.

WN 47, we 29/11/1958

Rolling Stock Alterations, October 1958, Locomotives – nil.

Mundijong – Serpentine, 23/11/58 ES replaced by CTC, signaling diags in centre of WN.

WN 48, we 6/12/1958

Indarra, Webberton, Quangallin, delete from list of stockyards (WTT).

Morawa, delete turning facilities (WTT).

Midland Junction – Chidlow passenger service, WTT reprint page 1099.

WN 49, we 13/12/1958

Mullewa – Meekatharra, WTT reprint pages 1119, 1121.

Coolgardie – Esperance, WTT reprint pages 1123 – 1129.

Christmas & New Year

Nil of interest.

WN 50, we 20/12/1958

Byford, new out of shed, (left hand side of main line adjacent to station office), and new loading ramp, left hand side on back road, provided.

Amery – Kalannie, WTT reprint page 1149.

WN 51, fe 3/1/1959

Rolling Stock Alterations, November 1958, Locomotives – nil.

Bunbury – Donnybrook – Katanning, WTT reprint pages 1169 – 1175.

WEEKLY NOTICES - 1959

WN 1, we 10/1/1959

55¼ Mile Ballast Pit, Coondle, 15/12/58 closed as temporary staff stations, sections now Clackline – Toodyay – Bejoording.

RAAF Siding, 29/12/58 opened as staff station splitting Merredin – Nungarin.

Darkan, crossings to be made only in emergency, crossing loop protected by scotch blocks.

Woolundra, delete passenger shelter (GA).

WN 2, we 17/1/1959

Nil of interest.

WN 3, we 24/1/1959

Nil of interest.

WN 4, we 31/1/1959

Geraldton, delete stockyard (WTT).

WN 5, we 7/2/1959

Rolling Stock Alterations, December 1958, Locomotives – nil.

21m 28ch Ballast Pit, 26/1/59 opened as temporary S&T station splitting Narngulu – Northern Gully.

Geraldton, delete S&C races (GR).

Mullewa – Meekatharra, WTT reprint pages 91, 93.

WN 6, we 14/2/1959

RAAF Siding, 28/1/59 closed as staff station, section now Merredin – Nungarin.

NCDA couplers, fitted to V, X, XA, Y class and also FS 452, 459, S 541, 542, 544, P 505, 506, 516, PM 702, 709, 718, PMR 728, 729, 731, 733.

WN 7, we 21/2/1959

Cranes, 7 ton Ransome & Rapier crane has been acquired and based at Perth Goods, capable of travelling at normal road speed, and is available for use at any station in the metro area; country stations can accept consignments for any suburban station within loading of crane.

Genga, delete all reference (WTT).

Popanyinning, delete 10 ton cart weighbridge.

WN 8, we 28/2/1959

Keysbrook, 20/2/59 signalling out of use, points spiked, staff exchange to take place at position of old home signals, crossing loop extended; 22/2/59 Serpentine – Keysbrook converted ES to CTC, down main and loop starting signals not provided, signaling diag in centre of WN.

WN 9, we 7/3/1959

Woolgangie, crossing loop extended to 1500ft, facing point mechanisms provided to main line points.

WN 10, we 14/3/1959

Nil of interest.

Easter

Nil of interest.

WN 11, we 21/3/1959

196m 20ch ballast pit, opened as S&T station splitting Narrogin – Williams.

Wyalkatchem – Mukinbudin, WTT reprint pages 207, 209.

WN 12, we 28/3/1959

Rolling Stock Alterations, January & February 1959, Locomotives – nil.

WN 13, we 4/4/1959

Duri, public siding lifted, now 10cwt only.

Geeralying, 20/3/59 opened as S&T station to facilitate ballasting, sections now Narrogin – Geeralying – 196m 20ch Ballast Pit – Williams.

Buniche, 24/3/59 opened as staff station splitting Lake Grace – Newdegate.

Boya Quarry Siding, DD, DM, DS, N, K, Y permitted to run.

WN 14, we 11/4/1959

Nil of interest.

WN 15, we 18/4/1959

North Dandalup, 10/4/59 signalling out of use, points spiked, staff exchange to take place at position of old home signals, crossing loop extended; 12/4/59 Keysbrook – North Dandalup converted ES to CTC, down main and loop starting signals not provided, signaling diags in centre of WN.

Armadale, scotch block placed on shunting neck, south end of yard.

WN 16, we 25/4/1959

Rolling Stock Alterations, March 1959, Locomotives – nil.

QJG wagons, 6 provided for transport of

refrigerated containers, but must not be used on passenger trains until fitted with ride control bogies.

Narrogin, stockyard siding now positioned adjacent up distant on Narrogin – Congelin line, staff locked, staff for section to be obtained from signalman, applicable signals for shunt moves to be cleared to allow operation of flashing lights.

WN 17, we 2/5/1959

Lathlain, 4/5/59 new stopping place at 4m 9ch, can accommodate 3 carriages.

Rolling stock designations; adopted terms of (a) open or flat goods vehicle is a 'wagon'; (b) covered goods or livestock vehicle is a 'van'; (c) passenger vehicle is a 'carriage'; Guard's van is a 'brakevan'.

WN 18, we 9/5/1959

Lathlain, 2/5/59 opened as stopping place.

WN 19, we 16/5/1959

Culbin, 11/5/59 opened as S&T station splitting Hillman – Williams section, to facilitate ballasting, point indicators provided, crossings may be arranged.

Westralian Oil Ltd siding, 132m 36ch Boyanup – Busselton, 27/4/59 opened fit for all classes of locos and wagons.

WN 20, we 23/5/1959

Yilmia, 4/5/59 opened as temporary S&T station splitting Coolgardie – Connolly for ballasting purposes.

Beverley Refreshment Rooms not now operating.

Kalgoorlie – Parkeston section, replacement GA instructions page 381.

WN 21, we 30/5/1959

Rolling Stock Alterations, April 1959,
Locomotives – nil.

Jennacubbine, crossing loop extended to
1500 ft.

WN 22, we 6/6/1959

AZ 439, experimental fitting of Kleenheat
gas, instructions page 410.

Bayswater, 31/5/59 alterations to pointwork
for access to back platform, signaling diag in
a later WN.

Lathlain, GA instructions refer to platforms
of 120ft, two coaches in length.

WN 23, we 13/6/1959

Malcolm, 26/5/59 closed a staff station,
section now Menzies – Leonora (corrected
in next WN to Kookynie – Leonora).

WN 24, we 20/6/1959

X, XA class, brake application
modifications, information page 441.

Koojedda, 13&14/6/59 existing signal box
out of use, replaced by new box centrally on
north side of line, yard rearranged to provide
up and down loops, details page 443,
signaling diag in centre of WN.

WN 25, we 27/6/1959

North Dandalup – Venn – Pinjarra, 21/6/59
ES replaced by CTC, signaling diags in
centre of WN.

WN 26, we 4/7/1959

Rolling Stock Alterations, May 1959,
Locomotives – written off – B 13, O 213,
OA 175.

WN 27, we 11/7/1959

Guildford, 5/7/59 points rearranged, details
page 504, signaling diag in centre of WN.

Wooroloo – Coates, revised signaling diag
in centre of WN.

WN 28, we 18/7/1959

196m 20ch, 29/6/59 closed as S&T station,
section now Narrogin – Williams.

WN 29, we 25/7/1959

X, XA class, radiator fan control alterations,
details page 537.

Goomalling Refreshment Room, 30/7/59
closed, replaced by Easts Café and caravan.

Bradley's, Grants, Wolla Wolla, Yaloginda,
delete all reference (GR,CR,GA).

WN 30, we 1/8/1959

Rolling Stock Alterations, June 1959,
Locomotives – nil.

Dardadine, 31/7/59 opened as S&T station
for ballasting, only ballast may cross,
sections now Williams – Culbin – Dardadine
– Hillman – Darkan.

Bradley's, Grant (sic), Stake Well, Wolla
Wolla, Yaloginda, delete all reference
(WTT).

WN 31, we 8/8/1959

Aramdale – School Siding, given the name
Tredale.

WN 32, we 15/8/1959

RAAF Siding, 3/8/59 opened as S&T
station, splitting Merredin – Nungarin.

Byford, 10/8/59 scotch block placed on
Armadale end of N0 2 road, loading
detached to be placed between the scotch

blocks on this road to leave No 1 road clear for running around.

WN 33, we 22/8/1959

Nil of interest.

WN 34, we 29/8/1959

Cunderdin, 24/8/59 new up starter, applying from both main and loop.

Parkerville, 25/8/59 signalling alterations for low speed signals, signaling diag in centre of WN.

Gwambygine, delete passenger platform (GA).

Northam – Dowerin – Wyalkathem, WTT reprint pages 649 – 655.

WN 35, we 5/9/1959

Rolling Stock Alterations, July 1959, Locomotives – nil.

Wyalkatchem – Merredin, WTT reprint pages 673, 675.

Northam – Caron, WTT reprint pages 677 – 683.

WN 36, we 12/9/1959

Boolading, 4/9/59 opened as S&T station splitting Darkan – Bowelling, only ballast may cross.

Culbin, Dardadine, 7/9/59 closed as temporary S&T stations, sections now Williams – Hillman – Darkan.

Popanyinning, delete cart weighbridge (GA).

WN 37, we 19/9/1959

Light engines ex East Perth Loco, to minimize congestion East Perth, light engines from East Perth to Midland between 6am and 10:30pm to be despatched via Mt

Lawley.

Kendenup, 14/9/59 up outer home taken out of use.

North Fremantle, 14/9/59 Leighton Beach yard sidings brought into use, temporary single line under ES, details page 714.

Royal Show

Nil of interest.

WN 38, we 26/9/1959

Rolling Stock Alterations, August 1959, Locomotives – nil.

Calingiri, crossing loop, 60ft turntable and new stockyards provided.

Southern Cross, weighbridge capacity altered to 17 ton.

WN 39, we 3/10/1959

Wyalkatchem, 28/9/59 up home signals from Merredin and Lake Brown branches moved out 135ft; 29/9/59 up distant from Lake Brown moved out 225ft.

Bakers Hill – Clackline, 29/9/59 automatic signaling replaces Two Position Block on section Koojedda – Clackline; sig diag in WN.

Calingiri, add 60ft turntable; Esperance, delete 60ft turntable (WTT).

Clackline – Miling, WTT reprint pages 763 – 769.

WN 40, we 10/10/1959

Claremont, sig diag in centre of WN, to go with signal whistles in Royal Show Supplement.

Yilmia, 24/9/59 closed as S&T, section now Coolgardie – Connolly.

Brookton, crane altered from 1½ to 5 ton (GA).

Northam – Wyalkatchem WTT reprint pages 793 – 803.

WN 41, we 17/10/1959

Nil of interest.

WN 42, we 24/10/1959

Cottesloe, 22/10/59 down distant moved out 94yds, moved to up side of line.

Robs Jetty – Kwinana, all classes of loco allowed to run as far as Coogee, max speed 20mph.

Amery – Kalannie, WTT reprint page 535.

WN 43, we 31/10/1959

Goomalling, from 17/10/59 refreshment rooms unattended.

WN 44, we 7/11/1959

Rolling Stock Alterations, September 1959, Locomotives – nil.

Goodwood, 1/11/59 removing and repositioning points and signals, sig diag in WN.

WN 45, we 14/11/1959

Bassendean – Guildford, 7/11/59 to 9/11/59 operated by ES over down main for renewal of piles on bridge; up trains worked through Guildford via back platform road.

Canegrass, delete 55 in loading bank column (GA).

WN 46, we 21/11/1959

Front cover picture of derailment in station yard, with heading ‘This picture was published in 151,333 copies of the West

Australian on October 26, 1959’.

Boolading, 9/11/59 closed as S&T station, section now Darkan – Bowelling.

Bassendean – Guildford, 14/11/59 to 15/11/59 operated by ES over down main, as previous week.

WN 47, we 28/11/1959

Rolling Stock Alterations, October 1959, Locomotives – nil.

Perth Cabin C, new dead end approx. 250ft long constructed off Ice Works Siding on north side; locos can obtain water, but not any ash pit.

WN 48, we 5/12/1959

No 78 Express Goods has been named “Westfreight” Express.

WN 49, we 12/12/1959

Benger, points of short delivery loop connected to main line now fitted with Annetts locks.

Armadale – Picton Junction, Es, P, Pr, W, X, Xa, ADF when hauling passenger trains, maxx speed increased to 50mph.

Clackline – Miling, WTT reprint pages 979 – 985.

WN 50, we 19/12/1959

Mullewa – Meekatharra, WTT reprint pages 1009 – 1011.

Christmas and New Year

Nil of interest.

WN 51, we 2/1/1960

Mt Hardy, 21/12/1959 opened as staff station splitting York – Greenhills to

facilitate ballasting.

Burakin – Bonnie Rock, Lake Grace –
Hyden, 18/1/60 opened for a trial period;
services operate on a seasonal basis.

Tammin, Doodlakine, Menzies, Leonora,
Bunbury, Woodanilling, Greenhills, delete C
in weighbridge column (GA).

Stake Well, delete all reference (GA).

WEEKLY NOTICES - 1960

WN 1, we 9/1/1960

Rolling Stock Alterations, November 1959,
Locomotives – Written off Fs 288.

300m 10ch, ballast dead end, Kendenup –
Mount Barker, 18/12/59 taken out of use,
point indicator removed.

Burakin – Bonnie Rock, Lake Grace –
Hyden, 18/1/60 train services introduced on
seasonal basis to handle grain and
superphosphate; other freight including
livestock carried as requested by local
residents, but excluding freight normally
handled by Railway Road Services.

Canegrass, delete reference to unloading
carriages and horses (GR).

Stakewell (sic), delete all reference (GR,
CR).

Cranbrook, insert 5 ton crane (GA).

Amery – Kalannie and Bonnie Rock, WTT
reprint pages 23 – 29.

Wagin – Lake Grace – Newdegate, WTT
reprint pages 31 – 33.

Lake Grace – Hyden, WTT reprint page 35.

WN 2, we 16/1/1960

Nil of interest.

WN 3, we 23/1/1960

RAAF Siding, 18/1/60 opened as S&T
station splitting Merredin – Nungarin.

WN 4, we 30/1/1960

Gibson, 15/1/60 stockyard dead end
connected to main line at north end.

Robbs Jetty – Coogee – Kwinana, all classes
of engine may now operate.

WN 5, we 6/2/1960

Spencers Brook, 7/2/60 signal box replaced
by new signal box on east end of platform;
western end mechanical points and signal
replaced by with power operated points and
3 aspect colour light signals, eastern end
remains mechanical installation; sig diag in
middle of WN.

Lennonville, 11/1/60 siding lifted, now
10cwt only.

WN 6, we 13/2/1960

Nil of interest.

WN 7, we 20/2/1960

Elleker, 3/2/60 down home moved out 270ft.

Kaloorlie, delete 70ft turntable, insert
triangle (WTT).

Picton Junction – Bridgetown, S class now
permitted to run.

WN 8, we 27/2/1960

Kaloorlie, 22/2/60 up home Boulder line
moved out 290ft, up outer home Boulder
moved to 426ft from home, up distant
Boulder moved out to 1100ft from outer
home.

Calingiri, amend turntable to 60ft (WTT).

Kaloorlie, delete 5 ton crane (GA).

Harvey, add 5 ton crane (GA).

WN 9, we 5/3/1960

Rolling Stock Alterations, December 1959 and January 1960, Locomotives – nil.

Kalgoorlie, 4/3/60 new up outer home signal Parkeston to Kalgoorlie (4ft 8½in) in use, 447ft from up home.

Lennonville, delete 85 in loading bank, 50 in standing room, R in siding R or L, L&G from latrines (GA).

Bunbury – Northcliffe, WTT reprint pages 191 – 197.

WN 10, we 12/3/1960

Mt Hardy, 29/2/60 closed as S&T station, section now York – Greenhills.

Kalgoorlie, 9/3/60 up home bracket from Menzies line moved out 183ft.

Bridgetown, amend turntable to 70ft (WTT).

Brunswick Junction – Collie, WTT reprint pages 233 – 239.

WN 11, we 19/3/1960

Perth – Bunbury, WTT reprint pages 261 – 287.

WN 12, we 26/3/1960

Rolling Stock Alterations, February 1960, Locomotives – written off N 76.

Narrogin – Corrigin, renewing bridge at 288m 54½ch, from 9/2/60 ufn; main line deviated to the Brookton – Corrigin at bridge.

Amphion, 21/3/60 closed as S&T station, section now Holyoake – Wuraming.

Brookhampton, 21/3/60 closed ES station, section now Donnybrook – Kirup.

Supplement, Perth A, B, C East

Perth, and Independent Main

27/3/60 Lock and Block cancelled on Up and Down mains, replaced by Double line automatic signaling, also single line auto signaling on Independent main; sig diags in Supplement. (Changed in WN 14 to 1 week later.)

WN 13, we 2/4/1960

Spencers Brook, down main, east end, work in progress excavating for water column foundation.

Mount Magnet, from 1/4/60 refreshment rooms closed; in Northern District refreshments will then only be available from Morawa, Mullewa and Yalgoo.

Donnybrook, turntable now 70ft (WTT).

WN 14, we 9/4/1960

Perth – East Perth, 1/4/60 to 3/4/60 introduction of automatic signaling on Up, Down and Independent mains, Moore St cabin and Lord St box closed.

Brookton, delete 60ft turntable, insert triangle (WTT).

Easter Supplement

Nil of interest.

WN 15, we 16/4/1960

X and XA class, overspeed trip arrangements, X 1002 modified, details pages 360, 361.

X and XA class, procedure for when one traction motor cut out, page 361.

Success Hill, 14/4/60 opened as stopping place, rate 8m.

B.H.P., add triangle (WTT).

Mt Helena, 30/3/60 points from Lion Mill to

Down main removed, also some signals and one main line crossover (GA).

WN 16, we 23/4/1960

RAAF Siding, 7/4/60 closed as S&T station, section now Merredin – Nungarin.

Mullewa – Meekatharra, WTT reprint pages 393, 395.

WN 17, we 30/4/1960

Rolling Stock Alterations, March 1960, Locomotives – nil.

WN 18, we 7/5/1960

Gabbin, 7/4/60 scotch blocks placed on crossing loop; loading and empties can be placed therein ufn.

WN 19, we 14/5/1960

Nil of interest.

WN 20, we 21/5/1960

Bakers Hill, 31/5/60, closed as booking station and SM withdrawn.

WN 21, we 28/5/1960

Rolling Stock Alterations, April 1960, Locomotives – nil.

Wagin, 23/5/60 commence dismantling and removing wagon weighbridge.

Wagin, delete 40ton wagon weighbridge (GR).

WN 22, we 4/6/1960

Nil of interest.

WN 23, we 11/6/1960

Day Dawn, siding closed to traffic ufn, points spiked over.

Wickham inspection car, will shortly commence inspection of PMG telephone wires on railway poles; to be treated as a train and full block working maintained throughout journey.

Picton Junction, 8/6/60 signalling changes, later provision of connection of shunting neck to main line at Bunbury end, and provision of aux staff section; sig diag in WN.

WN 24, we 18/6/1960

Nil of interest.

WN 25, we 25/6/1960

Rolling Stock Alterations, May 1960, Locomotives – nil.

X and XA Fuel injection pipe emergency kit instructions, page 552,

WN 26, we 2/7/1960

54¼ mile signal box, 22/6/60 crossover road removed; also points at Mokine siding spiked over to permit bonding of track ready for automatic signaling.

Kalgoorlie, 28/6/60 signal frame B removed, replaced by new 30 lever signal Box B, details page 572, 573, sig diag in WN.

Amery, Kellerberrin, delete 60ft turntables, insert triangles (WTT).

WN 27, we 9/7/1960

York, 4/7/60 down home moved out 115ft.

Mokine, 5/7/60 up home and distant removed.

RAAF Siding, 27/6/60 opened as S&T station splitting Merredin – Nungarin.

Goods loads, requirement for 80 tons of NCDA couplings to be marshalled at front of goods trains ex Midland and Northam for

A class locos.

A class diesel, when hauling goods load will not be allowed any reduction for wet rail conditions (ELT).

A class diesel loads published Fremantle to Northam section.

WN 28, we 16/7/1960

Clackline – Spencers Brook, 12/7/60 two position block suspended and auto signalling introduced; details page 628; 54¼ mile box, signals and box removed; sig diag in WN.

Mundaring branch, 11/7/60 extend suburban services to new stopping place at 12m 40ch adjacent to housing settlement at Koongamia, rate 13m.

Cottesloe, delete yes from 'can load/unload carriages and horses (GR).

WN 29, we 23/7/1960

Bali, Bullabulling, 23/7/60 Safe Working Porters withdrawn, now unattended.

Cottesloe, delete 68 in loading bank column (GA).

WN 30, we 30/7/1960

Rolling Stock Alterations, June 1960, Locomotives – Issued new A1501.

ADG, ADH, ADX gear changing, instructions page 674.

Clackline, up homes ex Toodyay shifted out 27yds and moved to down side.

WN 31, we 6/8/1960

Nil of interest.

WN 32, we 13/8/1960

V class, now permitted Spencers Brook – Narrogin.

WN 33, we 20/8/1960

A class, now permitted to operate Fremantle – Kalgoorlie, East Perth – Bunbury, Spencers Brook – Narrogin.

WN 34, we 27/8/1960

Rolling Stock Alterations, July 1960, Locomotives – Issued new A1502.

Pinjarra – Coolup, 22/8/60 ES cancelled, CTC introduced, sig diags in WN.

WN 35, we 3/9/1960

Chidlow, 23/8/60 down starter moved out 80ft.

Yealering, add 5 ton Crane (GA).

WN 36, we 10/9/1960

Nil of interest.

WN 37, we 17/9/1960

Crooked Brook, delete all reference (GA).

Barronhurst, delete all reference (GA).

WN 38, we 24/9/1960

Rolling Stock Alterations, August 1960, Locomotives – nil.

Goomalling, 19/9/60 up distants from Merredin and Mullewa connected to station frame.

Crooked Brook, Barronhurst, Yeagerup, Dombakup, delete all reference (WTT, GR, CR).

WN 39, we 1/10/1960

Goodia, Red Lake, Caitup, public sidings lifted, name boards removed, no traffic to be accepted.

Stockton, 27/9/60 fixed signals removed and

Safeworking Porters withdrawn.

Katterup, delete all reference (WTT, GA).

Royal Agricultural Show

Nil of interest.

WN 40, we 8/10/1960

X and XA class, operation of straight air brake, being modified to revert to original arrangement; new operational procedure matches A class, page 913.

WN 41, we 15/10/1960

Mardella, 18/10/60 lifting public siding, now 10cwt only.

Bridgetown, delete 10ton road weighbridge (GR).

Boyanup – Flinders Bay, add Pm, Pmr to X, XA column loads (ELT).

Day Dawn, delete particulars except goods shelter, passenger platform, pass shelter, side on which platform situated (GA).

WN 42, we 22/10/1960

No 7 Pump, due to difficulty starting train after stopping here, No 85 pass will not stop here; will stop as required at Koorarawalyee for setting down passengers; parcels and mails will be returned from to No 7 Pump from crossing point with 98 goods.

WN 43, we 29/10/1960

Cuballing, 24/10/60 Safe Working Porter withdrawn.

Yowungup, Goonac, Evans, delete all reference (WTT, GA).

Brunswick Junction – Collie, WTT reprint pages 979 – 985.

WN 44, we 5/11/1960

Rolling Stock Alterations, September 1960, Locomotives – Written off Es 321, N 200, 201.

Lake Grace – Hyden, Burakin – Bonnie Rock, Katanning – Nyabing, approval given to reopen from 9/1/61 for grain haulage.

Marrinup, 31/10/60 lift public siding, remove nameboard etc.

Northam, 26/10/60 up outer home moved out 40ft.

RAAF Siding, 26/10/60 closed as S&T station, section now Merredin – Nungarin.

Wickepin, 3/11/60 up and down home and distant signals removed.

Picton Junction, 4/11/60 new staff locked crossover main to shunting neck and Cuming Smith siding brought into use.

Cartis, Maryvale, delete all reference (GR, CR, GA).

WN 45, we 12/11/1960

Cartis, Maryvale, delete all reference (WTT).

91 mile (Boddington branch) amended to Westwood.

Evans, Goonac, Katterup, Marrinup, Yowungup, delete all reference (GR, CR).

WN 46, we 19/11/1960

Tammin, 15/11/60 up home moved out 105ft.

Barronhurst, Caitup, Crooked Brook, Dombakup, Evans, Goodia, Goonac, Katterup, Red Lake, Yeagerup, Yowungup, delete all reference (index to stations and sidings).

Truslove, delete 50x20 loading bank (GA).

WN 47, we 26/11/1960

Rolling Stock Alterations, October 1960,
Locomotives – nil.

Inglehope, Amphion, Hotham, 28&29/11/60
lifting public sidings, removing name boards
etc.

Mardella, Caitup, delete stockyards (WTT).

Amphion, Hotham, Inglehope, delete all
references (WTT).

WN 48, we 3/12/1960

Yealering, 26/11/60 opened, 28/11/60 closed
as staff station splitting Wickepin – Stretton
section; to allow for Railway picnic at
Stretton on 27/11/60.

Dalwallinu, 29/11/60 up distant moved out
93yds, 1/12/60 up home moved out 93yds.

Yilmia, 28/11/60 opened as staff station
splitting Coolgardie – Connelly to facilitate
ballast working.

Amphion, Hotham, Inglehope, delete all
reference (GR).

Nyabing Branch, WTT reprint page 1115, to
operate from 9/1/61.

Wagin – Lake Grace – Newdegate, WTT
reprint pages 1117 – 1119.

WN 49, we 10/12/1960

X and XA radiator fan control
modifications, pages 1128, 1129.

Leighton, cessation of beach passenger
traffic, owing to construction of wheat

sidings there is no access from station to old
beach; patrons to be directed to North
Fremantle to access new Port Beach.

Bindi Bindi, delete stockyard (WTT).

Beelerup, Glen Lynn (sic), delete shelter
shed (GR).

Kurrawang, delete goods shelter (GA).

York, delete cart weighbridge (GA).

WN 50, we 17/12/1960

334m 30ch ballast pit, 3/12/60 opened as
staff station splitting Merredin – Muntadgin,
only ballast may cross.

Bellevue, 12/12/60 electric staff 21,
Bellevue – Glen Forrest withdrawn and
replaced by staff no 7.

Caron – Mullewa, WTT reprint pages 1171,
1173.

Geraldton – Mullewa, WTT reprint page
1175.

Mullewa – Meekatharra, WTT reprint pages
1177, 1179.

Christmas and New Year Holidays

Reference to additional opening of
refreshment rooms at Chidlow, Spencers
Brook, Cunderdin, Goomalling (store close
to station), Merredin, Southern Cross,
Narrogin, Mt Barker, Pinjarra.

WN 51, fe 31/12/1960

Nil of interest.

WEEKLY NOTICES - 1961

WN 1, we 7/1/1961

Rolling Stock Alterations, November 1960,
Locomotives – nil.

334m 30ch Ballast Pit, 24/12/60 closed as
staff station, section reverted to Merredin –
Muntadgin.

WN 2, we 14/1/1961

Merredin, 9/1/60 down outer home signals
on main line and Wickepin line provided.

Couplers, NCDA couplers fitted to V, X,
XA and Y classes; also list of other engines
fitted with NCDA couplers on tenders, and
strengthened yoke type drawgear.

WN 3, we 21/1/1961

RAAF Siding, 9/1/61 opened as S&T station
splitting Merredin – Nungarin.

WN 4, we 28/1/1961

Bookara, 16/1/61 temporarily closed to
traffic for civil engineering works.

Wuraming, 20&21/2/61 lifting public siding
and removing nameboards etc.

Bibra Lake, Banjup, Pine Tree Crossing,
Taylor Crossing, delete all reference (WTT).

Fremantle – Midland Junction Goods
Service, WTT reprint pages 87 – 103.

WN 5, we 4/2/1961

Rolling Stock Alterations, December 1960,
Locomotives – nil.

Cottesloe, 5/2/60 new signal box located
centrally on island platform brought into
use; new single line goods road to Leighton

provided but not yet brought into use;
reference to separate supplement.

Westfield, 31/1/60 lifting siding and
removing nameboard etc.

Rickey's, 16/1/60 opened as staff station
splitting Greenhills – Mawson for ballast
train working.

Nyabing, add triangle.

Westfield, Wuraming, delete references
(WTT).

Local Instructions Applicable to Cottesloe and Leighton Beach Sidings

Details of working, sig diag in middle.

WN 6, we 11/2/1961

Calingiri, scotch blocks provided on
crossing loop (GA).

WN 7, we 18/2/1961

Nil of interest.

WN 8, we 25/2/1961

Rolling Stock Alterations, January 1961,
Locomotives – nil.

Grant, Stake Well, Wolla Wolla, Yaloginda,
delete all reference (WTT).

WN 9, we 4/3/1961

Austin, 22/2/61 siding, name board, etc
removed; siding spiked over since June
1960.

Marshall Rock, public siding lifted and
nameboard etc removed.

167m Ballast Pit, 3/3/61 opened as S&T station splitting Bowelling – Kylie, only ballast may cross.

Narrogin, 28/2/61 refreshment rooms closed.

Austin, Marshall Rock, delete all references (WTT, GA).

Banjup, Taylor's Crossing, delete all reference (GR, CR).

Inglehope, Amphion, Hotham, Wuraming, Westfield, delete all reference (GA).

WN 10, we 11/3/1961

Austin, Marshall Rock, delete all reference (GR, CR).

North Fremantle – Leighton Sidings, 9/3/61 ES cancelled, double line working with telephone block installed, page 239.

WN 11, we 18/3/1961

294m 77ch GSR, Kendenup – Mt Barker, 8/3/61 opened as ballast pit siding, duplicate staff instruments supplied at siding and Mt Barker.

Jingymia, delete shelter shed (GR).

North Fremantle – Rocky Bay, add Fs to locos permitted to run.

WN 12, we 25/3/1961

Beelerup, delete stockyards (WTT),

Alco, Beelerup, delete from WTT index.

Beelerup, Alco Ballast Pit Siding, delete (WTT).

Alco, Beelerup, Westfield, Wuraming delete all reference (GR, CR).

