



The provision of a brakevan on this funeral train at Woronora Cemetery was possibly for the conveyance of any coffins offering.

Photo: J. Watson

(N.S.W.)

The Woronora Cemetery Branch Railway

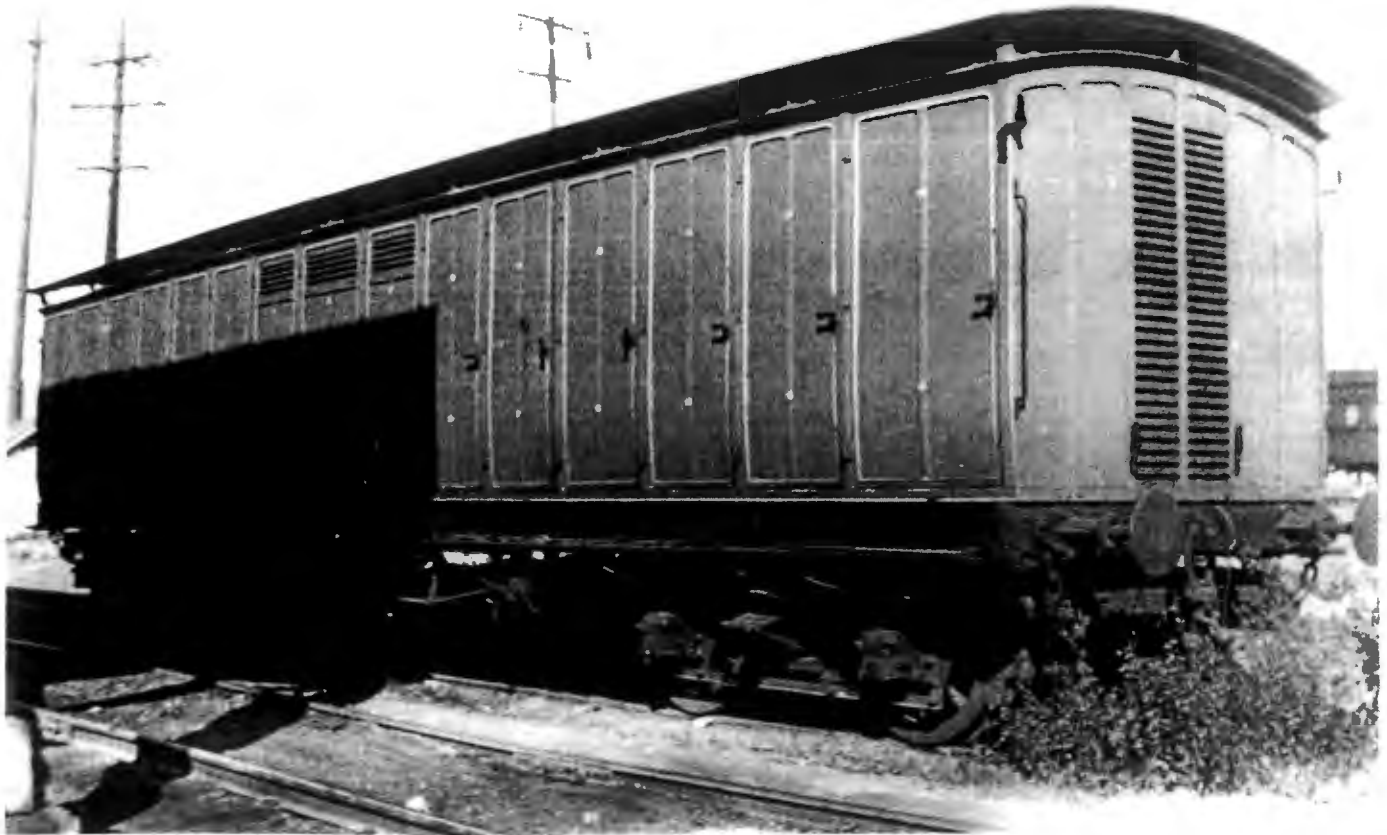
by Peter Neve

Death comes just as naturally as birth; thus, just as there must be hospitals for the new-born, there must be somewhere for the dead. The earliest burial ground in the Colony of New South Wales is believed to have been at the northern end of George Street Sydney in 1788 but in 1790, an area was set aside at the corner of Clarence Street and York Lane. Two years later, the third Burial Ground was opened, now the site of St Andrew's Cathedral in George Street. This was closed in 1819 when a larger area, again to the south, was opened in the "Sandhills" of Devonshire Street (1819-1888). For many decades, this served the

growing metropolis of Sydney and some of its adjacent suburbs, although there were a number of small burial grounds attached to the older local Parish churches, as had been the traditional English/Scottish custom for generations.

