Postal Coach Routes in the Pilliga Forest
Department of Environment And Climate Change and Water
NSW National Parks And Wildlife Service, Baradine, Northern Plains Region
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# TABLE OF CONTENTS

ACKNOWLEDGEMENTS | 2

EXECUTIVE SUMMARY | 4

1 INTRODUCTION | 5
  1.1 Background to the Study | 5
  1.2 Methodology | 5
  1.3 The Study Area | 6
  1.4 General Context | 6

2 HISTORY | 8
  2.1 Closer Settlement and the Development of Postal and Coach Routes | 8
    2.1.1 The 1860s | 13
    2.1.2 The 1870s | 17
    2.1.3 The 1880s | 24
    2.1.4 The 1890s -1910 | 31
    2.1.5 1910 → | 42
  2.2 Conclusion | 46

3.0 DISCUSSION AND RECOMMENDATIONS | 47
EXECUTIVE SUMMARY

Because mail contractors varied and made their own arrangements for facilities for horses it has not been possible to determine where this occurred in any systematic way from official records, other than to say, that facilities were likely to be those associated with a landholder’s normal infrastructure. The expense of keeping a worker full time in the scrub caring for horses for mail routes that ran only weekly makes the existence of specific single purpose places improbable.

Basically, the methodology needs to be ‘turned around’ in any subsequent stage of investigation. My key recommendation is that note is made of the routes detailed in Section 2 of this report and that if relics are identified in their vicinity that site specific searches be undertaken to consider the likely use of the site. Research using a site as the starting point and drawing on the general information provided here in the overview presented here is probably the only viable option for a cost effective process.
1 INTRODUCTION

1.1 Background to the Study

This study was commissioned in January 2010 by the Baradine Office of the NSW National Parks and Wildlife Service (NPWS), which is part of the Department of Environment, Climate Change and Water (DECCW). The Baradine office of NPWS manages a number of reserves associated with the Pilliga Forest and NPWS is responsible for the environmental land management of the area and for the conservation of places of natural and cultural heritage value. The outcomes specified in the brief were for research and analysis to identify through a ‘desktop survey’ mail and coach routes through the Pilliga. The routes and specific refreshment or change station sites were to be mapped. The study area was generally defined as bounded by Coonamble in the west, Narrabri in the north, Coonabarabran in the south, and Boggabri to the east.

1.2 Methodology

Research was undertaken at State Records New South Wales, the National Library in Canberra, the Australian National Archives in Sydney and Melbourne and the Mitchell Library of the State Library of New South Wales. This research largely yielded material related to the general development of mail and coach routes but provided little specific information in regard to staging posts. Details of contracts were found at the Australian Archives and in newspaper advertisements. Early parish maps at times show details of development and road routes in the area. In the report the individual properties named in the contracts are listed in the hope that stopping places might eventually be identifiable. These lists, although providing valuable specific information, regrettably make the history tedious as a narrative. The history might be eventually enlivened by specific site information.

The following people were consulted and/or supplied documents or access to files:

Tom Underwood
Gordon Ditchfield of the Coonamble Historical Society
Jewell Toynton of the Coonabarabran Local & Family History Group
Ray Christison, High Ground Consulting, Lithgow

Other issues of note are:

- As a time saving measure we have provided detailed footnotes, but no bibliography.
- Measurements and quantities are given in the standards contemporary with the source documents.
- The illustrations and captions are an integral part of the report.
1.3 **The Study Area**

Figure 1.3.1 The study area was generally defined as bounded by Coonamble in the west, Narrabri in the north, Coonabarabran in the south, and Boggabri to the east. [Google Maps]

1.4 **General Context**

The area in north western NSW is part of the Namoi River catchment which in turn is part of the extensive Darling-Barwon River catchment. The river system and its associated features are crucial to all cultures living in the catchment, with the river banks and various wells and other water sources forming important components of the economy, culture and history of people who have lived in the catchment, both before and after European incursions and occupation of the area. It is the country of the Gamilaroi which according to Capell\(^1\) and Tindale is focussed around the following places and localities:

Walgett, N.S.W., to Nindigully, Qld.; near Tallwood and Garah; at Moree, Mungindi, Mogil Mogil, Narrabri, Pilliga, Gunnedah, Bingara, Tamworth, Quirindi, Dundella, Barraba, Gwabegar, and Come-by-Chance; on headwaters of the Hunter River.\(^2\)

The forests of the Pilliga cover an area of some 500,000 ha and are the largest single dedicated mass of native forest extant in New South Wales. They are located within


the North Western Slopes and North Western Plains, extending north from the Warrumbungle Ranges, west from the Nandewar Ranges and bounded to the north by the Namoi River Valley. The forests consist of a mosaic of cypress pine, box and ironbark open forests and woodlands and broom plains. The area’s low agricultural value and the regenerative capacity of the pine has meant that the area has remained relatively uncleared, although subject to clearing and less forested periods at varying times in its history, particularly when the value of harvested timber increased. Referred to by Surveyor General John Oxley in 1818 as scrub, the term Pilliga Scrub had come into general use by the 1880s. While it has been considered that European settlement and land management has had an enormous effect on the structure of the Pilliga forests, there are a variety of opinions on the extent of change. Elizabeh Norris in her 1996 masters thesis concluded that environmental change was not in the magnitude previously thought, and that some areas had remained relatively unchanged for over 100 years.³ By 1987 the Forestry Commission of NSW saw the Pilliga Scrub as representative of failed grazing settlements due to changed fire regimes, rural recession and unfavourable conditions which had led to the regeneration of pine and woody species.⁴

Although Oxley’s expedition traversed the area to the south of the study area in 1818, it was not until the 1830s that the general vicinity of the study area was officially broached by Europeans, firstly by Captain Charles Sturt in 1829 and later by Survey General Mitchell in 1831-32. The paths of Sturt and Mitchell were followed by squatters who targeted the country along the watercourses as they moved stock, predominantly cattle, into the area to take up squatting runs. However, by the late 1880s many of the runs had been abandoned and over the following 20 to 30 years the area was declared as timber reserves.⁵


2 History

Mail and coach routes in the Pilliga developed from the tracks of the pastoralists and their stock created as they occupied the area. A detailed history providing the broader historical context of the area including its exploration by Europeans, the initial dispossession of the Gamilaroi people in the region and the impact of various land acts has been detailed in other reports and has not been rehashed here. The following history is heavily reliant on cartographic material and newspaper calls for tenders for mail contracts and the awarding of contracts. Despite searches at the National Archives in Sydney, where material pertaining to NSW mail services has been deposited and a search at their Melbourne office, where head office files of the Post Master General's Department are held the results have been intermittent at best. Searches at the State Library of NSW and at the National Library were equally disappointing.

