WELCOME to the 14th newsletter of NSW HRSI.

The objective of this newsletter is to inform, educate and provide insights about the latest updates, plans and heritage news relating to Heritage Railway Stations and Infrastructure (HRSI) across NSW.

The news in is separated into 4 core NSW regions – Northern, Western and Southern NSW and Sydney.

MAIN NEWS

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INTERVIEW WITH ALAN WARD – A FETTLER CAREER IN THE NSWGR AT COOTAMUNDRA, STOCKINBINGAL AND TEMORA, ALONG WITH HERITAGE OPERATIONS

Text and photos via Alan Ward

INTEREST IN RAILWAYS

I was only 16 yrs old when I got involved with the Railway in about 1963, living just across the road from the Stockinbingal railway station, which was a small station (between Cootamundra and Temora ) on the branch line. I got to know the Signalmen who would come on when the night shift started and I used to help them with the signals and changing the staffs as the trains came through. This section was staff and ticket back then. Stockinbingal box is quite large but I got to know the lay out very quickly. They also had a 3 wheel quad that was used to carry the lanterns up and down the yard to put in the signals for lighting at night. Using this quad was quite an experience as if you pulled on the handle to hard as you were going along you would derail it. I continued coming over to the Station as much as I could for the next 10 months while working on a farm just out of town.

NSWGR CAREER BEGINS - 1964

My break came when I was just turning 17 yrs old, in 1964 when the signal men told me of a position coming up for a Fettler at Stockinbingal, I quickly applied and was accepted for the position. These Fettler gangs usually consist 5 men one being the boss who was normally called the Ganger. These gangs all had a section of track they would maintain, our section was from just this side of Cootamundra through to just this side of Temora and from Stockinbingal 20km out on the Parkes branch. We usually had a set system that we did every week, which would see us each day put in 25 sleepers, pack, cleaned up, then on the Friday we would travel along our section and check for any faults holes in the track, any kinks and tided up old sleepers etc.

TRIKES AND RAIL LIFE

Our method of transport along the lines was a 2 seater motorised Quad (otherwise more commonly known as a Trike) pulling a rectangular trailer with the tools in a tray under the top section of the trailer. The trailer could seat up to 6 people who sat on it and hanging on....

When the gangs were required to move sleepers or other material, we had a small flat top trailer that was about 4 ft square and 6 inch sides with a tow bar attachment that could be hooked up to the motorised trike. Before putting the trike and gear on the track the Ganger would go up to the Station Master and get a train running sheet. This was a sheet with all of the trains running in our section that day. This time table would enable the Ganger to judge when the train would arrive at the location where we would be working. At the time the train – either an up or down train - were due to pass through our work section, we would then take the trike and gear off the track. The gang would lift the units onto what was called a “take-off”. This was 2 sets of rails at 90% angle from the track that you could swing the trike around and roll off on to. When the timetabled train passed by, we could then easily roll the trike and trailer, etc back onto the track and start working again.

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I remember times when we got paid each fortnight by a Pay Bus (this actually looked like a bus but was on rail wheels). It would come along and stop at the location where we would be working and a staff member on board the bus would then hand out through a little window, a small yellow pay packet which contained our cash in it. This was how all rail workers including the Station Masters got paid on the Branch lines. Back in the older days, there was no direct credit or checks given unlike the modern era of bank accounts with direct transfers of pays. There were also the times when the big Boss would come out on his Fairmont trike with his driver and 2 assistants to check along the sections to see how everyone was going, he always had his personal car and trike tailer waiting for him when he got to where he was going they would load it on the trailer then drive him back to Cootamundra.

UPGRADING LINES - 1966

It was around 1966 approval was given for the Cootamundra to Parkes Branch Line to be upgraded with heavier rail line to accommodate more freight trains. From memory the new rail was 114lb type. The gang I was working with was partly involved in the program in replacing the ash base with ballast and replacing defected sleepers.

The method used was as follows - 4 large jacks would be placed under the track and jacked up to about 2 ft followed by a large ½ moon sled which would be pulled under the track with a tractor. The track then would be let down on the sled. The sled would have 2 long heavy cables that would be hooked up to a 44 class diesel locomotive and as the locomotive pulled the sled along, this action would lift the track and any old sleepers that were no good/defective/ageing etc would be hit off as the sled was pulled along. Once the old sleepers were removed we then placed new sleepers in to the rail perway and the track would then sit back on top of the ash.

Towards the end of a day’s work, our gang would stop, have the section of the track lifted up and then remove the sled. The diesel locomotive would then propel back along the track, hook up to the hopper wagons full of ballast and drive along and then the new ballast would be dropped / tipped out onto the track. This action would relay new ballast along the line which helped to keep the railway line in place. All new and old sleepers would be checked to make sure all had been “dogged” / new dog spikes placed in ready to lock down the rail track and we would then also check to make sure the overhauled section of the line was straight. After this the gang would tidy up all tools and then headed home. We did this specific work roles a couple of months and then another gang took over and we returned to our section at Stockinbingal.

In the old days before modern era of mobile gangs via trucks or utes, all NSWGR gang team used to generally camp at stations or beside the lines they worked on. After the Parkes section of work had been completed this other rail gang turned up with all of their tents, portable toilets, washing sheds, etc and set up in the yard next Stockinbingal station. With about 60 men this made the town of Stockinbingal very active with the little shops doing a great trade and the local pub owner was over the moon with all the drinkers. (Ed note - Nowadays Stockinbingal is very quiet with the drawdown of local rail). After they had all set up, the rail set train started to come usually about once a week, which saw 15 flat top wagons with long 114lb welded rail on top that would be taken out to the work sites. This large gang I recall remained at the Stockinbingal section for quite some time before they moved on.
BECOMING A TRACK MACHINE OPERATOR - 1968

A new job opportunity came along one day when the per way engineer came along and asked me if I would like to operate track machines. I was very interested in this opportunity and accepted the position. I got organised and the following week I turned up at Harden railway station on the main line which is between Cootamundra and Yass. I was shown the track machine I was to be using and also my sleeping quarters. This quarter was a small type shed constructed from small corrugated iron on the outside and Masonite lining on the inside. The spartan life saw a single spring based bed, small side cupboard and small wardrobe and this was to be my home away from home while working.