Again, it became necessary to seek yet another burial area and the "Necropolis" at Rookwood was opened in the early 1860s. As the cemetery was some distance from the nearest railway station, it was considered desirable to provide a station at the cemetery's then centre, so a short branch line was constructed from Lidcombe with a junction trailing to Down

trains, being officially opened on 22 November 1864. The earliest record that can be found of a regular service of funeral trains is from 1 April 1867, with trains departing old Sydney Station at 9.15 a.m. and 3.00 p.m. The Government of the day not unnaturally wished to separate funeral operations from ordinary railway work and so arranged for the construction of appropriate "Receiving Houses". Two imposing sandstone buildings of ecclesiastical design were provided, one in Sydney Yard and the other at Rookwood. The Receiving House at Regent Street, Redfern, is reported to have been completed on



Bogie hearse vehicle, photographed in Clyde Yard circa 1955.

Photo: B. Macdonald

22 March 1869 but had been in use since the previous January. The Haslam's Creek (Rookwood) Receiving House was not completed until the following August but it is likely to have been in actual use long before that date. The Rookwood Cemetery branch was extended on two occasions as the cemetery itself expanded but the line was finally closed on 29 December 1948. For further details of this line, see *Bulletin* No. 268, for February 1960.

Under the Noxious Trades Act of 1861, the headland of Kurnell Peninsula was tentatively set aside as a "Necropolis". A railway map of 1884 shows a proposed mortuary railway branching off near Sutherland station to traverse mainly the foreshores of Georges River and Botany Bay to the "Kurnell Necropolis". This plan, however, did not proceed. The proposal was never officially cancelled; it died a natural death with the opening of Woronora Cemetery in 1895.

By the 1880s, it was obvious that consideration would need to be given to the establishment of a new cemetery to serve the increasing St George areas of population. The few small local Parish church cemeteries were being closed and the Botany Cemetery

would soon be unable to cope with the natural rate of decease, especially with the development of dormitory suburbs along the newly opened Illawarra line. It was therefore necessary to select a suitable location with reasonable access when considering the formation of a new burying ground.

In 1879, the then Premier of New South Wales, Sir John Robertson, had set aside an area of some 16,000 acres (6500 ha) south of the Georges River as a National Park; this included an area to the west of Sutherland railway station. The site of the Township of Sutherland had been surveyed and laid out in 1886, with the coming of the railway to service the future district. Three businessmen applied to the Trustees of The National Park to lease portion of the Park adjoining the western side of Sutherland railway station for the formation of a racecourse. The greater part of the area was relatively flat and was within a few minutes' walk of the station. The Trustees advised that they were willing to consider the proposal but no further action developed.

Following the lapse of the proposed Racecourse plan, this area of The National Park was, under the authority of the Public Purposes Acquisitions

Act of January 1892, formally transferred by the Park trustees "for a cemetery site for the suburbs along the Illawarra line". The Crown Lands Department "exchanged" this for Crown land at the mouth of the Hacking River, this reserve being added to the National Park. The 87 acres (35 ha) so acquired were divided into Denominational Sections and the Cemetery was formally proclaimed on 2 April 1895.

Details of the construction of the short branch line from Sutherland into Woronora Cemetery are difficult to locate; the Railway's Annual Reports completely ignore the event and when finally it is recorded, an incorrect opening date is given!

Construction apparently commenced early in 1900, for on 13 January that year, a signal box was opened at Sutherland to control the points and signalling required for the branch line. The 37 chain (744 m) branch line was opened for traffic on Saturday, 28 July 1900. (*Bulletin* No. 128 of June 1948 quotes a date of 13 June 1900 but this date cannot now be evidenced.) Strange as it may seem, the initial entries in the Railway Annual Reports quote the branch's length as 38.75 chains (779 m) but this length cannot

