34/256/4

Central - 27 minutes (most do it in 24 minutes, missing Erskineville and St. Peters).

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Steam Gives Way to Diesel 30 Years Ago -
- P Neve.

Limited use of diesel-electric locomotives began late in 1951, with the introduction of the 40 class units.

As further types of units became available, they were used on South Coast freight services, in between night-turns on long distance intrastate trips.

The first regular use of these units on passenger services was on Sundays only, beginning in July, 1958.

Full dieselisation of south coast passenger and freight services was made possible by the delivery of increasing numbers of 48 class branch line diesel-electric locomotives, in July 1964.

The last regular operation of a south coast passenger train was from Sydney to Otford on 14th October 1965.

During shortages of diesel motive power, steam locomotives were usedoccasionally until May 1968, to haul staging freight loads to Waterfall, to be taken on to Port Kembla by following diesel-hauled freights, which were able to build up their loads having ascended the ruling grade to Waterfall.

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Why Did They Call It That?

- Peter Neve.

What's in a name?  For those who wonder why or how the railway stations came to be named, here are the answers.

ERSKINEVILLE - was opened on 15th October 1884, and moved to its new site on June 16th 1912.  The area was originally known as Burren Farm and was subdivided in 1839.  Reverend George Erskine named his house "Erskine Villa" which was subsequently shortened to "Erskineville".

ST. PETERS - was opened on 15th October 1884, and named after St. Peter's Church of England on Princes Highway. The church was consecrated in 1838.

SYDENHAM - opened as "Marrickville" on October 15, 1884, was was re-named Sydenham on 19th May 1895.  It was named after a London suburb which wasalso about six km from the city and a railway junction.

TEMPE - also opened on 15th October 1884, andtook its
name from Tempe House, built in 1835 by Alexander Brodie
Spark on the south side of Cook's River and now occupied
by the Sisters of the Good Samaritan.  Spark named his
home after a valley below Mount Olympus in Greece.

ARNCLIFFE - was named after David Hannam's grant in 1833
of 24.3 hectares.  Hannam was the government overseer of
brickmaking and the land surveyor, William Meadows
Brownrigg, suggested that the grant be called Arncliffe,
after a town in West Riding, Yorkshire, England.
The name is shown as "Arneclif" in the Domesday Book
of 1086, and means "Eagle Cliff".

BANKSIA - was opened on October 21, and named after the
Banksia, or bottle brush plant discovered by Sir Joseph
Banks at Botany Bay in 1770.  The station name was first
suggested by David Stead.  The local railway league had
been agitating for a station at this location for many
years. (opened 21st October 1906)

ROCKDALE - was said to have been named by Mrs Yeoman Geeves,
the local post-mistress in 1878, who first suggested "Rockvale".
When this was rejected, she changed the name to Rockdale,
as the village lay in a shallow valley surrounded by rocky
outcrops.  The station opened on 15th October 1884.

KOGARAH - is an Aboriginal word meaning "place of rushes".

CARLTON - opened 1889 - is located on part of Captain
John Townson's 911 hectare grant of 1810, which was later
sold to Simeon Lord.  Carlton was named after a suburb
in Nottingham, England, and is probably derived from the
old English word - "Ceorlatun" - which means "thevillage
of free men or peasants."

ALLAWAH - opened 1925 - is an Aboriginal word meaning
"rest" or "stay here" or "sit down".

HURSTVILLE - the original terminus - is located within
the 790 hectare grant made to Captain John Townson in
1808.  It was later soldto Simeon Lord and then to Michael
Gannon when the area became known as Gannon's Forest.  In
1875, the residents applied for a public school and suggested
the name "Forrestdale", but this name was rejected and the
School Inspector, Mr McIntyre, recommended Hurstville, which
was adopted.  A suburb of Manchester, England,  is named
"Hurst", which means "wooden hill".

PENSHURST - station opened 1886 and moved to new location in
1905.  Named after "Penshurst" in Kent, about 41 km south-
east of London, the namewas first used in 1869 when Lord De
L'Isle, whose family seat was Penshurst Place, commented
on the resemblance of Penshurst to the English location

35/256/5

which means "Pefen's hurst" or "wooded hill".

MORTDALE - opened in 1897, and was relocated in 1922.
It was named after Sir Thomas Sutcliffe Mort, an early
landowner.

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## Last Stop - Woronora.

A funeral train ran through St. George to Woronora
Cemetery every day for more than 40 years, taking many
of the district's beloved residents on their last journey.

There were only two other cemetery railways in N.S.W. -
one to Rookwood - which existed from 1864 to 1948; and
Sandgate cemetery, Newcastle, which opened in 1881.