Goodia, Beete, Red Lake, Caitup, delete all reference (CR).

Easter Holidays

Nil of interest.

WN 13, we 1/4/1961

Amery, 29/3/61, up home ex Wyalkatchem moved out 59ft.

Bookara, 14/3/61 siding reopened for traffic.

Dowerin, 27/3/61 up and down signals removed; point indicators fitted to facing points. Location disk operated by small lever 100 ft from facing points at Wyalkatchem end provided; marks end of section and permits operations on triangle.

WN 14, fe 15/4/1961

Rolling Stock Alterations, February 1961, Locomotives – nil.

WN 15, we 22/4/1961

DC grain wagons, to prevent overloading from light lines several DC wagons fitted with glass 'sight windows' on each side of wagon, size 10" x 7½", clear vision 8" x 5½". To be loaded via centre hatch, loading to cease when wheat reaches lower outer corner of sight window.

WN 16, we 29/4/1961

Yabberup, 10/5/61 siding points spiked, siding and nameboards will be removed when rerailing gang reaches site.

Wilgarup, 8/5/61 lifting siding, removing nameboard.

Woodanilling, 2 ton crane has been repaired and back in service.

Brookdale, Plavin's Siding, Pindalup, Tullis, Ruabon, stopping places eliminated, nameboards removed (WTT).

Wilgarup, Yabberup closed (WTT).

Brookdale, Pindalup, Plavins, Ruabon, Tullis, Wilgarup, delete all reference (GR).

Yabberup, as of 10/5/61 add 'a' (10cwt) (GR).

Goodia, Red Lake, Brookdale, Plavins, Pindalup, Tullis, Marrinup, delete all reference (GA).

Brockman, delete goods shelter (GA).

WN 17, we 6/5/1961

Rolling Stock Alterations, March 1961, Locomotives – Written off Fs 276, 289.

Brockman, delete shelter shed (GR).

Brookdale, Pindalup, Plavins, Ruabon, Tullis, Wilgarup, Yabberup, delete all reference (CR).

WN 18, we 13/5/1961

South West Enterprise and Capital City Freighter, 8/5/61 naming of 43 and 56 SWR goods.

84 Westland and 86 Express, also 83 Westland and 85 Express on Wednesdays in June and July (8 days) to be amalgamated and run on Westland tables. Composition details page 402.

RAAF Siding, 27/4/61 closed as staff station, section now Merredin – Nungarin.

WN 19, we 20/5/1961

Austin, 22/2/61 siding accommodation removed, but retained as 10cwt, out of shed and nameboard not demolished.

Dalgouring – Bonnie Rock, 6/5/61 service ceased.

Austin reinstated as 10cwt (WTT).

WN 20, we 27/5/1961

Rolling Stock Alterations, April 1961, Locomotives – nil.

Austin reinstated (GR,CR).

WN 21, we 3/6/1961

GSR passenger and freight services reorganized with introduction of new carriage stock, 30/5/61 Albany Progress and Albany Express, 7/6/61 Southern Freighter and Perth Freighter; ACL coach attached to freighters between Katanning and Albany. Details pages 473, 474, timetables page 483.

Isandra – Dwellingup, 23/5/61 temporary arrangements for staff working as result of Dwellingup fire cancelled, normal ES working introduced.

Kallaroo, between Kalgoorlie and Golden Gate, added, 377m 31ch mile post, 382m 53ch actual (WTT).

Dwellingup – Holyoake (ES), Holyoake – Wuraming (S&T), Wuraming –Boddington (S&T) closed, replaced by Dwellingup – Boddington S&T, staff only.

WN 22, we 10/6/1961

205m 20ch Wagin – Newdegate, dead end ballast pit siding in up direction provided.

167m Ballast Pit, 26/5/61 closed as S&T station, section now Bowelling – Kylie.

Wilgarup, Ruabon, delete all reference (GA).

Spencers Brook – Narrogin, partial WTT reprint pages 509, 511.

Narrogin – Albany, partial WTT reprint pages 513 – 525.

WN 23, we 17/6/1961

Kendenup, delete passenger shelter (GA).

WN 24, we 24/6/1961

X, Xa locos, fuel injection pipes emergency kit provided, instructions page 568, 569.

Wuraming, 6/6/61 opened as S&T station splitting Dwellingup – Boddington, no crossing loop. New GA instructions for Pinjarra – Boddington published pages 578, 580.

Leighton Beach Sidings, signaling diagram in centre of WN.

WN 25, we 1/7/1961

Rolling Stock Alterations, May 1961, Locomotives – written off Fs 283, K 34.

WN 26, we 8/7/1961

Burakin – Dalgouring, 13/6/61 cessation of services.

Beete, delete all reference (WTT).

Wuraming, reinsert as 10cwt stopping place (WTT).

WN 27, we 15/7/1961

Pinjarra, from 8/7/61 switched out on Sundays and other days as required, instructions re drivers means of communicating with control.

WN 28, we 22/7/1961

Nil of interest.

WN 29, we 29/7/1961

Nil of interest.

WN 30, we 5/8/1961

Rolling Stock Alterations, June 1961, Locomotives – nil.

Wongan Hills, staff locks fitted to points on both legs of triangle at Perth end of yard.

ADU trailer units, 4 units supplied with a separate toilet for each Ladies and Gents to allow one trailer unit only being used on certain occasions; 580, 584, 586, 590. Twin of each (581, 585, 587, 591) to have the single toilet labeled for Ladies.

Lake Grace – Hyden, 22/7/61 cessation of train services, line now closed.

Worsley, delete S&C races (GR).

X class locos not permitted to use platform road at Kamballie.

WN 31, we 12/8/1961

Elleker – Albany, 9/8/61 ES section and duplicate staff instruments at Albany Loco cancelled, and ES section Elleker – Albany terminating at Loco introduced; yard limits extended to include area between Station and Loco, will be controlled by colour light signals operated from panel at northern end of station buildings; mechanical frame and staff instruments housed in panel room; staff to be carried on train to/from Station.

Worsley, delete stockyard (WTT).

WN 32, we 19/8/1961

Rolling Stock Alterations, July 1961, Locomotives – written off – O 74, 82, 88, 90, 98, 218, 225; Oa 24, 172, 176, 177, 178, 219.

Cottesloe, 4/8/61 up starting signals from back platform and yard, moved to right side of respective tracks, sig diag in centre of WN.

Mount Lawley, down home renewed, duplicate arm removed.

WN 33, we 26/8/1961

486½ m ballast pit, 15/8/61 opened as staff station splitting Norseman – Daniell section, only ballast may cross.

WN 34, we 2/9/1961

Cuballing, 30cwt crane out of repair ufn.

Brookton, signaling alterations being made, sig diag in centre of WN.

WN 35, we 9/9/1961

Standard loading outline 1961, new outline published in WN, page 837.

WN 36, we 16/9/1961

Redmond, 14/9/61 opened as staff station splitting Narrikup – Elleker, crossing loop provides 1500 ft clearance.

Yellowdine, eastern and western legs of triangle spiked over.

WN 37, we 23/9/1961

Morawa, 25/8/61 down distant moved out 180ft; on a date to be advised down home to be moved out 230ft.

Royal Show

Nil of interest.

WN 38, we 30/9/1961

A, X, Xa locos, Train brake operation, new instructions, page 890.

X, Xa locos, new fire extinguisher being fitted, page 890.

WN 39, we 7/10/1961

Rolling Stock Alterations, August 1961, Locomotives – reclassified Fs-F 450; written off Fs 425.

Wongan Hills, catch points with indicators provided on both legs of triangle attached to main line.

Hillman, repairs to engine pit, for period of 4 weeks crossing loop temporarily used as

main line, facing points spiked over, crossing of trains prohibited.

WN 40, we 14/10/1961

Catterick – Hester, 8/10/61 connecting deviation at 168m 26ch and 168m 48ch.

Woolgangie, Safe Working Porter has been withdrawn.

Narrogin – Albany, WTT reprint pages 941 – 949.

WN 41, we 21/10/1961

X, Xa locos, battery fuses, instructions page 961.

“The Mullewa” introduction, 30/10/61 info on changes to services pages 962, 963.

Bennelaking, delete all reference (GR, CR, GA).

Fremantle – Koongamia Special Holiday Service WTT reprint pages 975, 977.

Perth Armadale Special Holiday Service WTT reprint pages 979, 981.

Midland Junction – Chidlow Special Holiday Service, Northam – East Northam Shunter, WTT reprint page 983.

Albany – Narrogin, WTT reprint of 1 page misprinted previous week, page 985.

WN 42, we 28/10/1961

Rolling Stock Alterations, September 1961, Locomotives – nil.

Yarloop – Warrawarrup section, 23/10/61 staffs for section replaced for experiment with a new type; heads painted as usual with colour but instead of station names being stamped on recessed head, they are engraved on the steel shaft, number only being repeated on centre of head.

Bungulla, Safe Working Porter temporarily withdrawn.

Bennelaking, delete all reference (WTT).

Widgiemooltha, insert 2½ ton in crane column (GA).

Wyalkatchem – Mukinbudin, WTT reprint pages 1009, 1011.

Collie Mines Shunter, WTT reprint page 1013.

WN 43, we 4/11/1961

Roof mounted exhaust silencers, clearances, Xa 1022 fitted with this, requires openings in all structures a minimum of 13ft 2in above rail level. Anticipated further locos will be similarly equipped as they pass through workshops.

ADA railcar, instructions, pages 1032, 1033.

Bassendean, 6/11/61 down distant moved from right to left of down main.

Yilmia, 30/10/61 opened as staff station splitting Coolgardie – Connolly, ballasting work for approx 10 days.

Dumbleyung, delete 1½ ton crane, insert 4 ton 12c (GA).

List of per way gangs for train running advice, pages 1055, 1057.

WN 44, we 11/11/1961

225½m ballast pit, 13/11/61 opened as staff station splitting Muradup – Kojonup.

Carlecatup, 14/11/61 opened as staff station splitting Kojonup – Katanning.

WN 45, we 18/11/1961

Nil of interest.

WN 46, we 25/11/1961

Katanning – Nyabing, 11/12/61 reopened.

Burakin – Bonnie Rock, 8/1/62 reopened.

Lake Grace – Hyden, 8/1/62 reopened.

Bungulla, Safe Working Porter again in attendance.

WN 47, we 2/12/1961

Rolling Stock Alterations, October 1961, Locomotives – written off – Ds 379; Cs 270, 432, 439, 440.

Mullewa Refreshment Rooms, due to introduction of buffet on “The Mullewa” serving of meals in the dining room discontinued; tearoom and bar sections are still operating.

Nyabing branch WTT reprint, page 1167.

WN 48, we 9/12/1961

Wooroloo, 5/12/61 up home moved 320ft east of current position.

Dwellingup, 1/12/61 fixed signals brought into use.

Kalgoorlie, 6/12/61 signalling alterations, sig diag in centre of WN.

Wagin – Lake Grace – Newdegate, WTT reprint pages 1191, 1193.

Tambellup – Gnowangerup, WTT reprint page 1195.

Lake Grace – Hyden, WTT reprint page 1197.

WN 49, we 16/12/1961

Brookhampton, Jardee, Wonnerup, Yornup, delete Warehouse Accommodation (GR).

Bullaring, insert 6ton crane (GA).

Merredin – Yellowdine, WTT reprint pages 1223 – 1229.

Yellowdine – Kalgoorlie, WTT reprint pages 1231 – 1239.

Christmas & New Year

Nil of interest.

WN 50, we 23/12/1961

Y class operating in yards in which the Woolery Weed Burner is working are to be prevented from working over the area until all signs of fire have been extinguished. This is necessary to prevent diesel filters sucking up burning waste etc.

Train number alterations, with new timetable, block numbering introduced; Northam – Amery – 50 to 59; Northam –

Wyalkatchem – 60 to 67; Amery – Kalannie – 70 to 79; Amery – Bonnie Rock – 80 to 89. At a later date will introduce Wyalkatchem – Mukinbudin – 30 to 49; Wyalkatchem – Merredin – 20 to 29; Clackline – Miling – 1 to 19.

Mt Hardy, 15/12/61 opened as S&T station splitting York – Greenhills.

Northam – Wyalkatchem WTT reprint pages 1261 – 1269.

Amery – Kalannie and Bonnie Rock WTT reprint pages 1271 – 1277.

WN 51, fe 6/1/1962

Kalgoorlie – Esperance WTT reprint pages 1299 – 1305.

Bunbury – Donnybrook – Katanning WTT reprint pages 1307 – 1311.

WEEKLY NOTICES - 1962

WN 1, we 13/1/1962

Nil of interest.

WN 2, we 20/1/1962

Rolling Stock Alterations, November 1961,
Locomotives – written off Fs 426.

225m ballast pit, Carlecatup, 2/1/62 closed
as staff stations, sections now Muradup –
Kojonup – Katanning.

WN 3, we 27/1/1962

Rolling Stock Alterations, December 1961,
Locomotives – written off Oa 171.

Ghooli, delete loading ramp (GR).

York – Merredin, WTT reprint pages 69, 71.

WN 4, we 3/2/1962

Korrelocking, 14/12/61 road known as the
“Irish Loop” closed and spiked over.

Noongaar, 17/1/62 ufn will be unattended.

WN 5, we 10/2/1962

Mablac, 18/12/61 siding lifted and
eliminated as stopping place.

Indarra, Kunine, Lennonville, Mablac, delete
all references (WTT).

WN 6, we 17/2/1962

X and Xa , train brake operation, addendum
to previous alteration, for multiple unit
operation.

Moorine Rock, from 5/2/62 unattended.

Canegrass, 13/2/62 public siding lifted, shed

and nameboard removed, eliminated as a
stopping place.

Merredin – Muntadgin S&T section, “Notice
of Train Ahead” authorized for use at Norpa.

Hyden, rail mounted 7 ton hand crane
available ufn.

Canegrass, delete (WTT, GA).

Indarra, Kunine, Lennonville, delete all
reference (GR).

WN 7, we 24/2/1962

North Dandalup, 28/2/62 closed as booking
station, SM withdrawn.

Canegrass, delete all reference (GR).

WN 8, we 3/3/1962

Dardanup, 28/2/62 closed as booking
station, SM withdrawn.

WN 9, we 10/3/1962

Rolling Stock Alterations, January 1962,
Locomotives – nil.

Hyden, add 7ton rail mounted crane (GR).

Clackline – Miling, WTT reprint pages 219
– 229.

WN 10, we 17/3/1962

Nil of interest.

WN 11, we 24/3/1962

Rolling Stock Alterations, February 1962,
Locomotives – written off – Ds 382, Fs 290.

Moonyoonooka, delete 100ft passenger
platform (GA).

WN 12, we 31/3/1962

Mt Magnet, 30/1/62 up and down starting signals removed.

North Fremantle – Rocky Bay, 26/3/62 staff section closed, replaced by North Fremantle – Flour Mill (ES), Flour Mill – Rocky Bay (S&T, staff only), point indicator fitted to facing points to Flour Mill siding.

Bluff Point, delete all reference (WTT, GA).

WN 13, we 7/4/1962

Midland Junction, approval received to alter to Midland; to be adopted gradually.

Bluff Point, delete all reference (GR).

Dowerin, delete cart weighbridge (GR, GA).

WN 14, we 14/4/1962

Capercup, 9/4/62 public siding temporarily closed for 3 days for alterations.

Bluff Point, delete all reference (CR).

WN 15, we 21/4/1962

Rolling Stock Alterations, March 1962, Locomotives – new B1601.

WN 16, fe 5/5/1962

Mt Barker, 30/4/62 refreshment room closed.

WN 17, we 12/5/1962

135 Mile Siding, 4/5/62 opened as staff station splitting Capel – Wonnerup.

WN 18, we 19/5/1962

Elabbin, delete goods shelter (GA).

WN 19, we 26/5/1962

Nil of interest.

WN 20, we 2/6/1962

Rolling Stock Alterations, April 1962, Locomotives – issued new B1602.

Cadoux, 14/5 – 18/6/62, installing hand crane, so loading bank out of use.

Pallingup, delete loading bank (GA).

WN 21, we 9/6/1962

334m 30ch ballast pit, 21/5/62 opened as staff station splitting Merredin – Muntadgin, only ballast may cross. During period it is open Train Ahead working Merredin – Norpa – Muntadgin suspended.

WN 22, 16/6/1962

Mungari, from 2/6/62 unattended.

Narrogin, 13/6/62, new 16 lever frame replaces 10 lever at Frame A, independent main becomes No 1 Siding, semaphore signals to/from Dwarda line replaced by shunt signals, page 508, sig diag in centre of WN.

WN 23, we 23/6/1962

Rolling Stock Alterations, May 1962, Locomotives – written off – Ds 377, K188, Oa 179.

334m 30ch ballast pit, 8/6/62 closed as staff station, section now Merredin – Muntadgin; Train Ahead working resumed Merredin – Norpa – Muntadgin.

Lake Grace – Hyden, 16//6/62 services discontinued.

Kalgoorlie, delete 6 ton gantry crane (GR).

Damboring, delete passenger shelter (GA).

Narkal, delete goods shelter (GA).

Wyalkatchem – Merredin, WTT reprint pages 545, 547.

WN 24, we 30/6/1962

North Fremantle – Claremont, 1/7/62, Lock and Block replaced by Automatic Colour Light, main lines only, mechanical signaling remains in yards at North Fremantle, Cottesloe and Claremont.

WN 25, we 7/7/1962

X and Xa class crankcase exhausters, details on checking, page 575.

North Fremantle – Claremont Automatic signaling, change will now be 8/7/62. Sig Diags in centre of WN.

Leighton, 30/6/62 closed as a booking station.

Burakin – Bonnie Rock, 22/6/62 services cease beyond Beacon.

WN 26, we 14/7/1962

X and Xa class Lubricating oil systems, page 598.

Ballidu, 9/7/62 up home moved out 220ft, up distant moved out 219ft.

Corrigin, 27/6/62 point indicator installed on new loop points, Merredin end of yard.

Dalwallinu, 10/7/62 up disc added to up home mast for movement main to loop, controls level crossing flashing lights.

Ardath, 26/6/62 closed as staff station, section now Bruce Rock – Babakin.

Newdegate, point indicator provided on new loop points.

Cadoux, add 6 ton crane (GR).

WN 27, we 21/7/1962

Leighton, delete all reference (GR).

WN 28, we 28/7/1962

Billaricay, please note correct spelling is Billericay.

Albany, 23/7/62 down home moved out 200ft.

Burakin – Bonnie Rock, 13/7/62 service ceased beyond Mollerin.

Coogee – BHP crossing station, 23/7/62 ES withdrawn and replaced by S&T staff only, will continue during period work on new pole line in progress.

Cuballing, amend 1½ ton to 6 ton crane (GR, GA).

Quairading, amend 2 ton to 6 ton crane (GR, GA).

Cadoux, add 6 ton crane (GA).

WN 29, we 4/8/1962

Rolling Stock Alterations, June 1962, Locomotives – issued new – B1603.

Coogee – BHP crossing station, date changed to 30/7/62.

Eulin, delete stockyard (WTT).

Eulin, delete S&C races (GR).

WN 30, we 11/8/1962

Mullewa – Meekatharra, WTT reprint pages 689, 691.

WN 31, we 18/8/1962

Burakin – Bonnie Rock, all services have now ceased.

Robbs Jetty – Jandakot, 13/8/62 duplicate

staff instruments provided at Robbs Jetty and Cement Siding, 17m 22ch near Spearwood.

Clackline, 7/8/62, new set back disk provided for moves down main to up main.

Nulla Nulla, Keane, Kunine, Indarra, Lennonville, delete all reference (GR).

WN 32, we 25/8/1962

ARHS Victorian Div Reso train, pages 714 – 716.

Swan View, 27/8/62 commence lifting public siding.

WN 33, we 1/9/1962

ARHS Vic Div Reso amendments, page 748.

Qualen, 24/8/62 commence lifting siding and remove nameboard.

Albany, 21/8/62 a shunting neck adjacent to main line, Perth end of yard brought into use.

Esperance New Jetty, X class can shunt as far as warning boards at 500ft, limit of new 60lb rails.

Beverley, add 2½ ton crane (GR).

Buntine, change crane to 2½ tons (GR).

Dalwallinu, change crane to 2½ ton (GR).

Kalannie, add 2½ ton crane (GR).

Kellerberrin, change crane to 2½ ton (GR).

Meckering, change crane to 2½ ton (GR).

Northam, change crane to 2½ ton (GR).

Tammin, change crane to 2½ ton (GR).

Qualen, delete all reference (GR, GA).

Pintharuka, delete shelter shed (GR).

Coogee – Woodmans Point, 30/7/62 S&T, staff only suspended ufn; section will be used for stowing of Blue Cross wagons.

WN 34, we 8/9/1962

Nil of interest.

WN 35, we 15/9/1962

ARHS Vic Div Reso amendments, page 790.

Rolling Stock Alterations, July 1960, Locomotives – nil.

Albany, sig diag for recent changes in centre of WN.

Collie – Wyvern, 10/9/62 S&T staff only withdrawn, siding worked under yard conditions.

571 mile ballast pit, 17/9/62 opened as S&T station splitting Scaddan – Esperance; dead end siding and run around road, shunting in up direction.

Southern Cross, 28/8/62 catch points inside loco points replaced by scotch block.

Busselton – Wonnerup – Nannup, WTT reprint page 811.

WN 36, we 22/9/1962

Boondi, 22/9/62 commence lifting public siding and removing nameboard.

Karrakatta, 17/9/62 commence lifting public siding.

Boondi, delete all reference (GR).

Swan View, delete siding standing room 13. And L ex Perth (GA).

Qualen, delete all reference (GA).

WN 37, we 29/9/1962

Claremont – Subiaco, 23/9/62 Lock and Block withdrawn, replaced by Automatic Colour Lights, mechanical signaling remains in both Claremont and Subiaco yards; sig diag in centre of WN.

Calcarra, delete stockyard (WTT).

Boondi, Qualen delete all reference (WTT).

Bullfinch, delete loading ramp (GR).

Showgrounds Signal Box, delete all reference (GA).

Royal Show

Nil of interest.

WN 38, we 6/10/1962

Showgrounds, Karrakatta, Shenton Park, Daglish, signal boxes deleted (WTT).

A class, add loads to Northam – Kalgoorlie, Perth – Bunbury, Spencers Brook – Narrogin.

WN 39, we 13/10/1962

Rolling Stock Alterations, August 1962, Locomotives – issued new – B1604; written off – Ds 384, Es 298, 315, 319, 323.

Pinjarra, delete 52½ ft turntable (WTT).

Caron, delete 60ft turntable (WTT).

Brookhampton, delete 60ft turntable (WTT).

Nannup, amend turntable 40ft to 60ft (WTT).

Widgiemooltha, Salmon Gums, delete triangles (WTT).

WN 40, we 20/10/1962

Nil of interest.

WN 41, we 27/10/1962

Byford – Mundijong, 22/10/62 placing points and crossings at 27m 36ch for Mundijong – Kwinana railway, spiked for main ufn.

Boondi, delete all reference (GR, CR, GA).

WN 42, we 3/11/1962

Rolling Stock Alterations, September 1962, Locomotives – Issued new – A 1503, B 1605, C1703; Written off – Fs 285, K 37, Msa 498.

Mundijong – Serpentine, 29/10/62 placing points and crossings at 29m 40ch for Mundijong – Jarrahdale railway, spiked or main line ufn.

Greenbushes – Bridgetown, 27/10/62 pulling deviation to main line at 168m 57ch to 166m 00ch.

Dardanup, 30/10/62 fixed signals removed, point indicators fitted to main line facing points.

WN 43, we 10/11/1962

British Empire and Commonwealth Games, special services pages 993 – 1003.

B class locos allowed to run, Clackline – Toodyay, Wongan Hills – Mullewa, Narngulu – Walkaway, Geraldton – Mullewa.

WN 44, we 17/11/1962

Robbs Jetty – Spearwood, 12/11/62 line will be officially opened.

Kirup, 13/11/62 fixed signals removed, point indicators fitted to main line facing points.

Nungarin, 14/11/62 down home and distant removed, point indicator fitted.

Yalgoo, delete 5 ton crane (GA).

WN 45, we 24/11/1962

Kondinin, 19/11/62 location disc placed at Merredin end of yard at clearance point of triangle road approx 90ft from facing points.

WN 46, we 1/12/1962

Burakin – Bonnie Rock, seasonal re-opening 3/12/62.

Lake Grace – Hyden, seasonal re-opening 10/12/62.

Katanning – Nyabing, seasonal re-opening 17/12/62.

Carani, 27/11/62 opened as staff station for re-ballasting, splitting Calingiri – Piawaning, point indicators provided, trains may cross.

Amery – Kalannie and Bonnie Rock, WTT reprint pages 1097 – 1101.

Wagin – Lake Grace – Newdegate, WTT reprint pages 1103, 1105.

WN 47, we 8/12/1962

Rolling Stock Alterations, October 1962, Locomotives – Issued new – A 1504, A 1505; Written off – Fs 287, 424, G 114, 122, K 103, 195.

Southern Cross, 20/11/62 Railway Refreshment rooms closed.

Picton Junction, existing signal box replaced by new one in old refreshment rooms at Bunbury end of platform, sig diag in centre of WN.

Collie, delete 42 ton weighbridge (GR).

Welshpool, 5/12/62 down advanced starter moved back 183yds.

Narrogin – Albany, WTT reprint pages 1121 – 1131.

WN 48, we 15/12/1962

Kalgoorlie, A class may not enter Boulder dock, due restricted clearances.

Greenbushes, 11/12/62 fixed signals removed, point indicators fitted to main line points.

Bunbury, delete stockyards (WTT).

Calingiri, delete turntable (WTT).

Norseman, Malcolm, Morawa, delete triangle (WTT).

WN 49, we 22/12/1962

Welshpool, run round road extended over John St now closed, points on Structural Engineering siding reversed and 600ft dead end installed from this siding,, dead end road on Hardies siding extended 140ft and end loading ramp provided.

Chidlow, 10/12/62 Railway Refreshment rooms closed.

Cement Siding – Cockburn, 17/12/62 S&T staff only introduced

Christmas & New Year

Nil of interest.

WN 50, fe 5/1/1963

Rolling Stock Alterations, November 1962,

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WN 1, we 12/1/1963

Subiaco – Perth, anticipated late January replace Lock & Block with Automatic Colour Light signaling; 14/1/62 preparatory replacement of some semaphores at Subiaco.

Cottesloe, 13/12/62 balanced slip points on flour mill siding replaced with a scotch block.

WN 2, we 19/1/1963

Serpentine, 31/1/63 closed as booking station and SM withdrawn.

Greenbushes, delete up and down home and distant signals (GA).

WN 3, we 26/1/1963

Rolling Stock Alterations, December 1962, Locomotives – Written off – G 46, 61, 124.

Bencubbin, turntable has been secured in position, not available for turning purposes unless special arrangements made.

Kwinana public siding closed, 11/1/63 and Weston siding opened for traffic, Weston has 1750ft standing room, 22m 47ch.

Belka, Jura, delete shelter shed (GR).

Bunbury, delete S&C races (GR).

WN 4, we 2/2/1963

Mount Barker, 30/1/63 signalling alterations, new ground frame added (due installation of flashing light signals), page 77, 78, sig diag in middle of WN.

Collie, 31/1/1963 alterations to signaling at ground frame, page 78, sig diag in WN 5.

Perth – East Perth Loco, diesel cars up to maximum of four empty cars may work without provision of a guard.

WN 5, we 9/2/1963

Collie – Moorhead, sign diag in centre of WN.

Bencubbin, delete turntable (WTT).

Robbs Jetty – Kwinana, change name of line to Robbs Jetty – Weston (GR).

Kwinana, delete all reference (GR).

Weston, add, rate mileage 8 ex Robbs Jetty, 11 ex Fremantle (GR).

WN 6, we 16/2/1963

Moorine Rock, Safe Working Porter has been permanently withdrawn.

Duri, delete all reference (GR, CR).

WN 7, we 23/2/1963

Rolling Stock Alterations, January 1963, Locomotives – nil.

Hand signal flags, commencing forthwith small type hand signal flags are to be withdrawn and replaced by large size 30 x 24 inch.

Carlisle, 19/2/63 alterations to working of Hawker Siddeley Mill siding, page 143.

Golden Gate, 18/2/63 closed as S&T station, section now Kalgoorlie – Kamballie, S&T staff only.

Picton Junction – Bunbury, 18/2/63 private siding for Ready Mix Concrete opened, 113m 40ch, shunted in down direction, ES

locked.

Midland Junction – Walkaway (MRWA)
WTT reprint, pages 157, 159.

WN 8, we 2/3/1963

Diesel locomotives and railcars,
commencing immediately headlights are to
be switched to on position for entire time
unit is on traffic.

WN 9, we 9/3/1963

Fremantle depot, 25/3/63, cessation of
stabling steam locos, revised suburban
goods service.

Fremantle – Midland Goods Service WTT
reprint, pages 197 – 215, 219 – 225.

Perth – Armadale Goods Service WTT
reprint pages 217, 227.

Armadale – Kwinana – Fremantle WTT
reprint pages 229, 231.

WN 10, we 16/3/1963

Nil of interest.

WN 11, we 23/3/1963

Claremont, 29/3/63 exhibition of railway
rolling stock, page 257.

Headlights on diesel locos (WN 8/63),
instruction does not apply to diesel
locomotives on shunting work in station or
marshaling yards.

Subiaco – Box A Perth, 24/3/63 Sykes Lock
and Block Subiaco – Box B (sic) Perth
replaced by automatic colour light signaling,
sig diag in centre of WN.

Warup, Dellyanine, 14/3/63 closed as S&T
stations, section now Wagin – Kylie.

Wogarl, 4/3/63 opened as staff station for
ballasting, splitting Narembeen –

Muntadgin.

Easter and Anzac Day

Nil of interest.

WN 12, we 30/3/1963

Rolling Stock Alterations, February 1963,
Locomotives – Reclassified – Fs-F 411, 419,
452, 457, 463.

Burracoppin, 26/3/63 up home moved out
237ft.

WN 13, we 6/4/1963

Bonnie Rock line, after 25/3/63 services
cease beyond Wialki.

Cockburn, delete, Anderson inserted (GR).