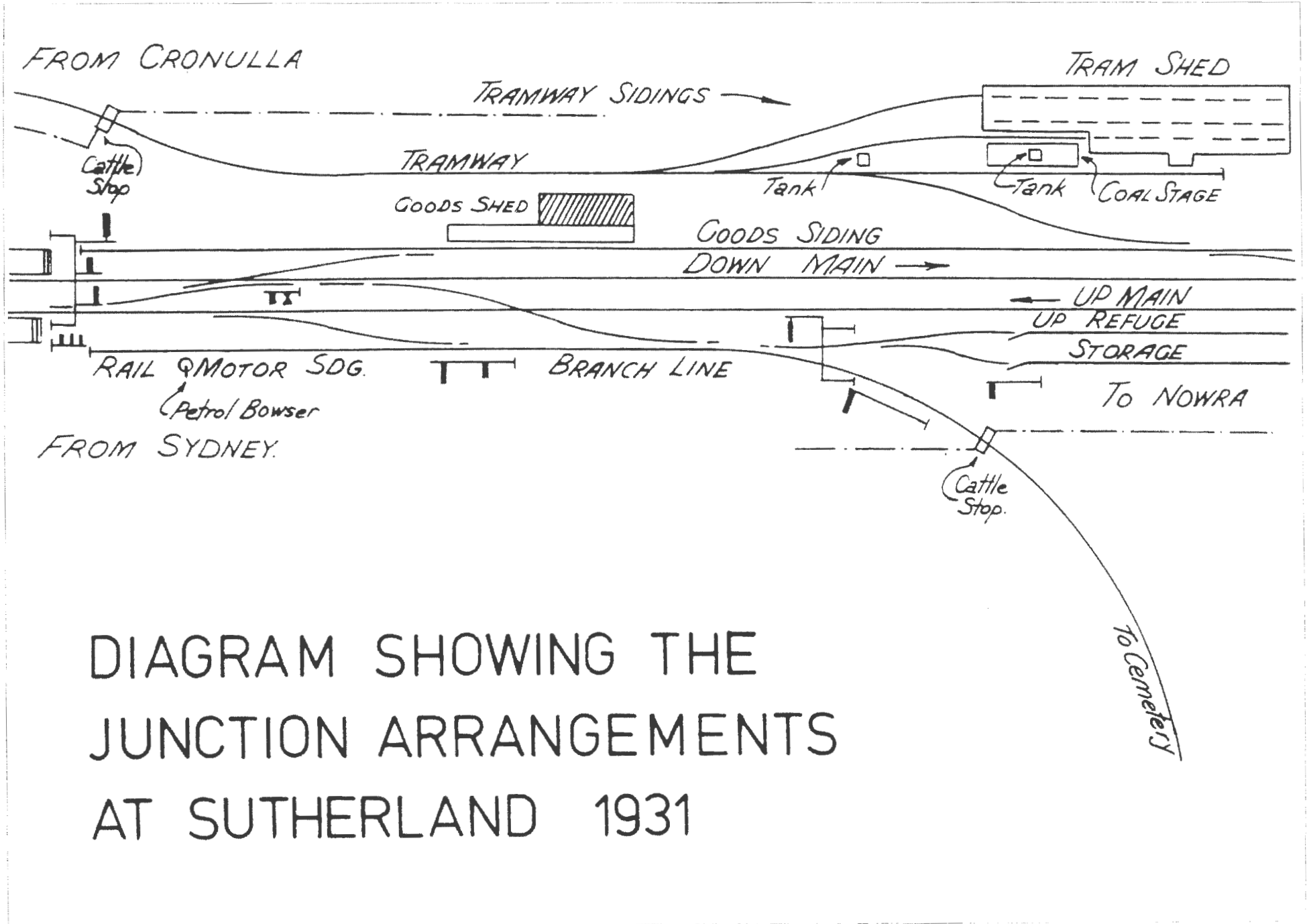


DIAGRAM SHOWING THE
 JUNCTION ARRANGEMENTS
 AT SUTHERLAND 1931

be explained. The track diagrams of the day confirm the 37 chain length from the junction points to the branch dead-end.

As shown in the first track diagram accompanying this article, the branch left the main Illawarra line, which by this time had been duplicated through Sutherland, on the southern side of the station, with separate connections to the Down and Up main lines by facing points to Down trains, thus giving direct access for through trains from and returning to, Sydney. The branch left the main line by a sweeping 12 chain (291 m) radius curve into the cemetery grounds, with a short pinch of 1 in 40 upgrade as it passed over two open level crossings, protected by cattle grids. The arrangements at the terminus, which was on a 1 in 105 falling grade, consisted of a 441 ft (134 m) single platform and an engine run-round loop. The ball-lever points of the run-round were secured by a standard clip and S.L. lock. The platform had a brick face and coping, whilst the surface was the usual crushed stone. An 80 ft (24 m) wooden waiting shed with awning was provided. Considering that coupled locomotives were not permitted to operate on the branch, the engine release at the dead-end was surprisingly long at 214 ft (65 m).

The branch was regarded as "unfenced" throughout, being protected on its departure from the main line by cattle grids as it passed through the boundary fencing. A maximum speed limit of 20 mph (32 km/h) was authorised, whilst all classes of locomotive were permitted to operate over the line. At the time, this covered (in 1924 classification):

Z.11, Z.12, Z.13, Z.14, Z.15, Z.16, Z.17, Z.19, Z.20, Z.21, Z.22, Z.23, Z.24, Z.25, Z.26, Z.27, Z.28, Z.29, C.30, C.32 and D.50 classes whilst, as subsequently introduced, the C.34, C.35, C.36, D.50, D.53 and D.55 classes were also allowed; however, the later heavier locomotives, e.g., 38 and 57 classes were not allowed.

This is not to say that many of the earlier locomotive classes actually worked on the branch; it would seem in fact that this was limited only to

several classes of tank locomotive (and later, rail motors).

No separate load tables were issued for locomotives on the branch, being allowed the same through loads as given for Como to Waterfall and National Park. Table 1 shows what these were as at 16 November 1930.

