

**NOTE:** (a) The two levels of plateau west of the divide - one at 3,600' to 4,000' and the other of (the valley floors) at 2,400' to 2,600'.  
(b) The Bathurst Plains are really an undulating plateau valley area with an elevation of 2,200' to 2,300'. They are girdled by high level plateau.

The Fish and Macquarie rivers were discovered by Surveyor Evans in Dec. 1813.

A good view of Bathurst and the country beyond may be had from here.

Between Sodwalls and Bathurst the line passes through granite country. Note the massive rounded hills, scattered boulders, and fens and the sandy soils.

Note the way in which railway engineers use river valleys in rugged country. The streams here are all stocked with trout.

The main watershed or divide between eastern and western flowing rivers.

The farthest point west reached by Blackland, Lawson and Wentworth 31st May 1813.

Magnificent views of Kanimbla and Megalong valleys may be seen between Katoomba and Mt. Victoria.

The railway between Glenbrook and Newnes Junction runs along a watershed. This is clearly seen between Mt. Victoria and Bell, where the ridge is often very narrow.

Glenbrook Creek is a good example of a young river valley. The steep and rugged sides are characteristic of sandstone country.

A magnificent panorama of the Sydney lowland and Penrith may be seen from here.

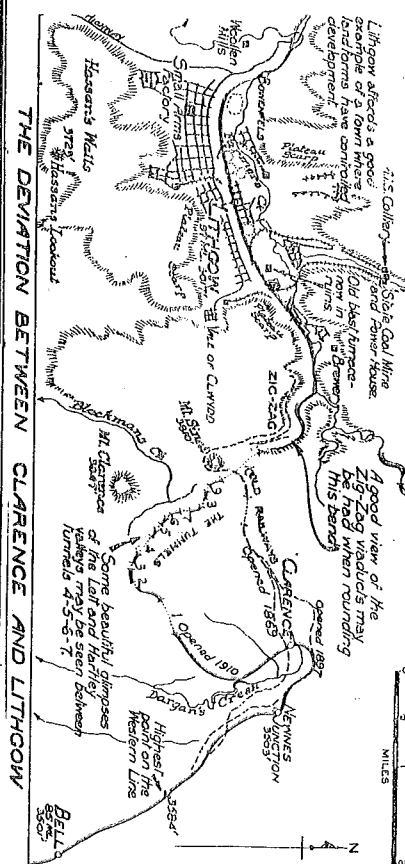
The Sydney Lowland stretches from Central Station and the Nepean River. It is an undulating lowland covered with clay and shale soils of moderate fertility. Grazing, poultry farming, dairying and market gardening (on richer soils) are the chief occupations. Most of suburban Sydney is on this area.