There was a small gang of us working with 2 other machines as well, one being a Ballast Regulator. This machine had blades at the front for ploughing off ballast on the line, a blade either side that could be let down to pull the ballast that had moved away from the edge back up and finally a large rotating broom that cleaned the top of the track when finished. The other machine was a Tamper, this was used for packing ballast under the sleepers using 4 big vibrating arms on either side and it would go down each side of a sleeper and vibrate the ballast under the sleepers.

I enjoyed this work and done a lot of traveling around repairing bad sections of track that required to be brought back up to rail standard. I was also promoted at times to the other machines when the guys were sick or went on holidays. We worked long days as there was not much else to do when you finished work, come back have a shower, have a feed sit around the fire some drank other just told bad jokes but it was good as we all got on together well. Our Boss was a hard fellow kept us on our toes if you slept in you would know about it, but he was a good Boss to work for and was well respected. I must say though with all the time driving the machines and traveling around all of the places mainly on the main lines between Goulburn and Junee I enjoyed every bit of it, but this did come to an end when again I was offered another position in Track Welding.

BECOMING A RAIL WELDER 1970

Well this was another opportunity given to me and as I had been getting a bit tired of camping away from home week after week and roughing it with meals over the 2 years. I thought this would be a nice change to be closer to home, so after thinking it over I decided to give it try. The per way Engineer from Cootamundra, Ned Stiega who had been my main Boss all along made arrangements for me to attend the Rail Welding course in Sydney, this was an 18 weeks course and was conducted in Enfield Yard.

After about 2 weeks word came through for me to attend the course. I got all my gear ready and headed for Sydney to stop at my sister’s place while doing the course. Arriving at Enfield on the Monday morning I met...
my trainer and 5 other guys doing the course as well. It was explained to us what we would all be doing over the next 18 weeks. We started learning about using acetylene, this is a type of gas that is stored in a 3ft red steel cylinder and is highly inflammable then there is oxygen which is a high compressed air also stored in a black steel bottle that stands about 5ft high. With all of this you have a set of hoses one being red for acetylene the other being black for oxygen and of course gauges to let you know what pressure you are using from the bottles. You also have what they call a torch and on the end of the torch you have tips of various sizes with little holes in them all of this regulates the pressure from each cylinder as required to what flame you need for what heat.

After learning all about the equipment we were going to use it was time to put it all into practise and start to learn how to weld filling up loco wheel skids that left burnt holes, points where the tips had either warn or broke, frogs that were worn down from the wheels crossing over them all of the time and rail ends where they joined together with fish plates.

To get the right flame for the right heat to heat up the rail you were working on took some time to get it right. Half way through the course I became quite ill and had to return to Cootamundra where I went and seen a doctor I was put straight into hospital and had an urgent operation to take out my appendix they had nearly busted I was lucky. After this I had to get better and wait for another course to start so I could return and finish the remainder of the course. As my health got a lot better I received word that another course was starting and I made arrangements to return to Sydney to finish what I had started. My instructor was glad to see me back and well, as I had done most of the course I assisted him with the remainder of the training. After the end of the course I was given my certification as passed and returned to Cootamundra as a qualified Rail Welder.

I was given a Fairmont trike for my transport to carry my welding gear this was what I used all of the time. It had plenty of room to put my gear on and moved along reasonably fast. I started working around the Cootamundra area welding any part of the track that required attention, I worked a lot between Harden and Junee and was then required to travel to Temora and work in that area. There was quite a lot of work required in the Temora railway yard. The Station Master kept me on my toes, he did not like me sitting around he liked to see me getting into it. He was a nice guy though and he took pride in his work at the Station and kept it in running order.

I used to travel from Stockinbingal where I lived, to Temora each day on my motorbike as this was to be my starting point for some time and I did not wish to camp there. I worked around the Temora area for quite some time going out on the Branch lines to the small wheat sidings doing welding where required.

One job does stand out in my mind - I was asked to go to the south side of the Bethungra Spiral where a Loco had pulled up at the bottom of the hill at a signal with a heavy load and when he took off he skidded 4 sets of wheels burning holes over a ¼ of an inch into the head of the rails. They had to close the section on the up side between
Bethungra and Cootamundra until I had welded up the holes using steel rods then grinding it back into shape, I had a look out person with me on this day to help and be a look out for safety, it took me most of the day to complete.

I was enjoying this welding work until Ned the per way engineer asked me to camp out at West Wyalong, this is where we disagreed. I explained to him I was not doing any more camping. I think he thought I was joking he asked me to be ready on the Monday to travel out. When Monday came I met him at the yard and was asked if I was ready again I said sorry Ned but I will be finishing up as I wish to work closer to home.

This is when I left the railways in 1973. The years I spent on the NSWGR I really enjoyed working around Cootamundra – Stockinbingal – Temora meeting a lot of fellow workers perhaps someday I will again catch up with some of the people I worked with over those years.

BACK ON THE RAILWAYS AGAIN IN 1992

I eventually moved from Stockinbingal to Queanbeyan a small town beside Canberra. I got a job here and started to settle down with my family. I wasn’t here that long when I read about Canberra Heritage Organisation I decided to join up as a member for some interest.

On the form they asked for information on what experience I had, of course I wrote down what I had done with the railways in the past. Next I get a call to come in and meet the operations manager, after going over my qualification on the railway I was asked if I would be Manager of the Michelago Branch line in maintaining it for passenger operations I accepted this and was once again back on the railways but as a volunteer this time. I had spent 10 yrs as Manager on the Michelago line and in that time I also had done a course in safe working that allowed me to become a passenger guard on the train trips, a shunter for moving rolling stock around, also an assistant train driver on the Loco’s and eventually a Rail Motor Driver for passengers. I had achieved what I had set out to do. I also acquired track machines to assist in helping make work easier for the volunteers, the machines we acquired were a Gang Trike-Tier Crane-ballast regulator-track Jack these machines made life so easy for the volunteers.