Woronora Cemetery, opened in 1893, was close to Sutherland
Railway Station.  In 1900, a branch railway line about
half a mile long, was built from Sutherland to the
cemetery, crossing the present East Parade and Linden
Street.  This line terminated towards the centre of the
cemetery at a brick platform 440 feet long.  Evidence of
it can still be seen near the old Catholic and Presbyterian
sections.

The daily funeral train to Woronora left Sydney Mortuary
Station at 2.10p.m. and stopped at stations along the way,
as required.

In the front were the carriages for the mourners, while
the last carriage was the hearse.  Mourners and caskets
were picked up at each station.  Caskets were placed on
trestles at the extreme end of the platform for loading
on to the hearse.

For some years, a special engine with a large cross on the
front was used and the most uncomfortable carriages -
those with wooden seats - were used for the mourners and
cemetery visitors.

About an hour was allowed for the funeral services, and
the train left Woronora at about 4.00p.m., to return to
Sydney.

Motor funerals began to take over in the 1930's, especially
after the opening of the Georges River Bridge in 1929.

Rail traffic gradually diminished and the line finally
closed on 23rd May, 1947.

The old Mortuary Station, Sydney, has been restored, while
the old Mortuary Station at Rookwood was removed, slab by
slab, and rebuilt in Ainslee, Canberra, where it is now
St. John's Anglican Church.

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# A SHORT HISTORY OF H.M.A.DOCKYARD CHURCH - GARDEN ISLAND, SYDNEY.

*- as presented to the Society
on the occasion of the
inspection of Garden Island - 1970.*

The late Rev. V H.Thompson (formerly Chaplain R.A.N.) in his short
history of Garden Island writes these words:-

"The Dockyard Church was originally situated in a part of the
Joiners' Loft, over the Torpedo Store.  When the Establishment
grew and this space became too small, the northern end of the Sail Loft
was partitioned off to form the present Church, in which there is
accommodation for about 400 persons.  The date of the occupation of
the present Church is a matter of doubt, but I have learned from one
informant, who is a pretty reliable authority, that as far as his
memory serves him the first Service held in the present Church was a
Thanksgiving Service for peace on the termination of the South African
War.  That would make the date about 1902.  The gelatine representations
of stained-glass windows were installed in 1904 and 1905 by attendants
at the Church, I believe by subscription.  One incident connected with
the Church - which I trust will give no offence - in which some may see
a little humour, I note.  Accidentally, among some old papers I came
across the record of a wedding that took place there.  It was a
beautifully executed Order of Service, done in the usual silver type.
For the opening hymn, however, the compiler had chosen...

> 'Lead us, Heavenly Father, lead us
> O'er the worlds tempestuous sea;'

I make no comment."

Much can be said about this unusual Church.  Visitors express suprise
that the Church is upstairs.  The Church is unique of its kind, and I
doubt whether you would find another Church in Australia not on the
ground level, yet having an outside entrance.  The Dockyard Church in
Bermuda, however, is identically situated.

The Dockyward Church is full of many memorials and many memories, too.
The memorial to the late Captain J.W.Bull, R.A.N., may serve to
typify some of these.  The plaque to the late Captain J.W.N.Bull,R.A.N.,
formerly General Manager, Garden Island, is in good company as the
following list of memorials will show:-

1. The Pulpit in memory of Rear Admiral H.J.Feakes is in the form of
   a Ship's Prow, presented by Mrs Feakes in 1951.

2. Plaque to Captain F Dixson, R.N.

3. Mosaic to Vice Admiral Sir William Crooke-Creswell.

4. Mosaic of the "Sydney" ("Emden" action) personnel - depicting one Ship.

34/256/6

5. A very unusual Mosaic of Submarine A.E.I. personnel - depicting one Ship.

6. A special plaque in the form of Memorial Board and Book, commemorating Ships and men lost in World War II and men lost in World War I.

7. A plaque to all ment lost 1914-1918 (R.A.N.)

8. A plaque to Vice Admiral John T.C.Glossop.

9. Also to Admiral Charles Napier C.B., and

10. to Rear Admiral I Wm. N.Custance, C.B.

11. Finally a Memorial to the 21 sailors who lost their lives when H.M.A.S. Kattabul was sunk not more than 200 yards from this Chapel.

There are many beautiful windows of our Church and the memorials which they convey.  In memory of Admiral H.G.Bernard, who died 17.2.34, we have Christ depicted walking on the waters and two Naval Ships in lower corners.

'St.George and the Dragon' - presented by citizens of the City of Sydney, commemorating H.M.A. Ship 'Sydney' - 1913 and 1928.

A composite window in memory of H.M.A. Ships 1914-1918 ('Pioneer', 'Encounter', 'Psyche', 'Fantome', 'Protector' and 'Una') and a small picture of one Ship presented by the Australian Motor Yacht Squadron of N.S.W.