WN 14, we 13/4/1963

Mundijong, 8/4/63 down departure signals
replaced by bracket signal.

Darnall, delete stockyard (WTT).

Kulja, delete S&C races (GR).

WN 15, fe 27/4/1963

Busselton, 15/4/63 new siding for Bindoon
Saw Mills opened at 145m 25ch, shunted in
up direction only, padlocked.

WN 16, we 4/5/1963

Rolling Stock Alterations, March 1963,
Locomotives – Reclassified – Fs-F 412.

Bellevue, 17/4/63 points removed from
down main to Helena Vale Race Course
siding, plus corresponding signals.

Booraan, 10/4/63 crossing loop extended to
1780ft, will hold equal 80 in length.

Darnall, delete S&C races (GR).

Shunting signals, Box C Perth to Robbs Jetty, commence converting colour of shunting discs and lights, see WN 2/63, page 35.

WN 17, we 11/5/1963

East Perth, platform on SW main is being cut back by 60ft at Perth end.

Bindi Bindi, add stockyards (WTT).

Esperance, delete 20 ton weighbridge.

WN 18, we 18/5/1963

Wogarl, 6/5/63 closed as temp S&T station, section now Muntadgin – Narembeen.

Engines allowed to run, York – Mawson – G, Msa, Oa, W, X, Xa, Y, P, Pr; Mawson – Quairading – G, Msa, Oa, W, X, Xa, Y; Narembeen – Merredin – all except A, V and S; Narrogin – Merredin (via Corrigin) – all except A, V, S.

Transcontinental Schedule, WTT reprint pages 431, 433.

WN 19, we 25/5/1963

Rolling Stock Alterations, April 1963, Locomotives – Written off – Ds 374.

Katanning – Nyabing, after 21/5/63 services cease.

Boorabbin, 23/5/63 up home moved out 244ft.

Dedari, 20/5/63 up home moved out 250ft, up distant moved out 180ft.

Yellowdine, 20/5/63 down home moved out 209ft.

Mundijong, 22/5/63 switch locks controlling crossover mill sidings to main and main line to loop removed; crossovers remain, operated by rigid levers; can only be shunted when officer on duty.

Goomalling – 101 mile post bank engine key, delete reference as this has been removed (GA).

WN 20, we 1/6/1963

Bullfinch, 1/6/63 closed as booking station and SM withdrawn.

Burracoppin, bodallin, Noongaar, crossing loops extended to 1780ft, hold equal to 80 in length.

WN 21, we 8/6/1963

Diesel electric locomotives during wheel slip, instructions pages 495, 496.

Byford – Mundijong, 9/6/63 closed, sections Byford – Mundijong Junction – Mundijong opened, also junction points and signals to Jarrahdale at Mundijong. Work of completing ES sections in progress, sections will be Robbs Jetty – Coogee – Weston Street – Wellard – Mundijong Junction, Mundijong – Jarrahdale. Sig diag in centre of WN.

Kellerberrin, 4/6/63 commence moving out up and down homes, outer homes and distant to allow for flashing lights on crossings at each end of yard.

Narngulu, point indicator attached to points Walkaway main to siding extended and positioned at clearance point of crossover from Mullewa line.

Tardun, 1/7/63 closed as booking station and SM withdrawn.

Piawaning, delete triangle (WTT).

Bejoording, delete S&C race (GR).

Chinocup, Kuringup, Pingrup, delete all reference.

Toodyay, delete 10 ton cart weighbridge.

WN 22, we 15/6/1963

Merredin, existing timber pedestrian overhead bridge being replaced by new steel footbridge.

Moorine Rock, Ghooli, Mungari, crossing loops extended to 1780ft, hold equal 80 in length.

WN 23, we 22/6/1963

Rolling Stock Alterations, May 1963, Locomotives – Reclassified – Fs-F 360.

135 Mile Siding, 4/6/63 opened as staff station splitting Capel – Wonnerup.

Katanning – Badgebup, Badgebup – Nyabing, 30/5/63 temporary staff stations closed.

WN 24, we 29/6/1963

East Perth – Chidlow, East Perth – Armadale, 24/6/63 commencing changing colour of shunting discs and lights.

Cottesloe, scotch block provided on Mill road.

WN 25, we 6/7/1963

Karalee, Yellowdine, Bali, Gilgai, crossing loops extended to 1780ft, hold equal 80 in length.

Wansbrough, crossing loop extended to 1500ft.

Lake Grace – Hyden, after 6/7/63 services discontinued.

WN 26, we 13/7/1963

East Fremantle Junction – Box B Fremantle, 6&7/7/63 repositioning up and down main lines, page 622.

Manjimup, scotch block installed on Hawker Siddeley siding.

Woodanilling, 8/7/63 ballast pit adjacent to Woodanilling in Woodanilling – Wagin section brought into use, staff locked and slip blade provided in siding.

Tardun – Canna, 8/7/63 S&T withdrawn and replaced by ES.

Anderson, delete and insert Soundcem (GR).

WN 27, we 20/7/1963

Woolgangie, crossing loop extended to 1780ft, holds equal to 80 in length.

Robbs Jetty – Jarrahdale branch, GA instructions replacing Kwinana branch, pages 655, 657.

WN 28, we 27/7/1963

Jarrahdale – Weston St haulage of bauxite, details pages 671 – 675.

Tambellup, 22/7/63 commence repositioning signals, up starting signal moved out 471ft, down home moved out 411ft down starting signals moved ahead 24ft.

Commonwealth Railways WTT reprint page 683.

WN 29, we 3/8/1963

Rolling Stock Alterations, June 1963, Locomotives – Issued new – A 1506; Reclassified – Fs-F 362.

Weston Street, 18/7/63 opened as accounting station.

Boorabbin, Dedari, crossing loops now 1750ft, equal to 80 in length.

Wogarl, 17/7/63 opened as staff station for ballasting, splitting Muntadgin – Narembeen, only ballast may cross.

Mablac, delete all reference (WTT).

WN 30, we 10/8/1963

Nil of interest.

WN 31, we 17/8/1963

Rolling Stock Alterations, July 1963,
Locomotives – Written off – Ds 372.

Bullabulling, crossing loop extended to
1750ft, holds equal 80 in length.

Ardath, 6/8/63 opened as staff station
splitting Bruce Rock – Babakin, only ballast
may cross.

Wogarl, 5/8/63 closed as temporary staff
station, section now Muntadgin –
Narembeen.

York Racecourse, delete all reference
(WTT).

Transcontinental Schedule WTT reprint
pages 771, 773.

Fremantle – Armadale and Jarrahdale, WTT
reprint pages 775, 777.

WN 32, we 24/8/1963

Comet Vale, 17/7/63 siding lifted, now 10
cwt stopping place.

WN 33, we 31/8/1963

Diesel locos in flooded areas; X and Xa
class speed of 3mph at maximum depth
above rail of 2 in; A and C class speed of
3mph at maximum depth above rail of 4 in.

C class headlight failures, page 817.

Kellerberrin, 27/8/63 signalling changes and
2 new frames, associated with flashing light
signals at each end, sig diag in centre of
WN.

Tambellup, alterations in WN 28/63 now
complete.

Koonadgin, Ulva, add stockyards (WTT).

WN 34, we 7/9/1963

Terry, Hawker Siddeley have ceased
operating their private line to Shannon River
Mill, and dismantling of track is in progress,
siding being used by contractors for outward
dispatch of disused rails and material only.

Northam – Merredin, after 8&9/3/63 Nos
81, 82, 4 DET replaced by road buses.

Northam – Merredin WTT reprint pages 889
– 901.

WN 35, we 14/9/1963

Southern Cross – Bullfinch, after 10/9/63
service ceases.

Spencers Brook, 9/9/63 Railway
Refreshment rooms closed.

Cunderdin, 11/9/63 Railway Refreshment
rooms closed.

WN 36, we 21/9/1963

Rolling Stock Alterations, August 1963,
Locomotives – Written off – G 55, K 40.

Weston Street, add 45 ton weighbridge
(GR).

Royal Agricultural Show

Nil of interest.

WN 37, we 28/9/1963

Collie – Griffin – Wyvern, due to condition
of per way, section beyond 0m 68ch closed
for traffic.

Ardath, 9/9/63 closed as temporary staff
station, section now Bruce Rock – Babakin.

Wyalkatchem, 23/9/63 up outer home from
Bencubbin line brought into use.

Bullfinch, Corinthian, Perilya, delete all reference (GR).

Armadale throughout south west district, from 23/9/63 commencing changing colour of shunting discs and lights.

WN 38, we 5/10/1963

155¼ mile Ballast Pit, 7/10/63 opened as staff station splitting Kylie – Bowelling section, point indicators on ballast pit loop points, only ballast may cross; ballasting in Bowelling – Collie section expected to end of April.

Couplers, steam – all locos of Pm, Pmr and V class fitted with NCDA couplers, following fitted with NCDA on tenders – F 419, 452, Fs 416, 418, 459, P 502, 505 – 508, 510, 512 – 516, Pr 532, 534, 538; also S 543, 545, 546, 549, 550 fitted with strengthened Yoke type capable of same pull as NCDA; all diesels of A, C, X, Xa, Y classes fitted with NCDA.

Boyanup, insert 7 ton crane (GR).

Cuballing, delete 10 ton weighbridge (GR).

WN 39, we 12/10/1963

East Northam – Berring, all classes may run; Berring – Merredin, Amery – Kalannie, Goomalling – Wongan Hills, all classes except A, C, V.

Dwellingup, delete S&C races (GR).

WN 40, we 19/10/1963

Rolling Stock Alterations, September 1963, Locomotives – Reclassified – Fs-F 418, 456; Written off – MRCo C 18, D 19, 20.

Amery, 12/9/63 bank engine key to 117m 20ch taken out of use.

Tambellup, re WN 33/63, sig diag in centre of WN.

Maddington, 6/9/63 points down main to refuge siding spiked out of use.

Woolery Weed Burner, delete all reference, machine is fully depreciated and will not be replaced (GA).

Collier, crossing facilities have been removed (GA).

WN 41, we 26/10/1963

East Perth, 20/10/63 various semaphore signals converted to semi auto colour light, sig diag in centre of WN.

WN 42, we 2/11/1963

Mt Lawley, 27/10/63 alterations, removal of crossovers down main to up main, up main to loco, down main to public siding, sig diag in centre of WN.

Gabalong, 21/10/63 opened as staff station, splitting Piawaning – Miling, to facilitate ballasting, point indicators affixed to facing points at both ends, crossings when authorized by DTS.

WN 43, we 9/11/1963

Coupling of coaching stock, restrictions of mix of NCDA and Jones with regard to end vestibules, page 1114.

Grass Valley, 4/11/63 up home moved out 50yds.

Muja – Centaur, 28/11/63 section closed, opened sections Muja – Power House Junction (S&T), Power House Junction – Centaur (S&T, S only), Power House Junction – Power House (S&T, S only).

Bullsbrook, delete loading ramp and S&C races (GR).

Cramphorne, delete loading ramp (GR).

WN 44, we 16/11/1963

Spencers Brook and Cunderdin Refreshment Rooms, 26/11/63 tenders close for purchase of furniture and plant.

Bayswater, 30/11/63 refuge siding, back platform road and delivery road to be lifted, then 10cwt only.

Elleker, scotch blocks provided on south end of old Denmark line and on north end of platform on the road that connects GSR to old Denmark line.

Collie – Stockton – Nakina – Muja, 14/11/63 ES sections closed, Collie – Shotts – Muja ES sections opened.

Bejoording, delete stockyard (WTT).

Central District, 12/11/63 commence changing colour of shunting discs and lights.

WN 45, we 23/11/1963

Rolling Stock Alterations, October 1963, Locomotives – Written off – Ds 369, Es 299, 301, 304, 308, 324, 325, 326, 329, Msa 491-500.

Popanyinning, delete shelter shed (GR).

WN 46, we 30/11/1963

Marbellup, to facilitate loading of rails a temporary siding constructed from south of loop road to rail stacking area, points to siding replace catch points, shunted by up trains only.

Point indicators, 25/11/63 new type installed on facing points at both ends of Meenaar, diag in centre of WN, will remain for a trial period, drivers and guards to comment.

Shackleton, 19/11/63 closed as staff station, section now Bruce Rock – Pantapin.

Lake Grace – Hyden, 2/12/63 train service will operate ufn.

Nyabing branch, 16/12/63 train service will operate ufn.

Helena Vale Racecourse, delete all reference (GR, CR).

WN 47, we 7/12/1963

Ardingly, 9/12/63 opened as staff station splitting Mullewa – Tenindewa, point indicators fixed to facing points of ballast pit loop, only ballast may cross.

Bayswater, 1/12/63 all points and crossovers connecting up and down mains, back platform and refuge siding removed, all signals other than up and down distant, home, starting and advanced starting removed.

Waterloo, 5/12/63 closed as staff station for trial period, section now Brunswick Junction – Picton Junction, Roelands, Waterloo and Burekup staff locked.

Bokal, delete shelter shed (GR).

Amery – Kalannie and Bonnie Rock, WTT reprint pages 1209 – 1213.

WN 48, we 14/12/1963

Lake Grace – Pingaring – Hyden, 29/11/63 staff sections reopened.

Southern Cross, 10/12/63 alterations due to extension of crossing loop, pages 1229, 1230, sig diag in centre of WN.

WN 49, we 21/12/1963

Rolling Stock Alterations, November 1963, Locomotives – Reclassified Fs-F 462; Written off Ds 376.

Bassendean, 15/12/63 signalling changes in preparation for auto signaling, page 1257, sig diag in centre of WN.

Gabalong, 5/12/63 closed as staff station, section now Piawaning – Miling.

Grass Valley, crossing loop extended to 1750ft, holds equal 80 in length.

Northam – Wyalkatchem WTT reprint pages 1285 – 1293.

Christmas and New Year

Nil of interest.

WN 50, fe 4/1/1964

Chitibin, Seabrook, 8/10/63 sidings lifted and nameboards removed.

WN 51, we 11/1/1964

Katanning – Badgebup – Nyabing, 16/12/63

staff sections opened.

End loading ramps, these have been constructed at Fremantle, North Fremantle, Claremont, Subiaco, Perth, Guildford, Midland, MR Co Midland, Merredin, Esperance, Kalgoorlie, Welshpool, Bunbury, Geraldton, Mullewa, Meekatharra.

Chitibin, Seabrook, delete references (WTT).

Meekatharra, scotch block placed on main line at Geraldton end of yard, 150ft inside crossing of the set leading to the loop.

Kalgoorlie – Esperance WTT reprint pages 1335, 1337.

WEEKLY NOTICES - 1964

WN 1, we 18/1/1964

Hines Hill, crossing loop now 1750ft, holds equal 80 in length.

Fremantle – Armadale, distance tables (GR), replaced by Fremantle – Mundijong, Robbs Jetty – Jandakot, Spearwood – Soundcem, Mundijong – Jarrahdale, pages 22, 23.

Spencers Brook – Albany, Merredin – Kalgoorlie and branches, 13/1/64, commence changing colour of shunting discs and lights.

WN 2, we 25/1/1964

Jandakot – Armadale, train services have now ceased, traffic for Spearwood and Jandakot to be routed via Robbs Jetty, conveyed from there by shunting service.

Bellevue – Swan View, 25&26/1/64, down line closed, pilot working over up main; 1&2/2/64 pilot working over down main, due work on overbridge at Great Eastern Highway level crossing, details page 41.

Roelands, delete stockyards (WTT).

Chitibin, Seabrook, delete all reference (GR, CR).

Cardup, delete reference to siding (GA).

WN 3, we 1/2/1964

Gwalia, 31/1/64 closed as booking station and SM withdrawn.

Uniforms, new style uniforms will be issued for summer of 1964/65.

Alternative summer dress, approval given for officers to wear shorts, shirt and knee length stockings as alternate dress during

current summer months; may be in matching khaki or present trend of dark shorts and white stockings.

Soundcem Cement Coys siding, GA instructions pages 73, 74. Duplicate ES instruments at Robbs Jetty and Cement Siding Junction, 17m 22ch; section Cement Siding Junction – Soundcem is S&T, S only.

WN 4, we 8/2/1964

Rolling Stock Alterations, December 1963, Locomotives – Reclassified – X-Xb 1032; Written off – Ds 378.

Korraling, delete loading ramp (GR).

Roelands, delete S&C races (GR).

WN 5, we 15/2/1964

Xb 1032, fitted with control cut out switch, operation similar to those in Xa class.

Xa, Xb multiple unit operation, shutdown equipment fitted if temperature in the upper portion of the engine room reaches 250 to 300F, page 110.

Dangin, 10/2/64 opened as staff station splitting Mawson – Quairading for ballasting; point indicators fitted to facing points; trains may cross when authorized by DTS.

WN 6, we 22/2/1964

Rolling Stock Alterations, January 1964, Locomotives – nil.

Nyabing, scotch block provided on main line 135ft inside facing points at Katanning end.

WN 7, we 29/2/1964

Baandee, crossing loop extended to 1750ft, holds equal 80 in length.

Greenbushes, delete warehouse accommodation (GR).

Fremantle – Koongamia, special holiday service WTT reprint pages 173, 175.

Perth – Armadale special holiday service WTT reprint pages 177, 179.

WN 8, we 7/3/1964

East Perth – Bassendean, 8/3/64 Three Position Block replaced by Automatic Colour Light Signalling, details page 191, sig diags in centre of WN.

WN 9, we 14/3/1964

Midland – Chidlow special holiday service WTT reprint page 245.

Narrogin – Albany WTT reprint pages 247 – 257.

Easter Holidays

Nil of interest.

WN 10, we 21/3/1964

Rolling Stock Alterations, February 1964, Locomotives – nil.

WN 11, we 28/3/1964

Fremantle – Jandakot and Jarrahdale WTT reprint pages 307, 309.

WN 12, fe 11/4/1964

Bootenal, delete shelter shed (GR).

Kirup, delete warehouse (GR).

Commonwealth Railways WTT reprint page 333.

WN 13, we 18/4/1964

Kulja – Bonnie Rock, 21/3/64 services ceased beyond Wialki.

Fernbrook, 6/4/64 closed as staff section bow Beela – Moorhead, mainline points spiked.

Brunswick Junction – Collie WTT reprint pages 377 – 383.

WN 14, we 25/4/1964

Rolling Stock Alterations, March 1964, Locomotives – Reclassified – X-Xb 1018; Written off – Ds 367, 373, 381.

Coyrecup, Kwobrup, stockyards are being removed.

Mt Magnet, refreshment rooms are not now available for train passengers.

Pitfield, delete loading ramp and S&C races (GR).

WN 15, we 2/5/1964

Nil of interest.

WN 16, we 9/5/1964

Garratt, nameboards and shelter have been removed.

WN 17, we 16/5/1964

Lake Grace – Hyden, after 16/5/64 services cease.

WN 18, we 23/5/1964

Rolling Stock Alterations, April 1964, Locomotives – Written off – Ds 368.

Kulja – Wialki, after 16/5/64 services cease beyond Beacon.

Wuraming, 18/5/64 closed as staff station, section now Dwellingup – Boddington, S&T

S only.

Holyoake, 23/4/64 siding removed, closed as stopping place.

155¼ Ballast Pit closed as staff station, section now Kylie – Bowelling.

Baandee, delete shelter shed (GR).

Garratt, Holyoake, delete all reference (GR, CR).

WN 19, we 30/5/1964

Katanning – Nyabing, after 12/6/64 services cease.

Garratt, Holyoake, delete all reference (WTT).

WN 20, we 6/6/1964

Maddington Racecourse siding, re WN 40/63, siding now available for shunting, not to be used for sidetracking through trains (Swan Quarries siding).

Berginining, Etmynlin, delete all reference (WTT).

Geraldton, Meekatharra, add 20 ton gantry crane (GR).

WN 21, we 13/6/1964

Lake Grace – Pingaring – Hyden, 22/5/64 S&T sections closed.

Pinjarra Refreshment rooms, 1/6/64 closed due to provision of vending machines in Wildflower units, and provision of hot coffee and hot chocolate machine at Pinjarra.

S 547, add to list of engines fitted with strengthened Yoke type drawgear.

Coyrecup, Ewlyamartup, Kwobrup, delete S&C races (GR).

WN 22, we 20/6/1964

Nangeenan, delete loading ramp (GR).

WN 23, we 27/6/1964

Rolling Stock Alterations, May 1964, Locomotives – nil.

Bassendean – Box A Midland, 28/6/64 Three Position Block replaced by Automatic Colour Light signaling, changes pages 598, 599, sig diag in centre of WN.

Burakin – Beacon, after 26/6/64 services cease beyond Kulja; anticipated service Burakin – Beacon will cease after 10/7/64.

Kalgoorlie – Esperance WTT reprint pages 617, 619.

WN 24, we 4/7/1964

Nyabing – Badgebup – Katanning, 17/6/64 staff sections closed.

Kwelkan, delete stockyards (WTT).

Mukinbudin, delete triangle (WTT).

Morawa, amend to 1x6 ton crane (GR).

WN 25, we 11/7/1964

Tambellup, 1/7/64 signal mast carrying up main and up branch home signals moved out 200ft.

WN 26, we 18/7/1964

Rolling Stock Alterations, June 1964, Locomotives – Reclassified – Fs-F 413.

Newdegate, crane capacity amended to 6 ton (GR).

WN 27, we 25/7/1964

Midland Railway Co, 1/8/64 will be taken over by the department.

Boyanup, 1/7/64 new sale yard siding brought into use, connecting with Busselton line, points between up outer home and up home.

WN 28, we 1/8/1964

Karrakatta, 1/9/64 will be closed as booking station and SM withdrawn.

Menzies, 1/9/64 will be closed as booking station and SM withdrawn.

Gang home station list, pages 747, 749.

WN 29, we 8/8/1964

From the Commissioner, welcome to MRWA staff.

Donnybrook, delete 20 ton weighbridge (GR).

WN 30, we 15/8/1964

Carbarup, delete loading ramp (GR).

WN 31, we 22/8/1964

Midland – Walkaway, first ex MR entries in Temporary Speed Restrictions since MR takeover.

Rolling Stock Alterations, July 1964, Locomotives – nil.

Brunswick Junction – Bunbury, Donnybrook – Katanning, sections temporarily closed to traffic due to washaways.

Armadale, 24/8/64 signalling alterations page 851, sig diag in centre of WN.

Warrawarup, 17/8/64 closed as ES station, section now Yarloop – Harvey, points spiked.

MRWA Acquisition, safeworking details pages 852, 853.

Nallan, delete stockyard (WTT), delete S&C

races (GR).

WN 32, we 29/8/1964

Tambellup, compound and scissors crossover at south end of yard replaced by single set points, junction of Gnowangerup branch now connects direct to GSR main, sig diag in centre of WN.

Kalgoorlie – Esperance WTT reprint pages 913, 915.

S 547, delete from list of engines with NCDA couplers on tenders (ELT).

Lyons Camp, Mt Hardy, delete loading ramp (GR).

Perth – Bunbury WTT reprint pages 885 – 911 (pages bound out of order).

WN 33, we 5/9/1964

Ex MRWA Running times and loads, pages 941 – 943.

Amery – Kalannie and Bonnie Rock WTT reprint pages 953, 955.

WN 34, we 12/9/1964

North Fremantle Railway Bridge, 6 and 12-14/9/1964 new bridge, details page 971, sig diag in centre of WN.

Explosive vans, 6 D vans converted to DE, CME advises that it is now the practice in other states to allow equipping of explosive vans with full brake and he has given approval for the retention of vacuum brake in full working order.

Culham, delete all reference (GR, CR).

Gundaring, delete loading ramp (GR).

WN 35, we 19/9/1964

North Fremantle stopping place, 14/9/64 new stopping place brought into use for

passengers replacing old North Fremantle station.

Culham, 14/9/64 siding lifted and closed.

Brakevans, small MR brakevans to be confined to goods trains in suburban area and on MR; large FA brakevans 51, 52, 57 to be supplied to Perth Parcels for loading to MR.

Culham, Eradu, delete stockyards (WTT).

WN 36, we 26/9/1964

Rolling Stock Alterations, December 1964, Locomotives – Reclassified – Fs-F 455; Taken over from MR – E 30, F 40-46, G 50, 51.

Cuballing, delete warehouse accommodation (GR).

Royal Agricultural Show

Nil of interest.

WN 37, we 3/10/1964

Geraldton – Mullewa, deviation commenced at 65m 40ch – 66m 40ch.

Merredin Refreshment rooms, 31/10/64 discontinued.

Coyrecup, delete loading ramp (GR).

Narembeen, amend to 6 ton crane (GR).

WN 38, we 10/10/1964

Kwelkan, delete S&C races (GR).

WN 39, we 17/10/1964

Nil of interest.

WN 40, we 24/10/1964

Rolling Stock Alterations, September 1964, Locomotives – nil.

Culham, siding reopened (WTT, GR).

Yelbeni, add 5 ton crane (GR).

WN 41, we 31/10/1964

Upper Swan, 21/10/64 opened as S&T station splitting Midland – Gingin.

Barberton, Coomberdale, Gillingarra, Gingin, Koojan, Mogumber, Mooliabeenee, Moora, Muchea, Wannamal, Watheroo, Arrino, Bookara, Carnamah, Coorooow, Dongara, Gunyidi, Irwin, Marchargee, Mingenew, Prowaka, Strawberry, Three Springs, Winchester, Yandanooka, Yardarino, added to list of stockyards.

Midland – Geraldton WTT reprint pages 1193, 1195.

WN 42, we 7/11/1964

The Albany Weekender, Commissioner directs name shall apply to No 7 Friday, and No 8 Sunday, train consists of full Midlander set, and in addition a sleeper coach consisting of 4 berth cabins second class.

Culham, will now remain open ufn.

Doodlakine, delete warehouse accommodation (GR).

Wyola, delete S&C races (GR).

WN 43, we 14/11/1964

Rocky Bay line, 9/11/64 ES North Fremantle – Flour Mill cancelled, section within North Fremantle station limits; S&T S only will remain from Flour Mill – Rocky Bay.

Amery, delete stockyard (WTT).

Cannington, Pintharuka, delete loading ramp (GR).

East Northam, delete loading ramp and warehouse accommodation (GR).

Eradu, delete S&C races (GR).

WN 44, we 21/11/1964

Rolling Stock Alterations, October 1964,
Locomotives – Written off – Ds 375, G 108.

East Fremantle Goods Junction, 9/11/64 up
and down goods road, junction points
leading to main line, and frame C brought
into use. Instructions refer to WN 34/64.

Muchea, 10/11/64 opened as S&T station
splitting Upper Swan – Gingin.

Lake Matilda, Wishbone, delete water
symbol (WTT).

Amery, delete S&C races (GR).

Kalgoorlie – Esperance WTT reprint pages
1269, 1271.

WN 45, we 28/11/1964

Mount Helena, 1/12/64 closed as booking
station and SM withdrawn.

Neendaling, 1/12/64 completely eliminated.

Amery – Kalannie and Bonnie Rock, service
to operate 7/12/64, WTT reprint pages 1297,
1299.

Lake Grace – Hyden, 14/12/64 train service
resumed.

Nyabing branch, 28/12/64 train service
resumed.

WN 46, we 5/12/1964

Wogarl, 20/11/64 opened as S&T station
splitting Muntadgin – Narembeen for
ballasting work.

Wagin – Lake Grace – Newdegate WTT
reprint pages 1351, 1353.

Lake Grace – Hyden WTT reprint page
1355.

Fremantle – Midland Goods Service WTT
reprint pages 1357 – 1383.

WN 47, we 12/12/1964

Nil of interest.

WN 48, we 19/12/1964

Rolling Stock Alterations, November 1964,
Locomotives – Written off – Fs 444.

Goods vehicles behind passenger trains,
each Wednesday ufn approval given for No
85 “The Kalgoorlie” ex Perth to haul 3 bogie
goods vehicles behind brakevan.

Lake Grace – Hyden – Pingaring, 14/12/64
sections reopened.

Christmas and New Year

Nil of interest.

WN 49, we 26/12/1964

List of gangs, Midland Railway section page
1443.

Noongaar, 28/12/64 safe working porter
withdrawn.

Picton Junction, 3/11/64 auxiliary staff
instrument used for trains through crossover
to shunting neck taken out of use.

Wogarl, 11/12/64 closed as S&T station,
section now Muntadgin – Narembeen.

Mt Helena, 18/12/64 points and crossings
removed and signal box taken out of use.

Neendaling, delete references (GR, CR).

WN 50, fe 9/1/1965

273½ mile, Morawa – Evaside section
completed, staff locked, catch points,
shunted in down direction only. Added to
GR as 274 mile, Western Mining Corp.

Doodlakine, 30/12/64 level crossing at west end closed, flashing lights removed, flashing lights installed at level crossing east end, up starting signal removed, down starting signal installed.

WEEKLY NOTICES - 1965

WN 1, we 16/1/1965

B class Diesel Hydraulic, isolating final drive for towing.

Katanning – Badgebup – Nyabing, 28/12/64 sections reopened.

Collie – Narrogin, Muja – Centaur, Collie – Western No 2, amend to all classes except A, C, V may run.

Welshpool, location disc provided on Kewdale line, 170yds from junction of line to Structural Engineering Works siding.

Mukinbudin, amend crane from 3 to 6 tons.

WN 2, we 23/1/1965

X, Xa, Xb locomotive fires, use of straight air brake resulting in fires, instructions page 30.

Picton Junction, auxiliary staff cabin at points leading to shunting neck removed, sig diag in centre of WN.

Noongaar, ES instruments positioned in new cabin 8 chains east of previous location.

Rickeys, delete stockyard (WTT, GR).

Wongan Hills, delete turning facilities and W symbol (WTT).

Culbin, Geeralying, delete loading ramp (GR).

WN 3, we 30/1/1965

Bunbury – Donnybrook – Katanning WTT reprint pages 89 – 93.

WN 4, we 6/2/1965

Cardiff, 8/2/65 closed as S&T station, section now Collie – Western Collieries No 2 Mine, S&T S only.

Northam – Caron WTT reprint pages 113 – 119.

Caron – Mullewa WTT reprint pages 121, 123.

WN 5, we 13/2/1965

Midland, 9/2/65 new public delivery sidings brought into use, connection within up home applicable from MR, sig diag in centre of WN.

Northam – Wyalkatchem WTT reprint pages 139 – 147.