Instructions issued concurrent with the opening of the line disclose that corpses would be carried free, whilst friends of the deceased would pay the ordinary mileage rates to Sutherland, with no charge being made for the additional distance between Sutherland and Woronora Cemetery. The special excursion rates applicable on Saturdays, Sundays and Public Holidays would not apply to Woronora Cemetery. Officiating Clergymen would be carried free, as would pauper corpses and (unlimited numbers of) friends. This had changed by 1915!

Initially, funeral trains were run on Mondays to Fridays inclusive, departing (old) Sydney station at 2.10 p.m. On weekdays, this was arranged by extending the existing 2.10 p.m. Hurstville local service (No. 45), stopping at all stations, to arrive at the Cemetery at 3.11 p.m. On Saturdays, the 2.10 p.m. train had run through to National Park as No. 45a; this was diverted to the Cemetery, arriving at 3.14 p.m., whilst as a replacement, the 2.27 p.m. local to Hurstville was extended through to National Park. It would appear that tank type locomotives were utilised on this working from the outset, as three minutes were allowed at Hurstville for water. A further two minutes were tabled at Como for tickets to be collected (and possibly to give loco crews time to adjust their fires for the long 1 in 40 climb ahead!). The train was scheduled to leave the Cemetery on Mondays to Saturdays inclusive as No. 44 at 4.13 p.m. for the return journey. Provision was made that in the event of there not being a funeral for Woronora Cemetery to be conveyed by the 2.10 p.m. train, the trains would not run beyond Sutherland. The Officer-in-Charge at Sutherland was required to make local arrangements. On Sundays, the train left Sydney at 2.40 p.m. as No. 145, arriving Woronora Cemetery at 3.23

p.m. and returning as No. 162 at 4.37 p.m.

As far as it can be ascertained, Woronora Cemetery trains did not depart from the Mortuary Station, as did the Rookwood Cemetery trains but from (old) Sydney station itself. This appears to have been continued after the opening of the (new) Sydney station in 1906. No actual reason for this can be located, unless it was to provide a "simple" or direct route from the "Illawarra platforms" on the eastern side of Sydney station to the Illawarra line in the pre-electric era.

It seems that prior to the advent of the S.636 (later C.30) class 4-6-4 suburban tank locomotives in 1903, Woronora Cemetery trains were hauled by the M.40 (Z.11) 4-4-2 tank engines. Again, the actual composition of these trains is not known for certain but more than likely consisted of several of the ubiquitous bogie "end platform" carriages and/or the older (and most uncomfortable!) "Redfern" type compartment cars, together with a minute 4-wheel KE class hearse vehicle attached to the rear. Whilst its unprotesting passengers would not have worried about the rough ride, its presence would certainly have reduced the speed at which the train could be run to one more in keeping with the solemnity of the occasion!

On arrival at Woronora, the caskets were off-loaded and placed on a hand trolley with bicycle-type wheels, to be hand-pushed by the funeral staff to the graveside. For many years after the closure of the Cemetery railway, this vehicle was retained by the Cemetery Trust but in more recent years the wheels have disappeared. After the coffins had been removed, the locomotive would detach the hearse from the rear of the train and convey it back to Sutherland where it would be stowed for return on a later train. This was necessary as the passenger cars off the returning Cemetery train were required for an evening peak hour suburban service and would have saved otherwise unnecessary shunting at Sydney Station. Whilst the burial services were taking place, the locomotive was utilised as required to take wagons of goods from Sutherland to National Park, the Station Master at Sutherland making the necessary arrangements.

It would seem that there were some problems with these arrangements, for late in 1908, the following instruction was issued:

"Shunting of the Funeral Train at Woronora Cemetery—Shunting arrangements must not be

Table 1: Locomotive Load Tables (Tons)

	Class			
	20	30/30T	32	34/35/36 50/53/55
Como to Waterfall, Woronora Cemetery and National Park	180	185	230	295
Waterfall, Woronora Cemetery and National Park to Sydney	225	235	270	335



PASSENGER TRAIN ALTERATIONS.

OPENING OF THE EXTENSION SUTHERLAND TO WORONORA CEMETERY.

Commencing TO-DAY, 28th JULY, the following alterations will be made in the Passenger Train Service:—

The 2.10 p.m. Saturday excepted Train, Sydney to Sutherland, will be extended to Woronora Cemetery, when there are funerals to be conveyed, arriving at the Cemetery at 2.11 p.m.

The 4.17 p.m. Saturday excepted Train, Sutherland to Sydney, will start from the Woronora Cemetery at 4.13 p.m. when there are funerals.

On Saturdays the 2.10 p.m., Sydney to National Park, will not run between Sutherland and National Park, but be extended to the Woronora Cemetery.

The 4.10 p.m. Train, Saturdays, National Park to Sydney, will not run between National Park and Sutherland, as it will start from the Woronora Cemetery at 4.13 p.m.