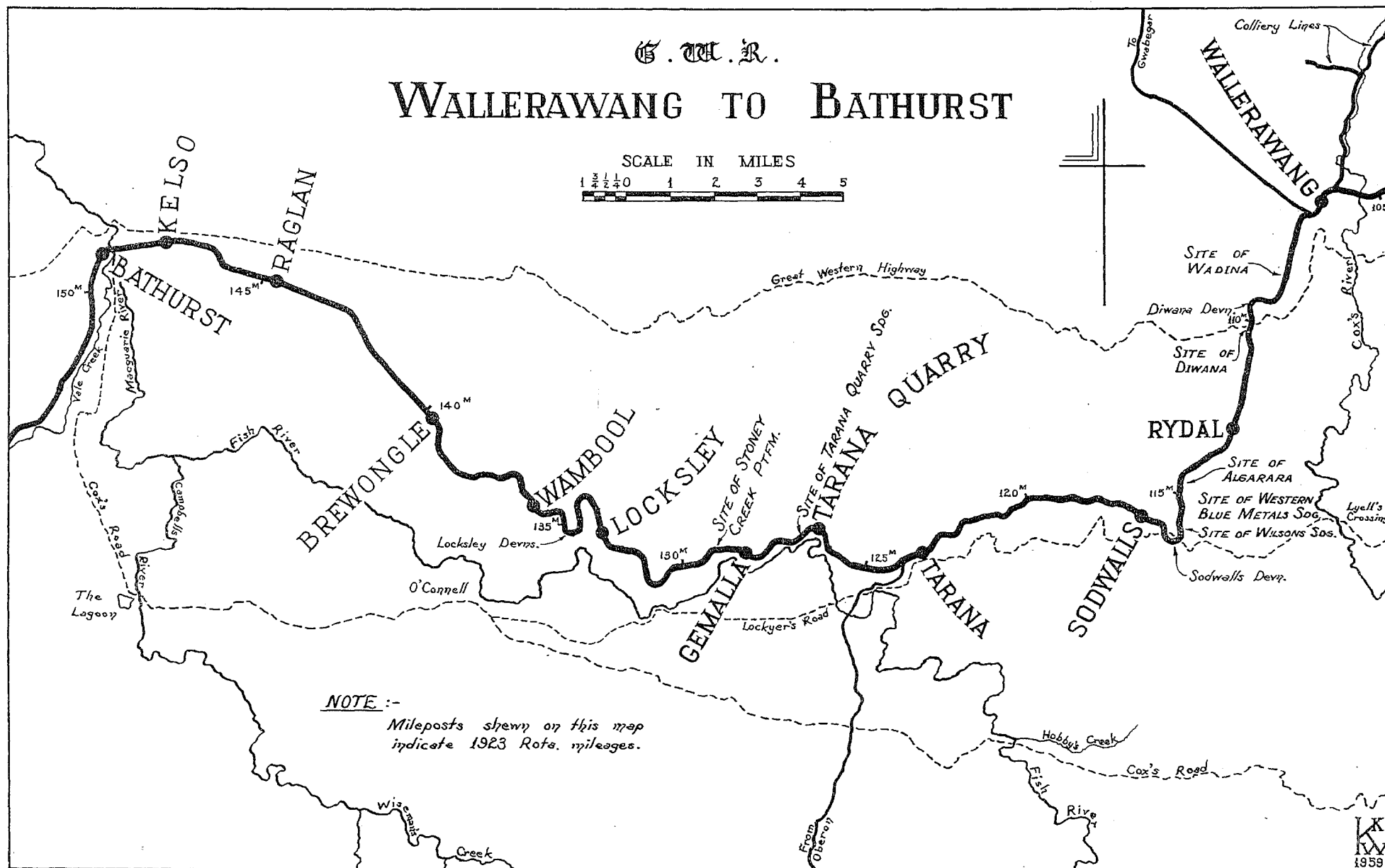
Compiled and drawn by Edgar Ford. 1917.