WN 6, we 20/2/1965

Darkan, 15/2/65 closed as S&T, section now Bowelling – Hillman.

Midland – Geraldton WTT reprint pages 174, 175.

WN 7, we 27/2/1965

Rolling Stock Alterations, December 1964, Locomotives – Issued new – A 1507; Reclassified – X-Xb 1020; Written off K 190.

Marchagee, 16/2/65 opened as S&T station splitting Watheroo – Coorow.

Millendon, 8 mile old MR mileage Standard Gauge Material Siding opened as S&T station, Upper Swan closed, sections now Midland – Millendon, Millendon – Muchea.

Clackline – Miling WTT reprint pages 199 –

205.

WN 8, we 6/3/1965

Rolling Stock Alterations, January 1965,
Locomotives – Issued new – H 3, 5.

Bellevue, 11m 55ch – 11m 63ch, 2/3/65
crossover outward goods to inward goods,
and crossover inward goods to down main
removed, some signals disconnected.

Midland – Watheroo, 2/3/65 all cabins will
be secured with standard Yale padlocks, and
all points with WAGR Z type padlocks, all
Brookes locks withdrawn.

Cairn Hill, 23/2/65 opened as S&T station
splitting Moora – Watheroo, only ballast
may cross.

Woolundra, 18/2/65 siding lifted and
nameboard removed.

Woolundra, delete all reference (WTT).

Hyden, delete S&C races (GR).

WN 9, we 13/3/1965

ADG railcars, testing shows in emergency
an ADG is capable of hauling an ADA on
suburban timings. If leading car of an ADG,
ADA, ADG should fail on a down service,
disabled car only should be detached. If
leading ADG should fail on up service, both
defective car and ADA should be removed,
as all ADA cars marshaled with driving
compartment facing in down direction.

WN 10, we 20/3/1965

155¼ m Ballast Pit, 15/3/65 opened as S&T
station splitting Bowelling – Kylie, only
ballast may cross.

Clarence, 15/3/65 main line points equipped
with ES locking, mile post mileage 18m
74ch.

Burges Siding, 15/3/65 point indicators

affixed to points to public siding at north
and south end of loop removed.

Wagin – Lake Grace, Pm Pmr, Pr permitted
to run.

Bencubbin, amend to 6 ton crane (GR).

Woolundra, delete all reference (GR, CR).

Easter Holidays

Nil of interest.

WN 11, we 27/3/1965

Rolling Stock Alterations, February 1965,
Locomotives – Issued new = A 1508, 1509,
H 4.

Welshpool – Kewdale, 22/3/65 S&T Sonly
introduced.

WN 12, we 3/4/1965

Dongara, 17/3/65 fixed signals removed,
point indicators placed on facing points at
each end of yard.

Gunyidi, 23/3/65 opened as S&T station
splitting Watheroo – Marchagee, if
necessary to make crossing note scotch
blocks on both siding roads, point indicators
provided.

RAAF Siding, 23/3/65 opened as S&T
station splitting Nungarin – Merredin.

Meekatharra, add 3 ton mobile crane (GR).

Brunswick Junction – Collie WTT reprint
pages 339 – 345.

WN 13, we 10/4/1965

Welshpool – Kewdale, 30/3/65 instructions
re S&T cancelled and train staff withdrawn,
line is still under the control of the CCE.

211m 47ch Ballast Siding, Wagin –
Woodanilling, 30/3/65 ES locked points

removed.

Key Farm, to be opened as S&T station splitting Clackline – Toodyay, to facilitate working of SG trains over existing NG at Lloyds Crossing. Full details of arrangements page 365.

Kulja – Bonnie Rock, 30/3/65 section closed, Kulja – Wialki opened, scotch blocks placed on main line at Wialki.

WN 14, we 17/4/1965

Victoria St – North Fremantle, 11/4/65 minor signaling changes with up and down mains connected to new track formations.

Corrigin, 8/4/65 down home, outer home and distant brought into use, points leading from main line to stock yard siding and from main line to CBH siding are lever operated with catch points in sidings.

Kellerberrin, delete triangle (WTT).

Culbin, Geeralying, reinsert loading ramp (GR).

WN 15, fe 1/5/1965

Katanning – Nyabing, 9/4/65 seasonal service ceased.

Kulja – Bonnie Rock, seasonal service has ceased beyond Wialki.

WN 16, we 8/5/1965

Rolling Stock Alterations, March 1965, Locomotives – Issued New – H 1.

Asplin, 26/4/65 opened as temporary S&T station splitting Boyup Brook – Maltrup.

Boundain, delete loading ramp (GR).

Glen Mervyn, delete S&C races (GR).

WN 17, we 15/5/1965

Yoshiike track recorder, 10/5/65 commence inspection of Geraldton – Mullewa – Northam section, towed by rail motor, to be treated as a train and full block working maintained, speed inspecting is 10mph.

Cannington – Maddington, 10/5/65 down main closed for deviation 9m 15ch to 9m 70ch, when reopened down trains to stop at Kenwick new platform at 9m 65ch.

155¼ mile Ballast Pit, 24/4/65 closed as S&T station, section now Bowelling – Kylie.

Katanning – Badgebup – Nyabing, 15/4/65 sections closed.

Glen Mervyn, delete stockyard (WTT).

Narrogin – Albany, all classes may run.

Wongan Hills – Mullewa, Narngulu – Walkaway, Geraldton – Mullewa, add A class may run.

Midland – Geraldton WTT reprint pages 489 – 493, includes ballast trains.

WN 18, we 22/5/1965

Wyening, delete stockyards (WTT).

Amery – Kalannie and Bonnie Rock WTT reprint pages 521, 523.

WN 19, we 29/5/1965

Rolling Stock Alterations, April 1965, Locomotives – Issued new – A 1510, B1606.

Asplin, 17/5/65 closed as S&T station, section now Boyup Brook – Maltrup.

Capel, delete warehouse accommodation (GR).

Kaloorlie, delete 3 ton mobile crane, add 5 ton mobile crane (GR).

Commonwealth Railways WTT reprint page 545.

WN 20, we 5/6/1965

Argyle 127m 59ch, 1/6/59 main line points at north end staff locked.

Kokardine, Nokaning, delete stockyards (WTT).

Guildford, delete 5 ton crane (GR).

Narrogin – Merredin via Kondinin WTT reprint pages 569 – 575.

WN 21, we 12/6/1965

Wagin – Ballaying, 10/6/65 S&T cancelled, replaced by ES, points at Gundaring staff locked.

WN 22, we 19/6/1965

Northam – Grass Valley, Northam – Frenches, 20/6/65 sections closed to enable new connections EGR and Mullewa mains at East Northam, approx. ½ mile east and 10ch west of York St.

Midland Railway, to minimize delays, CTM authorized issue of notice of train ahead on sections (intermediate siding) Millendon – Muchea (Bullsbrook), Gingin – Mogumber (Mooliabeenie and Wannamal), Mogumber – Moora (Koojan), Cairn Hill – Watheroo (Coomberdale), Coorow – Carnamah (Winchester), Arrino – Mingenew (Yandanooka), Mingenew – Dongara (Strawberry and Irwin), Dongara – Walkaway (Bookara).

Lake Grace – Hyden, after 25/6/65 service discontinued.

Wokalup, amend mileage to read 88m 67ch mile post, 88m 64ch actual.

Collie Cardiff, delete loading ramp (GR).

WN 23, we 26/6/1965

Rolling Stock Alterations, May 1965, Locomotives – Issued new – H 2.

Walkaway, 4/6/65 up home outer home and distant taken out of use, point indicator installed on facing point Geraldton end of yard.

WN 24, we 3/7/1965

Parkeston – Kalgoorlie (Commonwealth Railways), drivers of Commonwealth trains may retain possession of Parkeston Kalgoorlie staff for return journey to Parkeston; signalman at Box B must sight the staff and record number before permitting the train to leave.

WN 25, we 10/7/1965

North Fremantle – Leighton Beach, 4/7/65 up goods road between hump pilot cabin at Leighton Beach and North Fremantle taken out of use, existing down goods road rearranged to provide up and down movements under control of signalman North Fremantle, sig diag in centre of WN.

166m 22ch EGR, 24/6/65 new staff locked siding in Hines Hill – Merredin section, for storing materials for construction of new marshalling yard, staff and plunger locked, catch points provided, scotch block on north side of Great Eastern Highway inside gates.

Brookhampton, Newlands, Gwindinup, Mullalyup, points leading from main line staff locked.

Waeel, Gnuca, delete stockyards (WTT).

Gnuca, Nokaning, Wyening, delete S&C races (GR).

Transcontinental Schedule WTT reprint pages 731, 733.

WN 26, we 17/7/1965

“Pathways to Progress”, 27 minute film screened in Tourist Development Authority theatrette, progress made to December 1964 in SG project.

Wyola, 21/6/65 public siding removed, now 10cwt only.

Waeel, 28/6/65 public siding removed, now 10cwt only.

Lake Grace – Pingaring – Hyden, 1/7/65 S&T sections closed.

Canna, add 3 ton crane (GR).

WN 27, we 24/7/1965

Rolling Stock Alterations, June 1965, Locomotives – Issued new – A 1511, B 1607.

Midland Marshalling Yard, 24/7/65 outward goods road deviated, existing down starter outward goods applies to deviated track.

Byford, 1/8/65 closed as booking station and SM withdrawn.

WN 28, we 31/7/1965

167m 69½ch EGR, 26/7/65 new siding in use for storage of materials in C9 yard, staff locked, interlocked catch points, scotch block to protect GE Highway.

WN 29, we 7/8/1965

Cairn Hill, 2/8/65 closed as staff station, section Moora – Watheroo.

Northcliffe, add 3 ton crane (GR).

WN 30, we 14/8/1965

East Northam – Grass Valley, 68m 14ch and 68m 64ch, from 7/8/65 points and crossing installed in association with signaling alterations.

East Northam – Frenches, 67m 56ch and 68m 64ch, from 7/8/65 points and crossing installed in association with signaling alterations.

Kulja – Wialki, 2/8/65 S&T section closed, Kulja – Beacon opened, services cease beyond Beacon, scotch block on main line at Beacon; 21/8/65 anticipated total cessation of services Burakin – Beacon.

RAAF Siding, 28/7/65 closed as S&T station, section now Merredin – Nungarin.

Meekatharra, amend 3 ton mobile crane to 5ton mobile crane (GR).

WN 31, we 21/8/1965

Bellevue, Marshalling Yard Frame A, 16/8/65 taken out of use, facing point on inward goods road spiked and locked.

Gibson, add 3 ton crane (GR).

WN 32, we 28/8/1965

Rolling Stock Alterations, July 1965, Locomotives – Issued new – A 1512, Reclassified – X-Xb 1004.

WN 33, we 4/9/1965

Cairn Hill, 104m 16ch ballast siding closed to traffic, main line turnout spiked, point indicators and location discs removed.

Walkaway, 13/9/65 closed as booking station and SM withdrawn.

Bruce Rock, date to be advised, up and down outer home, home and distant, and down home and distant from York branch into use, sig diag in centre of WN.

East Northam, date to be advised, new signal box into use at east end of yard to enable contractors work trains to pass through yard; staff instruments for EN – Grass Valley, EN – Frenches remain in existing box, details page 920, sig diag in centre of WN.

Warrawarup, delete all reference (WTT).

S 542, 543, 544, 545, 547 rebuilt, now water 5,000 gallons, coal 140cwt.

WN 34, we 11/9/1965

Spencers Brook – York, 61m 14ch, 4/9/65 installing set of points to connect GSR to new deviation for ballasting purposes, staff locked and scotch block.

Kulja – Beacon, 24/8/65 S&T section closed, Kulja – Mollerin opened.

Bellevue and Midland Marshalling Yard, 6/9/65 rearrangement of inwards goods, frame B out of use, previous lever frame reinstated, details page 942, sig diag in centre of WN.

Kokardine, delete S&C races (GR).

Royal Agricultural Show

Nil of interest.

WN 35, 18/9/1965

Mogumber – Moora section, 95m 45ch constructing new stockyard loop.

Catterick, Glen Lynn, Hester, 14/9/65 points leading from main line staff locked.

West Midland, 1/10/65 closed as attended station and SM withdrawn.

Bruce Rock, 2/9/65 re WN 33/65 signals brought into use.

Grass Valley, delete 10 ton weighbridge (GR).

WN 36, we 25/9/1965

Rolling Stock Alterations, August 1965, Locomotives – Issued new – B 1608.

Culham, 1/10/65 will be completely eliminated.

Geraldton, 20 ton gantry crane is now electrically operated.

234 Mile Ballast Pit, 27/9/65 opened as staff station splitting Dudinin – Kulin, loop plus spur to ballast pit, only ballast may cross, point indicators provided, also location disc 300 yds south of facing points to facilitate shunting of ballast train.

WN 37, we 2/10/1965

X 1017, released from workshops with modifications to power and control circuits, details page 1026.

No 15 Fast Gds Mon Perth – Bunbury, No 14 Fast Gds Fri Bunbury – Perth, No 7 Southern Freighter and No 8 Perth Freighter Tues and Thurs between Katanning and Albany, from 1/11/65 passenger accommodation will not be provided.

Midland – Narngulu now all 60lb rails.

Grass Valley, delete 10 ton road weighbridge (GR).

WN 38, we 9/10/1965

East Northam yard, 4/10/65 completing track outlined in WN 33/65.

Cairn Hill, 4/10/65 opened as S&T station splitting Moora – Watheroo, location disc provided 600yds south of facing points, point indicator at north end of staff station, only ballast may cross.

Culham, delete all reference (WTT, GR, CR).

WN 39, we 16/10/1965

Armada, 4/10/65 points from up main to Jandakot branch removed, and associated signals.

Walkaway, 11/10/65 down outer home removed, down distant moved 411 yds toward existing home.

207m 40ch Ballast Pit, insert between Qualeup and Narlingup; 225m 52ch Ballast Pit, insert between Farrar and Kojonup (WTT).

Goomalling – Wongan Hills – Mullewa – Geraldton, add A, C class permitted to run (ELT).

Load tables vs ruling grade reprint pages 1097 – 1101.

WN 40, we 23/10/1965

Rolling Stock Alterations, September 1965, Locomotives – Issued new – B 1609.

Canna, 4/10/65 new crossing loop provided immediately south of previous location, former crossing loop joined to it to provide access to yard, former crossing loop converted to dead end for shunting, staff cabin moved to midway along new loop.

Bookara, James Crossing, delete shelter shed (GR).

Amery – Kalannie and Bonnie Rock WTT reprint pages 1125, 1127.

WN 41, we 30/10/1965

Spencers Brook – Northam, 65m 34ch 25/10/65 placing main line turnout in down main.

Coondle, Pallinup, delete stockyards (WTT).

Busselton, delete 23 ton rail weighbridge (GR).

Bunbury – Northcliffe WTT reprint pages 1155 – 1161.

WN 42, we 6/11/1965

Cottesloe – Fremantle, 7/11/65 9m 20ch to 9m 40ch, placing dual gauge points in down and up mains.

Grass Valley – Meenaar, SG construction

trains crossing existing NG at 81m 52½ch, SG fitted with catch points either side of crossing, also up and down homes and fixed distants, staff locked lever frame, duplicate staff instruments at Grass Valley and crossing.

Narngulu – Northern Gully – Ambania – Tenindewa – Mullewa, 1/11/65 S&T converted to ES.

Armadale, signaling now in accordance with sig diag in centre of WN.

North Fremantle – Rocky Bay line, 31/10/65 Rocky Bay goods line into use from Leighton Yard to North Fremantle, connections from North Fremantle to Rocky Bay line out of use, sig diag in centre of WN.

Coondle, Pallingup, delete S&C races (GR).

WN 43, we 13/11/1965

Swan View, 1/11/65 points down main to dead end removed, siding out of use.

Narrogin, 20/10/65 down home moved in 154ft.

Cleary, delete S&C races (GA).

Wagin – Lake Grace – Newdegate WTT reprint pages 1219, 1221.

WN 44, we 20/11/1965

Rolling Stock Alterations, October 1965, Locomotives – nil.

Burakin – Bonnie Rock, 15/11/65 opened for light axle load seasonal operation, max speed 20mph on straights, 15mph on curves, speed restrictions will be lifted eastward as contact maintenance progresses.

234m Ballast Pit, 3/11/65 closed as S&T station, section now Dudinin – Kulin, points spiked.

Katanning –Badgebup – Nyabing, 29/11/65
S&T sections reopened.

North Fremantle, 9/11/65 some points and
signals removed, page 1234.

Narrogin, 21/11/65 new signal box in use to
control all signaling, existing panel and staff
instruments moved from panel room to new
signal box, existing station frame, and
frames A and B out of use, sig diag in centre
of WN.

Lake Grace – Hyden, 22/11/65 service
commences.

Mullewa, delete ref to Bank Engine Key
(GA).

Balkuling, delete loading ramp (GR).

Narrogin – Albany WTT reprint pages 1251
– 1261.

Lake Grace – Hyden WTT reprint page
1263.

Amery – Kalannie and Bonnie Rock WTT
reprint pages 1265, 1267.

Midland – Geraldton WTT reprint pages
1269 – 1275.

Christmas & New Year Holidays

Nil of interest.

Midland Railway – Safe Working and Operational Instructions

Consolidation of all previous instructions
issued by WNs, STNs, Circulars etc.
Detailed summary of MR line.

WN 45, we 27/11/1965

Midland – Bellevue, 21/11/65 connecting
new up main 10m 57ch to 11m 37ch.

Spencers Brook – Northam, 21/11/65 61m
71ch to 62m 39ch installing sets of points in

up and down mains.

EGR main 167m 20ch to 167m 70ch, Bruce
Rock line 196m 58ch to 197m 28ch,
21/11/65 slewing each main to new position.

Clackline – Miling, 21/11/65, vicinity of
67m 20ch putting in new yard connections.

Grass Valley staff, from 15/11/65 due to
opening of intermediate Meenaar crossing
cabin for SG, will be attended at all time
during daylight hours except on Saturdays
every third week, when normal hours will be
observed.

Tammin, up and down distant and home will
be provided on SG line to allow SG trains to
pass through existing yard, sig diag in centre
of WN.

Nyabing branch, 29/11/65 service
commences.

WN 46, we 4/12/1965

Spencers Brook – Northam, 5/12/65 62m
05ch to 62m 45ch installing sets of points in
up and down mains.

Lake Grace – Pingaring – Hyden, 17/11/65
sections reopened.

Burakin – Kulja – Bonnie Rock, 15/11/65
sections reopened.

Claymore, Cambray, 22/11/65 closed as
S&T stations, sections now Wonnerup –
Jarrahwood – Nannup.

Tammin – Bungulla, SG construction trains
crossing existing NG at 122m 33½ch, SG
fitted with catch points either side of
crossing, also up and down homes and fixed
distant, staff locked lever frame, duplicate
staff instruments at Tammin and crossing.

WN 47, we 11/12/1965

Lowden, Maltrup, 6/12/65 closed as S&T
stations, sections now Donnybrook –

Noggerup, Boyup Brook – Eulin,

North Fremantle, 12/12/65 crossovers modified, plus other changes page 1339, 1340, sig diag in centre of WN.

Gunyidi, 6/12/65 closed as S&T station, section now Watheroo – Marchagee.

Middle Swan, delete all reference (GR).

Amendments to ELT in connection with Train Speeds and Safe Speed Limits

Weights of rails, speed limits, locomotives permitted to run.

WN 48, we 18/12/1965

Midland – Millendon, 13/12/65 removing two sets of points at Whitemans (3m).

Darkan, 21/12/65 opened as S&T station splitting Hillman – Bowelling.

Cairn Hill, 13/12/65 closed as S&T station, section now Moora – Watheroo.

WN 49, we 25/12/1965

Rolling Stock Alterations, November 1965, Locomotives – Issued new – B1610; Written off – Ds 371, G112.

Bakers Hill, 9/12/65 crossover down main to up main and siding at east end removed.

Kellerberrin, SG crossing NG between up outer home and home, sig diag in centre of WN.

East Northam, ceased as accounting station for coaching, passenger and parcels, will

continue as goods accounting station until opening of Avon Yard Goods Office.

Cookernup, Jingymia, Mollerin, Wialki, delete S&C races (GR).

Bunbury – Donnybrook – Katanning WTT reprint pages 1413, 1415.

York – Merredin WTT reprint 1417, 1419.

WN 50, fe 8/1/1966

Bellevue – Clackline 1/1/66 closed as booking stations, when new route opened all will be closed completely except Wundowie.

Bellevue, 9/1/66 additional inwards goods road opened, sig diag in centre of WN, up and down main lines repositioned north of current mains, existing up and down main through Bellevue station, main to Koongamia, and Bellevue sidings eliminated, signal box taken out of use, replaced by new signal box approx 100yds on Bellevue side of Robinson Rd.

Tilley, date to be advised Westmine line opened for traffic for iron ore traffic, S&T S only.

Tilley, date to be advised auxiliary staff instruments brought into use between Morawa and Tilley.

Ludlow, Glen Mervyn, 1/1/66 public sidings being removed, roadside traffic only.

Robb Jetty – Jandakot (ES), Cement Siding Junction – Soundcem (S&T Sonly), 4/1/66 sections closed, replaced by S&T S only for section Robb Jetty – Jandakot and Soundcem.

Boya branch line, delete all reference (GA).

WEEKLY NOTICES - 1966

WN 1, we 15/1/1966

Midland – Bellevue, 9/1/66 up and down mains closed to swap to new track layout.

Kondinin, 21/12/66 location disc at Merredin moved out 650ft, now positioned 250ft from clearance of crossover from main to CBH siding, temporary until approved signaling installed.

RAAF Siding, 21/12/66 opened as S&T station splitting Merredin – Nungarin.

Larkinville, Nallan, 1/2/66 completely eliminated.

Geraldton, existing home and distant removed, new home outer home and distant provided, also crossover between outer home and home leading from main to shunting neck, sig diag in centre of WN.

Ludlow, Glen Mervyn, delete loading ramp (GR).

WN 2, we 22/1/1966

Fremantle, working on extension of No 1 platform, removal of 2 & 3 platform, modifications to roofing, installation of new scissors crossover.

East Collie, Nakina, Stockton, delete all reference (WTT).

Baandee, Hines Hill, Nangeenan, delete warehouse (GR).

WN 3, we 29/1/1966

Rolling Stock Alterations, December 1965, Locomotives – Issued new – A 1513, 1514 (Western Mining Co).

East Northam, 30/1/66 scissors crossover

and connection to yard at Northam end removed, page 73.

Koojan, delete loading ramp (GR).

Larkinville, Nallan, South Beach, Woolundra, delete references (GR).

Caron & Westmine – Mullewa WTT reprint page 81, 83.

Geraldton – Mullewa WTT reprint pages 85, 87.

WN 4, we 5/2/1966

Diesel rail car destination rolls, from 7/2/66 suburban trains of diesel rail cars to display train destinations on front and rear of trains; destinations and sequences are – Blank, Subiaco, Showgrounds, Claremont, Cottesloe, Fremantle, Perth, Midland, Blank, Guildford, Bassendean, Byford, Armadale, Maddington, Welshpool, Goodwood, Cannington, Blank.

Robbs Jetty – Jandakot, Soundcem, 29/1/66 slewing main line between 16m 60ch and 17m.

East Guildford, 1/3/66 becomes unattended and SM withdrawn.

Bellevue – East Northam, 6/2/66 will be closed and Avon Valley opened for all traffic, see Supplement. Note – changeover was actually 12&13/2/66 – this doesn't appear as a change in dates in the subsequent WN, but is obvious from Toodyay – Toodyay West changeover in WN 6, and in front cover of WN 7).

Spring Hill Junction – Wundowie, 6/2/66 S&T S only opened.

Spencers Brook – Burges, 6/2/66 ES section closed.

Clackline – Key Farm – Toodyay –
Bejoording – Bolgart, 5/2/66 S&T sections
closed.

West Toodyay – Bolgart, 6/2/66 S&T
section opened.

West Avon – East Avon, East Avon – East
Northam, East Avon – Spring Hill, Spring
Hill – Burges, 6/2/66 ES sections opened.

Larkinville, Nallan, delete references
(WTT).

Balingup, delete outer home (GA).

Mullewa – Meekatharra WTT reprint pages
125, 127.

***General instruction regarding
closure of the up and down
main lines between Bellevue
and East Northam and the
opening of the Avon Valley
Route***

Full details of changeover, operation, safe
working, changed locations, etc; sig diags of
various locations.

WN 5, we 12/5/1966

Spearwood, 1/2/66 catch point blades
removed, replaced by scotch blocks.

Emergency hand operation of dual gauge
turnouts with movable 'K' switches, diag in
centre of WN.

Fremantle, delete 80ft turntable (WTT).

Katanning, add 80ft turntable (WTT).

Avon Yard – Caron WTT reprint pages 159
– 163.

WN 6, we 19/5/1966

Kenwick, 13/2/66 double line closed, to
enable deviation of up main between 9m

65ch and 10m 10ch, also installing points.

Toodyay, after 12/2/66 closed as accounting
station, staff will transfer to new location to
be known as West Toodyay.

Needilup, add loading ramp (GR).

Tambellup, delete 15 ton road weighbridge
(GR).

WN 7, we 26/2/1966

West Midland, 20/2/66 9m 30ch – 9m 54ch
down main slewed adjacent to new platform.

Wundowie, rate 20m ex Spring Hill.

Beechina, Bellevue, Coates, Doconing,
Hoddys Well, Hovea, Koojedda,
Lawnswood, Lloyds Crossing,
Nannamoolan, Ringa, Swan View, Toodyay,
Werribee, Bakers Hill, Chidlow, Clackline,
Key Farm, Mokine, Mount Helena,
Parkerville, Stoneville, Wooroloo, Spencers
Brook, delete references (GR).

West Toodyay – Miling, distance table, page
227 (GR, CR).

Spring Hill – Albany, distance table, page
227, 229 (GR, CR).

WN 8, we 5/3/1966

Cannington – Maddington, 27/2/66
introduction of up main line via Kenwick
Flyover.

Hedges Siding, siding has been closed.

Subiaco, delete stockyards (WTT).

WN 9, we 12/3/1966

Cannington – Maddington, 13/3/66
introduction of down main via Kenwick
Flyover.

Queens Park, 23/2/66 up home and distant
signals out of use.

Geraldton, 22/2/66 down home moved out 350ft and relocated to its original position.

Wilroy, delete stockyards (WTT).

Queens Park, delete public siding (GA).

Subiaco, Wilroy delete S&C races (GR).

WN 10, we 19/3/1966

Nil of interest.

Easter Holidays

Nil of interest.

WN 11, we 26/3/1966

Geraldton, re WN 1/66 and 9/66, now necessary to existing Annetts controlled points main to shunting neck, amended sig diag in centre of WN.

East Northam, 17/3/66 scissors crossover and connections dual gauge – narrow gauge main and loop to yard at Avon Yard end of East Northam brought into use.

Midland, 15/3/66 some signals taken out of use due to closure of line Box B to 3m 40ch (old MR mileage).

Mooliabeenie, Muchea, delete stockyards (WTT).

WN 12, we 2/4/1966

Visit of Queen Mother, 30/3/66 Perth to Bunbury and return, page 362.

Williams, 29/3/66 connection main to CBH siding outside station limits in Williams – Narrogin section brought into use.

Kulin, catch point blade provided on connection main to CBH siding, scotch block removed.

Mooliabeenie, Muchea, delete S&C races (GR).

Perth – Armadale Suburban goods service WTT reprint page 391.

WN 13, we 9/4/1966

GSR mileposts, mileposts have been repositioned from Avon Yard to 62m GSR; 74 mile post Avon Yard is equivalent to 53m 62ch 65lnks GSR and from this point mile posts comply with existing GSR mileages.

Merredin, 21/3/66 5A points out of use, 26/3/66 removed; access to Shell siding gained through 6A points, changed from catch points to double ended turnout.

Moondyne, 25/3/66 up and down refuge sidings connected.

Rivervale, 5/4/66 signalling alterations assoc with widening of GEHighway.

Spring Hill, add loading ramp and shelter shed (GR).

West Toodyay – Miling WTT reprint pages 417, 418.

WN 14, fe 23/4/1966

Robb Jetty – Jandakot – Soundcem, 7/4/66 16m 67ch installing mainline turnout; 16m 60ch (Rockingham Rd) – 17m realignment.

Mullewa, 25/3/66 down home from Wongan Hills moved out 625ft; 26/3/66 up home ex Meekatharra moved approx 625ft south.

Wonnerup, delete stockyards (WTT).

WN 15, we 30/4/1966

New Merredin Yard, 17/4/66 deviation of EGR main line through new Merredin Yard.

RAAF Siding closed, Material Siding (210 mile) opened, 5/4/66 as S&T stations, sections now Merredin – Material Siding (210 mile) – Nungarin.

Fremantle Goods, from 26/4/66 all goods requiring use of mobile cranes to be dealt with at North Fremantle Goods delivery area, to permit SG construction through Fremantle. 50 ton weighbridge installed at De Lisle St entrance of new area at North Fremantle.

Fremantle, delete 2 x 10 ton mobile cranes (GR).

North Fremantle, add 2 x10 ton, 1x 27 ton mobile cranes, 50 ton road weighbridge (GR).

WN 16, we 7/5/1966

Rolling Stock Alterations, January 1966, Locomotives – nil.

Rolling Stock Alterations, February 1966, Locomotives – nil.

Rolling Stock Alterations, March 1966, Locomotives – nil.

WN 17, we 14/5/1966

Robb Jetty, 11 &13/5/66 slewing main line.

Spring Hill – Burges, 9/5/66 points leading to Defence Siding at Spring Hill staff locked.

District Boundaries, from 1/7/66 pages 535, 536.

WN 18, we 21/5/1966

Merredin Yard (old), 15/5/66 installing diamond crossing in EGR main at 168m 40ch, and diamond in back platform road opposite 168m 38ch, will form part of temporary SG access through yard.

Kondinin, 17/5/66 location disc at Merredin end removed, up home outer home and distant provided, sig diag in centre of WN.

North Fremantle – Leighton Beach, 16/5/66 existing goods line out of use, transferred to

line immediately to east, spiked points at North Fremantle end reversed and spiked again.

Yokain, 1/6/66 siding eliminated.