Detailed information about the location of stops is not available in official sources because it was not of official concern, so long as the mail was delivered on time, the Post Master General's Department was not concerned with the details of a contractor's arrangements. With contracts let on a competitive tender basis, changes in contractors were frequent and individuals were free to make arrangements where they could. Another factor for the Pilliga region is that many of the contracts up until 1900 were for the delivery of mail by a rider on horseback who camped out as necessary, roads were little better than tracks, and the region was sparsely settled. The majority of mail routes were not passenger coach routes.

2.1 Closer Settlement and the Development of Postal and Coach Routes

A stagecoach system based on the English model, with quality carriages and regular staging of horses, was introduced in NSW in 1819 between Sydney and Parramatta. By 1823 coaching services had been extended to Penrith and Windsor; and in 1824 to Liverpool and Bathurst. By 1834 coach services were running from Sydney to Goulburn. One firm, Ireland and Richards, used nine imported coaches worked by four-horse teams changed every ten to fifteen miles (16 to 25km). But the distances varied according to the terrain and conditions, and the distance ranged between the extremes of 6 and 15 miles. In 1835 the NSW government began land transport regulation with the Stage Carriage Act of 1835, which set fares rates and awarding mail contracts. These contracts were the basis of profitable coaching companies throughout the coaching era. Services were known as the Mail, a terminology which was transferred to the trains which replaced them on the busier routes after the 1850s and survived until Australia's last mail trains, the North Mail, South Mail and Western Mail, ran out of Sydney in 1988.

By the 1840s modified English coaches were employed on formed roads. Every ten miles they stopped at coaching inns to change horses, and colonial travel had begun to resemble that back in England. Manned by a driver and a guard, they sounded a bugle when entering towns and villages, and delivered the mail to the post office. They generally covered sixty miles (100km) a day a distance and the sites of
coaching inns often developed into townships. In the more remote areas, light horse carts (with accommodation for the odd passenger) covered the more substantial mail contracts, too large for a single horse and rider. By the mid-1840s a weekly coach service was established between Sydney and Melbourne, although its primary function was to carry mails and some passengers along the route, rather than through traffic.

In the 1850s there was a shift from English-style coaching to American practices that were introduced by the founders of Cobb and Co. They introduced the American Concord coach to Australia, in which the sprung suspension was replaced with leather straps on which the entire coach body was suspended. This made for a smoother ride on rough roads. Passengers in Concord coaches often felt a sensation of seasickness, because of the coach bodies' free swaying motion. A combination of braces and springs was later developed by Cobb and Co, producing a distinctively Australian design, lower, squarer and more open than the American stagecoach on which it had been based.

In the early 1860s the original Cobb & Co sold out to a consortium led by James Rutherford, which moved Cobb and Co's headquarters to Bathurst, centre of the New South Wales goldfields, and into Queensland, area's which were not yet served by a railway. Rutherford’s philosophy was to not compete with railways, but tailored Cobb & Co's services to act as feeders to the new inland railway system. Mail contracts became a reliable revenue base on which to run the coach services. Where railway networks were less dense, coaching remained important right through to the motor age, particularly in the outback, and in the Pilliga.  

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Figure 2.1.1  A general map of the study area, c.1860-1869 which shows pastoral holdings and townships. The area is within the Liverpool Plains District. On the west are the counties of Baradine and Bligh, to the East is the County of White and to the south-east is the County of Pottinger. The tracks through the region generally run in a north-south direction adjacent to water courses. See following Figures 2.5.1A and 2.5.1B for detail. [Source: NLA: Reuss & Browne's Map of New South Wales and part of Queensland showing the relative positions of the pastoral runs, squattages, districts, counties, towns, reserves etc.1860 - 1869. MAP NK 5928.]
Figure 2.1.1A Detail of the western portion of the preceding map. Post routes are marked by double broken lines and other routes by a single broken line. Main roads are double unbroken lines. Squares indicate reserves. Roads or tracks through the region generally run in a north-south direction adjacent to water courses. A track runs up the Castlereagh River from Coonamble. Further to the east another runs up Maraba Creek. Further east again, another track runs up the west bank of Bungle Creek before crossing at Wangen to the east bank and preceding to the north west and to Pelligar. To the east again another track runs up Brigalow Creek. [Source: NLA: Reuss & Browne's Map of New South Wales and part of Queensland showing the relative positions of the pastoral runs, squattages, districts, counties, towns, reserves etc.1860 - 1869. MAP NK 5928.]
**Figure 2.1.1B:** Detail of the eastern portion of Figure 1. Post routes are marked by double broken lines and other routes by a single broken line. Main roads are double unbroken lines. Squares indicate reserves. Roads or tracks through the region generally run in a north-south direction adjacent to water courses. It is not until the western bank of the Namoi is reached that a post route is indicated passing through Boggabri to Narrabri and continuing to the west along the northern bank of the Namoi to Wee Waa and then to Walgett. [Source: NLA: Reuss & Browne’s Map of New South Wales and part of Queensland showing the relative positions of the pastoral runs, squattages, districts, counties, towns, reserves etc.1860 - 1869. MAP NK 5928.]
2.1.1 The 1860s
In the early 1860s access to the study area was at best by tracks following the creeks formed by the movement of people and stock as they occupied the study area. The only postal route indicated for the region follows the Namoi River on the eastern extremity of the study area from Boggabri to Narrabri and then along the northern boundary to Wee Waa and Walgett. Development of transport routes from tracks to roads appears to be relatively rapid in the decade from 1860, a development fuelled by the selection acts.