Since 2003 I have also been involved with Cooma Monaro Society assisting them with their track and also doing some driving with the Rail Motors with Passenger trips. I also got the track machines down there to assist in track operations, these machines have now been returned to Canberra. I am still involved with Cooma to this day.

From 2012 to 2014 I also drove Rail Motors for LVR as they are based at Cootamundra I would travel over there and be involved. This brought back old memories traveling to Wagga going through Junee, travelling out through Stockinbingal it is now unattended no one there, going through Temora it is also unattended and the Station is run down. It was also sad to see all the buildings have been pulled down all the per way sheds all the signals in the yard are no longer there. All the trains now run on a different system called Train Order working they use automatic lights instead of signals now. Walking around the station at Temora, I could still visualise the railway people there the trains working in the yard the work I had done it brought back great memories.
The last few years has seen me involved with Ladysmith a small Station restored just out of Wagga Wagga on the former branch line to Tumbarumba. I have certified the track in the Ladysmith yard for operations of trikes and also certified the men to operate these trikes. It is so nice to see that a small group of men want to keep the heritage of the old days going they are a dedicated group to the cause. I have enjoyed my years involved with the Heritage groups but I feel now is the time to slow down and let the young ones take over and hope they get the enjoyment that I have had over my years. I have achieved all aspects that I have wanted to do and have no regrets. I will keep a low profile with these groups but more of an advisor.

**DID YOU KNOW?**

Shown below is J.C.C. Bradfield's original Sydney city railway proposal dating from 1912. The map shows what was then devised as a City Loop. That year St. James was a busy junction. The map foreshadowed expansion of the city network to include many new lines, like a double track section which was to be built coming from Gladesville, joining the City Circle on its western arc and then exiting and heading east to Watson's Bay / South + Eastern suburbs. Another planned, but never built, line was to enter the city CBD from the west at Darling Harbour, run underground and curve around from Town Hall, under O'Connell Street, to St. James, where it would utilise the two spare centre platforms. Another 2 lines were to operate under Hyde Park and Oxford Street reaching out to Taylor Square where there was to be a junction. One pair of lines would go to Watson's Bay and the other through Paddington and Randwick towards Botany. Many of these features would later appear in some form for the Eastern Suburbs railway line.
STATION IN REVIEW – YALLAH RAILWAY STATION

Yallah railway station was a small railway station located 100.190 km from Sydney on the south coast line.

History

Yallah’s history dates to the 1880s when NSWGR engineers, choosing the alignment for the Illawarra railway line with the Kiama extension of 1887, went for the route which offered the shallowest grades possible to enable the then steam locomotives to more easily operate. As a result of such routes, an alignment was built through the Municipality of Shellharbour, which helped to connect 2 of the main towns, Albion Park and Shellharbour to the Sydney centric rail network. As part of the rail network construction in the wider Illawarra region new stations opened up south and many name changes took place too. Railway stations on this extension were initially built at only Dunmore (now closed and a new station was built further up the line in 2014 and this is known as Shellharbour Junction) and Oak Flats. At the Yallah region, the temporary Marshall Mount Platform was renamed in 1887 as Albion Park railway station in 1887. With the renaming of Oak Flats as Albion Park station in 1888, the northern Albion Park station was renamed in 1888 as Yallah railway station name, which suited its location. In 1890 a new Oak Flats railway station was opened at Oak Flats to enable locals from that suburb to travel.

Station Operations

The Marshall Mount Platform was reused and turned into the a railway station. An official railway building was built at Yallah railway station in the 1890s for passengers and staff. This building was in service for 84 years and finally closed to traffic on the 19th October 1974.

- 9 November 1887 Albion Park platform put into use
- 3 October 1888 Renamed and opened as Yallah railway station
- 19 October 1974 Station is withdrawn from use

When the station was closed down, it was saved from complete demolition, moved and placed into use at the nearby Illawarra Light Rail Museum (ILRMS) The museum purchased the building for $20 from the NSW Public Transport Commission (PTC). On 8th May 1976 the Yallah Station building was delivered to the Albion Park museum site and restoration works took place so it could be used as the main station building and booking office. Some older photos below show the station when it was operational at the Yallah site.

(Photos below photographer unknown)
Photo left shows the museum building in use in the past. (Courtesy of Dapto History in Photos facebook page). The right view shows the restored Yallah railway station. (Credit: Illawarra Light Rail Museum).

In March 2007, the Illawarra Light Rail Museum received a grant from the NSW Government to undertake restoration work on the Yallah railway building. At this time the building was suffering from termite and dry timber rot related problems. This restoration fund helped to ensure that Yallah Station will remain intact and useful for the museum into the future for future generations to enjoy. The location of Yallah, as a modern day suburb, is seen at right from the air. It is located just north of Albion Park (Graeme Bartlett photo / Wiki).

LEWISHAM V IA DUCT HERITAGE REPORT

In the 1990s, the 1920s era Lewisham railway bridge, consisting of a whipple trestle design was replaced by more modern steel girders. Over its lifetime the Lewisham viaduct area has seen 5 different types of bridges utilised. Read the notes from the 1994 ceremony by Engineers Australia to gain an insight to this interesting and important railway location. See more at https://www.engineersaustralia.org.au/portal/system/files/engineering-heritage-australia/report-title/Lewisham_Viaduct_Report.pdf

NSW NEWS

In late 2017 the NSW Government released its vision for transport in 2056 when NSW will have a projected population of nearly 11 million. Sydney will have a predicted 8 million at that time. The website below focuses on what transport options may be in the future and how to “get” there via planning. See more at https://future.transport.nsw.gov.au/
Unrestored NSW heritage railway stations – General updates

In November 2017, after nearly 2 months of waiting, NSWHRSI obtained a reply from Transport for NSW. This question was regarding specific queries we had made covering many decaying disused railway stations across the Country areas (or better known as the CRN network). Quote:

"John Holland Rail (JHR) delivers rail operations, maintenance services and property management across the Country Regional Network (CRN) on behalf of Transport for NSW (TfNSW). Together, JHR and TfNSW work with local government and communities to create and retain appropriate adaptive reuse opportunities for the CRN’s large, remote and antiquated property portfolio, of which heritage listed railway buildings are a part.