Dulbelling, Hillman, delete loading ramp (GR).

Yokain, from 1/6/66 delete references (GR, CR).

WN 19, we 28/5/1966

Rolling Stock Alterations, April 1966, Locomotives – nil.

Merredin Yard (old), 22/5/66 installing diamond crossing in EGR main at 168m, and diamond in adjacent Bruce Rock mainline at 297m 42ch, will form part of temporary SG access through yard.

Robbs Jetty – Jandakot – Soundcem. 11/5/66 points and staff lock removed from main line leading to WA Meat Export Co Siding, 14m 48ch.

Fremantle, 28&29/5/66 alterations to track layout and signaling, pages 601, 602, sig diag in centre of WN.

Midland, 26/5/66 alterations to track layout and signaling page 602, sig diag in centre of WN.

Gingin, delete warehouse (GR).

WN 20, we 4/6/1966

Robb Jetty – Jandakot, 23/5/66 points cut in at 19m for Bibra Lake; 6/6/66 final slew; Bibra Lake will then be terminating siding, section then Robb Jetty – Bibra Lake.

Fremantle, with removal of loco depot to North Fremantle, subsequent clearing of area for SG, line on entrance to former loco depot removed with exception of a few yards of track into 2 short dead ends which will not accommodate a locomotive.

Avon Yard signalling, 12/6/66 erection of signal gantries, using road crane transported by rail from Welshpool. Gantries at West and East Avon, with home signals, between East Avon and East Northam at Clarke St and Fitzgerald St.

Yokain, delete stockyards (WTT).

Pumping Station No 4, Yokain, delete references (WTT).

Jandakot, delete all reference (GA).

WN 21, we 11/6/1966

Robb Jetty – Jandakot – Soundcem, 6/6/66 final connection to Bibra Lake station, reopened as Robb Jetty – Bibra Lake – Soundcem.

Robb Jetty – Jandakot – Soundcem, 10/6/66 introduction of new junction to Soundcem at 16m 67ch, and slewing of track between Barrington St 18m 45ch and Yangebup Rd 19m 17ch; 17/6/66 slewing track between Yangebup Rd 19m 17ch and Beach Rd 19m 50ch.

List of level crossings protected by flashing lights, pages 663 – 673.

WN 22, we 18/6/1966

Rolling Stock Alterations, May 1966, Locomotives – Issued new – K 201, 202, 203.

West Toodyay, 2/6/66 down refuge siding brought into use.

Merredin, 19/6/66 alterations to facilitate SG construction pages 690, 691, sig diag in centre of WN.

Jandakot, delete references (WTT).

Fremantle – Bibra Lake and Jarrahdale WTT reprint pages 703, 705.

WN 23, we 25/6/1966

Avon Yard Freight Area, 4/7/66 opened.

Robb Jetty – Soundcem – CBH – Bibra Lake branch, 18/6/66 changes at junction of Soundcem and Bibra Lake branches, page 721.

Robb Jetty – Soundcem – Bibra Lake, 13/6/66 line to Soundcem discontinued beyond CBH Workshops, new alignment provided, access to Soundcem is at the junction to Bibra Lake at Spearwood, current staff withdrawn and replaced with one labeled Robb Jetty – Soundcem – Co-operative Bulk Handling – Bibra Lake.

WN 24, we 2/7/1966

Curara, delete all reference (GR).

WN 25, we 9/7/1966

Burracoppin – Carabbin, 3/7/66 189m 36ch introduction of main line via new grade separation.

Legend of signalling symbols, in centre of WN.

Cairn Hill, 8/7/66 opened as S&T station splitting Moora – Watheroo for ballasting work.

Cannington, delete stockyards (WTT).

F class steam, reduction of load 25% of Fs, due to boiler modifications (ELT).

Cannington, delete S&C races (GR).

WN 26, we 16/7/1966

Fremantle – North Fremantle, 10/7/66 11m 6ch installing dual gauge turnout, down main.

Fremantle – Robb Jetty, 11/7/66 introduce new deviation 12m 15ch – 13m 55ch, see also page 795.

Carrabin – Bodallin, 17/6/66 introduction of main line via grade separation at 198m 5ch.

Mullewa, 13/7/66 signalling alterations, page 794, sig diag in centre of WN.

Toodyay stopping place, from 10/7/66 passengers permitted on 85 and 86 Kalgoorlie passenger trains.

Gunyidi, 8/7/66 opened as S&T station splitting Watheroo – Marchagee, note scotch blocks are provided on both sidings.

Robbs Jetty amended to Robb Jetty (GR, CR).

North Fremantle, delete 42 ton rail weighbridge (GR).

Northam, delete references (GR).

WN 27, we 23/7/1966

Rolling Stock Alterations, June 1966, Locomotives – nil.

Fremantle – North Fremantle, 17/7/66 11m 6ch installing dual gauge turnout up main.

East Northam, 18/7/66 signalling alterations, page 823.

WN 28, we 30/7/1966

Karlgarin, 25/7/66 opened as S&T station splitting Pingaring – Hyden.

Bellevue, 31/7/66 dual gauge junction in use, signalling alterations page 847, 848, sig diag in centre of WN.

Rivervale – Welshpool, 31/7/66 Two Position Block replaced by Automatic Colour Light signalling, page 848, 849, sig diags in centre of WN.

Newlgalup, public siding closed and stopping place eliminated.

Maltrup, 1/8/66 public siding closed, roadside traffic only.

Tinkurrin, amend to Tincurrin (WTT).

Katanning – Nyabing, from 22/7/66 seasonal service ceased.

WN 29, we 6/8/1966

Fremantle – North Fremantle, 30/7/66 down goods departure main deviated to new alignment; 31/7/66 install dual gauge turnout 11m 9ch down road.

Fremantle – Robb Jetty, 31/7/66 realignment of main line and adjustment of connecting sidings south end of Fremantle yard 11m 7ch to 12m 10ch.

Meenaar, 1/8/66 public siding closed.

Fremantle Box B, 31/7/66 signalling alterations, page 877.

Maltrup, delete stockyards (WTT).

Kalgoorlie – Kamballie, add A & C class permitted 15mph, Kamballie – Trafalgar, add A & C permitted.

Maltrup, delete loading ramp, S&C races (GR).

Moora Stock Yards, add to list of sidings, rate 106, S&C races (GR).

Moora, delete S&C races (GR).

Newlgalup, delete references (GR).

WN 30, we 13/8/66

Fremantle – North Fremantle, 6&7/8/66 replace down main narrow gauge diamond at 11m 11ch with dual gauge turnout, introduce new junction of up goods arrival main with up main.

Burakin – Bonnie Rock, 12/8/66 services cease beyond Wialki.

Kulja – Bonnie Rock, S&T section closed, section Kulja – Wialki opened, scotch block provided on main line within fouling point

Kulja end of Wialki, also approx 600 ft past facing points at Bonnie Rock end.

Avon Yard – East Northam – Spring Hill, 14/8/66 temporary signalling arrangements out of use, new arrangements apply, pages 904, 905, sig diags in centre of WN.

Fremantle, 7/8/66 signalling alterations pages 905, 906, sig diags in centre of WN.

Meenaar, delete stockyards (WTT).

Beacon, delete S&C races (GR).

Minnivale, delete loading ramp (GR).

WN 31, we 20/8/1966

East Avon – Spring Hill, contractor recovering ballast from former up main between 57 and 58m.

Carrabin – Bodallin – Noongaar, 14/8/66 introduction of main line via new grade separation at 205m 57ch (Bodallin).

Avon Yard – East Northam – Spring Hill signalling, 14/8/66 further instructions page 940.

Bali, 16/8/66 closed as ES station, section now Bullabulling – Coolgardie.

Cardup, add shelter shed (GR).

Mardella, delete loading ramp, warehouse and S&C races (GR).

WN 32, we 27/8/1966

Rolling Stock Alterations, July 1966, Locomotives – New stock – J 101.

Robb Jetty – Bibra Lake – Soundcem, 20-22/8/66 realigning mainline 15m 20ch – 15m 35ch, reconstruction of Cockburn Rd level crossing, and installation of SG mainline through crossing.

Hyden branch, after 2/9/66 services cease.

WN 33, we 3/9/1966

Gunyidi, 5/8/66 closed as S&T station, section now Watheroo – Marchagee.

West Toodyay, insert W symbol (WTT).

WN 34, we 10/9/1966

Marbellup, 19/8/66 Rail Loading Siding pulled up.

Weston Street – Wellard, 3&4/9/66 installing mixed gauge diamond in main at 24m 62ch, and narrow gauge turnouts in main at 24m 63ch and 25m 20ch.

Moorine Rock – Noongaar, 4/9/66 introduction of main line via grade separation at 220m.

Burakin – Bonnie Rock, after 9/9/66 services cease beyond Kulja; 16/9/66 Kulja closes, no services ufn.

Merredin, 7/9/66 signalling alterations page 1030.

Meelon, 15/9/66 closed as 10cwt stopping place.

Yokain, delete references (GA).

Royal Agricultural Show

Nil of interest.

WN 35, we 17/9/1966

Fremantle yard, 12/9/66 mixed gauge diamond on narrow gauge connection from goods yard to Robb Jetty main line.

Collie, staff locked points leading from Collie – Western Collieries line to stow sidings, situated next to up distant completely removed, access can now be gained from Collie station yard only.

196m 20ch, 12/9/66 opened as S&T station splitting Williams – Narrogin, only ballast

may cross, scotch blocks on each end of loop and on spur line from loop to pit.

Spring Hill, add S&C races (GR).

WN 36, we 24/9/1966

Rolling Stock Alterations, August 1966, Locomotives – New stock – J 102.

Meenaar, 19/9/66 main line turnout at east end relocated approx 5ch toward Meckering.

MR Safeworking, to overcome delays to trains between Midland and Walkaway due to inability to obtain line clear, caution orders are to be used.

Tinkurrin, alter to Tincurrin (GR, CR).

List of stockyards, reprint for WTT pages 1101, 1103.

WN 37, we 1/10/1966

Robb Jetty, 20/9/66 signals brought into use, up starting on ng main, ng loop, sg line, down home and distant on sg line.

East Northam, 1/10/66 goods, livestock and siding traffic under SM East Northam transferred to Avon Yard Freight Terminal, after that date any reference to East Northam as attended to be deleted.

Bullfinch, Hedges, Koonadgin, Cookernup, delete stockyards (WTT).

Koonadgin, delete loading ramp (GR).

Meelon, delete all reference (GR, CR).

WN 38, we 8/10/1966

East Northam, 1/10/66 closed; new Administration Building in Peel Terrace in Peel Terrace opens 10/10/66, stopping place at present provided at this point will then be known as Northam, provided with SM class 5 and ASM class 6.

Meelon, delete reference (WTT).

Mullewa, crane changed from 3 to 6 ton (GR).

Three Springs, crane changed from 5 to 6 tons (GR).

Coal Mine shunters WTT reprint page 1161.

WN 39, we 15/10/1966

Robb Jetty, 10/10/66 signalling and track alterations page 1196, sig diag in centre of WN.

Geeralying, 10/10/66 opened as S&T station splitting 196m 20ch – Narrogin section, scotch blocks on loop, only ballast may cross.

WN 40, 22/10/1966

Rolling Stock Alterations, September 1966, Locomotives – New stock – J103, 104; Converted – X-Xb 1024.

Grass Valley – Meenaar, 16/10/66 introduction of main line via new grade separation at 81m 56ch, access through Meenaar yard being temporarily via former public siding and crossing loop; 17/10/66 realignment of main line completed, access through Meenaar yard will revert to main line; see also page 1237.

Merredin – Korbel, 21/10/66 installing temporary turnout at 295m 40ch, spiked for main line.

Arrino, 1/11/66 closed as attended station and SM withdrawn.

Collgar, delete stockyard (WTT).

WN 41, we 29/10/1966

Tammin, 16/10/66 up home moved in 50yds.

Fremantle – North Fremantle – Leighton,

30/10/66 alterations to permit standard gauge working through area, pages 1277 – 1279, sig diags in centre of WN.

Midland, 30/10/66 alterations to facilitate narrow and standard gauge movements, pages 1279 – 1281; on date to be advised S&T introduced Box A to Kewdale on standard gauge.

Bruce Rock, Corrigin, amend crane from 5 to 6 tons (GR).

Midland, delete 5 ton fixed crane (GR).

Yerecoin, add 5 ton fixed crane (GR).

WN 42, we 5/11/1966

Pinjarra – Dwellingup, 1/11/66 ES sections Pinjarra – Isandra – Dwellingup closed, and S&T section Pinjarra – Dwellingup opened.

Collgar, delete S&C races (GR).

Standard Gauge Working Grain Services – Merredin and Central Districts to North Fremantle and General Instructions.

From commencement of 1966-67 grain season all grain for North Fremantle silo zone will be received in sg wagons. Full details provided, including Woodbridge East to Leighton, safeworking, etc. track diags and sig diags in centre. Operative dates to be advised by STN.

WN 43, we 12/11/1966

Bellevue, amended sig diag in centre of WN, to go with Midland alterations.

Katanning, 28/10/66 down outer home moved out 500ft.

Catterick, 15/11/66 siding eliminated.

Catterick, delete references (WTT).

Fremantle – Midland Goods service WTT

reprint pages 1369 – 1385, 1389 – 1395.

Perth – Armadale Suburban Goods service WTT reprint page 1387, 1397.

Leighton – Kewdale – Avon Yard – York WTT reprint pages 1399 – 1413.

Avon Yard – Merredin WTT reprint pages 1415 – 1425.

Avon Yard – Merredin SG WTT reprint page 1427.

WN 44, we 19/11/1966

Rolling Stock Alterations, October 1966, Locomotives – New stock – J 105, K 204, 205.

Tammin – Bungulla, 15/11/66 introduction of main line over grade separation at 122m 28ch.

Tammin – Kellerberrin (SG), 15/11/66 removal of mixed gauge diamond, sg catchpoints and interlocking at grade crossing 130m 35ch, after reopening speed restriction between 122m 0ch and 122m 65ch (ng mileposts vs sg?).

Amery – Kalannie and Bonnie Rock, from 14/11/66 current table will operate to Wialki ufn, no service beyond this point.

Lake Grace – Hyden, 5/12/66 service commences.

Nyabing branch, 5/12/66 service commences.

Train services in WN 43/66, pages 1369 – 1425, 21/11/66 services commence; SG service page 1427 will commence on date to be advised.

Catterick, delete references (GR).

Southern Cross, add 6 ton mobile crane (GR).

York – Narrogin WTT reprint pages 1459 –

1465.

Narrogin – Albany WTT reprint pages 1467 – 1477.

Christmas and New Year Holidays

Nil of interest.

WN 45, we 26/11/1966

CBH Grain Transfer Depot at Merredin opened by Deputy Premier 11/11/66.

Grain haulage Fremantle zone, wheat from following sections will load to transfer silos as follows – Merredin transfer silo – Southern Cross – Merredin, Nungarin – Nokaning, South Kumminin – Collgar, Bilbarin – Ulva, Kwolyin – Eujinyn; Avon transfer silo – Nugadong – Frenches, Kalannie – Goddard, Bonnie Rock – Kulja, Mukinbudin – Gnuca, Kwelkan – Nambling, Pantapin – York – Burges, Popanyinning – Gilgering; Midland transfer silo – Marchagee – Mogumber, Miling – Coondle; oats and barley will go to whichever transfer silo required by CBH; mill grain will be consigned to actual destination.

Weston Street – Wellard, instructions to permit sg construction equipment to cross existing ng track at 22m 64ch, pages 1494, 1495.

Katanning, 10/11/66 frame C at north end removed.

Burakin – Wialki, 15/11/66 S&T section reopened.

Lake Grace – Pingaring – Hyden, 28/11/66 S&T sections reopened.

Katanning – Badgebup – Nyabing, 28/11/66 S&T sections reopened.

Bungulla Grade Crossing, 15/11/66 closed as sg S&T station, section now Tammin – Kellerberrin (SG).

Tammin – Bungulla, 15/11/66, alterations at 122m 33½ch, sg catchpoints, mixed gauge diamond sg up and down home and distant signals, interlocked signal frame removed, duplicate ES instruments for ng removed.

WN 46, we 3/12/1966

Country passenger train departures and arrivals at Perth, WTT reprint pages 1535, 1537.

WN 47, we 10/12/1966

Kauring, Mackies Crossing, Youraling, 19/12/66 sidings eliminated.

Upper Swan, connection from main to south end of siding being removed to allow installation of flashing lights, can be shunted in down direction only.

East Northam, 28/11/66 catch points on sg line out of use and removed.

196m 20ch, Geeralying, 5/12/66 closed as S&T stations, section now Williams – Narrogin.

Burakin – Wialki, 20/11/66 S&T section closed, Burakin – Kulja – Bonnie Rock S&T sections opened.

Claremont Fork Lift Depot, 5/12/66 heavy lift 45,000 lb fork lift transferred to North Fremantle Goods, heavy lift depot at Claremont then closed.

Kauring, Mackies Crossing, Youraling, delete references (WTT).

East Northam, delete references (GR, CR).

WN 48, we 17/12/1966

Kauring, Mackies Crossing, delete stockyards (WTT).

Koonadgin, delete S&C races (GR).

Marbellup, delete references (GR, CR).

WN 49, we 24/12/1966

Rolling Stock Alterations, November 1966,
Locomotives – nil.

Marbellup, 1/1/67 siding eliminated.

Pitfield, 24/12/66 siding closed.

Kauring, Mackies Crossing, Youraling,
Pitfield, delete references (GR, CR).

Amendments to General Appendix in Connection with

Westinghouse Automatic Air Brake

Description and operation.

WN 50, fe 7/1/1967

Upper Swan, 1/1/67 eliminated.

Marbellup, Pitfield, delete references
(WTT).

Upper Swan, delete references (GR, CR).

WEEKLY NOTICES - 1967

WN 1, we 14/1/1967

Burakin – Bonnie Rock, seasonal service to Wialki now extended to Bonnie Rock.

Upper Swan, delete references (WTT).

Mackies Crossing, delete references (GR).

Dellyanine, delete S&C races (GR).

Nippering, Queenwood, delete loading ramp (GR).

WN 2, we 21/1/1967

Greenbushes – Bridgetown, 21&22/1/67 linking in deviation at 167m 56ch to 158m 07ch (sic) north of Hester. (Corrected to 168m 07ch in WN3/67).

Koojan, 3/1/67 opened as temporary S&T station splitting Mogumber – Moora, scotch blocks on siding (ballast?) but not on loop.

WG wagons, currently fitted with AAR bogies, authorized to carry 53 tons net of bulk grain, will apply until such time as AAR bogies replaced by ANZR bogies, AAR bogies will eventually be fitted under WO iron-ore wagons.

Coolgardie, delete stockyard (WTT), delete S&C races (GR).

WN 3, we 28/1/1967

Nomans Lake, 9/1/67 opened as S&T station splitting Yilliminning – Wedin.

Wickepin – Stretton – Corrigin, 13/1/67 S&T sections closed, Wickepin – Yealering – Corrigin S&T sections opened.

Dwellingup, up outer home signal removed, points from main to old Banksiadale Mill

line spiked for main line only, Annetts Lock and Annetts Key removed.

Dellyanine, delete stockyards (WTT).

Northam Sidings and Locomotive Depot, changed to West Northam Sidings and Locomotive Depot (GA).

Broomehill, delete warehouse (GR).

WN 4, we 4/2/1967

Glenlynn, 1/2/67 siding eliminated.

Leighton Yard, SG section, 24/1/67 stow siding off SG goods line at Leighton end of goods line in use.

Glenlynn, delete references (WTT, GR, CR).

WN 5, we 11/2/1967

Rolling Stock Alterations, December 1966, Locomotives – New stock – K 206, 207, 208.

Fremantle – Robb Jetty, 6/2/67 removing points and crossings at 13m 30ch.

Elleker – Redmond, 6/2/67 removing points and crossings Albany end of Marbellup siding.

175m 30ch siding – Northcliffe, S class loads added (ELT).

WN 6, we 18/2/1967

Koojan, 20/2/67 closed as temporary S&T station, section now Mogumber – Moora.

Mackies Crossing, Qualen, Youraling, Marbellup, delete references (GR).

WN 7, we 25/2/1967

Elleker – Redmond, 20/2/67 removing points and crossings Redmond end of Marbellup siding.

Kewdale – Box A Midland, 13/2/67 S&T replaced by ES.

North Fremantle, delete warehouse (GR).

WN 8, we 4/3/1967

Rolling Stock Alterations, January 1967, Locomotives – nil.

H and K class locos, to prevent damage to vigilance control button through contact with driver's seat, button is being moved from behind anti-slip and sanding button to in front of these buttons.

Muradup, work on extending siding and providing crossing loop.

Kenwick, SG ballast siding in Walliabup – Kewdale section removed, staff lock and points removed.

Lime Lake, delete loading ramp (GR).

WN 9, we 11/3/1967

Yoganup, 11/3/67 siding eliminated.

Bridgetown, 21/2/67 siding giving access to Anson and Mooney between down outer home and home signals provided.

Cairn Hill, 27/2/67 closed as S&T station, section now Moora – Watheroo, points spiked.

Yoganup, delete reference (WTT, GR, CR).

WN 10, we 18/3/1967

Rolling Stock Alterations, December 1967, Locomotives – New stock – K 209.

WN 11, we 25/3/1967

Weston Street – Wellard, 20/3/67 removal of 2 ng turnouts in main line at 25m 18ch.

Katanning, 11/3/67, up distant and up home signals at south end from Nyabing, Albany and Katanning moved out 300yds and 150yds.

Kewdale, added to GR, open for wagon loads account siding owners only.

Moora, amend crane 3 to 6 tons (GR).

Southern Cross, delete 5 ton crane (GR).

WN 12, fe 8/4/1967

Welshpool – West Kewdale, West Kewdale – Midland A, narrow gauge, on date to be advised, S&T sections opened, page 346, sig diags in WN 13/67.

Brunswick Junction – Collie WTT reprint pages 357, 359.

Collie – Narrogin WTT reprint pages 361 – 367.

WN 13, we 15/4/1967

Midland – Kewdale – Welshpool, 1/4/67 section opened.

Merredin, date to be advised, signalling alterations page 388, 389, sig diag in centre of WN.

Midland – Kewdale – Welshpool, staff cabin details page 389, sig diags in centre of WN.

Kwinana opened as ES station, date to be advised, splitting Weston Street – Wellard ng; also sg S&T section Cockburn East Junction – Kwinana, pages 389, 390, sig diag in centre of WN.

WN 14, we 22/4/1967

Rolling Stock Alterations, March 1967,

Locomotives – nil.

Weston Street, 15/4/67 closed as accounting station; Kwinana, 17/4/67 opened as accounting station; wagon loads only handled at Weston Street; small consignments handled at Robb Jetty; no facilities at Kwinana for goods and parcels.

WN 15, we 29/4/1967

Koolyanobbing, 1/5/67 opened as accounting station for sg iron ore traffic only.

Merredin Refreshment rooms, 24/4/67 reopened to serve meals to employees, see page 480.

Wagerup, delete sockyards (WTT), delete S&C races (GR).

WN 16, we 6/5/1967

Tammin, work on extending sg loop.

Koolyanobbing, work on extending crossing loop at Kalgoorlie end, also on ore siding extensions near ore bins.

Fremantle, date to be advised, signalling alterations page 504, sig diag in centre of WN.

Goodwood, 7/5/67 signalling and interlocking alterations, page 504, 505, sig diag in centre of WN.

Standard Gauge Working Iron Ore Services – Koolyanobbing to Kwinana General Instructions

Scheduled to commence 1/5/67.

Train consists, control, signalling and track diagrams, safeworking, station information etc.

Koolyanobbing – Merredin, date to be advised opened as an S&T section.

WN 17, we 13/5/1967

Nyabing branch, after 26/5/67 services cease.

Katanning, 10/5/67 altered signalling arrangements to do with yard extensions, sig diag in centre of WN.

WN 18, we 20/5/1967

Rolling Stock Alterations, April 1967, Locomotives – nil.

WN 19, we 27/5/1967

Burakin – Kulja, heavy axle loads are now permitted.

Grasmere, Gledhow, 31/5/67 stopping places eliminated.

Merredin New Yard, 29/5/67 commissioned, details pages 591 – 593, West Merredin name into use, sig diags in centre of WN.

Katanning, points of Ash siding between home and distant signals Nyabing branch, when service suspended necessary for driver of locomotive required to shunt siding to be furnished written instruction from SM authorizing driver to proceed beyond home.

WN 20, we 3/6/1967

Grasmere, Gledhow, delete references (GR, CR).

WN 21, we 10/6/1967

Merredin – Booraan, sg speed restriction for temporary turnout to quarry siding.

Westinghouse Air Brakes, MU working, cases reported of air brakes leaking on remote loco, serious consequences, even outbreak of fire on remote loco, instructions page 652.

Merredin – West Merredin, 27/5/67 closure of dual gauge section, sg crews to exercise

care as third rail is being removed.

Kwinana, date to be advised alterations including new signal box, details page 656, also refers to staff for the Kwinana – AIS section (sg), sig diag in centre of WN.

WN 22, we 17/6/1967

Rolling Stock Alterations, May 1967, Locomotives – nil.

Wagin, commencement of yard alterations.

Rivervale, 11&18/6/67 alterations preparatory to construction of subway, connections to sidings, pages 686, 687, following this all shunting of Rivervale and Cement Works performed from Goodwood, sig diag in centre of WN.

Carnamah, amend crane from 3 to 6 tons (GR).

WN 23, we 24/6/1967

Meenaar – Meckering (ng), 22&23/6/67 installation of main line turnouts at 83m 57ch and 84m 08ch.

Darkan, 19/6/67 closed as S&T station, section now Hillman – Bowelling.

Kwinana – BHP, 13/6/67 staff withdrawn, replaced by staff Kwinana – AIS.

Burracoppin (sg), 18/6/67 opened as S&T station splitting Merredin – Koolyanobbing, point indicators provided, scotch blocks removed.

Muresk, delete stockyards (WTT).

Holly, delete S&C races (GR).

WN 24, we 1/7/1967

Hyden branch, after 14/7/67 services cease.

Meenaar, 29/6/67 new staff station and crossing loop opened at 83m 72ch, points at

old Meenaar crossing loop spiked,

Carnamah, add warehouse (GR).

WN 25, we 8/7/1967

Narngulu, add loading ramp (GR).

WN 26, we 15/7/1967

Lake Grace – Pingaring – Hyden, 14/7/67 S&T sections closed.

Muchea, 3/7/67, loop extended to 1750ft, accommodates equal 72 vehicles, straight through line is now main, former main now loop, point indicators adjusted.

SG traffic to/from eastern states, to meet demand for covered vans for interstate traffic 50 WV sg covered wagons being converted for restricted traffic at passenger speed on ng between Parkeston and Kewdale only as VWV vans, operates from 10/7/67, necessitates slewing of main line at Parkeston, Coolgardie, Merredin (also back platform road), Hines Hill, Doodlakine, Kellerberrin, Cunderdin, also cutting back of platforms at Coolgardie (portion only), Yellowdine, Southern Cross, Burracoppin, Meckering, Grass Valley to maintain minimum 5ft from centerline of track to platform facing. Not possible to alter Kalgoorlie and Midland platforms, VWV not to travel on platform roads there, details page 812.

WN 27, we 22/7/1967

Rolling Stock Alterations, June 1967, Locomotives – Written off – Fs 417.

Racecourse Siding, East Northam, 24/7/67 siding eliminated.

Elgin, Mullalyup, delete stockyards (WTT).

Racecourse (East Northam), delete reference (WTT).

WN 28, we 29/7/1967

Cowcher, 24/7/67 closed as 10cwt stopping place.

Cowcher, delete references (WTT, GR, CR).

Elgin, Mullalyup, delete S&C races (GR).

Muchea, delete 3 ton crane and loading ramp (GR).

Northam Racecourse, Racecourse, delete references (GR, CR).

WN 29, we 5/8/1967

Rivervale, construction commenced on new passenger platform adjacent up main, Perth end of existing platform.

Perth Box C, 20/7/67 some alterations to shunting signals.

Bodallin (sg), 1/8/67 opened as S&T station splitting Burracoppin – Koolyanobbing.

West Northam, added as stopping place for No 7 passenger.

Racecourse (East Northam), delete references (GA).

WN 30, we 12/8/1967

Carrabin (sg), 206m 55ch, 1/8/67 to facilitate working of ballast train, introduced as a Non-Train S&T station, scotch blocks provided on third road for securing defective vehicles, Non-Staff Station indicator boards provided.

Esperance, insert 45 ton weighbridge (GR).

Northam – Mokine road bus service, time table shows connections 3 days a week with No 7 pass at West Northam, and 4 days a week with No 8 pass at Spring Hill.

WN 31, we 19/8/1967

Rolling Stock Alterations, July 1967, Locomotives – Written off – F 411, 418, 456.

Wongan Hills, date to be advised up and down outer homes provided, existing homes and distants repositioned, sig diag in centre of WN.

Arrino, 24/7/67 MR type fixed signals removed, replaced by point indicators on main line facing points.

Burakin – Bonnie Rock, from 31/8/67 ceased beyond Mollerin, from 12/9/67 ceases totally.

Kylie closed, Bokal opened, 22/8/67 as S&T stations, sections now Bowelling – Bokal – Wagin, point indicators provided.

Moorine Rock (sg), 235m 22ch, 8/8/67 to facilitate working of ballast train, introduced as a Non-Train S&T station, scotch blocks provided on third road for securing defective wagons, Non-Staff Station indicator boards provided.

Yornaning, 14/8/67 closed as ES station, section now Popanyinning – Cuballing, point indicators removed, staff locked, catch points provided on former crossing loop..

Wannamal, Carlecatup, Toolbrunup, delete stockyards (WTT).

Collie – Wagin WTT reprint pages 979, 981.

WN 32, we 26/8/1967

Bootenal, 21/8/67 closed.

Mullewa – Meekatharra, due to cessation of manganese ore traffic, services on this section heavily curtailed.

Nomans Lake, 14/8/67 closed as S&T station, section now Yilliminning – Wedin, point indicators removed.

Merredin, date to be advised signalling alterations, realignment of sg main through former station yard, sig diag in centre of WN.

Bootenal, Cowcher, delete references (WTT).