Prior to 1866 a mail route ran from Coonamble to Wee Waa via Urawilkie and another route ran from Walgett and Coonabarabran via Kenebri. These were weekly routes done on horseback. In that year a local request for a post office to be established at Urawilkie led to the establishment of post offices at the new township of Baradine and at Pilliga. In association with this development a new mail route was established from Coonamble to Pilliga via Wangan, Kienby, Baradine, and Denaioey (sic), and the former routes were abolished.⁷

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⁷ NAA: Police Magistrate of Narrabri to Post Master General in Pilliga Post Office File [Box 522], Pilliga part 1. Series No. SP32/1, Series Accession Number SP32/1/0. Primary Description Number: 317294; NAA: Minute Paper dated 13 Dec 1866 in Pilliga Post Office File [Box 522], Pilliga part 1. Series No. SP32/1, Series Accession Number SP32/1/0. Primary Description Number: 317294; The Sydney Morning Herald, 22 October 1868, page 3.
Figure 2.1.1.1  A general map of the study area, c.1866 which shows lines of roads and townships, including the town of Baradine. Bungle Creek is also known as Baradine Creek. While roads/ tracks continue to generally run in a north-south direction adjacent to water courses. A road has developed running east west between Baradine and Coonamble. Strangely, in the map key, all the roads in the region are designated as major roads. See following Figures 2.6.1A and 2.6.1B for detail. [Source: NLA: Noone, John, fl. 1858-1888. Gazetteer Map of New South Wales 1866. MAP RM 876 (Copy 5).]
Figure 2.1.1.1A Detail of western portion of preceding map. A road runs east west from Baradine to Coonamble and another runs north east from Coonamble via Tarone to Bungle Gully. [Source: NLA: Noone, John, fl. 1858-1888. Gazetteer Map of New South Wales 1866. MAP RM 876 (Copy 5).]
Figure 2.1.1.1B Detail of eastern portion of preceding map. The former track along the Brigalow Creek is now designated as a main road and extends to the township of Coonabarabran. It joins the Narrabri - Walgett road, to the west of Narrabri. Another road branches from the Coonabarabran - Baradine road at Yarrigan to run along the western side of Baradine Creek to Baradine. There is another road from Baradine to Pilliga. The only indicated postal route is along the Namoi. [Source: NLA: Noone, John, fl. 1858-1888. Gazetteer Map of New South Wales 1866. MAP RM 876 (Copy 5).]
2.1.2 The 1870s

The routes through the Pilliga evolved from those originating in Coonamble in the west and Coonabarabran in the south with Baradine in the centre, also developing as a focal point. Reflecting the above pattern and closer settlement trends and an increasing population by the end of the 1870s, for example, mail routes through the area had evolved to include the following:

**Coonamble:**
- Coonamble to Baradine via Urawilkie (and later townships of Dinby and Nebea)
- Coonamble to Baradine (via later township of Calga).
- Coonamble and Walgett, via Nebea, Urawilky, Terembone, Bogawan (sic?), and Billeroy, Colwell’s Station (to follow the Castlereagh River between Bogawan and Walgett, travelling via Kidgear, Yowendah, and Euroka) (1876)

**Coonabarabran:**
- Coonabarabran to Narrabri via Rocky Glen (and along Brigalow Creek via Bohemia, Robinson’s, Ryan’s, Bowles’, Kain’s, Cucubi, Peebles, Borah, Yaminabah, Sandibank, (Dundy - sic), and Slattery’s.) (1875)
- Coonabarabran to Urawilkie via Baradine (1873) and to Pilliga (1878)
- Coonabarabran to Pilliga via Yarrigan, Gorah, Kianbri, James’s, Erinbri, Meredene, Wangan and Etoo. (1878)

**Baradine:**
- Baradine to Walgett via Urawilkie
- Baradine to Wee Waa, via Coghill, Cubbie, Yuligle, Cumble, Upper Cumble, and Gibbean,
- Baradine to Pilliga
- Baradine and Mundooran (1876) via Bundella, Yarrigren, Bearbong, Biddon, Youlbong, Tunderbrine, Gumin Gumin, Tenundra, Panta, Wingadgen, and Goorinowa.

These routes were often only a weekly service and continued to be undertaken on horseback, such as, the Mundorran–Baradine run which contractor William M. Kennedy won at a tender of £150.8

Mails continued to run from Coonamble to Pilliga via Baradine until at least 1877. It was a weekly route for which the contract was awarded for three years in 1869 to William McKenzie, who was to do the run on horseback for £87 per annum. W.N. Kennedy won the contract for a year in 1877 for £200.9 In November 1878, the route was truncated, running only between Coonamble and Baradine via Nebea, Murphy’s,

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8 *The Sydney Morning Herald*, 2 September 1876; *The Sydney Morning Herald*, 20 October 1876, page 1; *The Sydney Morning Herald*, 7 October 1878, page 3; *The Maitland Mercury & Hunter River General Advertiser*, September 1876.

Billeroy, Terembone and Urawilky on a weekly basis.\textsuperscript{10} For the mailmen, conditions were tough, in February 1876 the \textit{Maitland Mercury} reported that

\ldots the Pilliga mailman, on reaching Nebea on Saturday forenoon from Baradine, fell down on the ground, and had to be carried to bed, evidently suffering from the effects of a sunstroke. Messrs. Ronald and Co. took the mails on to Coonamble, and arranged with the Postmaster there for the return mails for Pilliga and Baradine. The mailman is a very steady, obliging young man, and his Speedy recovery is generally wished for.\textsuperscript{11}

The \textit{Coonamble – Walgett} contract was awarded in 1877 to John McDonald, for 3 years, at £227 per annum.\textsuperscript{12}

In 1875 and again in 1878 tenders were called for the weekly conveyance of mails between Narrabri, Rocky Glen, and Coonabarabran via Bohenia, Robinson’s, Ryan’s, Bowles’, Cain’s, Cucubi, Peebles, Borah, Yaminabah, Sandibank, Dundy, Slattery’s.\textsuperscript{13} Associated with the formation of the route, on 15 May 1875 a post office was established at Rocky Glen to the south of the current Pilliga NPWS estate.

These routes are generally consistent with those presented in the maps into the early twentieth century.

The following description of the journey from Walgett to Coonabarabran through the study area was published in 1873, it provides information on the roads, settlement, farming and feral animals:

From Bunglegully the main road leads through Pilliga, Wee Waa, Narrabri, and Gunnedah, to the railway terminus at Murrurundi; but five miles from Bunglegully I left that road sod its accompanying telegraph line, and struck more to the south towards the Castlereagh. Now the country begins to change its aspect; the timber is thicker, and you pass through many oak and pine scrubs; the soil is also more sandy, and the road more pleasant. Four or five miles from the turn-off, I came to a shepherd's hut, where there is a kind of well, bogged round, and in which I found water; but I also found what was not so pleasant—a dead cat. A cat had been catching a bird in an overhanging oak tree, and bad fallen with the bird into the well, from which it was impossible to escape, so both cat and bird were floating, dead, upon the surface. But when it was the only water I knew of for miles, and "Needs most, &c.," I filled my bush-pot from as great a depth as I could reach, and enjoyed my lunch as much as if there were no such things as dead cats in the world, From thence a ride along a good though rather sandy road, bordered in many places with Wattles, brought me to Ceeluey, a station that appears deserted; what

\textsuperscript{10} The \textit{Sydney Morning Herald}, 23 November 1878, page 10

\textsuperscript{11} The \textit{Maitland Mercury} and Hunter River General Advertiser, 22 February 1876,

\textsuperscript{12} The \textit{Sydney Morning Herald}, 2 September 1876, page 7; The \textit{Sydney Morning Herald}, 29 October 1877, page 2.