In regards to your last enquiry JHR can confirm the following:

• JHR is working with the Snowy Monaro Council, which leases the Barracks building at Bombala, to rectify the roof and undertake cladding replacement.
• At Capertee, works are being undertaken to make the building safe while JHR work with the local community and Council to identify suitable uses and a tenant for the future.
• Ben Lomond is leased by Council, its use and basic maintenance are managed by the tenant.
• Newbridge and Raglan have restricted access due to their isolated location on operational lines. (Ed note: no repaired or new footbridges are planned any time soon for these non operational railway stations)
• In regards to Clandulla, Cumnock and Ben Bullen – JHR has identified that significant funds are required for building rectification. JHR is currently looking for opportunities to work with other groups for longer term options.
• The signage at Mudgee station was recently rectified by JHR
• Australian Rail Track Corporation is responsible for all non-operational station buildings on the Leased network. All enquiries regarding these locations should be directed to ARTC.

TfNSW strive to maximise the effectiveness of its limited allocated property funds across the whole of the CRN. These limited funds are provided to activate and protect key assets that are required to be kept in TfNSW ownership. TfNSW and JHR are happy for any opportunity to review serious proposals by the community and local government that work towards these goals.

Should you have any previous or new proposal relating to the CRN that you wish to communicate, please contact Stan Knight Smith on 02 96855070".

NSWHRSI is puzzled by how John Holland Rail and NSW Government, as stated above, ask for people with community interest in saving railway stations to contact them but actually have, in the past, not responded to such requests. In 2014 residents of Clandulla, NSW, tried to form a local group to save the still decaying Clandulla railway station. However after nearly 3 months of requests for information regarding the Clandulla lease, it was never supplied to the project people. This lack of critical information was a huge negative for the locals because as a result of this non supply, no formal plan could be submitted without it and interest was lost in the project. How can John Holland justify this ongoing lack of response when people are willing to work to restore stations.

Inland rail corridor

ARTC has been chosen to develop and manage the new Inland Rail Corridor between Melbourne and Brisbane with the final Narromine to Narrabri route area confirmed in November 2017. See more at http://www.theland.com.au/story/5088627/preferred-corridor-for-biggest-section-of-inland-rail-revealed/?src=rss. In January 2018 the first bits of the railway line some 14,000 tonnes, was delivered to near Parkes for the construction of the Parkes to Narromine section.
NORTHERN NSW NEWS

ARMIDALE TO WALLANGARRA BRANCH LINE SECTION

In November 2017 the NSW Government announced it would hold public meetings in both Tenterfield and Guyra to gain feedback regarding conversion of the 211 km section of the non-operational line, into a selective use walking/horse and bike track.... otherwise known as a rail trail. Major towns include Guyra, Glen Innes, Tenterfield and Armidale and small towns and villages like Deepwater, Black Mountain and Ben Lomond will be impacted by such a conversion. Community reaction is expected to be very strongly against conversion and more likely to want the services of passenger rail transport reintroduced to bring back tourism, business and personal travel. Road deaths in the area each year are a cause for concern, whereas rail transport is mostly fatality free across NSW each year except for a few level crossing vehicle crashes. A rail trail will wipe out any future rail corridor into northern NSW and should be resisted as it has implications for national defence if converted to a walking track. Initial public and community reactions and feedback from the meeting seems to indicate the line is likely to be closed down and sold off.

Tenterfield, left and Guyra right.

Glen Innes left and Ben Lomond right.
BYRON BAY RAILWAY

In news that slipped past many in 2017, Byron Bay Council appears to have taken over the Byron Bay railway station area as they beautifying the surrounds to enhance the town for tourism.


How this impacts on a future Transport NSW reopening of the railway line through the town and station is not totally clear at this time from above information.

In December 2017 the world’s first solar powered train, a 620 series railmotor left its new station and rolled into the out outskirts of Byron Bay to the new station there. It is timetabled to run on the hour. Here is a video of the first train to run a commercial service – http://www.nbnnews.com.au/2017/12/16/worlds-first-solar-train-launches-in-byron/. There appears to be no allowance for this train to be able to visit and reuse the heritage Byron Bay railway station just across the road in the Byron Bay CBD area.

In December 2017 local residents tried to shut down the solar trains operations with a late minute court case. See more at https://www.echo.net.au/2018/01/belongil-residents-take-railroad-company/

Another media story in late December 2017 revealed that a Byron Bay a development application (DA) has been allowed to move ahead by Transport for NSW. Seemingly it will allow a property developer to acquire part of the north coast railway corridor to enable the building of an expanded apartment block. Further information from local media on the development can be seen at https://www.echo.net.au/2017/12/nsw-govts-secret-sell-off-byron-bay-rail-corridor-land/. The proposed development will come within a few metres of the outside rail of the track. The DA can be viewed at The Development Application (DA) 10.2017..678.1 for this development is available on the Byron Council’s website at URL about half way down the list at: https://databox-apps.opaas.net.au/shares/folder/c42d4d5fa9b1f9/
CAPERTEE RAILWAY STATION

John Holland Rail, on behalf of NSW Government Transport for NSW, has been conducting work at the station to make it reusable by a local community group. Peter Watters took these photos in mid November 2017 showing the situation.
CASINO TO MURWILLUMBAH RAILWAY CORRIDOR