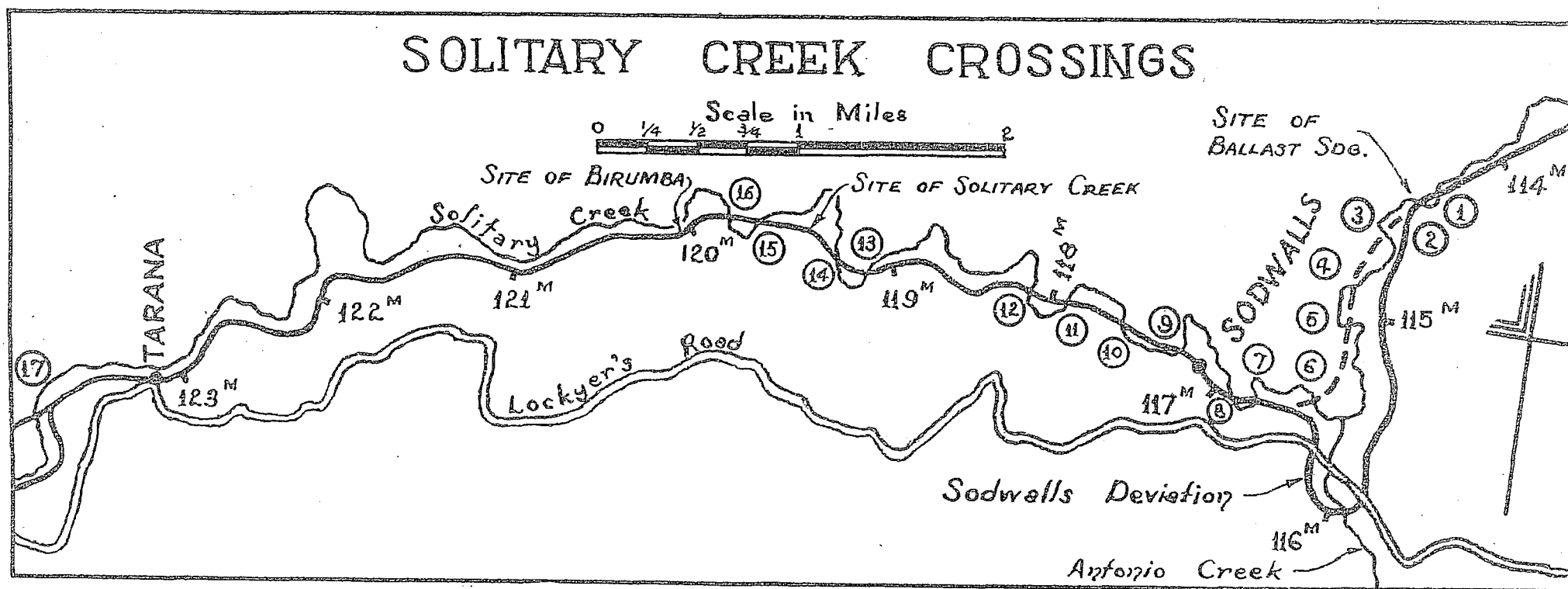
# ONE DAY TOURS

INCLUDING:

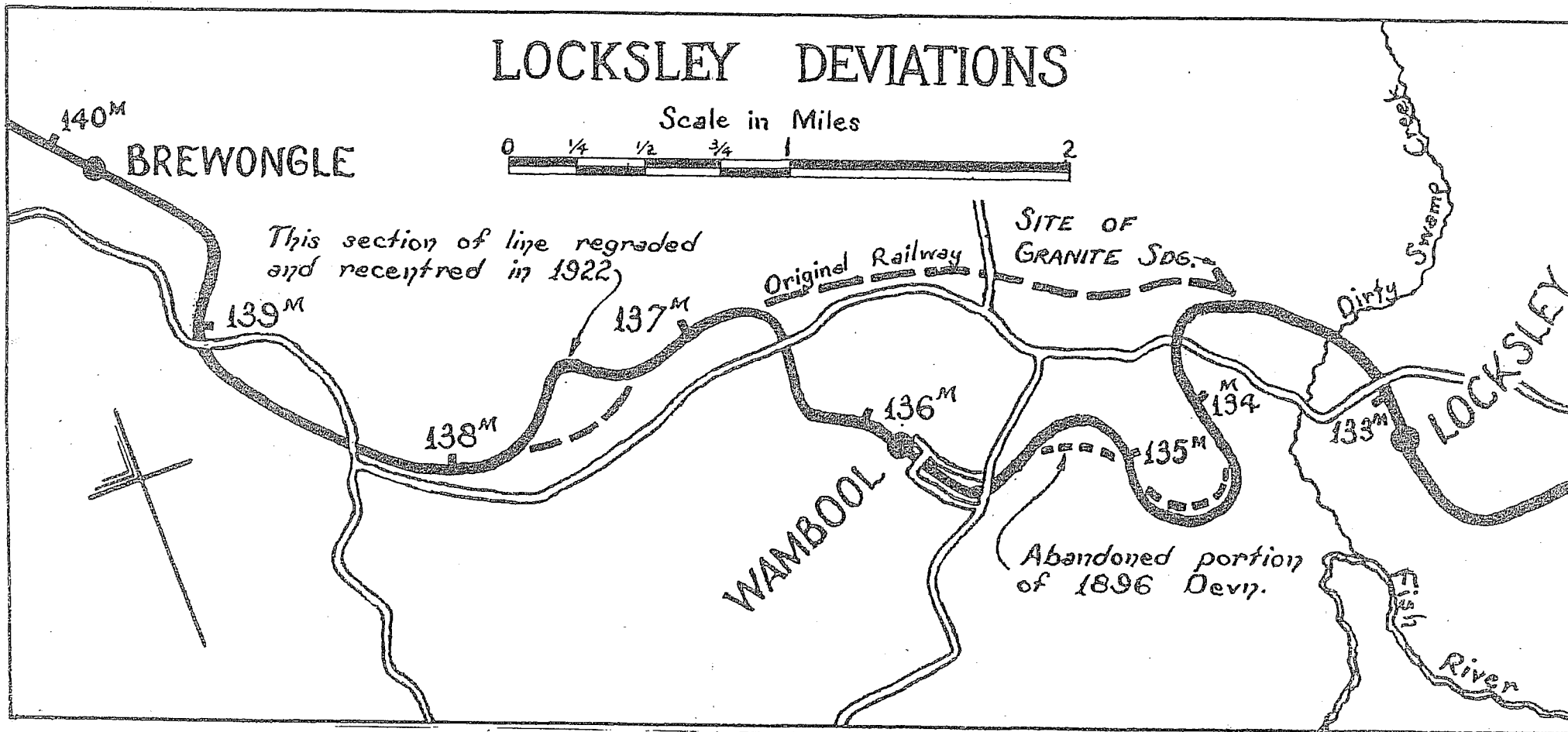
- SYDNEY TO KIAMA
- SYDNEY TO ROBERTSON AND  
RETURN VIA  
WOLLONGONG
- SYDNEY TO MITTAGONG
- SYDNEY TO CANBERRA
- SYDNEY TO KATOOMBA
- SYDNEY TO BLACKHEATH
- SYDNEY TO BATHURST
- SYDNEY TO NEWCASTLE
- SYDNEY TO MUSWELLBROOK