\textsuperscript{13} The \textit{Maitland Mercury} and Hunter River General Advertiser, 2 September 1875; The \textit{Sydney Morning Herald}, 28 August 1875, page 2; The \textit{Maitland Mercury} and Hunter River General Advertiser, 16 September 1875.
was once a good dam is now out of repair, and the house—which could soon be made a comfortable residence, I found to be inhabited by opossums. The run itself is full of unbroken horses, some of which an enterprising individual had evidently been trying to catch, as one of them passed me three times, with a long lasso twitched lightly round his neck. It is not thickly timbered, and is richly grassed; when I passed through it last Christmas the grass was in many places six feet high, and very thick.

Urawilkie is about twenty miles distant from Ceeluey, and the road leads through Terembone, a fenced in run in the occupation of G. A Lloyd, junr., Esq.: this road does not pass near the house, but leaves it some miles distant on the right, as you ride to Urawilkie. Here again a creek is dammed across, and the water is thrown back a considerable distance, thus ensuring a permanent supply in all seasons. By this creek I stopped for breakfast, and to let my horse feed, as at Ceeluey the night before I had been surrounded by wild horses, and I had found it necessary to catch mine and tether it all night, or it would have joined them. Whilst breakfasting, two teams passed, a fortunate occurrence for my horse, as they saved its life. A man was out on the run with a rifle, shooting horses; and, as mine had a long tail, he mistook it for a wild one, and was riding up to get within range of it when the teams passed. As the animal went on quietly feeding, and took no notice of them, he thought it might be mistaken, so rode closer, and then saw the smoke of my fire. I should have been in a nice fix if I had been left to walk, and "hump my swag" but wild horses are such a nuisance on nearly all the western stations that it is no wonder the squatters adopt any means to get rid of them, so I would advise travellers not to turn a long-tailed horse loose at Terembone. At Urawilkie is a sheep station, belonging to Messrs. Tange and Cousons, and a public-house, kept by Mrs Hall, widow of the late James Hall, a squatter there.

At Urawilkie the mail road divides—one branch leading to Coonamble, only a few miles distant, and a town which has increased much in size during the last five years; and the other to Coonabarabran. My track lay along the latter, and a pleasant ride through the timber near the creek leads to Teridgerie. On the left are the Booma plains, from which you get your first view of the bold and craggy outline of the Mogomadine mountains—a glorious sight for a man who has been living for any length of time on the uniform and uninteresting western plains; the feeling of exhilaration is so great, to an enthusiast in mountain cynara, that it is difficult to avoid a joyous shout, as if you had again seen the face of an old friend. Teridgerie, twelve miles from Urawilkie, is a station lately belonging to Messrs. J. F. and H. White, and capable, it is stated, of carrying from sixty to ninety thousand sheep, according to the season. It has been for many years under the management of James Thompson, Esq., J.P.; it is a magnificent property, one of the finest stations in the district, and has just changed hands, being sold with thirty thousand sheep at eighteen shillings per head to Mr. Murphy, a Victorian squatter. The Victorians are buying all our fine sheep stations in this neighbourhood; it is not long since Messrs. Campbell and Orr's stations Gorianawa, Balaar, Garawilla, and Ulamambri were sold, with one hundred and seventy thousand sheep, to Messrs. Shanahan and Jennings, a Victorian firm, at 15s. 1d. and 16s. 1d. per head. Mr. Bundle has just sold Nebea to Mr. Ronald, at twenty shillings per head; and the same price has just been refused by another large squatter for his station. I suppose they are going to teach our squatters how to manage sheep properties;
and as a first lesson, some of the new proprietors have made application for reserves for improvements on every block, to the full extent allowed by law. Purchased land is the great stumbling block in the way of the new blood: they do not care to purchase any station where a considerable capital is sunk in land, as they consider it an unprofitable investment, and it is certain that they will purchase no land on their stations which they are not absolutely forced to secure to prevent intrusion. Sheep properties in this particular locality appear unusually valuable; during a discussion on the comparative value of sheep and cattle stations, one enthusiastic sheep owner made the bold assertion that "of all four-legged animals the sheep is of the greatest value to Australia," intending by his definition to except the noble animal-man. "Hold, sir!" said his opponent, "a sheep is not a four-legged animal!" "Not a four-legged animal!" replied the bewildered sheep owner. "No, sir! I have killed many, and never got more than two legs off any of them."

Teridgerie, Terembone, and Ceeluey would be a paradise to naturalists; many rare and curious specimens may be obtained, both animal and vegetable, and they appear to be the head quarters of those curious bright yellow frogs, each with a maroon or claret-coloured double cross on its back, which looks as if it was set with small rubies ; you gave a description of them a few months since, when some specimens were sent from Teridgerie to Mr. Kreffi, who asserted that they were of a species hitherto unknown to naturalists. I saw hundreds of them at the north end of Terembone when I passed last Christmas, and Mr. Thompson about the same time saw great numbers of them near Urawilkie. In their habits they are more like toads than frogs, being very sluggish, and unable to hop further than an inch or two at a time, three little hops and a rest ; but they are certainly the most beautiful frogs or toads I ever saw.

From Teridgerie to Baradine is eighteen miles along a sandy, and, in dry weather, a dusty road, thickly bordered with trees. That it was dusty, I know to my cost, for I passed 8000 store sheep going to Teridgerie, and the dust they raised made me very anxious to get to Baradine, to wash it out of my throat: one of the shepherds, however, offered me a pannikin of tea, which was very acceptable, as there is no water from Teridgerie to Baradine. This is a rising little township, prettily situated, and surrounded with fine land fit for cultivation. Mr. Border brought some excellent potatoes from there to Walgett, which were bought up at once, at such a price as encouraged him to start again with another load. His property there, an hotel and the adjoining land, is for sale. There is now only one hotel in the town ; it is kept by Mr. Davis, who also keeps the post-office, in a separate building. His sister has just opened a new store, at which I purchased some really first-class articles. A ball was given there the evening of the day I left, to celebrate its opening. Races were held there on Queen's birthday, and people were beginning to assemble for the when I left.