A group of passionate residents, voters and rail users want the passenger railway service to be restored to the region after it was closed down under the ALP Government in 2004. A growing group of people is aiming to make the missing passenger rail issue a primary regional 2019 voting issue. It is further supported by a growing population which needs better public transport access to southern NSW, northern NSW and southern Queensland. See more at https://www.northernstar.com.au/news/train-campaign-gathers-speed-with-2019-election-bi/3268649/?ref=hs. See a campaign video at https://www.facebook.com/Prime7NewsNorthCoast/videos/1942073845809722/?hc_ref=ARS3LdeAZpgy1eLOok2IvxPyz5ZOzCij72Gwk4EWxqtsSH4pt4VtWtAJxDwiiElaJQA&fref=gs&dti=117001524313&hc_location=group

CESSNOCK RAILWAY REGION

In November 2017 an ABC report appeared online saying the NSW Govt will never reopen passengers train services from Maitland railway station to the Cessnock region. The NSW Govt says a private bus service is adequate for the region’s needs. Rail passenger services did exist until the early 1970s for Cessnock region residents, who changed at Maitland station. See the ABC report at https://www.facebook.com/1233newcastle/posts/10155756090147591:0

A review of passenger rail services in the Cessnock region saw a need dating back to around June 1902, when a passenger service commenced between East Greta Junction and Stanford Merthyr. Intermediate stations were at East Greta and Heddon Greta, and, with the construction of the Aberdare Railway to Cessnock, a station named Aberdare Junction was opened at the junction of the Aberdare & Stanford Railways. Stations were also initially opened at Weston, Abermain, Caledonia and Cessnock, with further stations later opening at North Kurri Kurri and Neath. Passengers had to make their own way between East Greta Junction and West Maitland stations and this was the source of many complaints. Cessnock railway station, seen at right, from approximately the late 1800s.
During 1903 the service was extended to West Maitland. The connection to the government passenger service was further improved in 1905 when a platform was constructed at West Maitland for the use of East Greta trains. These trains were operated by the East Greta Coal Mining Co, initially using a number of second hand ex New South Wales Government Railways (NSWGR) 4 and 6 wheel passenger carriages. In the following years additional similar carriages were obtained with the total of these ex NSWGR railway carriages reaching 20. From 1908 to 1925, 16 new bogie end platform carriages, similar to the carriages running on the NSWGR, were also obtained. A carriage shed was constructed at East Greta Junction to house the passenger carriages when not in use. In 1929-30 a lengthy industrial dispute effectively closed down all of the collieries on the South Maitland Coalfield. The railway was soon involved in this dispute with both coal and passenger services ceasing during the dispute. The majority of SMR's passenger carriages were destroyed when the carriage shed at East Greta Junction was burnt down on 1 March 1930.

Negotiations were then entered into with the Department of Railways for the government railway services to take over the SMR region passenger service. The first NSWGR railway service commenced on 13 April 1930 and in 1940 a more direct Sydney to Cessnock express service was introduced.

The NSW government operated passenger services lasted until 1961 when the SMR took over the majority of the services as they introduced Tulloch Limited built railcars into service. The SMR privately run services only lasted until 1967, when they decided to withdraw rail passenger connections. This left a few through services, run by the NSW government railways, as the only method for passengers to travel via train to Cessnock. In May 1972 the NSW Government ceased all Cessnock railway branch line passenger services and replaced these with buses, which remain to this day. In 1975 the Cessnock railway station was demolished.

Shown below are some very rare photos taken by Mark Zanker of the demolition of Cessnock railway station being undertaken.
DORRIGO RAILWAY YARD
In November 2017 Dorrigo railway collection announced that it was bidding for a government grant worth up to $300,000 to install a bus terminal and amenities block at its museum site, so that it can finally open to the public. It is reported that it was once meant to open in approx 1986. The news video at http://www.nbnnews.com.au/2017/11/21/help-maybe-be-at-hand-for-rail-museum/

MERRIWA RAILWAY STATION
Recent information provided to NSWHRSI by local sources, indicates that the Merriwa railway station yard is reputedly no longer in good condition. Additionally it is reported that the MRS is trying to gain the required operational accreditation to operate two old rail trikes in the yard. The trikes need restoration. Reports further suggest that Merriwa townspeople are not actively interested nor engaged with the station restoration so this will make the future problematical.
NEWCASTLE RAILWAY STATION

In November 2017 Revitalising Newcastle posted a request to the internet for an operator to take over the former Newcastle railway station site... "We have an amazing opportunity for an experienced and imaginative operator to lease and manage Newcastle Station for at least 18 months from April 2018. Lodge your Expression of Interest to activate this iconic space – visit www.revitalisingnewcastle.nsw.gov.au/loi ".

Also announced were plans to lease the signal box. See more at http://revitalisingnewcastle.nsw.gov.au/library/media/signal-box-the-latest-revitalising-newcastle-lease-offering/.

"Revitalising Newcastle" plans to do changes to the station at Newcastle. On left as it is now and right as they want to have it... I've circled the bits missing in their change of the building.

In November 2017 what is thought to have been part of a cistern or water tank used to refill steam trains was unearthed during digging works for the light rail. Two similar structures have also been found nearby. These were archaeologically recorded and reburied. See video at https://www.facebook.com/revitalisingnewcastle/videos/1496513670463642/?hc_ref=ART9JLzrxDLu40VVKZ1bPLf6ZtqlUumOTXPA32lHY1WSD6alGPvdFtdKaVicMkBmQ&fref=gs&dti=117001524313&hc_location=group

In December 2017 Newcastle Council approved the Newcastle rail corridor to be closed and to be built over with councillors approving the zoning change. This means, that after 150 years of usage, the railway corridor cannot easily be reused for public transport. Disappointing the council caved into " Revitalising Newcastle" demands See more at .http://revitalisingnewcastle.nsw.gov.au/library/media/green-light-for-rail-corridor-transformation/.