For the accommodation of passengers to and from National Park on Saturdays the 2.27 p.m. train, Sydney to Hurstville, will be extended to National Park, calling at all stations, and arriving at National Park at 2.35 p.m.

A New Train will leave National Park at 4.30 p.m. on Saturdays, calling at all intermediate stations, and reaching Sydney at 5.20 p.m.

On SUNDAYS the 2.40 p.m. train, Sydney to Sutherland, will be extended to Woronora Cemetery, arriving there at 2.25 p.m.

The 4.45 p.m. train, Sundays, Sutherland to Sydney, will start from the Woronora Cemetery at 4.43 p.m.

Extract from Government Railways notices appearing in the *Sydney Morning Herald* dated 28 July 1900.

carried out with the Funeral train at Woronora Cemetery during the time the burial services are being held. When it is necessary for the engine to shunt National Park it must be despatched immediately after arrival of the train at the Cemetery, so as to cause as little noise as possible during the services."

By 1905, the collection of tickets on the outward journey at Como had been discontinued, time instead being allowed at Sutherland for this purpose.

On reflection, it is interesting to note the time and distance which the tank locomotive was required to travel without replenishing its water supply, as facilities were only available at Hurstville, apart of course at Sydney

station. Incidentally, tank locomotives were required to travel funnel-first on the outward journey, as the water columns at Sydney station were located right on the buffer-stop.

As a part of a staff economy measure, the signal box at Sutherland was replaced in May 1906 by a ground frame "A", located on the Up platform adjacent to the Booking Office. About 1920, this ground frame was replaced by a new interlocking machine in a cabin located on the Up platform, at the same time as two dead-end refuge sidings were laid in off the Cemetery branch on the Up side of the main line. From 1911 until 1932, a steam tram route operated from Sutherland to South Cronulla, with a physical connection to the railway off the Goods Siding at Suther-

land controlled by a throw-over lever. The tram motors and rolling stock were fitted with railway profile wheels as railway goods wagons were hauled over the line via this exchange siding.

As mentioned earlier, coffins were originally conveyed in a small 4-wheel hearse wagon. Twelve of these vehicles were constructed from 1864, actually being converted from (horse) carriage wagons. The older passenger brakevans had no provision for coffin chambers until the advent of the EHO class in 1909; accordingly, the KE class hearse vehicles were a common sight on country passenger trains. A derailment at Wingen put an end to the marshalling of light 4-wheel vehicles in the lead on passenger trains, or for that matter, on the rear of fast trains.

Thus in 1914, four bogie hearse vehicles, code BKE, were constructed, being numbered 535, 562, 636 and 649. Each had a capacity for 30 coffins. Presumably, one was allocated to each of the three cemetery trains, with the fourth vehicle as a spare. By 1937 however, their use had declined so much with the increasing use of motor funerals, that two of the vehicles were converted into SHO class brakevans, with one vehicle being utilised as required on Sandgate Cemetery trains. A contemporary photo of a Woronora-bound train shows an EHO class van provided in case a coffin was to be conveyed. Coffins for collection at intermediate stations were placed on trestles at the extreme end of the platforms convenient for loading, stations usually having gates directly from the street for their entrance. Such facilities still remain at Erskineville and Tempe, although locked out of use.

The Public Timetable effective from 14 February 1915 is typical in its comments on the Woronora funeral trains:

Rates—Corpse: Free.
Friends: Ordinary return fares.
Note: Paupers—friends, up to four, free.
Officiating clergymen: Free.

The trains leaving Sydney at 2.5 p.m. (weekdays) and 2.40 p.m. (Sundays) will have a carriage attached for the convenience of mourners whenever a hearse is ordered for the purpose of conveying corpses to this Cemetery. Funerals are not accepted at St Peters for conveyance by Woronora Cemetery trains.

The first section of electrification of Sydney's suburban rail network was inaugurated on 1 March 1926 between