Bootenal, delete references (GR, CR).

Meekatharra – Mullewa WTT reprint (part only) page 1007.

WN 33, we 2/9/1967

Merredin, 29/8/67 alterations as per WN 32/67.

Neendalling, 259m 46ch, 28/8/67 opened as S&T station splitting Duggan – Lake Grace, only ballast may cross, scotch blocks fitted to loop, holds equal to 50, point indicators fitted, also location disc 300yds out at Wagin end to facilitate shunting of ballast.

Gabalong, delete stockyards (WTT).

WN 34, we 9/9/1967

Dilling, Chorkerup, Dartnall, 11/9/67 eliminated.

Miling, date to be advised opened as attended station.

Kwinana, 3/7/67 SEC private opened.

Toolbrunup, delete S&C races (GR).

Royal Agricultural Show

Nil of interest.

WN 35, we 16/9/1967

Midland – Moora, from 30/8/67 facing point locking being progressively installed at all main line facing points.

Dilling, Dartnall, Chorkerup, delete references (GR, CR).

WN 36, we 23/9/1967

Rolling Stock Alterations, August 1967, Locomotives – New stock – T 1801, AA 1515; Written off – F 463.

Mt Hardy – Greenhills, 4/9/67 changed from green to blue, due train staff being unlawfully removed by person or persons unknown.

WN 37, we 30/9/1967

Cairn Hill, 22/9/67 opened as ST station splitting Moora – Watheroo, only ballast may cross, point indicator provided, also location disk 600yds south of points.

Carlecatup, delete S&C race (GR).

WN 38, we 7/10/1967

Robb Jetty – Box B Fremantle (sg), 2/10/67 S&T replaced by miniature ES, note existing large ES for narrow gauge Box A Fremantle to Robb Jetty will be specially branded “Narrow Gauge” by having a metal strip attached beneath head of ES; Robb Jetty is a non-crossing staff station for sg.

Coal Mines Shunters WTT reprint page 1193.

WN 39, we 14/10/1967

Bodallin (sg), 221m 19ch, 26/9/67 closed as S&T station, section now Burracoppin – Koolyanobbing, point indicators removed, scotch blocks removed from third road and installed on loop.

155¼ mile Ballast Pit, 16/10/67 opened as S&T station splitting Bowelling – Bokal, only ballast may cross, point indicators provided, also location disc 100yds from facing points Wagin end.

Buniche, delete stockyards (WTT).

Strawberry, delete loading ramp (GR).

WN 40, we 21/10/1967

Rolling Stock Alterations, September 1967, Locomotives – New stock – AA 1516, T 1802; Written off – Pr 524, 525, 532, 535, F 462.

Kalgoorlie, delete triangle (ng).

WN 41, we 28/10/1967

155¼ mile Ballast Pit, re WN 39/67, opening as S&T station deferred until 23/10/67.

Eujinyn, delete stockyards (WTT).

AA class given C class loads (ELT).

WN 42, we 4/11/1967

Gingin, 24/10/67 MR type up and down home and calling on signals removed, point indicators fitted.

Rivervale – Goodwood, 5/11/67 connecting new up line at Rivervale servicing new platform, single line auto signalling replaced by double line up and down working Goodwood – Rivervale, Rivervale signal box closed, details pages 1287, 1288.

Carlisle, 12/10/67 public siding closed.

Yarloop, 30/10/67 down home moved 34yds closer to down outer home.

North Fremantle – Leighton Marshalling Yard, 31/10/67 signalling and interlocking changes, page 1289, 1290.

Bowelling, 1/12/67 closed as attended station, SM withdrawn.

Yalgoo, delete warehouse, delete block and tackle 1½ tons.

WN 43, we 11/11/1967

Burakin – Bonnie Rock, 13½ ton axle loads now permitted as far as Jingymia.

North Fremantle – Leighton Marshalling Yard, re WN 42/67, sig diag in centre of WN.

Lake Grace – Hyden, from 27/11/67 service commences.

Nyabing branch, 4/12/67 service commences.

WN 44, we 18/11/1967

Rolling Stock Alterations, October 1967, Locomotives – New stock – AA 1517, 1518, L 251.

Lake Grace – Pingaring – Hyden, 27/11/67 S&T sections opened.

Waterloo, delete stockyards (WTT).

Christmas and New Year

Nil of interest.

WN 45, we 25/11/1967

Kulin, scotch blocks provided on loop.

East Perth, 1/11/67 Tramway siding and other lines leading off siding taken out of use and removed.

Neendalling, 6/11/67 closed as S&T station, section now Duggan – Lake Grace, location disk and point indicators removed.

Amery – Kalannie and Bonnie Rock WTT reprint pages 1385, 1387.

WN 46, we 2/12/1967

Lancing, 4/12/67 eliminated.

Katanning – Badgebup – Nyabing, 4/12/67 S&T sections re-introduced.

Norpa, 17/11/67 opened as S&T station splitting Merredin – Muntadgin, only ballast may cross, location disc 100yds south of facing points, point indicators provided.

Lancing, delete references (WTT).

Bolgart, scotch blocks provided on crossing loop (GA).

Wannamal, delete S&C races (GR).

East Perth, delete loading ramp, shelter shed (GR).

Wyalkatchem – Mukinbudin WTT reprint pages 1433, 1435.

York – Narrogin WTT reprint pages 1437 – 1443.

WN 47, we 9/12/1967

Westinghouse Air Brake, AH7 use of minimum reduction position on H, K locomotives, instructions page 1464.

Wokalup, after 16/12/67 closed as attended station and staff withdrawn.

Wagin, 28/11/67 bracket containing down starting signals to Lake Grace and Bowelling, also down main line starter moved out 200yds.

Dumberning, Koolanooka, Merroe, delete stockyards (WTT).

Lancing, delete references (GR, CR).

WN 48, we 16/12/1967

Rolling Stock Alterations, November 1967, Locomotives – New stock – AA 1519, T1803, L 252; Converted – X-Xb 1022.

Gwambygine, Edwards Crossing, 18/12/67 eliminated.

Midland – Kwinana – Robb Jetty signalling, date to be advised ES sections Box A
Midland – Kewdale – Walliabup – Robb Jetty, S&T Cockburn Junction – Kwinana for sg movement replaced by single line automatic controlled by CTC, details pages 1501, 1502, sig diags in centre of WN.

West Kewdale yard, scotch block placed east end of back road.

Wagin, 30/11/67 down home moved out 100yds.

Shackleton, 7/12/67 opened as non-crossing S&T station to facilitate grain operations, splitting Bruce Rock – Pantapin, point indicators provided, also location disc on main line 100yds west of facing points.

Bowelling, 1/12/67 fixed signals out of use and removed, down home and distant, up homes and distants ex Hillman and Bokal.

Burakin, delete stockyards (WTT).

Gwambygine, Edwards Crossing, delete references (WTT).

Hyden, add 6 ton crane (GR).

Geraldton – Mullewa WTT reprint page 1509, 1511.

WN 49, we 23/12/1967

Kalgoorlie, gangs engaged in tracklaying, alterations to existing track, construction of sg track through yard.

Wagin, 6/12/67 down outer home moved out 100yds, 7/12/67 down distant moved out 133yds, 8/12/67 distant ex Ballaying moved out 100yds.

Cardiff, 5/12/67 opened as non-crossing S&T station, splitting Collie Western Collieries No 2, location discs provided to define station limits, approval for bank engine on rear of ballast train Collie – Cardiff, Cardiff to Western Collieries No 2 is staff only.

West Merredin and Merriden signalling, date to be advised introduction of panel in yard master's building, details pages 1532, 1533.

Wagin, 9/12/67 up home moved out 100yds.

Wokalup, 18/12/67 closed as ES station,
section now Harvey – Benger, fixed signals
removed, catch points on loop, staff locked.

Gwambygine, Edward's Crossing, delete
references (GR, CR).

Wyalkatchem – Merredin WTT reprint
pages 1543, 1545.

WN 50, fe 6/1/1968

West Merredin, Merredin signalling, re WN
50/67 sig diags in centre of WN.

Eujiny, Marchagee, delete S&C races
(GR).

Axle loads, weights of rails, classes which
may run etc (ELT) partial reprint page 1579.

WEEKLY NOTICES - 1968

WN 1, we 13/1/1968

Norpa, 21/12/68 closed as S&T station, section now Merredin – Muntadgin.

Muresk, delete S&C races (GR).

WN 2, we 20/1/1968

Rolling Stock Alterations, December 1967, Locomotives – New stock – L 253; Converted – X-Xb 1008.

Walkaway – Narngulu, date to be advised, S&T replaced by ES.

Waterloo, delete S&C races (GR).

WN 3, we 27/1/1968

Dornock, delete S&C races (GR).

WN 4, we 3/2/1968

210 Mile Material Siding, 21/1/68 closed as S&T non-crossing station, section now Merredin – Nungarin, location discs removed.

Burracoppin (sg) closed, Bodallin (sg) opened, 16/1/68 as S&T station, sections now Merredin – Bodallin – Koolyanobbing, point indicators removed at Burracoppin, provided at Bodallin.

Bayswater, 15/1/68 closed as goods depot.

Dumberning, delete S&C races (GR).

WN 5, we 10/2/1968

Collie-Cardiff, 12/2/68 eliminated.

Wagin – Woodanilling, 30/1/68 bank engine key provided for Wagin – 199½ mile.

Midland – Kwinana – Robb Jetty, re WN 48/67 changeover S&T to CTC will take place 4/2/68, sig diags in centre of WN.

Kwinana – CSBP ng line, 5/2/68 due to commencement of superphosphate traffic from Kwinana, S&T S only operating.

Cardiff / Collie-Cardiff, delete references (WTT).

WN 6, we 17/2/1968

Rolling Stock Alterations, January 1968, Locomotives – New stock – T 1804, L 254; Written off – P 502, Pr 537.

Kalgoorlie Box B, 6/2/68 relocation of points and signals.

Coolup, Wilga, delete stockyards (WTT).

Kulin, change 3 to 6 ton crane (GR).

Coolup, Wilga, delete S&C races (GR).

WN 7, we 24/2/1968

Robb Jetty – Fremantle (sg), 25/2/68 ES replaced by CTC, SG crossing loop at Robb Jetty in use, pages 185, 186, sig diags in centre of WN.

Wagin, date to be advised extension to yard layout and signalling alterations, pages 186, 187, sig diag in centre of WN.

Dedari, 15/2/68 closed as ES station and stopping place, section now Woolgangie – Bullabulling, up and down home and distant out of use, points spiked pending removal.

Dedari, delete references (WTT, GA).

Collie-Cardiff, delete references (GR, CR).

WN 8, we 2/3/1968

Success Hill, work proceeding on new platform.

Yarloop, 25/2/68 alterations at north end, extension of tracks through level crossing.

Millendon – Muchea – Gingin, 27/2/68 S&T replaced by ES.

WN 9, we 9/3/1968

Midland – Kewdale, adding narrow gauge rail to sg track to enable conversion to dual gauge.

East Northam – Koolyanobbing (sg), 19/2/68 issue of Caution Orders discontinued.

Walkaway, add down home and distant signals provided (GA).

Easter Holidays and Anzac Day

Nil of interest.

WN 10, we 16/3/1968

Cardiff, 11/3/68 closed as S&T station, section now Collie – Western Collieries No 2 Mine, S&T S only, location discs removed.

Mordetta, Marley Pool, 18/3/68 eliminated.

WN 11, we 23/3/1968

Rolling Stock Alterations, February 1968, Locomotives – New stock – R 1901, T 1805, L 255; Converted – X-Xb 1006; Written off – F 412, P 505, Pr 522, 529, 533, 536.

Rivervale, 24/3/68 re-alignment of up main via new rail bridge, 31/3/68 re-alignment of down main via new rail bridge and alongside new island platform.

Wellard, 18/3/68 closed as ES station, section now Kwinana – Mundijong Junction,

S&T, points spiked and clamped.

Bungulla, Safe Working Porter withdrawn.

Marley Pool, delete stockyards (WTT).

Marley Pool, Mordetta, delete references (WTT, GR).

Collgar, delete loading ramp (GR).

WN 12, 30/3/1968

Mundijong – Jarrahdale, 18/3/68 ES withdrawn, replaced by S&T, S only.

196m 20ch Ballast Siding in Williams – Narrogin section, 5/3/68 removed.

Baandee, delete stockyards (WTT).

Midland – Kwinana – Fremantle, GA instructions pages 327 – 331.

Baandee, delete S&C races (GR).

WN 13, we 6/4/1968

Hillman, crossing loop extended to 1750ft.

Salmon Gums, crossing loop extended to 1750ft, accommodates 72 in length.

WN 14, we 13/4/1968

Rolling Stock Alterations, March 1968, Locomotives – New Stock – R 1902, L 256, 257, 258; Written off – Dm 581.

East Perth, 1/4/68 rearrangement of yard and signalling, page 382.

Mooliabeenie, delete loading ramp (GR).

WN 15, fe 27/4/1968

Ashfield, constructing island platform on Midland side of present site.

Bayswater – Bassendean, resleepering in preparation of conversion to dual gauge.

155¼ mile Ballast Pit, 8/4/68 closed as S&T station, section now Bowelling – Bokal, point indicators and location disc removed.

Avon Yard – West Merredin (sg), date to be advised, S&T sections closed, Single Line Automatic under CTC installed, pages 429, 430, sig diags in centre of WN.

Dewars Pool, Lunns Landing, 17/4/68 stopping places eliminated.

Mingenew, change crane capacity 5 to 6 tons.

WN 16, we 4/5/1968

East Perth, 18/4/68 new siding into use in yard, former sidings out of use for removal, sig diag in centre of WN.

Lunns Landing, Dewars Pool, delete references (WTT, GR, CR).

WN 17, we 11/5/1968

Ashfield, 5/5/68 up mainline realigned on up side of new island platform.

Koolanooka, delete S&C races (GR).

Ongerup, add 5 ton crane (GR).

WN 18, we 18/5/1968

Rolling Stock Alterations, April 1968, Locomotives – New stock – L 259; Converted – X-Xb 1027; Written off – P 501, 506, 512, Pr 534.

Bromus, 20/5/68 stopping place eliminated.

Kokardine, 7/5/68 opened as S&T station splitting Manmanning – Burakin for ballasting purposes, point indicators provided, trains must not cross.

Ballaying, Candlelight, Kuender, delete loading ramp (GR).

WN 19, we 25/5/1968

Wogarl, delete stockyards (WTT).

Bromus, delete references (GR).

Merroe, delete S&C races (GR).

WN 20, we 1/6/1968

Woodbridge – Maida Vale loop (ng), work on re-sleeping ng main preparing for dual gauge conversion.

Gwindinup, 27/5/68, siding eliminated.

Gwindinup, delete references (WTT, GR, CR).

Buniche, Gabalong, delete S&C races (GR).

South Kumminin, delete loading ramp (GR).

WN 21, we 8/6/1968

Mt Lawley, 9/6/68 relocate up main to up side of new island platform being constructed.

Success Hill, constructing new railway formation for down main around rear of down platform.

Mingenew, date to be advised up and down home, outer home and distant signals brought into use, page 599, sig diag in centre of WN.

ADK railcar instructions, page 600.

Nyabing branch, after 22/6/68 service ceases.

Kendenup, from 1/7/68 until sometime in November SM temporarily withdrawn.

Bunbury – Katanning WTT reprint pages 609, 611.

WN 22, we 15/6/1968

Mt Lawley – Bassendean, re-sleeping on

up and down mains in preparation for dual gauge.

Speddingup, 10/6/68 stopping place eliminated.

Kokardine, 10/6/68 closed as S&T station, section now Manmanning – Burakin, point indicators removed.

NR passenger service changes, from 17/6/68 elimination of passenger accommodation on 69/72 between Mullewa and Meekatharra, Midlander Wed/Thurs becomes to fast goods, Midlander to run Fri ex Perth, Sun ex Geraldton.

Speddingup, delete references (WTT).

Hyden, delete 7 ton rail mounted crane (GR).

Noggojerring, delete shelter shed (GR).

Perth – Bunbury WTT reprint pages 645 – 667.

Bunbury – Northcliffe WTT reprint pages 669 – 677.

WN 23, we 22/6/1968

Rolling Stock Alterations, May 1968, Locomotives – New Stock – R 1903, L 260; Converted – X-Xb 1017, Written off – K 202.

Lake Grace – Hyden, after 29/6/68 services cease.

Shotts, 17/6/68 stopping place eliminated.

Kellerberrin, 17/6/68 new additional up outer home (ng) installed 200yds of existing up outer home, up distant moved 400yds east of new outer home and fixed at caution.

North Fremantle, week commencing 17/6/68 connection with introduction of double line dual gauge working between North Fremantle and East Fremantle progressive conversion of mechanically operated points

to power operation, page 711, sig diag in centre of WN.

Kylie, delete stockyards (WTT).

Coolup, delete loading ramp (GR).

Speddingup, delete references (GR, CR).

Wogarl, delete S&C races (GR).

WN 24, we 29/6/1968

Midland – Kewdale, 23/6/68 ng main closed for installation and removal of temporary sg connection over ng main approx. ½ m east of TNT sidings Kewdale, to permit passage of sg ballasting locomotive.

Weston Street yard, perway alterations over next few months progressively altering layout of yard.

Parkeston, private contractor performing transshipping has relinquished contract, all transshipping now done by Commonwealth Railways.

Shotts, delete reference (WTT, GR, CR).

Bencubbin, Mukinbudin, Beela, delete W symbol (WTT).

Mundijong, Nannup, Kojonup, Gnowangerup, Hyden, insert W symbol (WTT).

WN 25, we 6/7/1968

North Fremantle, 30/6/68 installation of dual gauge turnout in down main, removal of two ng turnouts down main and one ng turnout up main.

Shotts, re WN 23/68 will be retained as unattended staff station with crossing loop.

Fremantle, North Fremantle, Leighton Yard, 7/7/68 alterations to allow normal up and down double line working of both ng and sg, and separate sg arrival and departure roads

Leighton yard, page 774, sig diags in centre of WN.

WN 26, we 13/7/1968

Rolling Stock Alterations, June 1968,
Locomotives – New stock – R 1904, 1905.

Midland – West Kewdale, 9/7/68 installing ng turnout in ng main 3m 40ch opposite Midland end of new Forrestfield yard site, also mixed gauge diamond in sg line at 3m 42ch.

Miling, 1/8/68 opened as attended station.

WN 27, we 20/7/1968

Bayswater, work in progress on new subway and station.

Success Hill, 14/7/68 realignment of down main to down side of down platform for conversion to island, 21/7/68 anticipate realignment of up main to up side of this island platform.

Collie – Narrogin WTT reprint pages 859 – 865.

Collie – Wagin WTT reprint page 867, 869.

Mullewa – Meekatharra WTT reprint pages 871 – 875.

WN 28, we 27/7/1968

Ashfield, work progressing on new footbridge and passenger shelter.

Doodlakine (ng), 23/7/1968 fixed signals removed, point indicators provided, ASM and Safe Working Porter removed, only SM remains.

Gosnells, Lyons Camp, delete stockyards (WTT).

WN 29, we 3/8/1968

Midland – West Kewdale (ng), 28/7/68

linking in ng mainline at 6m 12ch with recently completed permanent connection through Kewdale Yard adjacent to north side of present temporary ng connection to TNT sidings.

ELT and WTT books being combined, as all new WTT issued ELT will be obsolete.

Koolyanobbing, date to be advised 3 aspect signalling and power operated points operated from local signalling panel in use, S&T continues between Merredin and Koolyanobbing, sig diag in centre of WN.

Jarrahdale branch, 20/7/68 section Mundijong – Jarrahdale becomes Mundijong – Jarrahdale No 2 Location, S&T S only, point indicators provided; at No1 location point indicators removed and non-staff station indicator boards provided.

West Kewdale, 28/7/68 provision of additional sidings in Kewdale Industrial Area extending station limits at East end of yard, existing staff cabin at loop out of use, new staff cabin adjacent to Hardey Rd level crossing, new location disc short distance north of this level crossing defines station limits, pages 924, 925.

Meenaar, 24/7/68 experimental point indicators exhibiting green arrow / red dumbbell removed, replaced by standard point indicators.

Erikin, delete S&C races (GR).

WN 30, we 10/8/1968

Lake Grace – Pingaring – Hyden, 24/7/68 sections closed.

Miling, opening as attended station delayed to date to be arranged.

Gingin, 30/7/68 current point indicators removed and replaced by new type showing green arrow / red dumbbell.

Prowaka, delete S&C races (GR).

WN 31, we 17/8/1968

Standard gauge rail linking ceremony at Kalgoorlie, 3/8/68 note from deputy commissioner on cover.

Rolling Stock Alterations, July 1968, Locomotives – Written off – G 118.

James Crossing, Wuraming, 19/8/68 completely eliminated.

Kwinana – Mundijong Junction, 1/8/68 S&T section closed, ES sections opened Kwinana – Wellard – Mundijong Junction, point indicators provided at Wellard.

James Crossing, Wuraming, delete references (WTT, GR, CR).

WN 32, we 24/8/1968

Perth – East Perth independent main, 19&20/8/68 installation of 2 turnouts at 0m 49ch.

Bonnie Rock branch, after 30/8/68 services cease beyond Beacon.

Welshpool, 20/8/68 additional signalling pages 1018, 1019, sig diag in centre of WN.

Amery – Kalannie and Bonnie Rock WTT reprint pages 1029, 1031.

Royal Agricultural Show

Nil of interest.

WN 33, we 31/8/1968

ADA, ADG, ADH, ADX control switches, for greater reliability existing control switches and local control fuses being replaced by 30 amp circuit breakers mounted in same position.

East Perth, 19/8/68 some signals moved 70ft west.

Booraan, 26/8/68 eliminated, closed as ES

station, section now Merredin – Burracoppin, point indicators removed, points spiked until removal.

Booraan, delete references (WTT).

Grass Patch, add 6 ton crane (GR).

Wyalkatchem – Merredin WTT reprint pages 1061, 1063.

WN 34, we 7/9/1968

Miling, 2/9/68 opened as attended station.

Booraan, delete references (GR, CR).

Meckering, delete 10 ton road weighbridge (GR).

Kylie, delete S&C races (GR).

Bunbury – Katanning WTT reprint pages 1095, 1097.

WN 35, we 14/9/1968

Mogumber, Moora, Coorow, Carnamah, Three Springs, 3/9/68 “Calling on” signal arms removed from MR type Home signals.

Bonnie Rock branch, after 20/9/68 all services cease.

Neendalling 259m 46ch, date to be arranged opened as S&T station splitting Duggan – Lake Grace, only ballast may cross, scotch blocks each end of loop, holds equal 50, point indicators provided, also location disc 300yds from points Wagin end of loop.

Kalgoorlie, 3/9/68 up distant ex Leonora moved out 430ft, up distant on Commonwealth Railways moved out 560ft.

West Merredin – Koolyanobbing, date to be advised S&T West Merredin – Bodallin – Koolyanobbing closed, single line auto signalling under CTC made operative, details pages 1124, 1125, sig diags in centre of WN, appears Merredin SG loop not

operative, but Booraan, Burracoppin, Carrabin, Bodallin, Moorine Rock, Southern Cross, Lake Julia all active.

Westinghouse Abdel Air Brake equipment, instructions for loco crews and guards working locos R1901, 1904 and 1905 with XC bauxite wagons and two ZC brakevans, page 1133.

WN 36, we 21/9/1968

Rolling Stock Alterations, August 1968, Locomotives – New stock – L 261, 262; Reclassified – F-Fs 452.

Bilbarin, delete stockyards (WTT).

WN 37, we 28/9/1968

Standard gauge wagon stock, WTT reprint table pages 1199, 1201.

Kwelkan, Nornakin, delete loading ramp (GR).

WN 38, we 5/10/1968

Midland, 2/10/68 removal of turnout 10m 18ch to Perth Passenger Dock, installation of new turnout to new road/rail terminal.

Byford, 30/9/68 due to 105 and 137 passenger trains terminating at Byford in lieu of Naval Depot train staff Byford – State Brickworks withdrawn.

Midland Terminal, 6/10/68 commissioned, preliminary work 2-6/10/68, details page 1229, see also 1227, 1228, 1230, sig diags in centre of WN.

Kulja – Bonnie Rock, 18/9/68 section truncated to Beacon, point indicators provided, non-staff station indicators converted to staff station.

East Perth, 29/9/68 yard and signalling alterations, relocation of steam loco depot, page 1230, sig diag in centre of WN.

Westinghouse Abdel Air Brake equipment, altered instructions pages 1233, 1235.

WN 39, we 12/10/1968

Mt Lawley, new platform is 1m 77ch.

Beenong, 25/9/68 opened as S&T station splitting Lake Grace – Buniche, point indicators provided, for ballasting.

Tuckanarra, 26/9/68 closed as S&T station, section now Cue – Meekatharra, point indicators removed.

WN 40, we 19/10/1968

Rolling Stock Alterations, September 1968, Locomotives – nil.

Bassendean – Guildford, 13/10/68 installation of three main line turnouts between 7m 49ch and 7m53ch.

Wongan Hills, 2/10/68 main line up stating signal in use, sig diag in centre of WN.

Kurrawang, 28/10/68 eliminated.

Kurrawang, delete references (WTT).

WN 41, we 26/10/1968

Olive Hill, 28/10/68 eliminated.

Wokalup, 28/10/68 closed for goods and parcels, retained as passenger stopping place.

Forrestfield Yard, Kewdale Freight Terminal, date to be advised, intro of Forrestfield SG crossing loop and Kewdale SG Freight Terminal, pages 1337, 1338, sig diag in centre of WN.

Weston Street, 22/10/68 closed as crossing station for main line trains, Coogee – Weston Street – Kwinana ES closed, ES section Coogee – Kwinana opened, also auxiliary ES Kwinana – Weston Street, pages 1338, 1339.

Olive Hill, delete stockyards, delete references (WTT).

Wyalkatchem – Mukinbudin WTT reprint pages 1349, 1351.

WN 42, we 2/11/1968

West Kewdale, 2&3/11/68 conversion of North Service Sidings from solely ng to ng, dual and sg, also TNT sidings, page 1368, track diags in centre of WN.

Avon Yard, final fitting and testing of transfer gantry in hand by contractors.

Midland – Kewdale, 3/11/68 linking in mainline deviation between 2m 64ch and 6m 55ch skirting east side of new Forrestfield yard under construction, into of new crossing loop between 3m 65ch and 4m 70ch, and 4 sg sidings from 4m 55ch and 5m 59ch forming first stage of new yard, pages 1369, 1370, track diags in centre of WN.

Mt Lawley, 1/11/68 becomes unattended stopping place and SM withdrawn.

WN 43, we 9/11/1968

Eradu, 11/11/68 siding eliminated, retained as 10cwt stopping place.

Moonyoonooka, Kojarena, 11//11/68 eliminated.

Kwinana, date to be advised, signalling alterations page 1421, sig diag in centre of WN.

Kurrawang, has not been eliminated, retained as a stopping place.

Kalgoorlie, 1/11/68 alterations to signalling and interlocking, page 1422, sig diag in centre of WN.

Bunbury, signalling alterations with boom gate installation at Eileen St, page 1422, sig diag in centre of WN.

Kewdale Freight Terminal, 4/11/68 opens for receipt of sg wagon loads ex eastern states.

Moonyoonooka, Kojarena, delete stockyards, delete references (WTT).

Bilbarin, Billericay, South Kumminin, delete S&C races (GR).

WN 44, we 16/11/1968

Rolling Stock Alterations, October 1968, Locomotives – New stock – L 263, 264, 265, 266.

Mt Lawley – Bassendean, fixing of third rail now proceeding.

Avon Yard, 10/11/68 Dowty Retarders brought into use in down sorting sidings.

Widgiemooltha, 5/11/68 to facilitate shunting location disc installed 167yds from facing points north end of yard.

Mount Lawley, 16/11/68 new stopping place in use, old station and buildings will be demolished.

Jaurdi, West Kalgoorlie, 30/10/68 (sg) opened as S&T stations splitting Koolyanobbing – Box B Kalgoorlie, point indicators provided, also scotch blocks on refuge siding at Jaurdi; points spiked at Quarry Siding (289m), Darrine, Wallaroo, Stewart, Bonnie Vale.

Lake Grace – Hyden, 2/12/68 service commences.

Nyabing branch, 2/12/68 service commences.

Moonyoonooka, Kojarena, delete references (GR, CR).

WN 45, we 23/11/1968

Standard Gauge through services, 4/11/68 arrival of first through sg train; 1514 mile

haul from Port Pirie to Forrestfield in less than 47 hours, included bogie exchanged wagons from NSW and Victoria.

East Perth – Mt Lawley, work commenced on first stage of interstate passenger terminal on site of old steam loco depot.

Kendenup, 1/12/68 re-opened as attended station.

Brunswick Junction – Collie WTT reprint pages 1511, 1513.

Kalgoorlie – Esperance WTT reprint pages 1515 – 1521.

WN 46, we 30/11/1968

Bayswater, work on converting current down platform into island platform.

Guildford – East Guildford, 1/12/68 linking in down main line deviation 7m 52ch (approx. 250yds Perth side of Guildford platform) and 8m 68ch (East St level crossing East Guildford), passes around rear of current down platforms, passengers use rear face of both, access to Guildford yard is restricted to Midland end pending yard alterations at Perth end, pages 1544, 1545, sig diag in centre of WN..

Kalgoorlie, date to be advised signalling and interlocking changes page 1544, sig diag in centre of WN.

Boyanup, delete turning facilities (WTT).

Kalannie – Bonnie Rock, 17/11/68 services commenced.

Amery – Kalannie & Bonnie Rock WTT reprint pages 1557, 1559.

WN 47, we 7/12/1968

Burakin – Bonnie Rock, 18/11/68 reopened.

CSBP Siding (sg), 25/11/68 S&T S only introduced Kwinana – CSBP Siding (sg).

Dalwallinu, 23/11/68 down home moved out 101yds, down distant moved out 105 yds.

Moora, date to be advised MR home signals removed, up and down home, outer home and distants provided, plus changes to point indicators, page 1580, sig diag in centre of WN.

WN 48, we 14/12/1968

Guildford, 15/12/68 realign up main to up side of island platform, will allow former up platform to be cut back for construction of sg line, sig diag in centre of WN.