December 2017 was the announcement that Renew Newcastle Art body would manage the redevelopment of Newcastle station precinct for next 18 months. See more at http://www.theherald.com.au/story/5138340/new-life-for-newcastle-rail-station/?cs=305.

Newcastle railway station in late 2017 was turned into a concrete yard with the completion of the yard works by Revitalising Newcastle. Seen below, the once busy railway tracks, are now gone and filled in.
Below is how Newcastle railway station main platform was left, in Feb 2017 and right, December 2017.
TENTERFIELD RAILWAY STATION

The Tenterfield railway museum recently held a stall market day at the heritage railway station site in northern NSW. This successfully attracted many stall holders. See a photo at https://www.facebook.com/Tenterfield.Railway.Museum/photos/pcb.1453289591451035/1453288351451159/?type=3&theatre. At right is a January 2018 view of the station and some of the rail displays for the public to see.

WESTERN NSW NEWS

BOGAN GATE RAILWAY STATION

It seems possible that the non rail operational, but still standing, Bogan Gate railway station may have had a repaint in the last few months with a new a pale pink cream colour. We are trying to confirm if this paint did happen or if an old paint scheme is simply decaying.

DEMONTDRILLE TO BLAYNEY BRANCH LINE

In early November 2017 a local group of NSW Councils commissioned a survey of the Blayney to Demondrille branch line. This was started to inspect in detail the areas needing to be fixed or improved and from this create a report to give an indication of what costs to restore the line will be. See more at http://www.blayneychronicle.com.au/story/4594140/all-aboard-railway-line-study-begins/.

NSWHRSI was made aware in late December 2017 there was a story in the Cowra Guardian newspaper, where Transport for NSW was reported to have been noted refusing to allow the Cowra Council application to reopen the branch line from Maimuru to Cowra. This was disappointing for many to learn.

In other news news relating to the railway branch line, the NSW media nor public are unable to get updates on progress on the planned Demondrille to Young area rebuild. It is nearly 2years since the former Roads, Maritime and Freight MP Duncan Gay announced the railway line rebuild work would start. This work should have been finished in August 2017 with the branch line section then reopening. NSWHRSI has waited for 2months so far on a media request to obtain an update from the NSW Government. No reply has been received as we go to publication in late January 2018.
DUBBO RAILWAY YARD

It was reported during October 2017 that ARTC demolished all, except possibly one, building in the former Dubbo locomotive depot. These buildings seem to date from the 1920s and were not protected with heritage listing of the wider Dubbo rail precinct. This is a sad loss for the Dubbo region and more so for the NSW rail history. NSWHRSI took these photos in around 2014 when the buildings were still standing.
MUDGEE RAILWAY STATION

It has been noted over the past few years that the cast iron letters have disappeared from Mudgee’s railway station platform signs. NSWHRSI was advised by Transport for NSW in December 2017 that “The signage at Mudgee station was recently rectified by JHR”. Rail enthusiasts who visited in early 2018 fed back to NSWHRSI the news that missing letters on one sign seem to have been replaced by thin metal painted letters by John Holland. Photos taken by Peter Osborne in January 2018.
WESTERN MAIN LINE

Lithgow council is getting mixed messages from the NSW Govt regarding the widening of the ten tunnels and rail corridors for the new train fleet. See the local newspaper Village Voice story at [http://villagevoice.net.au/this-weeks-online-version/](http://villagevoice.net.au/this-weeks-online-version/). Go to lower section of page 4 for the story... see snippet for guide.

WEST TAMWORTH RAILWAY STATION

A Development Application request by the NSW Government / John Holland Rail CRN agent appeared in a Tamworth newspaper in late November 2017 requesting Tamworth Council’s permission to demolish the West Tamworth heritage railway station. This late Victorian era Type 3 station building was the first original station for Tamworth. At right is a 1800s era plan document of the station. West Tamworth railway station was in primary use for only 4 years until the larger railway station was built across the river to the north east of the town’s CBD in 1882. At this point “Tamworth” became known as “West Tamworth”.

Passengers services to West Tamworth railway station ceased in 1982. The West Tamworth railway station was closed recently. It had been used as rail service offices for rail staff since the passenger rail ceased. Since this final closure it has not been properly maintained nor protected adequately and as a result it suffered vandalism, structural damage and terminate issues. The building also contains asbestos.

The cost to demolish this 1878 era station is expected to be around $50,000. The Development Application to Tamworth Council closed 4 December 2017. A major collection of documents were post to the DA site and viewable here - [https://eproperty.tamworth.nsw.gov.au/ePropertyProd/P1/eTrack/eTrackApplicationDetails.aspx?r=P1.WEBGUEST&f=%24P1.ETR.APPDET.VIW&ApplicationId=DA2018-0090](https://eproperty.tamworth.nsw.gov.au/ePropertyProd/P1/eTrack/eTrackApplicationDetails.aspx?r=P1.WEBGUEST&f=%24P1.ETR.APPDET.VIW&ApplicationId=DA2018-0090)

We suggest you read these documents: West Tamworth railway building assessment report [https://eproperty.tamworth.nsw.gov.au/ePropertyProd/P1/eTrack/DownloadFile.aspx?r=P1.WEBGUEST&f=%24P1.ETR.DOWNLOAD.VIW&DocumentInfo=2SJFhxYaYu7OJF3SjblPHeoOHS%252fN6%2f52fQodfgaBMF7AW2PRxPacxXwfDzezrI%252fFgml7LYa2k1G%252fMYNCFHlRZaacOHrWhUnwNlrsdgXx0BoFlujnLtkL%252f7oT368kvCU1ko1JvNtyx8iaeBCL4%252fKikdc%252fguIMeoTiBs%252fRcdvGFHOGZONpaxZU](https://eproperty.tamworth.nsw.gov.au/ePropertyProd/P1/eTrack/DownloadFile.aspx?r=P1.WEBGUEST&f=%24P1.ETR.DOWNLOAD.VIW&DocumentInfo=2SJFhxYaYu7OJF3SjblPHeoOHS%252fN6%2f52fQodfgaBMF7AW2PRxPacxXwfDzezrI%252fFgml7LYa2k1G%252fMYNCFHlRZaacOHrWhUnwNlrsdgXx0BoFlujnLtkL%252f7oT368kvCU1ko1JvNtyx8iaeBCL4%252fKikdc%252fguIMeoTiBs%252fRcdvGFHOGZONpaxZU)

Tom Devrell sent our sister NSWGR facebook group this photo of the DA in the local newspaper, seen at right. In early January 2018 NSWHRSI received in news from the NSW Government, shown below, that conveyed information regarding the station – note the bolded bit by editor, showing a disappointing outcome.