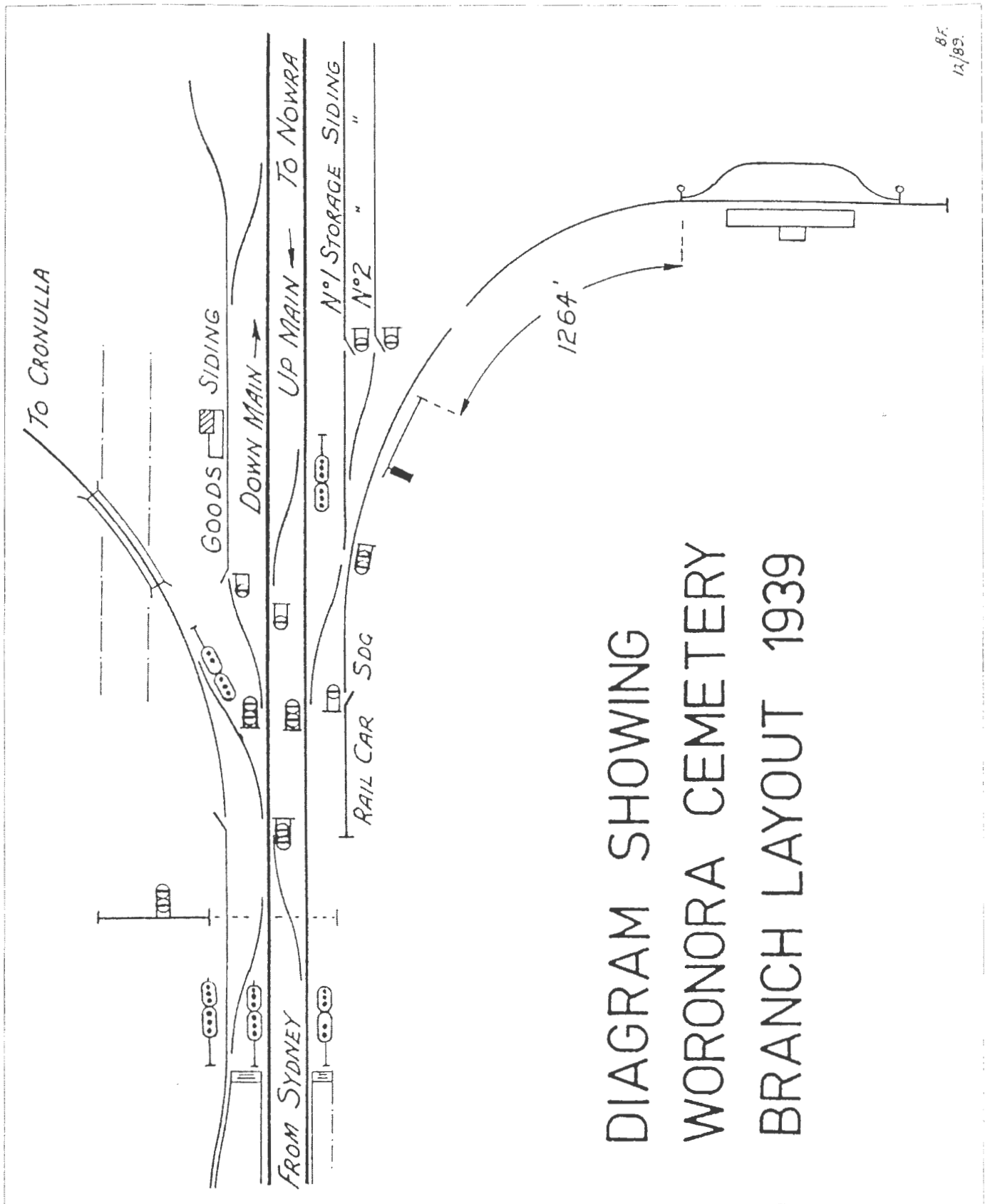


DIAGRAM SHOWING WORONORA CEMETERY BRANCH LAYOUT 1939

Sydney station and Oatley, being extended to Sutherland on 16 August the same year, then to The National Park on 24 December 1926. In conjunction with these works, the two dead-end sidings off the Cemetery branch were wired to permit electric trains to be stowed. To ensure that electric trains did not divert to the Cemetery "by

mistake", a permanently fixed train stop (as located next to signals in the suburban area) was placed on the branch just beyond the points leading to these sidings.

Electrification of the Cemetery branch could not be justified owing to the limited service operating and so steam-hauled trains continued to be

scheduled. The timetable effective from 22 August 1926 shows the Cemetery train departing Sydney Station on Mondays to Fridays as No. 219a at 1.47 p.m., calling as required at intermediate stations to Hurstville to pick up funerals and mourners. Three minutes were allowed at Hurstville to water the locomotive (2.17-2.20 p.m.);



Photographs of trains at Woronora Cemetery are scant. This post-1924 scene of a family grave just happened to capture the train in the background.
PHOTO: Sutherland Shire Council (Local History Collection)

after further stops at Penshurst, Mortdale, Oatley and Como (Jannali was not built at this time), Sutherland was reached at 2.46 p.m. Three minutes were allowed for the collection of tickets and the Cemetery was finally reached at 2.53 p.m. The earlier practice of detaching the hearse and taking it back to Sutherland was continued.

Departure of the return trip, as No. 300, was at 4.05 p.m. and after stopping at all intermediate stations (including two minutes at Hurstville for water), arrival back at Sydney station was at 5.09 p.m. The hearse was returned (empty!) attached to No. 386 loco-hauled Passenger from Sutherland at 6.44 p.m. (At the time this timetable was introduced, there were insufficient electric trains to operate all local services to Sutherland and so some peak hour services continued to be steam hauled.) On Saturdays, the funeral train departed a little closer to its more common time, at 2.15 p.m., as No. 219 and after similar stops to the weekday timetable, arrived Woronora at 3.19 p.m. The return trip left at 4.20 p.m., this time with the hearse still attached, being due back at Sydney at 5.22 p.m. No hearse was conveyed on Sundays, when departure from Sydney (as No. 565), was still

later at 2.40 p.m., arriving Woronora at 3.48 p.m. and departing on the return as No. 564a at 4.40 p.m. Of course, visitors to the Cemetery could also travel by local electric services to Sutherland, as the Cemetery was only a couple of minutes' walk from the station.

