With the completion of the Illawarra Railway in 1888 it was even more neglected, and Frank Cridda, writing in 1923, says "it is only in recent years that the section between Waterfall and Bulli Pass has been put into really trafficable condition".

Mitchell's Road must have been practically the last of the big convict construction jobs. Transportation to New South Wales had ceased in 1840, but for some years afterwards convicts already transported were working out their time.

**MADDENS PLAINS**

The name is said to be derived from the Madden family, who had land at Thirroul. Their cattle roamed over the open swamp country above the escarpment, which became known as Madden's Plains. Members of the family afterwards had land at Avondale and Balgownie.

**WATERFALL**

The township of Waterfall (which takes its name from falls a couple of miles away on one of the tributaries of Port Hacking or Hacking River) was a by-product of the railway. After the opening of the line in 1886 to a temporary terminus about half a mile south of the present Waterfall Station (near the southernmost of the two overridges), it was the railhead from which coaches plied, at first to Wollongong, then, after the opening of the isolated line between Wollongong and Clifton, to Clifton. When everything ran to time and all connections were made, the journey by train, coach and train from Sydney to Wollongong took 5 hours 23 minutes. The coast road was said to resemble a Spanish mule-track, and the coach trip must have been a hair-raising experience in bad weather — even in good weather, as the contemporary description in the August Bulletin shows, it put some strain on the passengers' nerves. From the same description it appears that, even in its brief hour of glory as the railhead, the village possessed "but four houses — the Heathcote Hotel, a store, bakery and refreshment rooms."

(To be continued)

**THE SUBURB OF COMO, NEW SOUTH WALES:**

These notes are a summary of a paper prepared for the St. George Historical Society in 1964 by Mr. and Mrs. Gifford Eardley. Mr. Eardley has published a number of books on the history of the St. George district, and railway history, including "Transporting the Black Diamond," a history of Illawarra colliery railway.

(It is being serialised in our Bulletin by special permission of Mr. and Mrs. Eardley.)

One of the prettiest suburbs of Sydney is located at Como, a settlement situated on and around a short promontory jutting from the south bank of the beauteous George's River immediately adjacent to its confluence with the equally beautiful Woronora River. It is understood that Mr. James Murphy, the secretary and manager of the vast Holt-Sutherland Estate Company, was responsible for the naming of Como where, with the coming of the Illawarra Railway, he established a large pleasure