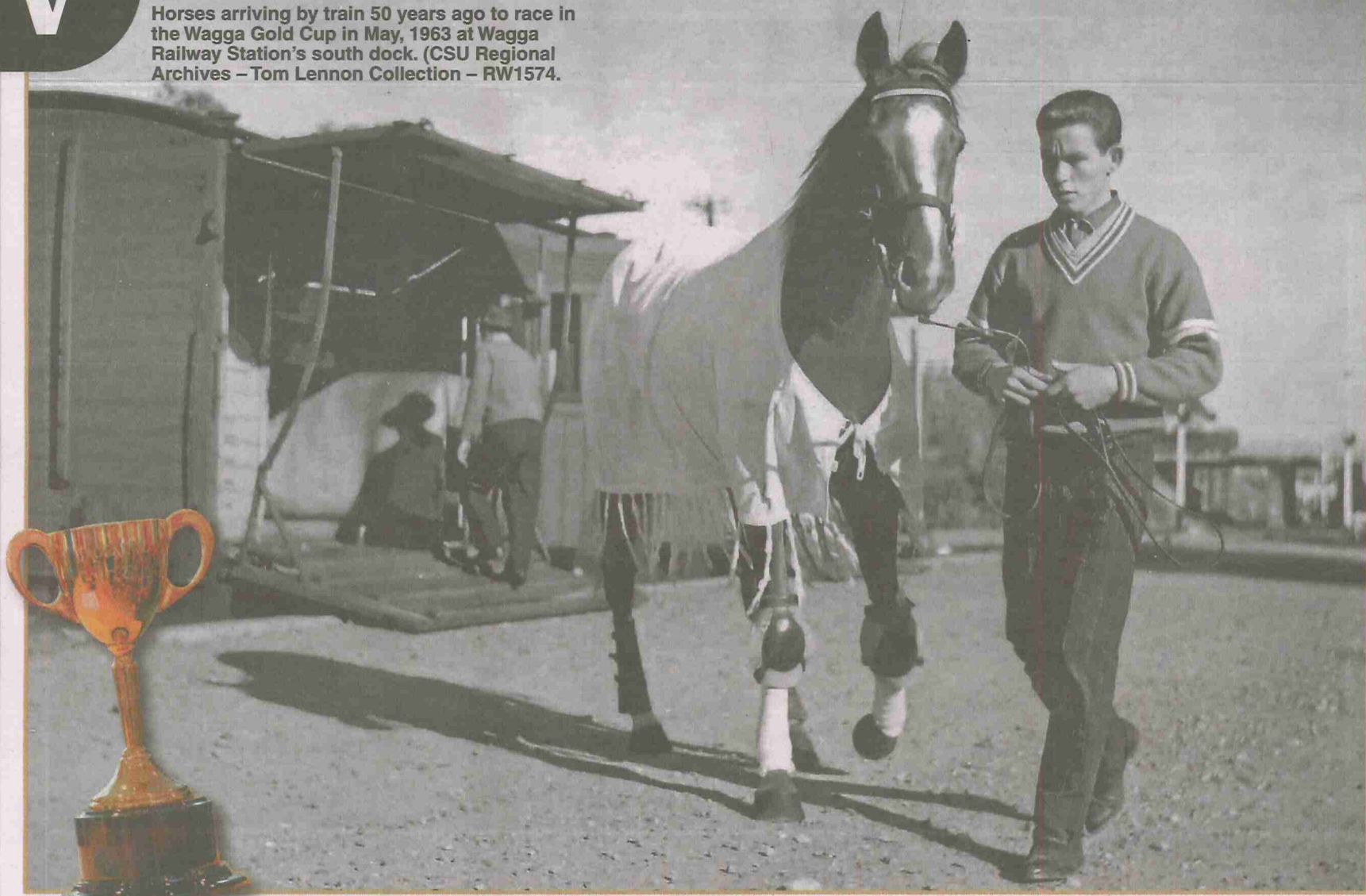


Horses arriving by train 50 years ago to race in the Wagga Gold Cup in May, 1963 at Wagga Railway Station's south dock. (CSU Regional Archives - Tom Lennon Collection - RW1574.



The CSU Regional Archives is extending its opening hours to include the first Saturday of every month. On these days, the archives will be open from 10am to 3pm. The next Saturday opening is today. This trial initiative has been put in place to cater for those researchers who are unable to visit the archives on weekdays during normal business hours. It is hoped that enough researchers and visitors will avail themselves of this service to warrant it becoming a permanent occurrence.