Road funerals were by this time making a considerable impact on rail operations, resulting in the weekday service being made "conditional" as from the new timetable introduced on 3 November 1935. Renumbered now as No. 99, departure from Sydney station was at 1.46 p.m. ("only when ordered"), Woronora Cemetery, arrive 2.46 p.m., returning as No. 174 at 3.57 p.m., Sydney arrive 4.48 p.m. Tabled to comprise five American cars (i.e., end-platform cars) and hearse, the train continued to be regularly scheduled on weekends; on Saturdays as No. 99 departing Sydney at 2.07 p.m., Woronora Cemetery arrive 3.13 p.m., depart as No. 174 at 4.31 p.m. and due back in Sydney at 5.33 p.m. made up of three American cars and hearse. No hearse was to be conveyed on Sundays when the train left Sydney as No. 213 at 2.32 p.m., Woronora Cemetery 3.41/4.19 p.m. (as No. 328), Sydney arrive, 5.52 p.m. The train comprised

four cars.

The fall-off in business by funeral trains out of Sydney to local motor funerals was so great that the Mortuary Station in Sydney Yard was officially closed for this type of business on 14 March 1938, re-opening as Regent Street Station to handle horse and dog traffic three days later. This may have had little effect on Woronora funeral trains since, as far as it can be ascertained, they did not depart their solemn journey from this location. During 1984, the Mortuary Station was fully restored as a heritage item.

The next major change to the operation of Cemetery trains was to take place in 1939, with the rebuilding of Sutherland station in connection with the construction of the new railway to Cronulla, replacing the steam tramway closed in 1932. As can be seen by the accompanying track diagram "A", Sutherland until this time had consisted of separate Down and Up platforms. A "new" station was constructed at the Sydney end of the original structure, to include an island platform behind the Down platform, both being serviced by an overhead entranceway off an existing road overbridge, rebuilt in conjunction with these works.



"Funeral" train at Woronora Cemetery.

Photo: J. Watson

A modern new signal box was brought into use on 30 October 1939, six weeks before the opening of the new line on 16 December. To provide for a versatile connection to the branch, over which an intensive service would be operated, it was necessary to remove the direct facing connection for Down trains proceeding to Woronora Cemetery. The only connection was from No. 1 platform, the Up line, thus requiring "through" trains to reverse from the Down to the Up Main, before proceeding to the Branch. However, in view of the intensive electric services which would

be operated to Cronulla, as well as existing services to The National Park, coupled with the total demise of rail funerals, it was intended to discontinue the "through" operation of a steam-hauled service to the Cemetery. The altered track arrangements at the junction are shown in track diagram "B".

In September 1928, rail motors were introduced to Sutherland-Waterfall workings. However, it was not until the opening of the Sutherland-Cronulla branch on 16 December 1939 that they were scheduled to operate on the Woronora Cemetery line.

The new timetable introduced in conjunction with the Cronulla railway provided for the operation of three shuttle trips from Sutherland to the Cemetery on Sundays only, all other services being permanently discontinued. The timetable is shown in Table 2.

The rail motors at this period of time were petrol-powered and could not multiple unit. Shortages of petroleum fuel for private use, brought about by the demands of the war effort, saw increasing passenger loadings on the local Waterfall service on Sundays, with the result that it became necessary to replace some of the rail motor services by a steam-hauled train.

The final timetable in force for the Cemetery branch was that introduced on 28 May 1944. It provided for a steam-hauled train to depart Sydney station at 5.55 a.m. on Sundays for Sutherland (stopping all stations except Jannali, to unload newspapers), then it ran two return local trips from Sutherland to Waterfall, before stowing its cars at Sutherland and returning light engine to Eveleigh just before midday. It passed a fresh engine

Table 2: Timetable 16 December 1939

		305	321	323
Sutherland	dep.	2.30 p.m.	3.57 p.m.	4.30 p.m.
Woronora Cemetery	arr.	2.34	4.01	4.34
		306	322	324
Woronora Cemetery	dep.	2.54 p.m.	4.12 p.m.	4.39 p.m.
Sutherland	arr.	2.57	4.15	4.42

With the timetable introduced on 20 October 1940, the last of these trips, Nos 323/324, was discontinued. It was, after all, only a couple of minutes walk to Sutherland station.