Midland, 9/12/68 changes due to removal of 2 and 3 sidings in old yard, page 1610, sig diag in centre of WN.

Norseman, delete triangle (WTT).

Avon Yard – Wyalkatchem WTT reprint pages 1629 – 1635.

WN 49, we 21/12/1968

Rolling Stock Alterations, November 1968, Locomotives – New stock – L 267.

Muresk, 23/12/68 eliminated.

Goomalling, 6/12/68 ballast siding in use at 98m 74³/₄ch Goomalling – Merredin line, points within up outer home.

Wagerup, 18/12/68 closed as ES station, section now Waroona – Yarloop, point indicators removed, catch points on loop.

Muresk, delete references (WTT, GR, CR).

WN 50, fe 4/1/1969

Racecourse Siding East Northam, 23/12/68 eliminated.

Tambellup, 5/12/68 CBH siding opened, points within down distant, staff locked.

Pantapin, 9/12/68 location disc provided

100yds from facing points east end, to facilitate shunting.

Guildford, delete stockyards (WTT), delete S&C races (GR).

Wyalkatchem – Mukinbudin WTT reprint pages 1725, 1727.

Wyalkatchem – Merredin WTT reprint pages 1729, 1731.

Christmas and New Year

Nil of intrest.

WEEKLY NOTICES - 1969

WN 1, we 11/1/1969

Mogumber, 18/12/68 MR style down and up home signals removed, point indicators provided.

East Perth, 12/1/69 introduction of new Diesel Rail Car depot and deviation of SW main, pages 15 – 17, sig diag in centre of WN.

Racecourse (East Northam), delete reference (GR).

Weston Street – Jarrahdale Bauxite WTT reprint pages 27, 29.

WN 2, we 18/1/1969

Westinghouse brake, experience of working long interstate freights indicate “Minimum Reduction” brake application is inadequate to ensure positive application and release of brakes at rear of long trains. Drivers now required to make at least a 10lb brake pipe reduction when braking interstate freights with more than 30 vehicles. Permissible to halt these trains with minimum brake application, but essential to then increase to 10lb reduction before releasing brakes. This does not apply to sg iron ore and grain trains, these wagons fitted with more sensitive brake control valve.

East Perth yard, 11&12/1/69 alterations page 52.

Watheroo, Coorow, Carnamah, Three Springs, 19/12/68 indicators “Intimation to driver of home or outer home signals” installed one mile from home signals.

Neendalling, 259m 46ch, 30/12/68 closed as S&T station, section now Duggan – Lake Grace, location disc and point indicators removed.

Engine Load Table withdrawn, all WTT books have now been issued.

WN 3, we 25/1/1969

Rolling Stock Alterations, December 1968, Locomotives – New stock – L268.

Wungong, 24/1/69 stopping place eliminated.

Hines Hill, from 19/1/69 Safe Working Porter withdrawn.

Stretton, delete stockyard (WTT).

Cardup, Wungong, delete references from 24/1/69 (WTT, GR, CR).

Bunbury – Katanning WTT reprint pages 109 – 115.

WN 4, we 1/2/1969

East Guildford, 2/2/69 linking up main line deviation 8m 0ch to 8m 70ch, up trains will use island platform.

Guildford – East Guildford, 2/2/69 new up main located between down main and existing up main brought into use, points giving access to Douglas Jones and Padburys connected to new up main, sig diag in centre of WN.

Goomalling, from 27//1/69 line to Mullewa to be known as mainline, line to Wyalkatchem to be known as branch.

Kurrawang, 31/1/69 stopping place eliminated.

Kurrawang, delete references (WTT).

Avon Yard – Merredin via Wyalkatchem, V class loads added.

Beacon, add 6 ton crane (GR).

Tambellup, amend 3 to 6 ton crane (GR).

Stretton, delete S&C races (GR).

Perth – Armadale Suburban Goods service
WTT reprint pages 149, 151.

WN 5, we 8/2/1969

Tambellup, 28/1/69 down distant moved out
484yds, 29/1/69 down home moved out
120yds.

Kurrawang, delete references (GR, CR).

WN 6, we 15/2/1969

Waterloo, 17/2/69 eliminated.

Waterloo, delete references (WTT).

WN 7, we 22/2/1969

Mt Lawley, 16/2/69 down main installing
mixed gauge turnouts at 1m 55ch and 1m
64ch; 17/2/59 removing narrow gauge
turnout at 1m 51ch, installing mixed gauge
turnout at 1m 66ch.

Yardarino, 3/3/69 eliminated.

Yardarino, delete stockyard (WTT), delete
references (WTT).

Avon Yard – Koolyanobbing, GA notes
CTC control, Seabrook – Hines Hill, except
Kellerberrin controlled from Northam, also
departure signals Avon Yard and Merredin;
Booraan – Lake Julia controlled from
Merredin, also departure signals Merredin
and Koolyanobbing; crossing loops at
Seabrook, Grass Valley, Meckering,
Cunderdin, Tammin, Bungulla, Kellerberrin,
Doodlakine, Hines Hill, Booraan,
Burracoppin, Carrabin, Bodallin, Moorine
Rock, Southern Cross, Lake Julia.

Waterloo, delete references (GR, CR).

WN 8, we 1/3/1969

Special SG passenger train, Monday 24/2/69
depart Pt Pirie, arrive Kewdale morning of
Thursday 27/2/69, return depart Kewdale
same evening. In addition to goods loading
train will comprise 8 passenger carriages, 2
lounge cars, 1 dining car, 1 special service
car and 1 power car. Demonstrating to
leading transport operators standard of
service and facilities offered at Kewdale
Freight Terminal, also valuable experience
from passenger aspect.

Rolling Stock Alterations, January 1969,
Locomotives – New stock – L – 269.

Maylands, 23/2/69 installing turnouts in
down main at 3m 04ch, and in up main at
3m 01ch and 3m 04ch, adjacent to Midland
side of Caledonian Ave level crossing.

Forrestfield, 12/2/69 sg access line from
main line in Midland – Forrestfield section
to Kewdale Freight Terminal out of use,
train staff Maida Vale – West Kewdale (sg)
withdrawn.

Kewdale Freight Terminal, 3/3/69 opened as
accounting station.

Mosman Park, Shenton Park, Victoria Park,
1/3/69 staff withdrawn and they become
stopping places.

Burges, delete loading ramp (GR).

Easter Holidays and Anzac Day

Nil of interest.

WN 9, we 8/3/1969

East Perth – Mt Lawley, work proceeding on
constructing new deviation of ng main lines.

Mawson, 10/3/69 eliminated.

Mawson, delete stockyards, delete
references (WTT).

Yardarino, delete references (GR, CR).

WN 10, we 15/3/1969

Bayswater, 9/3/69 linking deviation 3m 70ch and 4m 30ch down main adjacent to rear of down platform.

Mawson, 10/3/69 closed as S&T station, Balkuling opened as S&T station, sections now Greenhills – Balkuling – Quairading.

Cuballing, crossing loop extended, now accommodates trains 72 in length.

Mawson, delete references (GR, CR).

WN 11, we 22/3/1969

Rolling Stock Alterations, February 1969, Locomotives – Written off – F – 413, FS – 454, Dd – 591, 594, 598, 599, P – 507, 508, 510, Pr 538.

Three Springs, date to be advised MR hoe signals replaced by WAGR signals, indicators “Intimation to drivers of home or outer home signals” removed, up and down distant, outer home and home signals installed, page 378, sig diag in centre of WN.

Guildford, 23/3/69 signal box replaced by new panel in new goods office building, page 379, sig diag in centre of WN.

Balkuling, 10/3/69 not opened, new section is now Greenhills – Quairading.

Geraldton, industrial sidings wharf area, class Ut permitted to operate.

Mawson, delete reference (GA).

WN 12, we 29/3/1969

Guildford, 23/3/69 track rearrangements, page 404.

Interstate Terminal to be known as Perth Terminal, Perth renamed City, East Perth

renamed Claisebrook; changes approved by parliament, will be brought into use at commencement of interstate passenger services on sg line.

WN 13, we 5/4/1969

East Perth – Mt Lawley, 30/3/69 linking in deviation between 1m 3ch and 1m 55ch, both main lines.

Bayswater, 30/3/69 linking in new mainline deviation 3m 70ch – 4m 30ch adjacent to new island platform.

Cue, 20/3/69 up home and distant removed and point indicators installed.

Buntine, 27/3/69 fixed signals removed, point indicators installed.

Piawaning, delete S&C races (GR).

Perth – Armadale, Welshpool – Midland WTT reprint pages 461, 463.

WN 14, fe 19/4/1969

Narrogin, 19/3/69 movement of some shunting signals.

Narrogin, date to be advised signalling changes and new connections page 492, sig diag in centre of WN.

Maylands, date to be advised, repositioning of crossovers, signalling alterations page 493, sig diag in centre of WN.

WN 15, we 26/4/1969

Rolling Stock Alterations, March 1969, Locomotives – New stock – K – 210, L – 270.

Maylands, 20/4/69 remove down main ng turnout at 3m 0ch, remove ng single compound at 2m 79ch, both located immediately east of Caledonian Ave level crossing.

Dalebridge Ballast Siding, 21/4/69 into use, 91m 6ch, approx. ½ m north of current Dalebridge siding, staff locked with catch points.

WN 16, we 3/5/1969

West Merredin, date to be advised, industrial sidings at east end of sg yard into use, sig diag in centre of WN.

Popanyinning, crossing loop extended , will now hold equal 72 in length.

WN 17, we 10/5/1969

Tambellup, 3&4/5/69 yard alterations carried out.

Neendalling, 259m 46ch, 22/4/69 opened as S&T station splitting Duggan – Lake Grace, only ballast may cross, location disk provided 300yds from points Wagin end.

Kalgoorlie, 23/4/69 alterations to signalling and interlocking, page 589.

WN 18, we 17/5/1969

Rolling Stock Alterations, April 1969, Locomotives – New stock – L 271.

Pingelly, 28/4/69 main line turnout at north end extended 260ft towards Perth, will now hold 72 in length.

Maylands, 11/5/69 down main relocated through new down platform; 18/5/69 up main relocated through new up platform.

Lake Grace – Hyden, after 30/5/69 seasonal services cease.

Avon Yard, 11/5/69 crossover and signal moved, page 624.

Mullewa Refreshment room, 3/5/69 trading ceased, now officially closed.

Warup, 6/5/69 opened as S&T station splitting Wagin – Bokal.

WN 19, we 24/5/1969

Coorow, fixed crane amend from 3 to 6 ton (GR).

Gingin, delete S&C races (GR).

WN 20, we 31/5/1969

Midland – West Kewdale (ng), 27/5/69 linking in new mainline 2m 55ch to 3m 37ch, new main is adjacent to and parallel to up side of old main line at former Maida Vale crossing loop.

Katanning – Nyabing, after 14/6/69 seasonal services cease.

Bassendean, 25/5/69, commissioning sg junction to dg, page 711, note when sg single line Woodbridge East – Bassendean is commissioned, it will be operated initially under S&T S only, sig diag in centre of WN.

Guildford, 28/5/69 signalling on sg line over narrow gauge diamond to mill siding, sig diag in centre of WN.

Ghooli, 28/5/69 closed as ES station, section now Southern Cross – Yellowdine, catch points installed in loop, points loop to siding spiked for siding and remainder of loop disconnected, points staff locked.

Karalee, 28/5/69 closed as ES station, section now Yellowdine – Gilgai, catch points installed in loop, points loop to siding spiked for siding and remainder of loop disconnected, points staff locked.

Cookernup, delete references (GR).

York Racecourse, delete references (GR, CR).

Muresk, Mackies Crossing, delete references (CR).

WN 21, we 7/6/1969

Merredin, 24/5/69 No 2 platform closed, ng

line between up and down starting signals on No 2 platform removed, signalling and interlocking changes page 749. Now a non crossing station for EGR ng and Narembeen branch.

Perth Terminal, 1/6/69 new sg junction into use in vicinity of Mt Lawley subway, controlled from signal panel in SM's office in temporary building at terminal, pages 749 – 751, sig diag in centre of WN.

East Perth, renamed Claisebrook, 1/6/69 signalling alterations, sig diag in centre of WN.

Maylands, 18/5/69 alterations finalized, sig diag in centre of WN.

Kalgoorlie, 14/5/69 alterations finalized, sig diag in centre of WN.

Newdegate, delete triangle (WTT).

Karlgarin – Kuender (?), delete S&C race (GR).

Tardun, add 5 ton crane (GR).

Bunbury – Northcliffe WTT reprint pages 765 – 775.

WN 22, we 14/6/1969

Midland – West Kewdale (ng), 7/6/69 present entry to Kewdale Yard via North Services Siding disconnected at 5m 75ch (42ch east of Hardy Rd), deviated to enter at eastern end of Kewdale Yard, S&T Midland – West Kewdale withdrawn, replaced by CTC Midland – Maida Vale – Kewdale, pages 797, 798.

Interstate SG Passenger Service commence with westbound arrival at Kalgoorlie Saturday 14/6/69, details page 795.

Bonnie Rock branch, after 9/6/69 services cease beyond Beacon.

Perth Terminal, amended instructions for signalling pages 796, 797.

Muntadgin, 16/5/69 scotch blocks removed from loop.

Tambellup, date to be advised, provision of CBH siding, elimination of compound points, extension of crossing loop.

Kendenup, from 1/7/69 until sometime in November, SM withdrawn.

Woodbridge East, 8/6/69 junction of SG line to Bassendean in use, S&T S only, pages 799 – 801.

Leighton Yard or Kwinana or Perth Terminal to West Merredin WTT reprint pages 817, 819.

West Merredin – Parkeston WTT reprint pages 821, 823.

WN 23, we 21/6/1969

Rolling Stock Alterations, May 1969, Locomotives – New stock – L 272.

Woodbridge East – Bassendean single line SG and converted dual gauge Bassendean – Mt Lawley, 10/6/69 opened to sg traffic, track diags in centre of WN.

Warup, 4/6/69 closed as S&T station, section now Wagin – Bokal.

Forrestfield, 8/6/69 new up home on sg line at Maida Vale loop in use, also new departure signal at Forrestfield giving access to main from sg loco depot,

Neendalling, 9/6/69 closed as S&T station, section now Duggan – Lake Grace.

Lake Grace – Pingaring – Hyden, 9/6/69 S&T sections closed with seasonal closure of line.

Watheroo, delete triangle (WTT).

Noongaar, delete stockyards (WTT), delete S&C race (GR).

Muresk, added back into WTT.

Jura, delete loading ramp (GR).

Muresk, add 63 miles ex Perth (rate), passenger stopping place only.

Country Passenger Trains, arrivals and departures reprint pages 865, 867.

WN 24, we 28/6/1969

Kwinana Yard – CSBP, sg section, work in hand rerailling with 94lb rail.

Port Pirie – Perth, passenger car consists, types, numbering, pages 883, 884.

Kellerberrin, sg, 12/6/69 points at each end of crossing loop converted to switchlock control with a relevant shunting signal.

Geraldton, delete 10 ton road weighbridge (GR).

Lyons Camp, delete S&C races (GR).

WN 25, we 5/7/1969

Dynamic brake, instructions in WN 3/69 cancelled, on ng dynamic brake now prohibited in general working, to be used on block trains only, indiscriminate use results in rough riding in brake vans and damage to drawgear.

Bonnie Rock branch, after 1/8/69 all traffic ceases.

Katanning – Badgebup – Nyabing, 19/6/69 S&T sections closed with seasonal closure.

Welbungin, 1/7/69 closed as S&T station, section now Bencubbin – Mukinbudin.

Grass Valley, 1/7/69 closed as attended station.

Serpentine, delete W (WTT).

WN 26, we 12/7/1969

Westinghouse brake, minimum reduction

brake application inadequate to ensure positive application and release of brakes at rear of long freight trains; in future drivers o to make at least a 15psi reduction when braking interstate freight trains with between 30 and 45 bogie vehicles, and 20 psi reduction when length exceeds 45.

Beacon – Bonnie Rock, 26/7/69 S&T section closed.

WN 27, we 19/7/1969

Rolling Stock Alterations, June 1969, Locomotives – New stock – L 273.

Midland – Woodbridge South, work in hand rerailling with 94lb rail and converting to dual gauge.

Widgiemooltha, 7/7/69 opened as attended station with SM.

Transcontinental schedule WTT reprint pages 999, 1001.

WN 28, we 26/7/1969

Meenaar, siding has no facilities for handling traffic, exists only to cross trains.

Perth Terminal, 21/7/69 Road Services Terminal transferred City to Perth Terminal, becomes accounting station.

Morawa, 22/7/69 up starter, down starter, down outer home added, sig diag in centre of WN.

Walkaway, 8/7/69 down home and distant removed.

X, Xa, Xb on suburban pass must maintain minimum consist of 5 carriages to provide necessary braking power.

WN 29, we 2/8/1969

Meenaar, Wael, Wyola, period 28/7/69 to 2/8/69 progressively closed as ES stations, sections now Grass Valley – Meckering –

Cunderdin – Tammin.

West Kewdale, 27/7/69 alterations for ng station limits, details page 1048, also new dg line adjacent to South Service siding brought into use.

Merredin, recent alterations and reductions to ng signalling and interlocking, sig diag in centre of WN.

West Merredin – Merredin SG, date to be advised sg crossing loop at new Merredin station into use, sections now West Merredin – Merredin – Booraan, sig diag in centre of WN.

WN 30, we 9/8/1969

Westinghouse brake, current requirement is that on passenger train guard must carry out continuity test from brakevan one minute before 'train away' signal. In view of certain difficulties at departure of 1283 from Perth Terminal, ufn continuity test may be conducted not more than five minutes prior to departure.

404m 18ch Widgiemooltha – Pioneer, 21/7/69 temporary loop siding opened for construction material only for Lake Lefroy spur line, scotch blocks each end of siding.

Kellerberrin, 12/6/69 alterations, sig diag in centre of WN.

Claisebrook, 28&29/7/69 alterations with closure of Diesel Loco Depot, page 1083.

West Toodyay, 14/6/69 down outer home added, sig diag in centre of WN.

Facing point lock spring switch machine, trailable points provided at attended and unattended crossing loops, single line auto signalling, details page 1089.

WN 31, we 16/8/1969

SG passenger service consist and marshalling, re WN 24/69 CR advise that

BRJ wrongly quoted as dual purpose, will always operate as second class.

Welshpool – West Kewdale, 13/8/69 S&T replaced by ES.

WN 32, we 23/8/1969

Rolling Stock Alterations, July 1969, Locomotives – Written off – Dm – 584, F – 360, 362, 419, 455, Fs – 356, 357, 358, 359, 363, 399, 414, 415, 416, 420, 422, 447, 448, 459, G – 67, P 504, 514, 515, 516, Pr – 523. 526, 527, 530, U – 656.

Burracoppin (ng), 19/8/69 closed as ES station, section now Merredin – Carrabin, points staff locked, up and down home and distants removed, catch points on loop, points from loop to station yard spiked for yard.

Hyden branch, temporary train service will run until 30/8/69.

Bonnie Rock branch, seasonal services will now continue to run as far as Dalgouring ufn.

Nyabing, temporary train service will continue to run until 30/9/69.

Korrelocking, Nembudding, delete stockyards (WTT).

WN 33, we 30/8/1969

Wellard, 16/8/69 closed as ES station, section now Kwinana – Mundijong Junction as S&T, point indicators removed.

WN 34, we 6/9/1969

Coogee – Kwinana, 1/9/69 installing diamond in ng at 24m 23ch, also turnout in sg section Cockburn South – Kwinana at 29m 12ch.

Kwinana spur to CSBP, 2/9/69 ng installing diamond crossing, sg spur to AIS installing two turnouts.

Meckering (ng), 1/9/69 signals removed ,
point indicators provided.

404m 40ch, 15/8/69 opened as S&T station
splitting Widgiemooltha – Pioneer, only
ballast may cross, point indicators provided,
also location discs 200yds in each direction.

Bassendean – Woodbridge East, 8/9/69 S&T
S only replaced by S&T.

Single line automatic signalling, provision
of automated crossing loops, changes to
Rule Book, pages 1229 – 1239.

WN 35, we 13/9/1969

Bassendean – Midland ng, 7/9/69 installing
points and crossings in both main lines at
8m 75ch, Woodbridge West.

Kendenup, 12/8/69 down and up home and
distant removed, point indicators provided.

Mullalyup, 3/9/69 opened as ES station
splitting Kirup – Balingup, only ballast may
cross, point indicators provided, points
remain staff locked.

Waroona, 14/8/69 up starter provided, sig
diag in centre of WN.

Avon Yard – West Merredin (ng) WTT
reprint pages 1275 – 1281.

West Merredin – Yellowdine WTT reprint
pages 1283, 1285.

Yellowdine – Kalgoorlie WTT reprint pages
1287, 1289.

Royal Agricultural Show

Nil of interest.

WN 36, we 20/9/1969

Rolling Stock Alterations, August 1969,
Locomotives – nil.

Elleker, 24/9/69 signals removed, point

indicators provided on facing points and 3
points on main line between the loop
turnouts.

WN 37, we 27/9/1969

Bridgetown, 10/9/69 catch point at south end
of River Siding removed and replaced with
scotch block.

Bassendean, 28/9/69 sg access to Cresco
Fertilizer works provided, details page 1358,
sig diag in centre of next WN.

Cookernup, 7/10/69 siding eliminated,
retained as stopping place.

WN 38, we 4/10/1969

Boorabbin, 1/10/69 closed as ES station,
section now Gilgai Woolgangie, down and
up home and distant signals removed, catch
points on each end of loop, loop points to
siding spiked to siding.

Waroona, 12/9/69 scotch block removed
from dead end at northern extremity of
station yard, scotch blocks provided on both
sidings north of level crossing.

Moorine Rock, 15/10/69 closed as ES
station, section now Noongaar – Southern
Cross.

Bassendean, sig diag in centre of WN.

Wadderin, Tarin Rock, delete stockyard
(WTT).

Burakin – Bonnie Rock, after 3/10/69
seasonal service ceases.

SG loading gauge diagrams for WAGR and
Comm Railways, SAR, VR and NSW and
QR.

WN 39, we 11/10/1969

Claisebrook – Perth Terminal ng, 5/10/69
linking in up ng main deviation between 0m
72ch and 1m 24ch.

Claisebrook – Perth Terminal ng, 12/10/69 linking in down ng main deviation between 0m 72ch and 1m 22ch.

Claisebrook – Mt Lawley, work in progress constructing suburban stopping place adjacent to Perth Terminal at 1m 22ch.

Rivervale, 1/11/69 closed as attended station.

Koolyanobbing – Kalgoorlie, date to be advised S&T sections Koolyanobbing – Jaurdi – West Kalgoorlie closed, replaced by single line auto signalling, with trailable facing points installed at Darrine, Jaurdi, Wallaroo, Stewart, Bonnie Vale and West Kalgoorlie, page 1435, sig diags in centre of WN.

Watheroo, date to be advised, MR type home signals replaced by WAGR type, up and down distant, outer home and hoe provided, catch point and point indicator provided on Perth end of loco siding, and northern end of CBH siding, sig diag in centre of WN.

Higham, renamed Beckenham (CR).

Perth – Armadale, Welshpool – Midland Goods service WTT reprint page 1447.

West Merredin – Yellowdine WTT reprint pages 1449, 1451.

Yellowdine – Kalgoorlie WTT reprint pages 1453, 1455.

WN 40, we 18/10/1969

Rolling Stock Alterations, September 1969, Locomotives – nil.

Kalgoorlie, sig diag in centre of WN.

Carlisle, Welshpool, 1/11/69 closed for receipt and delivery of goods traffic other than wagon loads to/from private sidings.

Mungari – Kalgoorlie, date to be advised to permit sg access across ng line at 372m

13ch, catch points installed in sg line either side of ng main, duplicate staff instruments provided at Kalgoorlie and crossover point, page 1497.

Stockyards 377m EGR, 30/9/69 access terminated.

Boundain, delete stockyards (WTT, GA).

WN 41, we 25/10/1969

Maida Vale – Kewdale, 19/10/69 ng main line linking in new deviation 4m 45ch and 6m 20ch via Forrestfield marshalling yard, gives access to 5 ng sidings 5m 38ch and 6m 3ch, page 1525, sig diag in centre of WN.

377m EGR Abattoirs, delete stockyards (WTT).

Narkal, delete loading ramp (GR).

Fremantle – Midland goods service Sundays WTT reprint pages 1545, 1546.

WN 42, we 1/11/1969

River Siding, south end of Bridgetown, 24/10/69 new interlocked points opened.

Dwellingup – Boddington, after 30/10/69 services cease.

Buniche, 15/10/69 closed as S&T station, section now Lake Grace – Newdegate, point indicators removed.

Doodlakine, 1/11/69 closed as attended station and SM withdrawn.

Talc Siding, reference in GA (near Arrino?), mileage not decipherable in printed copy.

Holyoake, Chadoora, Westwood, Farmers Crossing, Boddington, delete reference (GR, CR).

WN 43, we 8/11/1969

Midland – Maida Vale ng, 4/11/69 diverted

onto alignment of dg loop 9m 76ch to 10m 16ch to facilitate construction of up dg main through Midland Yard.

Robb Jetty – Soundcem, 2/11/69 installation of mixed gauge turnout at 19m 30ch opposite Cockburn South, will ultimately form part of dg connection to Cockburn Cement Co private siding.

Robb Jetty – Soundcem, from 3/11/69 work on dual gauging ng main line from 19m 30ch opposite Cockburn South to Cockburn Cement works.

Midland – Forrestfield sg, 3/11/69 installing 2 dg turnouts at 10m 09ch and 10m 11ch.

Cockburn South – Kwinana sg, 2/11/69 install turnout at 22m 31ch immediately south of Cockburn South, ultimately will give access from this section to Cockburn Cement private siding.

Cottesloe, 1/11/69 closed for goods traffic except wagon loads to from W.Thomas and Co private siding.

Bunbury – Northcliffe WTT reprint pages 1621 – 1631.

WN 44, we 15/11/1969

Bowelling, 20/10/69 location disc installed on Wagon branch at fouling point of crossover from Narrogin branch to branch platform line.

Koolyanobbing – Kalgoorlie automatic crossing loops, power supplied by batteries charged by diesel generator, details on failure indicators.

Pinjarra – Dwellingup WTT reprint page 1667.

WN 45, we 22/11/1969

Rolling Stock Alterations, October 1969, Locomotives – nil.

Mount Hardy, 17/11/69 closed as S&T station, section now York – Greenhills, point indicators removed.

Cowcowing, Dukin, Nalkain, Narkal, delete stockyards (WTT).

R class locos and air braked Bauxite trains Jarrahdale No 2, pages 1701 – 1705.

Narlingup, delete loading ramp (GR).

Kendenup, add note attended November to June only (GR).

Wyalkatchem – Merredin WTT reprint pages 1713, 1715.

WN 46, we 29/11/1969

Bonnie Rock branch, from 17/11/69 temporary train service between Burakin and Cleary for grain and wagon load consignments only.

Kwinana, date to be advised northern leg of triangle for sg brought into use, sg line to AIS and sg and ng lines to CSBP brought inside station limits, 3 train staffs withdrawn, details page 1743, sig diag in centre of WN.

Boddington, delete stockyard (WTT).

Christmas and New Year

Nil of interest.

WN 47, we 6/12/1969

Kendenup, 1/12/69 re-opened as attended station on seasonal basis only.

Indian-Pacific, through service via Broken Hill will be inaugurated by departure from Perth on 1/3/70, and from Sydney on 2/3/70.

Avon Yard, 21/11/69 sg ballast siding opened, details page 1781.

Kwinana, track layout diag of CSBP loop,

CBH, WMC in centre of WN.

Cockburn Junction, date to be advised, access provided to Cockburn Cement works, pages 1781, 1783, sig diag in centre of WN.

Wadderin, delete S&C races (GR).

Weston Street – Jarrahdale Bauxite WTT reprint pages 1791, 1793.

WN 48, we 13/12/1969

Merredin, West Merredin, date to be advised existing elevated signal box and frame C at Merredin replaced by Station frame and Frame A, corresponding changes at West Merredin, sig diags in centre of WN.

Allanson, 15/12/69 eliminated.

Allanson, delete (WTT).

WN 49, we 20/12/1969

Rolling Stock Alterations, November 1969, Locomotives – New stock – AB 1531, Ra 1906, 1907; Written off – F 450, 457, Fs 421, 441, P 503, 509, 511, 513, 517, Pr 531, U 651, 652, 653, 654, 657, 658, 659, 660, 661, 662, 663.

Wagin – Lake Grace, from 15/12/69 on trial basis, A, AA, AB, C, R, RA permitted to run, max speed 30mph.

Meenaar, Waeel, Wyola, Livesey, No 4 Pumping Station, 22/12/69 currently 10cwt stopping places will be eliminated.

Coolgardie – Esperance, 22/11/69 new railway 404m 40ch to Lake Lefroy salt loading area opened, S&T S only; also Esperance Junction installed in Scaddan – Esperance section, S&T S only for section Esperance Junction to Esperance Wharf opened, crossing loop opened on this line

known as New Esperance; details page 1845.

Nyabing branch, 9/12/69 seasonal service commenced.

Allanson, delete references (GR, CR).

Caron – Mullewa WTT reprint pages 1851, 1853.

Geraldton – Mullewa WTT reprint pages 1855, 1857.

Geraldton – Mullewa – Westmine WTT reprint pages 1859, 1861.

WN 50, we 27/12/1969

Stewart, date to be advised opened as S&T station splitting Jaurdi – West Kalgoorlie (? Is this correct – single line auto and other crossing loops already in use).

Watheroo – Geraldton, following installation of new bridge over Irwin River near Strawberry, A class locos permitted on a 2 month trial basis between Watheroo and Geraldton; due to ballast condition limited to 25mph Narngulu to Arrino.

Meenaar, Waeel, Wyola, Liveseys Siding, delete references (WTT, GR, CR).

York – Quairading, add A and C to locos permitted to operate.

Lake Grace – Hyden, from 15/12/69 seasonal service commenced.

WN 51, fe 10/1/1970

Perth Terminal suburban stopping place, from 22/12/69 now operational, 1m 22ch.