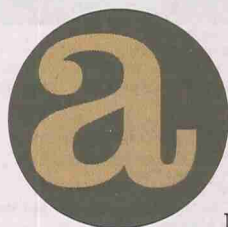
## Cup's golden history

### what you need to know

The CSU Regional Archives are open Monday to Friday, 9am to 5pm. Located in the Blakemore Building on South Campus of the university, access can be gained via College Avenue or Hely Avenue. Members of the public are welcome to visit the search room, where professional archival staff can assist with inquiries. For those people unable to visit the archives in person, staff can provide a research service for straight-forward inquiries for a fee of \$55 per hour including copying and postage. For further information, phone 02 6925 3666, email [archive@csu.edu.au](mailto:archive@csu.edu.au), or visit our website at [www.csu.edu.au/research/archives](http://www.csu.edu.au/research/archives) for a full listing of holdings and more detailed information.

### at the archives

Wayne Doubleday



As we prepare for another running of the Wagga Gold Cup, it is worth recalling how much things related to the race have changed over the years.

A prime example of this is the method in which the horses competing in the cup were transported to and from

Wagga. No doubt we are all familiar with the practice of extra trains running on the day to transport race goers to and from race meetings around the region.

However, for many years trains were also used to transport the horses racing on the big day.

This practice continued well into the 1960s.

The Albury Mail Train (which was often utilised to bring horses to Wagga for the Gold Cup) would normally have the sleeping cars removed at Junee, so they could be cleaned and replenished for the return journey that night.

However, during the Gold Cup, the sleeping cars would be taken right through to Albury to accommodate the occupants attending the racing carnival.

Those travelling through in the sleeping cars would normally have had breakfast at the Junee Railway Refreshment Rooms.

An additional one, two or three sleeping cars would often be added to the composite train to cater for people, trainers and owners attending the Gold Cup, along with extra first and second class carriages.

The special horse carriages (which can be seen in the above photo) had a compartment attached in which the strapper and/or trainer would travel, to ensure the horse remained comfortable during the train trip.

Interestingly, the transportation of horses by rail to race meetings had been occurring for a surprising number of years.

## Forsyth Street more than a name

FORSYTH Street – what's in a name?

George Forsyth arrived in NSW around 1840. He managed a pastoral run in the Lower Murrumbidgee Pastoral District for Mr John Tooth, and later opened a retail store in Lower Tarcutta with his brother, Thomas.

In 1855, the partnership with his brother was dissolved and George purchased the Wagga branch store of "R Davison and Co" of Gundagai.

This brick store was one of the main and best known commercial houses between Sydney and Melbourne and was viewed as a general supply depot for pastoralists.

Forsyth was appointed Postmaster at Wagga from January 1, 1858 succeeding Frederick Tompson who had held the position since 1849.

For 10 years the post office business was run out of Forsyth's store, although he was only postmaster for eighteen months. He then became a stock and station agent, and by the early 1860s was one of only two stock and

station agencies in Wagga Wagga.

In 1869, Forsyth became a wholesale distributor when he opened his bonded store in Kincaid Street (the building was still standing in August 1980 and the Heritage Branch of the Planning and Environment Commission tried to stop its demolition).

Forsyth also took a great interest in the growing Wagga community and its affairs.

He was a Justice of the Peace and played a pivotal role in the establishment of the local Mechanics' Institute, Hospital, National School and other town amenities. He was also one of the original directors of the Wagga Bridge Company and a member of the first Committee of the Murrumbidgee Pastoral Association.

Attending the public meeting regarding the incorporation of Wagga in 1870, Forsyth was nominated for the South Ward and polled the highest number of votes for any candidate.

It is therefore not surprising that he was duly elected the

first mayor of Wagga on June 20, 1870, and then re-elected mayor on four occasions until he decided not to stand in 1875.

Forsyth amassed a considerable fortune and made many improvements in the town among which was the building of Westhoe House in around 1869.

He also had other allotments and cottages in the township including the corner of Fitzmaurice and Kincaid Streets opposite the old Bank of NSW and next to the site of his store.

George Forsyth left Wagga in 1876 to live on a pastoral property at Yarrangobilly in the Kiandra district, but continued to visit Wagga periodically until he died of heart disease at Kempsey on May 26, 1887.

**References:**  
*Biographical Index of Wagga Wagga* compiled by Sherry Morris;  
*The Street Names of Wagga Wagga* compiled by William R. Ellis, 1990, p44.

An advertisement in *The Wagga Advertiser* for the 10th meeting of the Yerong Race Club on January 26, 1894 stated that "A special train (conveying horses and passengers) will leave Wagga for Yerong on the morning of the races, returning the same evening.

"The mixed train will arrive from Albury before the first race, returning the same night."

A similar advertisement for the annual meeting of the Lockhart Jockey Club on May 16, 1906 stated that "A special train (to carry

passengers and horses) will run from and to Wagga and intermediate stations on Race Day. Cheap fares available.

"The Lockhart Jockey Club will pay half the freight of horses competing in the above races, within a radius of 150 miles from Lockhart."

**Compiled by Geoff Haddon and Wayne Doubleday.**

**References: *The Wagga Advertiser*, December 16, 1893 and April 28, 1906.**