"Dear Mr Buckley

Thank you for your correspondence to the Minister for Transport and Infrastructure about the West Tamworth Station building. I have been asked to respond to you. I note your comments and appreciate you taking the time to write. I am advised Tamworth Regional Council is considering a development application for the demolition of the West Tamworth Station building. A decision is expected early this year. As you may be aware, the building is not in use, is in an isolated location and in a state of disrepair. As such, Transport for NSW supports the demolition of the building as it presents a potential safety risk. While I appreciate your interest in preserving the West Tamworth Station building, Transport for NSW has not received any enquiries or proposals from the community for alternate usage of the existing building.

Should you require further information, Mr Dan Champness, Property Manager, Country Rail Contracts at Transport for NSW is available to take your call on (02) 4962 6430.

I trust this information is of assistance.

Yours sincerely

11/1/2018

Terry McSweeney

Principal Manager, Ministerial & Government Services

Customer Relations & Government Services"
Phil Buckley took the below views of West Tamworth railway station over the last few years before it suffered the more recent storm damage. The last photo shows the roof’s left hand corner looking a bit bent and broken.

It is sad to say this heritage railway station won’t likely be around too much longer. Would people accept it ok to knock down Parliament House in Sydney because it is so old?

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**SOUTHERN NSW NEWS**

**BOWNING RAILWAY STATION**


**BOWRAL RAILWAY STATION**

The 150th anniversary of Bowral railway station’s opening took place on December 9 2017. Station staff celebrated with an unveiling of a plaque and a special cake with senior NSW rail staff and special guests. Various historical photos, stations plans and operational documentation were put on display in both waiting rooms, with a touch of colour added by balloons hanging on the station sign poles.

The initial need for a station at Bowral emerged as the NSW rail network expanded with the building of the section from Picton to Goulburn in the late 1860s. The extension incorporated a number of new stations with Bowral initially gaining a very basic square shaped station when it opened in 1867. Eventually with more local rail usage, a newer up / down single line station
building was built in 1892, which remains intact to this day. The next major station development took place in 1915 with the duplication of the line and the creation of the current Up station building. Many people have used Bowral railway station over the years and the load factor is still fairly high every day, showing that rail is a demonstrated requirement for southern highlands towns like Bowral. NSWHSRI thanks the kind staff at Bowral railway station for their assistance in covering the event.
NSWHRSI thanks the kind railway station staff at Bowral railway station for their assistance in covering the event.

**GUNDAGAI RAILWAY STATION**

A new “rail trail” lead community organisation now holds the lease at the 1886 era Gundagai railway station. It has reputedly decided to abandon the previous rail themed master plan and change the site's long term plans. In November 2017 it was made known that the planned $60,000 heritage style, tourist’s toilet upgrade which had being approved by a previous board a few years ago was cancelled. The GHR board decided to return the allocated money to the government funding bodies.

The ramping up of the rail trail organisation to put its foot print at Gundagai railway station and yard has become a very hot topic since early 2017, when local rail trail member Mason Crane, who is also the new President of the GHBI, started to implement his “rail trail” plans.

Former GHR members have stated that they believe the new Board want to rip up the Gundagai region railway line to make a track which cannot bring in any, yet verified, amount of money to the town to counter the losses that will ensure, if the Station is not developed to its full potential as a railway museum / cafe. See the landholder notice on the next page.
JUNEE RAILWAY DEPOT

The famous depot featured in November 2017 in an ABC news drone video showing the site from the air. See the footage at https://www.facebook.com/abcriverina/videos/1015774033074988/?hc_ref=AR17eS5LP4yUOnI9yCDVMFt3Cgk3TNZBV3EeRCAEwtQDbucDkV28AC61xF3sjolTvyy

An alternative option is to discuss your issue with us over the phone prior to our corridor inspections. This will enable us to understand your issue and ensure we consider it as we pass your property on our fieldwork. Possible solutions could be discussed over the phone and we can ensure you examine the issue and determine solutions as we pass the location/s. Follow-up phone calls could be made if necessary once the fieldwork is complete.

It should be noted that the purpose of this consultation is to discuss your particular issue or issues and see if a solution can be found. It should be emphasised that, at this stage, the Council has yet to formally determine whether it will proceed with the project (whether the project proceeds is also reliant on State Government processes and the sourcing of funding). However, the purpose of this consultation is to find solutions to particular issues raised by adjoining landholders through a process of site inspections.

We have no intention to leave the corridor except by invitation of any adjoining landholder. It is requested that, if possible, you turn off (and remove if practical) any electric fences you may have across the corridor for the duration of our traverse (even if it is only for the day we pass your property).

Should you wish to schedule a time on-site with us to discuss particular issues relating to access across the corridor or to resolve other practical matters relating to the rail trail and your interests/operations, please contact Miriam Crane at Gootamunda Gundagai Regional Council to register your request. Miriam is the Council officer responsible for the project and she can be contacted on 6944 0200. Any requests for phone discussions (as an alternative to on-site inspections) should also be directed to Miriam in the first instance.