A mile out of the town, on the road to Coonabarabran, is an accommodation house kept by Mr. Baker, where everything is very clean and comfortable. The landlady I found to be a native of Yorkshire, and not long since she gained a good customer from that county by not having forgotten her dialect ; it was a wet day, and the roads were muddy, " Eh ! lad, its very mucky !" was her salutation as he rode up to the door. " You're Yorkshire ! " said he, and at once ordered his horse round to the stable, instead of riding into the town. It is a first rate place to stable a horse, as they have good corn and bay,
for which their charges are very moderate. I was amused when I went out in the evening, to see how my horse was getting on, to find Mr. Baker sitting at the door of the stable: "How are you amusing yourself here?" I said; "Why, keeping the fowls out till your horse has finished the corn!" he replied. It is not every landlord would do that.

From Baradine to Coonabarabran is a distance of thirty five miles, rather a long stage for a heavily loaded horse on a journey, so I took a turn to the right, which led me through some thick pine and oak scrubs to the residence of James Leslie, Esq, sixteen miles from Baradine. The house is very beautifully situated, on rising ground, and the station is well grassed and watered; I saw there a flock of the finest and strongest winter lambs that any sheepowner could wish to possess. Mr. Leslie has a good class of sheep, and his wool realized a high price at the London wool sales last year. Gorah is a very pretty place, as there you begin to enter the romantic scenery of the mountain range; steep, round topped hills rise from the back of the house, and in front the ground slopes to the creek, so that the house commands an extensive and varied prospect. There is also, what is so frequently absent on squatting stations—a fine garden and vineyard. Leaving Gorah, we soon strike the main road again, at a point much nearer Coonabarabran than where we left it, and then the track winds among the thickly wooded hills, sometimes ascending them and giving glimpses of tortuous gullies and rocky hill sides; the hills are mostly abrupt, though the road winds amongst them without many steep gradients, and thus the view is constantly changing—winding from hill side to hill side, the road presents a constantly shifting panorama, and the traveller cannot but admire the densely timbered glens, and the rough and craggy hills. These smaller eminences, however, hide from the view the higher peaks, which look so bold and precipitous at a distance.

After a ride of twenty miles through a thickly timbered and scrubby country, I reached Coonabarabran, which, for a town wholly unconnected with mining, has made remarkable progress in the last few years ...
Figure 2.1.2.1 This portion of an 1871 map shows the postal routes in yellow, the blue line marks the borders of districts. The map indicates roads connecting Coonabarabran with Narrabri (along Brigalow Creek) and there is a new road (Postal Route) to Gulligal to the south of Boggabri. There is also a road from Coonabarabran to Baradine. At Baradine two roads proceed north, one to Pilliga and the other to Walgett. Another goes in a straight line to the south-west to Coonamble. [Source: NLA: Stanford, Edward, 1827-1904. Map shewing the roads & postal stations in New South Wales: prepared for the use of the Post Office Department, 1871. MAP RM 878.]
Figure 2.1.2.2 This portion of an 1876 map was prepared for the specific use of the Post Office Department and shows the further development of the postal routes and post stations. It indicates that from Coonabarabran there were two postal routes north, one via Rocky Glen to Narrabri or east to Gunnedah and then north to Narrabri following the Namoi River. The other went to Baradine. From Baradine there were three routes north. On the west was the route via Urwalikie to Walgett, the immediately north route was from Baradine to Pilliga and to the east was the route from Baradine to Wee Waa. Another route from Baradine went west to Coonamble via Urwalikie. [Source: NLA: New South Wales. Surveyor-General. Map shewing the postal stations and roads in New South Wales. 1876. MAP RM 899.]
2.1.3 The 1880s

The Narrabri, Rocky Glen, and Coonabarabran route continued until c. 1881 when the route was re-defined as follows:

Narrabri, Rocky Glen, and Baradine, via Boheena, Robinson's, Ryan's, Boyle's, Cain's, Cucubi, Pebbles, Borah, Yaminabah, Redbank, Sandy Holes, Dandry North, and Whittenbri.  

Baradine replaced Coonabarabran as the termination point. The contract was awarded for William Davis for three years at £138 per annum.  

The Coonabarabran-Pilliga route was varied in 1881 with the substitution of Meriwee for James's but otherwise remained the same and continued until at least 1894, when it may have been discontinued. Originally a horseback route, in 1881 this contract was for a 2 or more horse coach and the weekly run was awarded to Robert Nowland. The route linked to that between Coonabarabran and Gunnedah via Rocky Glen to the south of the study area, established in 1877.  

It ran from Coonabarabran, Baradine, and Pilliga, via Yarragan, Gorah, Kienbri, Merriwee, Erinbri, Merebene, Wangan, and Etoo.  

The weekly horseback Wee Waa – Baradine route and that between Coonamble, Urawilkie and Baradine continued into the late 1880s. In 1882 the Wee Waa-Baradine contracts was awarded to John Facer (sic?) for 3 years at £95 per annum, but in late 1888 it was awarded for three years to James Woods for £99 per annum. In late 1889 the weekly Coonamble-Baradine mail route was conditionally awarded for three years to Edward Judge, for a four-wheeled vehicle, with two horse's, at £120 per annum. 

The Mundooran-Baradine route had become a twice weekly service by the mid 1880s. In mid 1884, a request from the residents of Boggabri that a mail route from Boggabri to Baradine be substituted for that between Narrabri and Baradine was acceded to and tenders were called for a weekly service from Boggabri, Rocky Glen,

14 The Maitland Mercury & Hunter River General Advertiser, Saturday 10 September 1881.
16 The Sydney Morning Herald, 25 October 1873, page 2; The Sydney Morning Herald, 2 September 1876, page 7; The Sydney Morning Herald, 3 September 1878, page 3; The Sydney Morning Herald, 23 November 1878, page 10; The Maitland Mercury & Hunter River General Advertiser, 10 September 1881; The Sydney Morning Herald, 24 October 1881, page 13; The Maitland Mercury & Hunter River General Advertiser, 27 September 1884; The Sydney Morning Herald, 16 September 1893; The Sydney Morning Herald, 29 October 1877; The Maitland Mercury & Hunter River General Advertiser, 10 September 1881; The Sydney Morning Herald, 24 October 1881.
17 The Maitland Mercury & Hunter River General, 27 September 1884.
18 The Sydney Morning Herald, 10 September 1885, page 13; The Sydney Morning Herald, 13 September 1888, page 3.
20 The Sydney Morning Herald, 29 October 1888, page 10.
21 The Sydney Morning Herald, 26 October 1889, page 4.
22 The Sydney Morning Herald, 11 September 1884, page 3.
and Baradine, via Ramsay’s, Gullendaddy, Donaldson’s, M’Lean’s, Lower Arrowraine, Pebbles, Borah, Yaminabah, Redbank, Sandy Holes, Dandry North, and Wittenbrie. Robert Hill was awarded the contract at £157 per annum. In 1889, this horseback run it was awarded for two years to James Bridge at £55 per annum.