WEEKLY NOTICES - 1970

WN 1, we 17/1/1970

Stewart, re WN 50/69, opening as S&T station will take place on 12/1/70.

Bodallin (ng), 20/1/70 closed as ES station, section now Carrabin – Noongaar, down and up home and distant signals removed, main line points staff locked, catch points each end of loop, points from loop to siding spiked to siding.

WN 2, we 24/1/1970

R & RA buffer coupling transition pieces, responsibility of firemen when these uncoupled from train to remove transition piece from Alliance coupler and place in cab or toilet compartment.

Rolling Stock Alterations, December 1969, Locomotives – New stock – AB 1532, RA 1908, 1909.

Coorow, 18/12/69 MR type up and down home signals removed, point indicators and facing point plungers provided, staff station indicator boards provided, Mile boards previously erected removed.

Daglish, Meltham, Queens Park, 31/1/70 staff withdrawn, become unattended stopping places.

WN 3, we 31/1/1970

Merredin, correction to location of 2 point indicators.

WN 4, we 7/2/1970

Midland – Maida Vale ng, 1/2/70 remove present temporary deviation, replace onto previous permanent alignment 9m 76ch to 10m 16ch.

Byford, 18/1/70 crossover main line to Hawker Siddeley private siding out of use, 22/1/70 line giving access to HS private siding closed and taken up, catch point installed and attached to crossover at north end of station yard.

Perth Terminal, re WN 40/69 signal relocation, sig diag in centre of WN.

Claisebrook, re WN 30/69 reductions of signalling, sig diag in centre of WN.

Midland, 1 & 8/2/70 ballasting of 2 new dg tracks, page 187.

WN 5, we 14/2/1970

Indian-Pacific, Australian Transport Advisory Council decided that the name is “The Indian-Pacific”. Abbreviation without “The” not permitted.

Bonnie Rock service, from 2/2/70 ufn service now operating Burakin – Cleary extended to Bonnie Rock on Mondays and Beacon on Tuesdays to Fridays.

Byford, re WN 4/70, sig diag in centre of WN.

Merredin, re WN 3/70, sig diag in centre of WN.

Doodlakine, Gwambygine, Mandiga, Nangeenan, delete stockyards (WTT).

Easter Holidays

Nil of interest.

WN 6, we 21/2/1970

Rolling Stock Alterations, January 1970, Locomotives – Nil.

York – Albany, use of dynamic brake on locos so equipped authorized on a trial basis.

Mullalyup, 14/2/70 closed as ES station, section now Kirup – Balingup, point indicators removed.

Scaddan – Gibson, 4/2/70 S&T replaced by ES.

Hester, 15/2/70 opened as ES station, splitting Greenbushes – Bridgetown, point indicators provided, only ballast may cross.

Beenong, Edwards Crossing, delete stockyards (WTT).

Mission, Caitup, delete references (WTT).

Carlisle, delete shelter shed (GR).

Cottesloe, delete warehouse and shelter shed (GR).

Rivervale, delete loading ramp and shelter shed (GR).

Welshpool, delete 1 ton gantry and loading ramp (GR).

WN 7, we 28/2/1970

“The Indian Pacific”, Monday 23/2/70 departing Sydney at 10.50pm, with Governor General – front cover.

Bassendean – Woodbridge West sg, 21/12/70 final adjustment to mixed gauge turnout at 8m 77ch.

Conversion WFX sg flat top wagons to QWF ng, to convey material for upgrading Widgiemooltha – Esperance, approval to travel on ng tracks – Flashbutt Welding Depot – Midland – Avon – Kalgoorlie via old EGR line using main line only, Avon – Merredin via Wyalkatchem, using main line only except at Goomalling, where must travel via Loop or No 3 Road.

Koolyanobbing – Kalgoorlie, single line auto, re WN 39/69, alteration to rules and

instructions, pages 280 – 282.

Darrine, 25/2/70 opened as a temporary S&T station splitting Koolyanobbing – Jaurdi, point indicators on facing points.

Cuthbert, 9/2/70 point indicator provided on catch point on siding at northern extremity giving access to CBH.

Darrine, 26/2/70 closed as S&T station, section now Koolyanobbing – Jaurdi, point indicators removed.

Shark Lake, add loading ramp (GR).

Wagin, delete 10 ton road weighbridge (GR).

WN 8, we 7/3/1970

Robb Jetty – Spearwood ng, 5 & 6/3/70 install turnouts at 15m 0ch and 15m 1ch.

Bellevue – Box A Midland, laying third rail in up and down sg mains between Lloyd St and clearance point of junction at Bellevue.

Midland – Forrestfield sg, 5/3/70 linking final alignment 9m 76ch to 10m 11ch, sg trains will then pass via dg crossover at 10m 10ch.

Fremantle – Robb Jetty sg, 10/3/70 install temporary sg turnout at 13m 71ch.

Woodbridge triangle, 14&15/3/70 commissioned, minor changes to Guildford sig diag; includes intro of double line dual gauge Woodbridge South – Forrestfield, sig and track diags in centre of WN, also S&T Bassendean – Woodbridge East replaced by auto signalling, details pages 330 – 332.

Kewdale, add 25 ton gantry, 27 and 10 ton mobile, 2x 7½ and 2x 6 ton mobile, 20,000lb, 4,000lb and 3x 2,000lb forklift, 2 x 50 ton road weighbridge, loading ramp, warehouse, shelter shed (GR).

Avon Yard – Wyalkatchem WTT reprint pages 339 – 345.

Wyalkatchem – Mukinbudin WTT reprint pages 347, 349.

Avon Yard – Caron WTT reprint pages 351, 353.

WN 9, we 14/3/1970

Nil of interest.

WN 10, we 21/3/1970

Rolling Stock Alterations, February 1970, Locomotives – New stock – AB 1533, 1534, RA 1910, 1911.

Midland – Bassendean – Woodbridge – Forrestfield, 14&15/3/70 further details page 407, 410.

Robb Jetty yard ng, 17&19/3/70 install turnout at 14m 50ch and 14m 64ch.

Midland – Woodbridge Triangle track diagram, page 425.

WN 11, we 28/3/1970

Nil of interest.

WN 12, fe 11/4/1970

Welshpool – Armadale, 5&12/4/70 enabling entry and release of ballast engine, ballast hoppers and brakevan into new Kenwick Junction – Forrestfield ng main under construction via turnout at 9m 74ch.

Brunswick Junction, 13/4/70 removal of potato siding and disused tracks in former loco depot area, sig diag in centre of WN.

Daniell closed, Bromus and 498 Mile opened, 19/3/70 as S&T stations, sections now Norseman – Bromus – 498 Mile – Salmon Gums; Daniell point indicators removed, Bromus and 498 Mile point indicators provided.

Swanbourne, 31/3/70 SM withdrawn, suburban stopping place only.

Hester, permission for general crossing of trains at discretion of DTS Bunbury.

Baandee, 24/3/70 closed as ES station, section now Doodlakine – Hines Hill, point indicators removed, catch points installed on loop, main line points staff locked, points loop to public siding spiked to siding.

WN 13, we 18/4/1970

Rolling Stock Alterations, March 1970, Locomotives – New stock – AB 1535, TA 1806.

Kalgoorlie – Kamballie branch, Great Boulder Tramway crossing, semaphore signals on WAGR line, also two catch points and indicators on tramway taken out of use and removed.

132 Mile siding, Boyanup – Busselton, reference in accounting.

Boundain, delete S&C races (GR).

WN 14, we 25/4/1970

Worsley, 17/4/70 eliminated.

Broomehill, 20/4/70 fixed crane temporarily removed for overhaul.

Worsley, delete references (WTT, GR, CR).

WN 15, we 2/5/1970

MR line, ufn A class permitted at 25mph Narngulu – Carnamah, and 35mph Carnamah – Gillingarra.

Lake Grace, date to be advised down home, outer home and distant provided, sig diag in centre of WN.

539 Mile, date to be advised opened as S&T station splitting Salmon Gums – Scaddan, point indicators provided.

498 Mile closed as S&T station, Beete opened as ES station, date to be advised, ES

sections now Bromus – Beete – Salmon Gums.

Coolgardie, delete turning facilities (WTT).

Korrelocking, Nembudding, delete S&C races (GR).

WN 16, we 9/5/1970

Kalgoorlie, date to be advised reductions to signalling and interlocking, page 607, sig diag in centre of WN.

Kwolyin, delete shelter shed (GR).

WN 17, we 16/5/1970

Rolling Stock Alterations, April 1970, Locomotives – New stock – AB 1536, TA 1807, 1808.

539 Mile, 3/5/70 renamed Doust.

Hester, 12/5/70 closed as ES station, section now Greenbushes – Bridgetown, point indicators removed.

WN 18, we 23/5/1970

Nyabing branch, after 26/6/70 seasonal services cease.

Beenong, delete S&C races (GR).

WN 19, we 30/5/1970

Neendalling, 20/5/70 opened S&T station splitting Duggan – Lake Grace, only ballast may cross, scotch blocks on loop, holds 50 in length, point indicators provided, also location disc provided 300yds from points Lake Grace end of loop.

Kewdale, add 5 ton mobile crane, amend 3 x 2,000lb forklifts to 4.

WN 20, we 6/6/1970

Koojan, Wannamal, Coomberdale, scotch blocks on loop replaced by catch points.

Bunbury – Katanning WTT reprint pages 755, 757.

Katanning, alter facilities to read 6 ton mobile crane, 45 ton rail weighbridge, loading ramp, S&C races, warehouse and shelter shed (GR).

Jarrahdale, reference gives mileages as No 1 36m 60ch, No 2 40m 29ch.

WN 21, we 13/6/1970

Nil of interest.

WN 22, we 20/6/1970

Rolling Stock Alterations, May 1970, Locomotives – Nil.

Kalgoorlie, 2/6/70 re WN 16/70 re-siting if Frame A carried out.

Salmon Gums – Doust – Scaddan, 10/6/70 S&T replaced by ES.

Kendenup, 1/7/70 temporary closure as attended station and SM withdrawn.

Weston Street – Jarrahdale Bauxite WTT reprint pages 821, 823.

Hillman, delete S&C races (GR).

Koolyanobbing, add 6 ton crane, loading ramp, warehouse, shelter shed, rate mileage 273 (GR).

WN 23, we 27/6/1970

Millendon Junction – Bellevue, date to be advised, additional up signals, sig diags in centre of WN.

WN 24, we 4/7/1970

Kelmscott, 28/6/70 taking up main line sets (points and crossings?) in conjunction with automatic signalling.

Cannington – Armadale, 12/7/70

commissioning of automatic signalling, also Kenwick Junction and single line ng to Forrestfield, pages 893 – 895, sig diags in centre of WN.

Wyalkatchem – Merredin WTT reprint pages 903, 905.

WN 25, we 11/7/1970

Beacon, 22/6/70 location disc provided 100ft from clearance point of CBH siding, east end of station, extends station limits to cover siding, non-staff station indicator board for siding removed.

Mardella, 17/7/70 eliminated.

Keysbrook, 17/7/70 closed to public use, crossing place only.

Boyanup, date to be advised main line at north end realigned due to use of new river bridge.

Carnamah, 2/7/70 former MR type down and up homes and Mile indicators removed, point indicators attached to facing points.

Lake Grace – Hyden, after 31/7/70 seasonal services cease.

Mardella, delete references (WTT).

WN 26, we 18/7/1970

A 1501, now fitted with standard WAGR Mk 11 vigilance control, operation similar to AA, AB, L, R and RA.

Rolling Stock Alterations, June 1970, Locomotives – New stock – TA 1809.

Cannington – Armadale, 12/7/70 lifting points and crossings at Maddington and Gosnells.

Kenwick Junction – Forrestfield, 12/7/70, diags in centre of WN.

Robb Jetty – Spearwood ng, 15/7/70

installing sg over ng diamond in main at 14m 78ch.

Maddington, Kelmscott, Gosnells, 12/7/70 closed as goods stations.

Brookhampton, delete S&C races (GR).

WN 27, we 25/7/1970

Old Northam Yard, redundant portions being pulled up, shunting staff to take care.

Maylands – Bassendean, reflectorized warning and caution boards erected on “Brady’s Curve” near 5 mile for test purposes only.

Maddington, Gosnells, Kelmscott, from 12/7/70 to 31/7/70 all staff except SM withdrawn, small consignments of goods and parcels can be accepted.

Maddington, Kelmscott, 3/8/70 SM withdrawn, become unattended passenger stopping places only.

Gosnells, from 31/7/70, SM retained open for passenger and parcels traffic only.

Kalannie, 17/8/70 opened as attended station.

Armadale, delete 40 ton rail weighbridge (GR).

WN 28, we 1/8/1970

Cuballing, 15/7/70 point indicators added to main line points at north and south end of CBH siding.

Edah, Munbinia, 3/7/70 opened as S&T stations splitting Yalgoo – Yoweragabbie section, point indicators provided; Edah, location disc provided 300yds Yalgoo side, crossing of trains not permitted; Munbinia, only ballast may cross.

Keysbrook, Mardella, delete all references (GR, CR).

WN 29, we 8/8/1970

Train naming, Perth – Port Pirie passenger services, other than “The Indian-Pacific”, will be named the “Trans-Australian” forthwith.

Bonnie Rock service, from 31/7/70 services ceased beyond Wialki, from 5/8/70 services cease beyond Beacon; services will continue to Beacon until approximately the end of September.

Avon Yard, date to be observed, ng alterations, including Special Crossing Indicator to show whether crossing to take place at Spring Hill, pages 1080, 1081, also control of switchlock from GSR to West Northam sidings, sig diags in centre of WN.

Wialki, 27/7/70 opened as S&T station splitting Beacon – Bonnie Rock, point indicators provided.

Mt Barker, 12/8/70 new frame provided at north end of yard, page 1081, 1082, sig diag in centre of WN.

WN 30, we 15/8/1970

Robb Jetty, 8/8/70 Spearwood and Coogee ng mains installing turnout in each at 14m 52ch.

Edah closed, Wagga Wagga opened, 31/7/70 as S&T stations, sections now Yalgoo – Wagga Wagga – Munbinia, Edah – point indicators and location disc removed, Wagga Wagga point indicators provided, also location disc 300yds from facing points Yalgoo end, crossing of trains not permitted.

Terry, delete references (GR).

WN 31, we 22/8/1970

Rolling Stock Alterations, undated 1970, Locomotives – New stock – TA 1810.

Grass Valley – Meckering ng, 19/8/70 removing staff locked turnout 89m 8ch.

Bonnie Rock service, after 28/8/70 all services cease on branch.

East Northam, date to be advised, sg access provided to sg siding from dg main at Northam, sig diag in centre of WN.

571m ballast pit (Gibson – Esperance), 31/7/70 points ES locked.

Mundijong Junction – Mundijong, date to be advised, additional signals provided, page 1141, sig diag in centre of WN.

Brakevans, transit of sg passenger consists Perth Terminal – Forrestfield either way, not necessary to have brakevan at rear of train, carriage equipped with brake handle or VDM mailvan, may trail, guard must ride in last carriage so equipped.

Clarence, Wellard, delete all references (GR).

WN 32, we 29/8/1970

Wannamal, Koojan, Coomberdale, 14/8/70 point indicators attached to siding catch point blades.

Wialki, 10/8/70 closed as S&T station, section then Beacon – Bonnie Rock, point indicators removed.

Serpentine, delete loading ramp (GR).

North Fremantle, Robb Jetty, delete S&C races (GR).

WN 33, we 5/9/1970

Midland, date to be advised signalling alterations page 1201, sig diag in centre of WN.

Robb Jetty, 13/9/70 realignment of ng and sg main lines, signalling alterations, page 1202, sg crossing loop taken out of use, sig diag in centre of WN.

Benjaberring, Berring, Frenches, Hulongine,

Noggojerring, Rossmore, Yarramony, delete stockyards (WTT).

Benjaberring, Berring, Cowcowing, Dukin, Frenches, Hulongine, Nalkain, Narkal, Noggojerring, Rossmore, Yarramony, delete S&C races (GR).

WN 34, we 12/9/1970

Meckering ng, 19/8/70 staff locked point at west end giving access to stockyard removed.

Forrestfield, date to be advised signalling brought into use on ng line between Forrestfield ng yard and south side of Kewdale freight terminal, pages 1245, 1246, sig diag in centre of WN.

Kununoppin, scotch block on each end of loop.

Barbalin, delete loading ramp.

WN 35, we 19/9/1970

Rolling Stock Alterations, August 1970, Locomotives – Nil.

Royal Agricultural Show

Nil of interest.

WN 36, we 26/9/1970

XA locos, dual brakes, locos 1403, 1406, 1409, 1410, instructions re quick brake release; also note re working air braked ng trains eg rail special and salt trains, and both units not fully modified, unit with air pipe only (XA 1407 and XB 1032) must be remote unit.

Robb Jetty, reconstruction of yard, 19 & 20/9/70 details pages 1311, 1312, sig diag in centre of WN, also sg page 1314.

Kellerberrin – Doodlakine ng, 24/9/70 installing catchpoints at 133m 04ch and 133m 10ch either side of grade crossing of

temporary sg mainline alignment at 133m 7ch; secured and locked closed, remain inoperative until cessation of normal traffic between East Northam and West Merredin on 5/10/70.

Meckering – Waell, from 28/9/70 track staff commence preparing ng mainline for recovery of rails starting at 89m 65ch and proceeding towards Waell.

178m 56ch, Yalgoo – Yoweragabbie, 6/7/70 ballast siding brought into use, points facing Yalgoo.

Kellerberrin – Doodlakine sg, 23/9/70 install turnout at 143m 31ch, remains inoperative until adjacent ng mainline removed and eastern end of Kellerberrin sg yard linked into ultimate sg mainline alignment at date to be notified.

571m (Gibson – Esperance), 22/8/70 mainline points giving access to ballast pit taken out of use and removed.

Widgiemooltha, date to be advised, Location Disc relocated approx. 350yds north of points leading to nickel loading area to accommodate 41 wagons plus locomotive.

519m 70ch Ballast Pit Siding, 18/8/70 opened as auxiliary ES station in Salmon Gums – Doust section, duplicate instruments at Salmon Gums.

Londonderry, Higginsville, Pioneer, Dowak, Circle Valley, Truslove, Collier, 21/9/70 completely eliminated; note refers to (Old) Higginsville at 422m 54ch and (Old) Pioneer at 432m 42ch; (New) Higginsville at 424m 10ch and (New) Pioneer at 441m 34ch continue to operate as ES crossing points only.

Daniell, Kumarl, elimination to effect after new delivery siding at Beete constructed, programmed for 1/11/70.

Narrikup, delete loading ramp (GR).

Supplement to WN 37/1970

Effective date 5/10/1970, bulk amendments to GR, CR and supplements.

Kalgoorlie Abattoirs, 377m, delete all reference.

Avon Yards (sic), amend lifting to gantry 25, mobile 5, forklift 12,500lb and 2,000lb, add 51 ton sg weighbridge (GR).

Bassendean, delete loading ramp, shelter shed, open for private siding wagonload traffic only (GR).

Bibra Lake, open for private siding wagonload traffic only (GR).

Bodallin, add 6 ton fixed crane (GR).

Boorabbin, Bullabulling, delete references (GR).

Burracoppin, insert 6 ton fixed crane.

Cannington, delete warehouse, shelter shed and S&C races (GR).

Claremont, delete loading ramp, warehouse, shelter shed and S&C races (GR).

Cunderdin, Doodlakine, Meckering, alter crane 5 to 6 ton (GR).

Ghooli, delete references (GR).

Grass Valley, delete warehouse (GR).

Guildford, delete mobile crane, open for wagonloads for private sidings and intrastate traffic up to 2cwt (GR).

Forrestfield, gantry 25 ton, weighbridges 45 ton ng, 51 ton sg (GR).

Jarrahdale, delete references (GR).

Karalee, Koorarawalyee, delete references (GR).

Kellerberrin, alter crane 5 to 6 ton, delete 10 ton road weighbridge (GR).

Kewdale, add loading ramp (GR).

Koolyanobbing, add S&C races (GR).

Midland, open for wagonload traffic to private sidings, delete loading ramp warehouse and shelter shed (GR).

Pumping Stations Nos 5, 7 and 8, delete references (GR).

Robb Jetty, open wagon loads only (GR).

Southern Cross, alter lifting facilities to fixed, delete 17 ton rail weighbridge (GR).

Spearwood, delete loading ramp and shelter shed (GR).

Subiaco, open for wagonloads for private sidings and intrastate consignments to 2cwt (GR).

Tammin, alter lifting 2½ ton to 6 (GR).

West Leederville, Woolgangie, delete references (GR).

West Kalgoorlie, add 25 ton gantry, 5 ton mobile, 4,000 lb forklift, 51 ton sg weighbridge, loading ramp, S&C races, warehouse, shelter shed (GR).

West Merredin, add 25 ton gantry, 5 & 6 ton mobile, 35,000 lb forklift, 51 ton sg and 45 ton ng weighbridge, loading ramp, S&C races, warehouse, shelter shed (GR).

Yellowdine, Yerbillon, delete references (GR).

West Kalgoorlie – Esperance distance table page 17 (GR).

Bungulla, Baandee, Nangeenan, delete references in distance table (GR).

Walgoolan, No 5 Pump, Noongaar, sidings Ghooli – Bali marked passenger stopping places only (GR).

WN 37, we 3/10/1970

Perth – Kalgoorlie passenger services, from 5/10/70 rerouted via Wyalkatchem.

Claisebrook, 18/9/70 rearranged yard and signalling due closure of steam loco depot, page 1343.

Kellerberrin, date to be advised in assoc with closure of ng East Northam – West Merredin, signals removed, also frames A and B, C retained for catchpoints either side of sg crossover, sig diag in centre of WN.

Koolyanobbing – Kalgoorlie, re WN 39/69, date to be advised intro of single line auto signalling as far as West Kalgoorlie, S&T retained West Kalgoorlie – Kalgoorlie, pages 1343, 1344, sig diags in centre of WN.

City Box A, date to be advised as a result of impending closure of Perth Goods, Box A eliminated, and alterations to Box B, sig diag in centre of WN.

Darrine, Jaurdi, Wallaroo, Stewart, reference in diags is to refuge siding only for crippled wagons; at Bonnie Vale a public siding is in existence.

Kalgoorlie, sig diag in centre of WN.

Piawaning – Miling, C class permitted to operate.

WN 38, we 10/10/1970

Monday, 5/10/70 changes – closure of Perth Goods and transfer to Kewdale, reorg of other metropolitan goods and parcels operations, Robb Jetty facilities in use for wagon loads, West Kalgoorlie Marshalling yard commissioned, closure of ng freight services Northam – Kalgoorlie, rerouting of Kalgoorlie Express via Wyalkatchem.

East Northam – West Merredin, 5/10/70 at 8am, ng permanently closed to normal rail traffic, recovery of ng track materials commences at 89m 65ch where ng mainline

severed and recovery proceeds towards West Merredin, modifications to crossover at East Northam to clamp, spike and lock points to Northern Railway only, Tammin points from both ends of crossing loop to yard secured and points will be later removed, Kellerberrin catchpoints at 133m 4ch and 133m 10ch commissioned, West Merredin 7A points of Frame A reversed and set for Bruce Rock line, clamped and padlocked and key held by CCE Pilot, pages 1383, 1384.

Kalgoorlie, date to be advised, Commonwealth Trans Dock platform roads 3 and 4, crossover turnout relocated 200m east, also point indicators and small point levers moved.

Mt Barker, 16/9/70 frame A signals altered, signals renumbered, sig diag in centre of WN.

Perth – Kalgoorlie passenger summary, pages 1386, 1387.

Bunbury – Northcliffe WTT reprint pages 1395 – 1405.

Bunbury – Katanning WTT reprint pages 1407, 1409.

Christmas and New Year

Nil of interest.

WN 39, we 17/10/1970

Rolling Stock Alterations, September 1970, Locomotives – Written off – Dd 593, 600, Dm 582, 583, 585, Fs 365, 449, 451, 461, G 117, Pm 703, 707, 709, 717, 719, Pmr 729, 731, 733, Pr 521, U 655, Ut 664.

Pinjarra – Isandra, ufn upgrading from Pinjarra station yard to 55m 50ch taking place.

Booraan (ng), 30/9/70 opened as ES station splitting Merredin – Carrabin section, point indicators provided.

West Kalgoorlie (ng), 1/10/70 opened as ES station splitting Mungari – Kalgoorlie, point indicators provided and catch points.

Forrestfield – Midland – Avon Yard WTT reprint pages 1455 – 1465.

109m 50ch Junction Auxiliary Staff Station, junction for branch to Bunbury Power House, GA instructions page 1471, 1473.

Circle Valley, Collier, Dowak, Higginsville, Londonderry, Pioneer, Truslove, delete references (GR).

Maylands, delete 5 ton crane, loading ramp, warehouse, shelter shed (GR).

WN 40, we 24/10/1970

XM ballast hoppers, 15 of these in use on Esperance branch, fitted with Alliance couplers at sg height of 2ft 11in above rail level, 4 special type transition pieces manufactured, 2 used on rake, 2 spares with driver in charge Esperance.

Wagga Wagga closed, Edah opened, 28/9/70 as S&T stations, sections now Yalgoo – Wagga Wagga – Munbinia, Wagga Wagga point indicators and location disc removed, Edah point indicators provided, no trains may cross.

Robb Jetty, 25/10/70 ng main moved to final alignment, signals moved, sig diag in centre of WN.

Perth and Midland – Bunbury WTT reprint pages 1507 – 1521.

Bunbury – Collie WTT reprint pages 1523, 1525, reference to Powerhouse Junction at 109m 50ch.

WN 41, we 31/10/1970

Yellowdine, 14/10/70 closed as accounting station and staff withdrawn, up and down home, outer home and distants removed, point indicators provided.

Cairn Hill, 31/10/70 opened as S&T station splitting Moora – Watheroo, location disc provided 600yds south of points, point indicator provided north of points, only ballast may cross.

Powerhouse Junction, delete Powerhouse from name (WTT).

Robb Jetty, 24 & 25/10/70 realigning of ng main line access at southern end, track diag in centre of WN.

Coolgardie, delete 4½ ton crane, loading ramp, warehouse, open for small consignments consigned from stations Leonora – Esperance, and intersystem traffic.

Avon Yard – Narrogin WTT reprint pages 1559 – 1565.

York – West Merredin WTT reprint pages 1567, 1569.

WN 42, we 7/11/1970

Avon Yard – Wyalkatchem WTT reprint pages 1601 – 1607.

Amery – Kalannie and Bonnie Rock WTT reprint pages 1609, 1611.

Mukinbudin – Wyalkatchem partial WTT reprint page 1613, up service only.

Wyalkatchem – West Merredin WTT reprint pages 1615, 1617.

WN 43, we 14/11/1970

Fremantle – Midland – Forrestfield Goods service WTT reprint pages 1645 – 1659, 1665, 1667.

Rivervale – Forrestfield – Midland, Forrestfield – Armadale WTT reprint pages 1661, 1663, 1669.

WN 44, we 21/11/1970

Rolling Stock Alterations, October 1970,
Locomotives – New stock – TA 1811, 1812.

Berring, 5/10/70 main line points controlled by points lever, fpl on main line points, main line points to east end siding controlled by points lever,, connected to catch points on siding, and fpl attached to points, main line points lever to west end siding connected to catch point in siding.

Benjaberring, 3/10/70 main line points fitted with point levers and connected to catch points in siding, fpl attached to points, and ES locks.

Nyabing, 7/12/70 train service commences.

West Northam Sidings and Locomotive Depot, delete Loco Depot (GA).

Kewdale, add forklift with crane attachment (GR).

North Fremantle, delete forklift with crane attachment (GR).

WN 45, we 28/11/1970

R and RA operating in multiple, instructions page 1731.

Broad Arrow, delete S&C races (GR).

WN 46, we 5/12/1970

Perth Terminal, 13/12/70 additions associated with signalling of sg dock at east end of platform, page 1775, sig diag in centre of WN.

Robb Jetty ng, 28/11/70 linking in new trackwork, track diag in centre of WN.

WN 47, we 12/12/1970

Wurarga – Yalgoo section, 2/12/70 ballast siding loop constructed and brought into use at Walla Walla ballast pit, points at 127m

63ch and 128m 09ch.

Tammin – Bungulla sg, 6/12/70 removing mixed gauge diamonds at 126m 42ch and 126m 59ch, where passes through former ng Tammin yard.

WN 48, we 19/12/1970

Rolling Stock Alterations, November 1970,
Locomotives – New stock – TA 1813.

Maya, 2/12/70 opening of new CBH silo, non-staff station indicator set 600yds south of facing points, Buntine end, points to new siding staff locked at both ends with catch points on siding.

Wolla Wolla, 1/12/70 opened as S&T station splitting Wurarga – Yalgoo, point indicators provided, location disc provided 300yds from points Wurarga end, only ballast may cross.

Edah, Munbinia, 1/12/70 closed as S&T station, section now Yalgoo – Yoweragabbie, point indicators removed.

WN 49, we 26/12/1970

L class, to prevent flashover of motors must ensure that there is at least 6 seconds between going into and out of dynamic brake.

Forrestfield sg, date to be advised, changes to switchlock control on crossover, closing of Forrestfield – Walliabup, opening under single line auto of Forrestfield – South Forrestfield – Walliabup sections, sig diag in centre of WN.

Circle Valley, 30/11/70 main line points removed.

Truslove, 14/12/70 main line points removed.

WN 50, fe 9/1/1971

Mooliabeenie, 1/1/71 public siding

eliminated, 10cwt stopping place only.

Prowaka, 1/1/71 completely eliminated.

Beete, 21/12/70 new delivery siding opened as a public siding.

Daniell, Kumarl, 12/12/70 eliminated because Beete public siding opened.

Esperance, GA changes page 1921, 1923, references to Esperance Junction, New Esperance and Wharf; ES Gibson – New Esperance, S&T S only Esperance Junction

to Esperance (i.e. old yard); Wharf line is extension from crossing loop at New Esperance, operated under S&T S only; scotch block a short distance from junction on line to Esperance station; Esperance Junction attended for all trains to Esperance station; note duplicate staff instruments for New Esperance to Gibson section are actually at Esperance station – i.e. primary instruments are at Gibson and Esperance, auxiliary instruments at Esperance station and New Esperance.

Prowaka delete all references (GR).