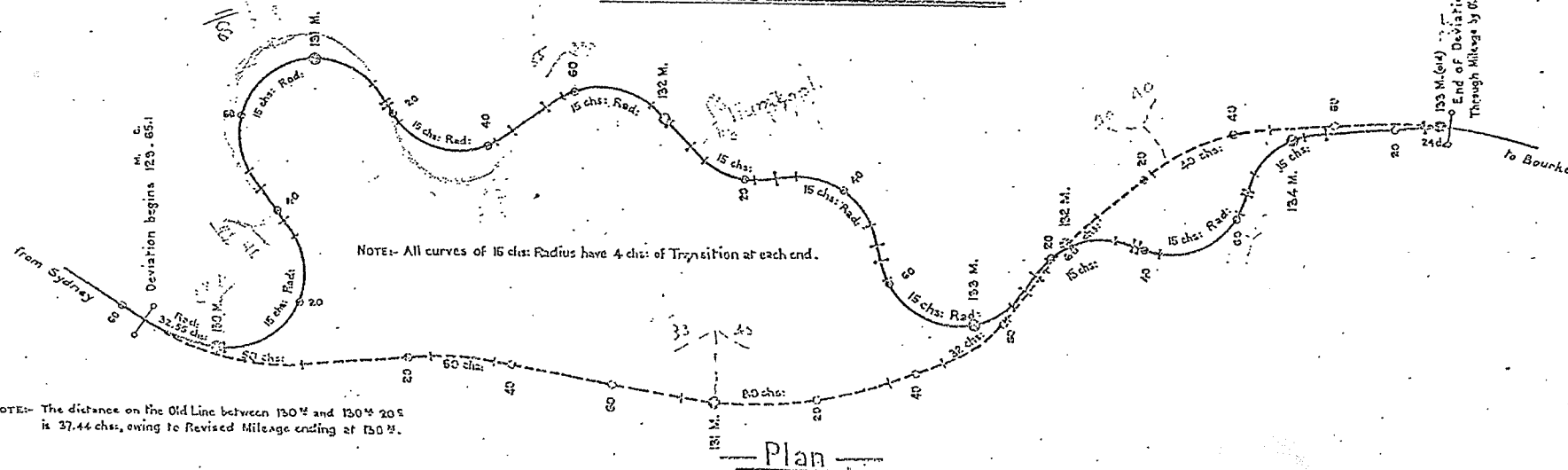
## LOCKSLEY DEVIATIONS



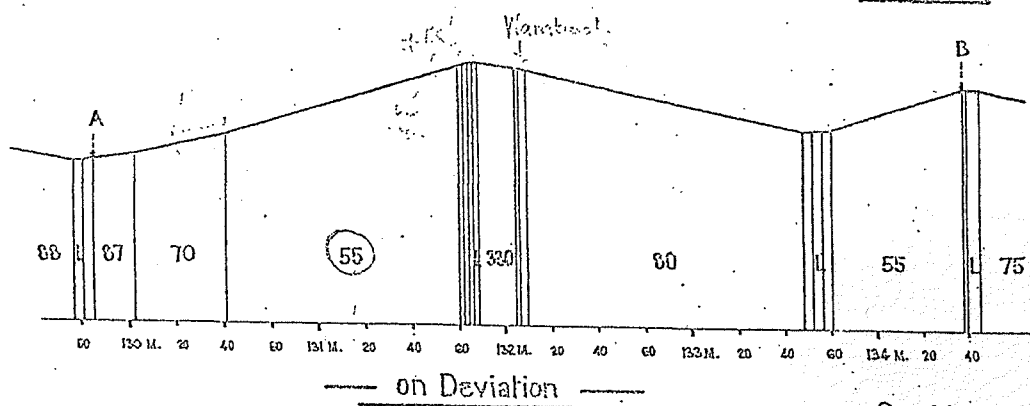
N. S. W. R.

Western Line

Locksley Deviation.