The M undooran-Baradine route had become a twice weekly service by the mid 1880s.

Without listing every change of contract, it is clear from public advertisements that there was almost no consistency in contractors with a new contractor appointed after almost every call for tenders.

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24 *The Sydney Morning Herald*, 26 October 1889, page 4


26 See TROVE on NL website to locate references to the awarding of mail contracts.
Figure 2.1.3.1 This 1885 map of postal stations indicates that from Coonabarabran there were two postal routes north, one via Rocky Glen to Narrabri or east to Gunnedah. The former mail route from Gunnedah to Narrabri has been replaced by a rail link. The other went to Baradine. From Baradine there were three routes north. On the west was the route via Urawilkie to Walgett, the immediately north route was from Baradine to Pilliga and to the east was the route from Baradine to Wee Waa. Another route from Baradine went west to Coonamble via Urawilkie. Another ran parallel and to the west of the Baradine - Coonabarabran Road terminating much further south at Mundooran. This last route is the only addition to the routes of 1876. [Source: NLA: New South Wales. Postmaster-General's Dept. Map shewing the postal stations, mail roads & telegraph lines in New South Wales, prepared by the Postal Department, October 1885. MAP RM 3684.]
Figure 2.1.3.2: This 1886 map of postal routes, dated only a year after that in Figure 6.2.3.1 indicates the addition of a route between Baradine and Coonamble via what later became the township if Calga. Otherwise the maps are the same. [Source: NLA: MacDonald, D. Railway postal & telegraph map of New South Wales, 1886. MAP NK 2456/122.]
Figure 2.1.3.3: Detail from the 1884 Parish of Wittenbra Map showing a route along Baradine Creek that may have been used by the postal contractor. [Lands Department: Historic Map Preservation Project]
Figure 2.1.3.4: Detail of Wittenbra, c.1884 showing fencing and a dam from the 1884 Wittenbra Parish Map along a potential postal route. The dam and yards indicated above may have provided staging facilities, but at this time the run was on horseback. The above however does indicate the sort of detail that a parish map is capable of providing if a specific site was the target of a search. [Lands Department: Historic Map Preservation Project]
Figure 2.1.3.5: 1902 Parish of Wittenbra Map. This map shows tracks on the northern boundary of the parish as well as the route along the southern boundary passing through Wittenbra Springs. The detail of structures in this vicinity evident in the 1884 map is no longer evident. [Lands Department: Historic Map Preservation Project]
2.1.4 The 1890s -1910

In 1890 there was an attempt by the people of Gulargambone to have a mail service to Baradine that had formerly commenced at Gilgandra to start from Gulargambone. In 1902 Joseph Skelton of Coonamble had the contract for the route between Gilgandra, Tooraweenah, Warrumbungle, Claremont and Baradine via Bidden, Youlbung, Tunderbrine, Tenandra, Panta, Windgadgen, and Goorianawa. It was a distance of 90 miles which was covered twice a week in a 2 wheeled vehicle pulled by 1 or more horses. In 1903 Henry Toswell, who also had another route from Coonamble, had the contract for Gulargambone, Warrumbungle and Baradine via P. Ferguson’s (Gulargambone Station), Gibbs’, Wongy, Quandong Station, Tenandra Station, Parmidman, Claremont and Goorianawa. A distance of 61 miles which was covered twice a week in a 4 wheeled vehicle pulled by 2 or more horses. Later in 1903 the contract was transferred to Thomas Wrigley. There is a c.1907-1908 account by H.P. ‘Duke’ Tritton who took a job driving the mail coach from Kulgarbome to Baradine, possibly along this route. Duke drove a Cobb & Co. built coach which ‘used to sway and roll like a boat in rough sea’. The job entailed dropping mail in some twenty roadside boxes, changing horses at Goorianawa, and then on to Bugaldi and Baradine. A distance of some 70 miles, with the round trip undertaken twice a week. The only Cobb & Co route identified in this study was the 1903 route between Narrabri, Wee Waa, Cuttabri, Pilliga, Come-by-Chance and Walgett, skirting the north of the study area.

A weekly contract for a new route between Cuttabri and Baradine, via Cubbie, Yullgli, Cumble, Upper Cumble, and Gibbcan, went to Alexander M’Leod in October 1891, it was to be undertaken with packhorses.

In 1900 a contract was won for two years by Henry Toswell of Gilgandra and the route was described as: Coonamblle, Baradine, Bugaldie and Coonabarabran via Warrana, Magomodine Creek, Calga, the road along Goorianawa boundary to Tym’s thence to Baradine via the Selectors Road along Terriderie Creek. Return travel via Goorianawa and the Teridgerie settlers from Coonabarabran to Baradine. It was a distance of 76 miles which was covered once a week by a 4 wheeled vehicle pulled by 2 horses. In 1903 Toswell transferred the contract to Parkins & T.J. Cartland and the route became: Coonamblle, Baradine, Bugaldie and Coonabarabran via Rigney’s, Fagan’s, Kenny’s Blocks and thence past Bowen’s to Calga Box, the road past Elliot’s, McGarry’s, Jone’s, McLang’s, Teridgerie Creek Selectors’ road. Later in year the route changed after Elliot’s box easterly toward Ferguson’s past McGill’s thence to Baradine via McLang’s. Returning via Goorianawa, Baradine, Teridgerie Creek.