worked light from Eveleigh, which took up working with an 11.30 a.m. local to Helensburgh. Following a further return local to Waterfall, the train formed No. 227 Passenger at 2.30 p.m., connecting off the Down Cronulla due at 2.25 p.m., to the Cemetery, due at 2.34 p.m. and returning as No. 314 at 2.44 p.m., back into Sutherland at 2.47 p.m. for a 3.06 p.m. electric connection to St James. The steam train then continued on Waterfall local workings until returning with a 4.05 p.m. through trip from Waterfall to Sydney station, due 5.08 p.m. Meanwhile, a single rail motor "commenced" from Waterfall at 3.22 p.m. and after arrival at Sutherland at 3.52 p.m., formed No. 231 at 3.57 p.m. (with a Down Cronulla connection at 3.55 p.m.) to the Cemetery to arrive at 4.01 p.m. The return trip, as No. 318, left at 4.12 p.m. and arrived back into Sutherland at 4.15 p.m. for a 4.18 p.m. electric service to St James. A second motor was then attached (requiring a second driver?) for subsequent local Waterfall services.

Whilst the Cemetery platform was officially unmanned, it was in fact under the "control" of the Station Master, Sutherland, who at this time would despatch a Station Assistant to sweep the platform, collect tickets, etc.

The "end" came rather suddenly on Sunday, 27 August 1944, when all services to Woronora Cemetery were discontinued. New South Wales was at the time undergoing a period of industrial turmoil on the coalfields. Strikes by coal miners had resulted in shortages of coal supplies, which had hit particularly hard with the power supply and transport authorities. In an endeavour to conserve fuel supplies, the Department of Railways

gave notice on Friday 25 August that as from the following Sunday, a number of suburban and country train services would be suspended. Amongst the services suspended were those to Woronora Cemetery.

In hindsight, it could be claimed that the Administration had been looking for a reason to discontinue operations on the Cemetery branch owing to low patronage and the comparative closeness of the main-line station at Sutherland. With the easing of the coal shortages, the cemetery rail service was not re-introduced. An examination of both local and Sydney newspapers of the time discloses no mention of the discontinuance of the service and no correspondence complaining of its withdrawal. Thus, the last trains ran on the previous Sunday, 20 August. It had been suggested that special services may have been provided on the subsequent Mothers' Day in May 1945 or later but as no Special Train Notices were issued to cover such operations, it can be safely assumed that these did not occur.

The line lay out of use for several years until on 23 May 1947, the Ordinary Train Staff for the section Sutherland-Woronora Cemetery was withdrawn, thus officially abolishing the Branch. Then, on Monday, 9 June 1947, the junction points and the Up Branch Home signal were removed, thus bringing to a physical end, the Woronora Cemetery branch line. Over the following years, the remainder of the track was lifted, the Cemetery platform was demolished (parts of the brickwork still lie half hidden in nearby bushland where dumped) and so by today, very little remains to evidence that there had ever been a branch line into the Cemetery.

But if one looks carefully it is still possible to discern where the branch left the main line, to pass through a very shallow cutting to cross East Parade. Also, the last house in East Parade, No. 99, has a strangely angled side fence, whilst its garage stands fairly in the middle of the former right-of-way. As mentioned earlier, the hand-cart once used to convey the coffins from the cemetery platform to the last resting place is still held by the Cemetery Trust, although in a dismantled state. Perhaps, with the centenary of the Cemetery approaching in 1995, it could be restored as a museum-piece and retained as a reminder of when Woronora Cemetery was serviced by rail.

Acknowledgments/ References

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Mr Ross Willson of Canberra, who initially drew my attention to the error of fact re the opening date quoted in the Annual Reports.

Mr Bruce Freeman, for preparing the track diagrams accompanying this article.

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Letters to the Editor

Rise and Fall of a Station—Memories of Menangle {Bulletin 667 May 1993}

Dear Sir,

Permit me to correct the "possibly" quoted by Jim Beeney on page 131.

The Milk Pot—No. 228—picked up the milk from Menangle AND also from Campbelltown Milk Factory, which was located on the Up side of the Up yard, several hundred metres on the Liverpool side of Campbelltown Station.

No. 228's movement was to pull ahead from the station, past the yard points, then set back into the yard and couple to one (in peak production times), maybe two tankers and then depart to Sydney.

That tanker was gravitated out of the Milk Coy Siding into the yard, only far enough over the points for the coupling to No. 228.

Milk from Camden was despatched to the Metropolitan site by another train, possibly No. 32 Express Goods.

From my working notes, the move-

ments as mentioned by Jim Beeney, i.e. propelling out of Sydney yard, occurred until the new timetable early in 1954. I was fireman with Dr Fred Huggett on Friday, 5 February 1954 on No. 228, my first day on the changed working—empty cars from Liverpool.

Then on Wednesday, 2 March 1955—my first encounter with another change of working—10.55 a.m. ex Picton, empty cars from Liverpool, then run via Chullora to Flemington, into the Stock Sidings and detach