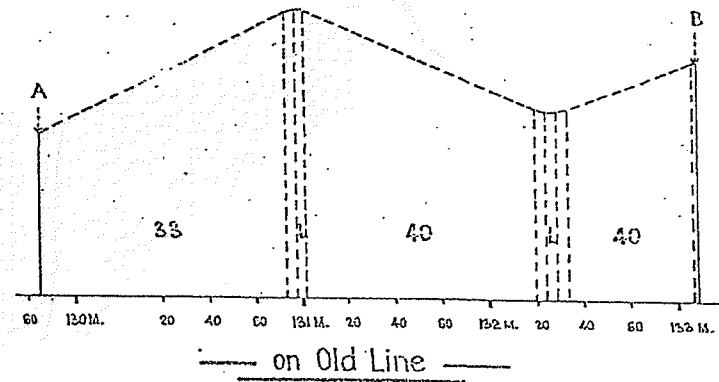


Plan



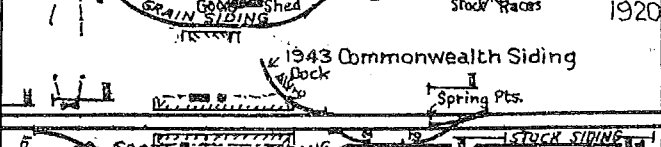
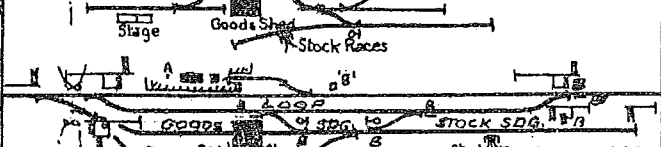
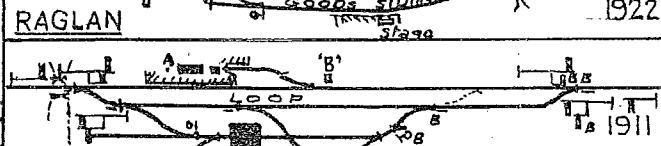
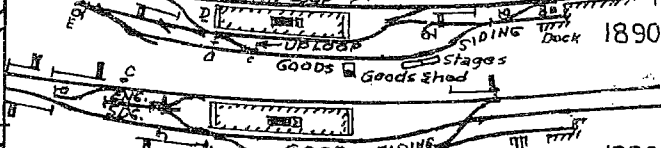
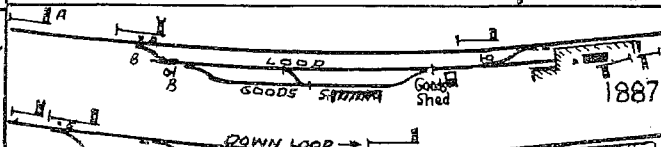
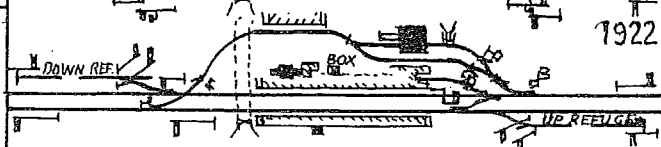
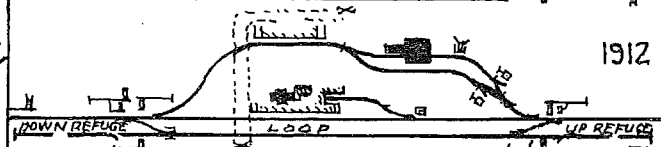
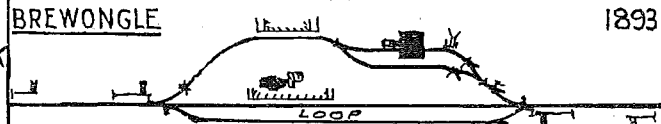
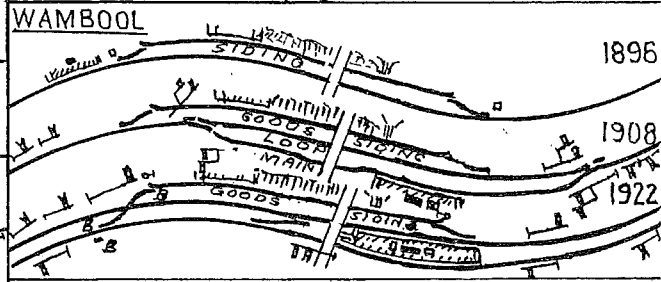
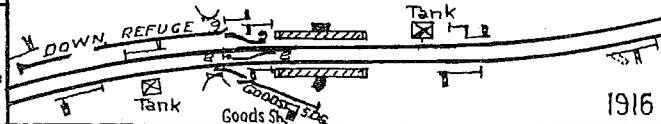