27 The Sydney Morning Herald, 28 May 1890.
28 National Archives of Australia: Series C3495/1, Register of Mail Contracts. Bar Code: 1670076
30 National Archives of Australia: Series C3495/1, Register of Mail Contracts. Bar Code: 1670076
32 National Archives of Australia: Series C3495/1, Register of Mail Contracts. Bar Code: 1670076
Selectors’ road, to McLangs, thence to Coonamble as on the outward journey. A distance of 81 miles outward and 71 miles return which was covered once a week.\textsuperscript{33}

In 1891 weekly horseback mail contract from \textit{Rocky Glen to Baradine} was awarded to James Carr, for 1 year. Carr also won a similar contract from \textit{Boggabri to Rocky Glen} via Pinedale, Willala, Bedwell's, Gullendaddy, Blairmore (Crawford's), Fairfield (Donaldson's), Uplands (M'Lean's), Lower Arrowamie, Peeble's, and Buro.\textsuperscript{34} The Rocky Glen to Baradine route in 1902 was awarded to John Sevil Jnr and he travelled the 55 miles in a 1 horse sulky via Yaminba, Old Yaminbah, Kerr's, Matthews', Hana's, Kavanagh's, Barwick's, and Whittenbrie. In 1901 there was a twice weekly horseback route between \textit{Boggabri and Airlands} that proceeded via Brotherton, Pinedale, Cotswold (Coates), Willala, Bedwell's, Gullendaddy, Blairmore (Crawford's), Pampoola, Braemar, Corea, Uplands (McCLean's); and Lower Arrowaine. A distance of 64 miles for contractor Edmund Cloake, in 1904 Oliver Devine became the contractor.\textsuperscript{35}

In 1902 a route from \textit{Coonamble to Teridgerie and Baradine via Nebea} went via Weetalibah; thence past Wall's store, Wingfield Taylor's to Smith's box. Urwillkie, Ditchfield's, Howard's box, and Dinby returning via the road through selectors' residences between Baradine and Teridgerie; and thence via Howard's box, Ditchfield's, Urwillkie, Smith's box past Wingfield Taylors, Weetalibah, and Nebea to Coonamble. A distance of 73 miles outward and 62 miles return which was covered once a week. The mail was conveyed by a 4 wheeled licensed vehicle pulled by 2 horses, the contractor was Joseph Skelton. By 1904 the new contract referred to the same route but with the distances listed as 80 miles on the outward journey and 71 miles on the return.\textsuperscript{36}

The 1902 contract for the route from \textit{Coonabarabran, Bugaldi, Baradine and Pilliga} via Yarragan, Gorah, Kianbri, Merriwee, Erinbri, Merebone, Wangan, and A. Bleakley’s was a development of a route that had been in operation since at least the mid 1880s. It was a distance of 95 miles using 4 wheeled vehicle drawn by 2 or more horses. In 1904 William N Proctor of Ashby Baradine transferred this contract to William Baker of Pilliga and later it was transferred to Mrs S.M.J. Nelson of Coonabarabran.\textsuperscript{37}

In 1901 John Fairchild had the contract for the \textit{Coonamble, Billeroy, and Pilliga} route via the Tourable Road, Terembone Station, Duggan's, Cook's, Juchau W. Colwell's, Gordons, R.F. Sherwoods, The Culnooy Sawmill, Foley's, Myer's, Pulsford's, Wilson's and the cleared line. It was a distance of 70 miles which was covered once a week in a wagonette pulled by 2 horses. In 1904 this contract was transferred by Charles J Dugan of Coonamble to George J. Gardner of Billeroy who transferred

\begin{itemize}
\item \textsuperscript{33} National Archives of Australia: Series C3495/1, Register of Mail Contracts. Bar Code: 1670076
\item \textsuperscript{34} The Sydney Morning Herald, 24 October 1891, page 13.
\item \textsuperscript{35} National Archives of Australia: Series C3495/1, Register of Mail Contracts. Bar Code: 1670076
\item \textsuperscript{36} National Archives of Australia: Series C3495/1, Register of Mail Contracts. Bar Code: 1670076
\item \textsuperscript{37} The Maitland Mercury & Hunter River General Advertiser, 27 September 1884; National Archives of Australia: Series C3495/1, Register of Mail Contracts. Bar Code: 1670076
\end{itemize}
later in the year to John Wilson of Kurrajong.\textsuperscript{38}

The routes of the contracts extant in 1900 remained reasonably stable up to 1905, as far as the contract registers were searched. They were also more likely than previously to require a coach rather than be horseback routes as was the case entering the 1890s.

\textsuperscript{38} National Archives of Australia: Series C3495/1, Register of Mail Contracts. Bar Code: 1670076
Figure 2.1.4.1: This 1894 shows a postal route direct from Baradine to Billeroy and then to Coonamble, with no indication of Urawilkie. The route from Rocky Glen to Narrabri via Brigalow Creek has also been deleted. A direct route from Rocky Glen to Boggabri has been added. [Source: NLA; New South Wales. Dept. of Lands. Map shewing the postal stations, mail roads & telegraph offices in New South Wales, 1894, MAP RM 889.]
Figure 2.1.4.2: The coach routes shown on this 1895 map differ from the postal routes indicated in Figure 2.6.4.1 in that the roads between Narrabri and Rocky Glen following Brigalow Creek, that from Baradine to Wee Waa, and that from Urawilkie to Walgett are not indicated as a coach route, although they are likely to have remained postal routes. Coach routes complemented and fed into the rail network. The broken red lines indicate coach routes; the black lines are rail lines, dotes on the lines indicate refreshment stations. In the general study area refreshment stations are indicated in the towns only, but with horses needing changing every 6 to 12 miles depending on the country and conditions, there were inevitably other stopping places on the routes. [Source: NLA: New South Wales. Dept. of Lands. Map of New South Wales showing railways, coach and other routes from the various stations: together with mileage from Sydney, with diagrams of North Coast, South Coast and parts of southern and western lines. 1895. MAP RM 822.]
Figure 2.1.4.3: This 1900 map shows postal stations, mail roads and telegraph lines. This map indicates the routes from Rocky Glen to Baradine; from Cuttabri to Dunwerian; and from Boggabri to Airlands. These are in addition to the previous routes of 1876, indicated in Figure 4, between Baradine and Pilliga. The earlier routes between Urawilkie and Walgett; Coonabarabran and Narrabri along Brigalow Creek or Baradine and Wee Waa are no longer indicated. [Source: NLA: New South Wales. Dept. of Lands. Map shewing the postal stations, mail roads & telegraph lines in New South Wales, 1900. 1900. MAP RM 3604.]
Figure 2.1.4.4: This 1900 map shows passenger coach routes through the region and should be compared with the preceding map which also shows postal routes.