A window commemorating H.M.A. Ships 'Melbourne' 1913 and 1928, erected in the Coronation year of K.G.VI, depicting one Ship, presented by the Royal Motor Yacht Club, N.S.W.

The Brisbane City Council of 1934 have presented a window commemorating H.M.A.S.'Brisbane' - picture of Ship.

A window depicting Australian animals - part of Ship's crests, commemorating H.M.Australian Destroyer Flotilla.

Captain Vivian Ward Thompson, R.A.N. Chaplain 1916-1942 is commemorated by a superb window depicting 'Christ as the Light of the World'.

The Australian Naval Reserve is commemorated by a window depicting Australian Coat of Arms and presented by Officers and Ratings of R.A.N.R. and R.A.N.V.R. in 1932.

H.M.A.Submarine Flotilla is commemorated by a window depicting one Submarine A.E.I. and A.E.II, 1914-18.

The sanctuary is worthy of note also, and an explanation of the unusual symbols painted on the reredos panels is to be found at the West End of the Church.

In more recent years the Chapel from the old Cruiser, H.M.A.S. 'Australia' has been placed inside the Dockyard Church, above the Master Attendant's Office.  This Chapel is used every week for celebrations of the Holy Communion and for prayers.  It is a Chapel within the Dockyard Church, which has a real meaning for all sailors.

1958 brought several changes to this old Church.  The old canvas wall separating the Church from the Sail Loft was taken down and renewed with a stronger wall of masonite; a small brass tablet on the wall bears record of this fact.

The gallery in the Church used to be known incorrectly as 'the prisoners' gallery'.  It was so called because for many years, defaulting Seamen were marched from the Fire Station-end of the Sail Loft to attend Church; there existed at that time, a staircase from the Sailmakers Loft into this Gallery in the Church.  These defaulting Seamen were under the jurisdiction of the Master-At-Arms, and they sat in this 'prisoners' gallery', with a Leading-Patrolman by their side to prevent their escape.

Furthermore, there was a wire metting placed around the 'prison Gallery' to prevent any defaulter from throwing his book at the Admiral, who sat just below the Altar end of the gallery.  In July, 1958, this gallery was closed off from the Sailmakers Loft and a firm wooden staircase to the gallery was placed in the Church;  and the old so-called 'prisoner seats' were removed.

In November, 1958, the Dean of Sydney, the Very Rev. E.A.Pitt, M.A. dedicated our new Church doors which replaced the original 'sliding doors'. These doors were modelled on certain Church doors to be found at St.John's Church Dalinghurst.

The most recent addition has been the Queen's Colour incorporating the White Ensign which was used in the Australian Fleet.  This has now been laid up in the Garden Island Dockyard Church.

At the entrance to the Church is a Ship's bell from the sailing ship Sobron. Sobron after seeing service with the N.S.W.Government was taken over by the R.A.N. in 1911.

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The service was a little restricted, because for a
few months there was only one electric train, which
had to keep to the same time table as the steam
trains.

This limited its speed but it still had the advantage
of extra power and could draw 6 carriages (steam trains
only 5), thus carrying more passengers.

One thing in its favour on opening day - it ran on time
and the service to Hurstville was reduced from 40 to
27 minutes.

The first service to Sutherland was on 24th October 1926,
and it was extended to St James in December 1926, the
first service into the city.

Railway staff on the first electric train were:
Driver - W Haycox;  Guard - A Horne; Assistant guard -
F Bareet.  Other railway officials involved were:
Inspector of Passenger Transport - J McGuinness;
Drivers' Instructor - C A Lock; Works Manager - R.E.
Dickinson; Foreman - C J Forsyth.

Electric trains changed life in more ways than one.
People usedto judge their progress by the whistle of
the steam train, but there were no spare minutes with
the electric train.

The Herald advised: "The Railway Department directs the
attention ofthose people whose habit it is to arrive late
at the station on the assumption that they can jump on to
the train, as it is moving out, to the rapidity with which
the electric train gathers speed.  Wherewas this practice
of boarding the train as it moves - a tolerated though
punishable misdemeanour - may generally be safe on a steam
train, which proceeds slowly until it is clear of the station,
on the electric train which gathers speed very quickly, it
is always dangerous."

-D J Hatton Hurstville Historical
Society.

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The 'Good Old Days' weren't too fast -
- P Neve.
It is always claimed that trains were "faster in the good
old days".

Typical timing for an all stations train in 1917, steam-
hauled, Sydney to Hurstville, was 35 minutes (Allawah did
not exist); Hurstville to Sydney was 34 minutes.

Electric train times, Central to Hurstville - 25 minutes
including Allawah.  However, most trains skip St. Peters
and Erskineville, and take 24 minutes; Hurstville to