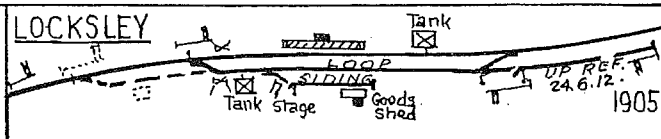
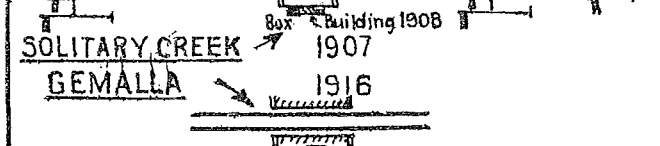
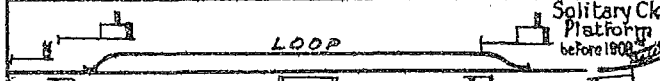
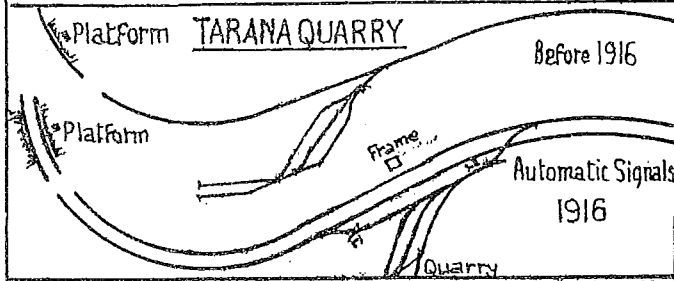
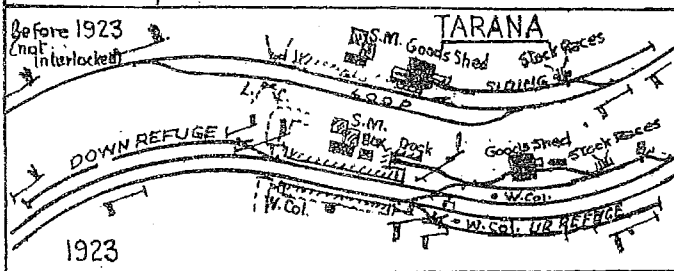
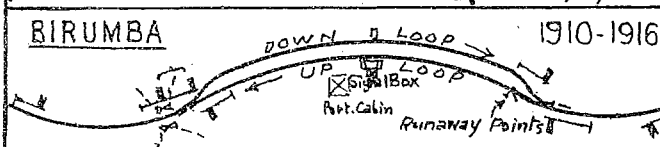
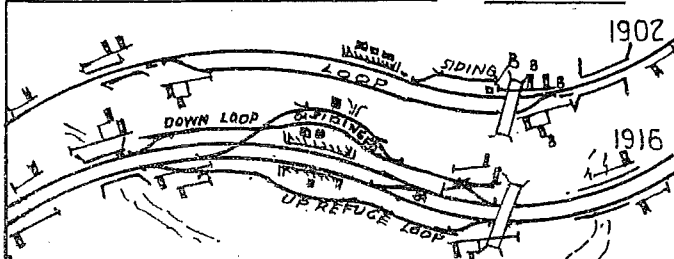
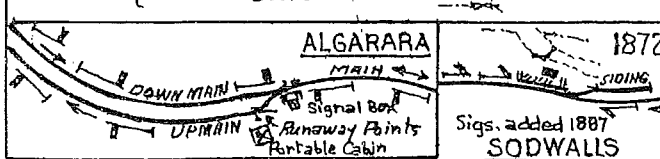
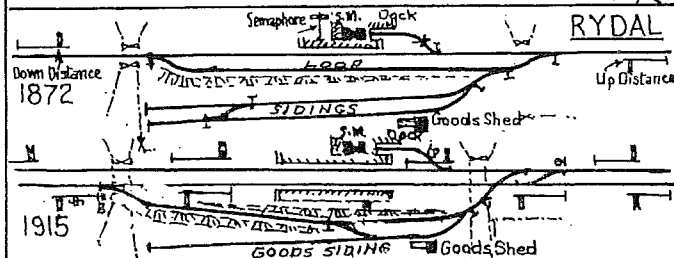
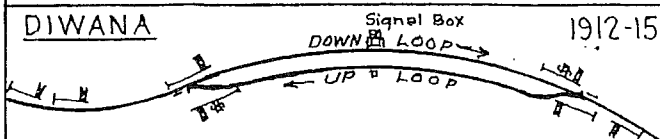
on Deviation