[ML: Map of New South Wales railways: showing coach and other routes from the various stations, lithographed and printed at the Department of Lands, 1900. MAP G8971.P3 1900]
Figure 2.1.4.5: This 1905 map of railways and coach routes indicates coach routes between Coonabarabran and Mullally and Coonabarabran and Baradine. From Baradine there is a coach route to Pilliga to the north and to Coonamble via Urawilkey and to the south, presumably through Calga which is not shown. [Source: NLA: Map of New South Wales railways: shewing coach and other routes from the various stations. 1905. MAP RM 2353.]
Figure 2.1.4.5: The 1906 Coonamble-Baradine-Coonabarabran mail route. [NAA: MC817 Pt1, Barcode: 07530707]
Figure 2.1.4.6: The 1907 Coonamble - Baradine mail route.[NAA: MC817 Pt1, Barcode: 07530707]
**Figure 2.1.4.7:** The 1909 Coonamble-Pilliga route and a proposed extension showing. [NAA: C3103/1. Barcode: 314869]
2.1.5 1910

The Coonabarabran, Bugaldi, Baradine route via Yarragan, Gorah, Kianbri, merriwee, Erinbri, Merebene, Goonanyah (Gwabegar) was curtailed after the railway was extended to Baradine c.1923. At that time a service was established from Gwabegar to Pilliga once a week and fro Gwabegar to Baradine twice a week.\(^{39}\)

In 1924 Hugh Campbell of Uralwilkie requested that the route of the Coonamble-Baradine via Nebea be changed to travel via Urawilkie homestead where there were about 12 adults in residence. It was a better road and a better creek crossing than the current route traversed. Later in the years locals petitioned an improved service, an upgrade from the weekly coach mail service that had been maintained for many years. It was now considered to be inadequate with a Soldiers Settlement Scheme bringing many new residents into the area. As a result it was decided to form a twice weekly route from Coonamble to Teidgerie via Nebea, Gilooma, Smith’s box, Urawilkie Homestead, Ditchfield’s and Fisher’s Box returning to Coonamble via Phillip’s Tym’s and Merrouyla on one trip and vice versa the next. Another twice weekly run was to be made from Baradine to Teridgerie via J.W. Johnson’s box, Hadfield’s box, Dinby, Bellamy and Rich’s Lord’s Sawmill returning to Baradine by the main road on one trip and vice versa the next.\(^{40}\)

The Baradine - Cumbil Postal Porterage Service was 12 miles in length and was undertaken by a contractor using a horse drawn vehicle until 1925 when he was allowed to use a motor car. It ran on Wednesdays, leaving Cumbil at 9:00am arriving at Baradine at 11:30 am. The porter departed Baradine at 1:00 pm and returned to Cumbil at 3:30 pm. He was to travel at not less than 6 miles per hour. The service was discontinued in September 1937 as the number of residences had reduced to 2. It was reintroduced in 1938 when 3 additional householders took up holdings on the route and a forestry camp was established near Cumbil. This camp consisted of 10 employees who lived with their families in tents. The service was again discontinued in May 1940 when the forestry camp was closed and one householder left the route. A plan shows the location of the persons served including the temporary forestry commission camp.

\(^{39}\) Information supplied by the Coonabarabran Local & Family History Group.

\(^{40}\) NAA: Mail Contracts, MC817 Pt1 Barcode: 07530707
Heritage Assessment And History (HAAH)

Postal Coach Routes in the Pilliga Forest
DECCW - NSW National Parks And Wildlife Service, Baradine, Northern Plains Region

Figure 2.1.5.1 This 1924 petition for an improved mail service encapsulates the concerns that informed the selection of routes and provides insight into the history of the route, which was still a coach service in 1924. [NAA: Mail Contracts, MC817 Pt1 Barcode:07530707]
Figure 2.1.5.2 This 1924 plan associated with the decision to change the route from Coonamble to Baradine indicates the mail points along the alternatives under consideration. [NAA: Mail Contracts, MC817 Pt1 Barcode: 07530707]
Figure 2.1.5.3: This 1925 plan of the Cumbil-Baradine route indicates the settlers along the route, including a forestry camp. [NAA: Baradine-Cumbil Mail Service, SP 439/4. Barcode 311195]
2.2 Conclusion

The mail routes over much of the period were let to a variety of contractors and until roads were formed the mail runs were conducted on horseback. This was the generally the situation until c.1900. It seems probable under these circumstances that stopping would have varied with the contractor, but with small runs taking a week, its possible that there was no changing of horses for those undertaking the run on horseback, rather than by coach.

After the formation of forestry areas mail routes traversed areas occupied by settlers and many of these are on the periphery of the national parks and reserved forested areas.
3.0 Discussion and Recommendations

In Ray Christison’s report on *Airlands* which was the residence of Peebles, referred to an 1875 mail contract, Christianson describes Peebles property as being located on high ground just south of a lagoon, the holding encompassed an outstation of *Arrarownie* and included a fenced yard located on the north east corner of the lagoon. According to Christison’s analysis of the relevant parish maps, Peebles block was located on a route used by stock travelling between Narrabri and Coonabarabran along Yaminba Creek. Another track traversed the property from east to west from Cocaboy (or Cucubi).

With this reference being the only detailed analysis of a place identified in the mail contracts it is valuable to note Peebles property was located on a stock route and existing tracks, that had grown through use as the country was occupied. While a number of specific places indicated in the mail contracts may have had similar facilities, it is difficult to believe that they all ran inns, and it is difficult to determine which did in this brief study – the large number of routes across such an extensive area, and the land tenure/titles searches required to link names specified on routes to properties and then to an examination of the parish maps, too lengthy, and too expensive for the current study. However, it could be done and the methodology could work, but it would be very expensive. Research at the relevant archives and libraries produced negligible information of specific sites within the Pilliga which may have served as changing stations. However, general information on routes in the form of maps has been located. These supplemented with route details related to specific properties or individual residents from contract documents issued by the Post Office provide only an indication of potential stopping places.

Land tenure searches are required to tie together a particular person, property and time period. Such searches are too lengthy and too expensive to undertake across the length of the identified routes. The material provided can indicate the general area where on ground surveys could be targeted, or if relics are found in the vicinity of routes in the course of park management activities, specific investigations of a particular site could then be undertaken. Another avenue once a specific place is identified is the records of the pastoral company concerned, many of which are lodged in the Noel Butlin Archives of Business and Labour at ANU and possibly at another business archives at Monash University. Where inns are known licensing records at State Records might be of assistance, but may only identify people (licensees) rather than infrastructure, police and court records also have potential in specific site investigations.

Yet the feeling is that while passenger coaches may have resulted in the development of substantial infrastructure, such as inns, the mail service was likely to utilize the standing facilities of landholders along the route and that these arrangements were as variable as the contractors.

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41 Parish of Mallallee, County of White 1884
42 Ray Christison, draft history for a heritage report on *Airlands* for Baradine Office of NPWS.