Section

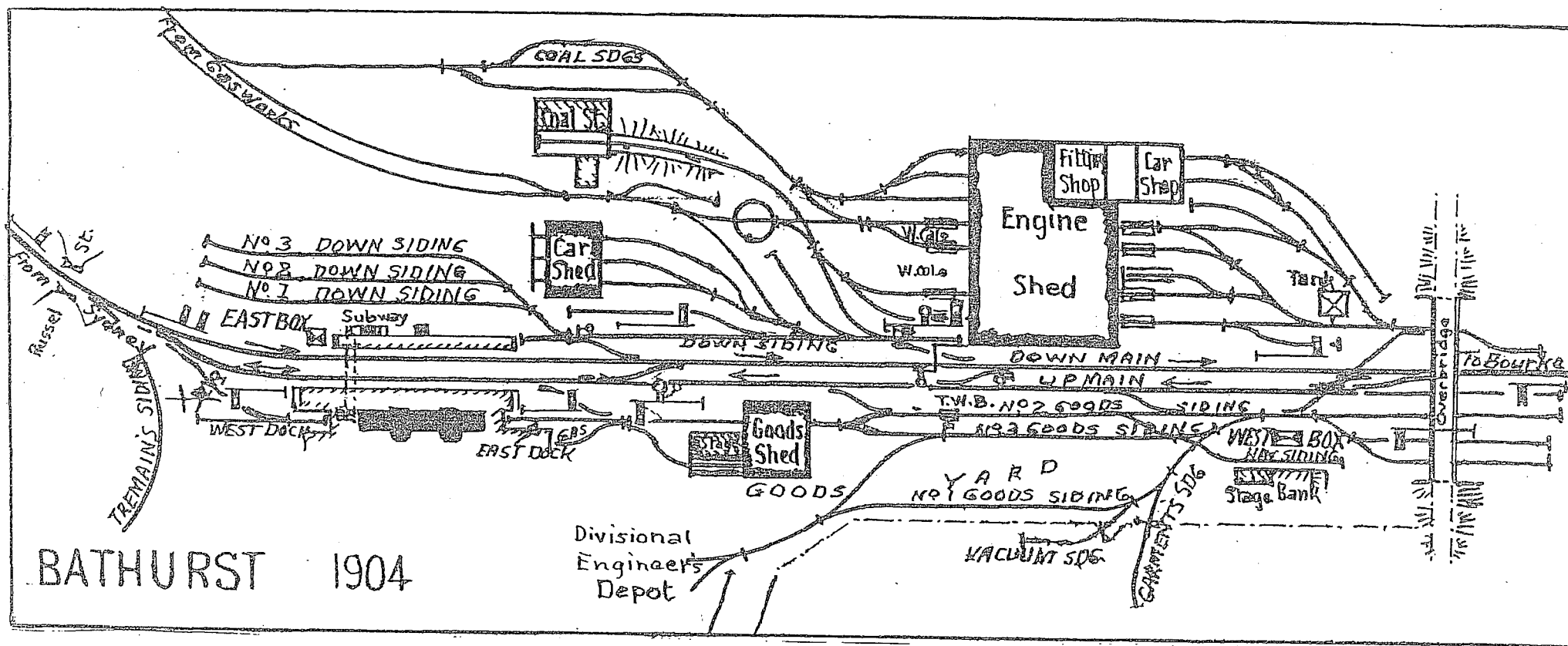


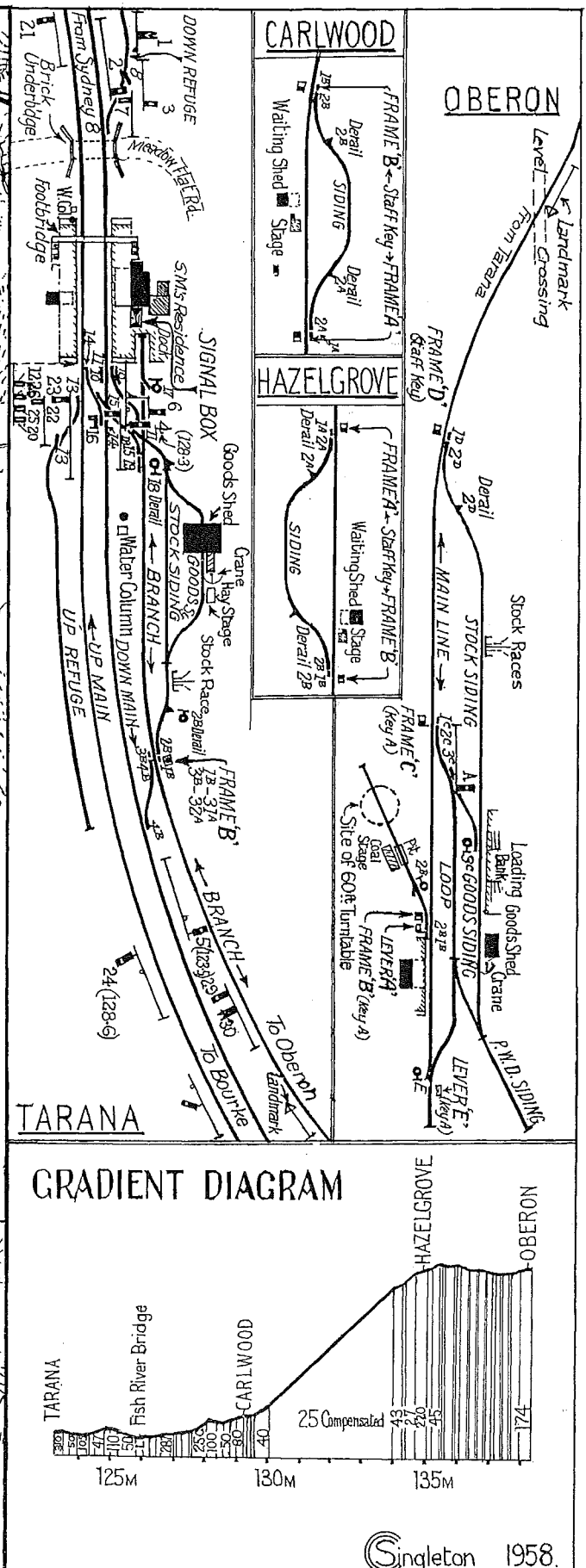
on Old Line

# WALLERAWANG - BATHURST STATION ARRANGEMENTS



THE AUSTRALIAN RAILWAY HISTORICAL SOCIETY  
Bulletin No. 259 – May 1959







# KELSO

*W. A. Barton*  
Signal and Telegraph Engineer