Yours faithfully

Michael J Halliburton

Mike Halliburton

MOSS VALE RAILWAY STATION

The 150th anniversary of Moss Vale railway station opening took place on December 9 2017. Staff celebrated with a new plaque unveiling and shared a cake with senior railway station. A plaque, under the one from the 125th event, was unveiled to commemorate the event. Special visitors, included Sydney Trains CEO Howard Collins, Justice Margaret Beazley who filled in for the Governor General, two of original “Blue Gum Girls“ who helped feed the troops at Moss Vale railway station during World War 2, local MP Pru Goward alongside performances from the Highlands Pipes and Drums, the RSL Youth Choir and a local School Cadet Unit. Dedication to the railway job was shown when Moss Vale train station duty manager, Kevin Andrews, received a staffing award for 50 years of service. were put on display in both waiting rooms and external display areas. Several displays were on show with various historical photos, stations plans, old signs, books, clothing worn by staff and operational documentation. The need for this still operational station at Moss Vale occurred because it was part of the Picton to Goulburn railway extension of the main southern line. The extension incorporated a number of new stations with the township of Moss Vale gaining a station, initially called Sutton Forest which opened on 2nd December 1867. In 1877 it was renamed Moss Vale. Over the years Moss Vale railway station has had a strong connection with NSW State Governors. This is shown at the
railway station with special accommodation set aside. In the time frame of 1868 to 1957, 16 State Governors resided in the town at the 'Throsby Park estate. Subsequently 'Hillview' (located only 3 minutes from the Moss Vale CBD) was acquired and extended for future Governors visits. The railway system moved the Governors and their entourage and Moss Vale station had purpose built rooms such as the private waiting room at rail platform level along with the vice-regal quarters on the first floor in the main building. The station is famously known in the political world due to a February 1900 incident with the man who would eventually become Australia's first Prime Minister. According to Sydney's “Truth” newspaper, Mr Edmund Barton alighted from the train at Moss Vale and went into the Railway Refreshment Room (RRR) for a shot or maybe more, of whisky. It was reported Barton was so focused on his whisky that he failed to notice the departure of his train from the station!. The Moss Vale station master recognised Edmond and decided to recall train back to Moss Vale. He sent a telegraph to Exeter station which managed to stop the train and return it immediately to collect Mr Barton Moss Vale also played an important part in wartime and in WW1 and WW2 the refreshment rooms were busy catering for troops passing through on trains who needed a meal. Up to 500 people were fed in one hour. During wartime the Moss Vale refreshment room staff were supported by volunteer Bluegum Girls and VADs. Many people have used Moss Vale railway station over the years and the load factor is still fairly high everyday showing that rail is a requirement for growing southern highlands towns like Moss Vale. Below are views of Moss Vale’s 150th celebration and views of the station which is in new colours.
In 1889, extensions were made to the main station building. The extension added new facilities, including more ticketing counters, additional waiting areas, and new shops.

Figure 1: Plan of the extension showing the new ticketing area and waiting rooms.

The extension was designed to accommodate the increasing passenger traffic and to provide better facilities for both passengers and staff. The extension was completed in 1889 and has remained a functional part of the station ever since.
NSWHRSI would like to thank all the Moss Vale railway staff for their time and assistance on the day.

**NIMMITABEL RAILWAY STATION**

A bit of news from late 2017.

1) LOCAL MP VISIT
The Nimmitabel Men’s Shed had a visit from the local MP Mike Kelly in late 2017. He inspected the progress being undertaken at the railway station and plans for further upgrades using grants the NMS have acquired over the past few months. Mike was very impressed with the attitude and progress being made to make the Men's Shed a local location to welcome people.

2) GRANT PROGRESS
The NMS are working to use one of their grants in the longer term to install a kitchen cupboard. Volunteers are working on the paperwork process to make this happen.

3) WEEKLY WORKING BEES
Each week on Saturday the NMS hold working bees at the Nimmitabel railway station. Team members undertake site repairs, cleaning up and general activities to improve the site. The NMS are looking for more people to assist with painting, fence and railway sign repairs, woodwork and kitchen installations. If you are interested to help the NMS with developing the heritage railway station, please contact Howard on kydrabah@bigpond.com
THIRLMERE RAILWAY STATION

In December 2017 regular NSWHRSI contributor, Peter Watters visited and observed that the Thirlmere railway station building has been repainted from white into new tan colours. Additionally as mentioned in last issue, platform and signal box work is being undertaken across the 2017-2018 timeframe to enhance the rail infrastructure.

TUMBARUMBA BRANCH LINE

In early November 2017 the studies for planned work to convert the former Rosewood to Tumbarumba railway line section into the very controversial walking, horse riding and bicycle trail started with initial bridge surveys and route inspections being undertaken. A part of the Rosewood to Tumbarumba branch line is seen right. Greg Finster photo.

YASS RAILWAY STATION

In October 2017 a Yass Valley Council motion discussed issues relating to the operators of the Yass railway station museum planning to move away from council assisted funding in the longer term. See more at http://www.yasstribune.com.au/story/5024320/debate-over-railway-heritage-centre/?cs=1554

SYDNEY REGION

CENTRAL RAILWAY STATION

During November 2017 the NSW Government revealed plans for potential vast changes to Central railway station. These changes include a motel and more shops which will go within the existing building envelope when the RMC and other operational staff move elsewhere. The proposed plans for towers over the existing rail yards have been greeted with dismay. See more at http://www.smh.com.au/nsw/internal-documents-show-makeover-of-sydneys-central-station-to-top-3-billion-20171109-qzht6f.html

More insights into how the NSW Govt wants change Central railway station and surrounds...read the in depth report and see the various proposed designs at http://www.abc.net.au/news/2017-11-12/nsw-government-secret-central-station-blueprint-revealed/9138324

The booking office section of the Grand Concourse, which until recent times housed the food stores like Hungry Jacks and a wine bar, was closed when a fire damaged it a few years ago. In November 2017, Sydney Trains brought in specialist workers to repair the amazing railway artwork which had grease and smoke
damage. This artwork is found in the upper walls of this room. See more at http://mobile.abc.net.au/news/2017-11-24/sydyens-central-station-peter-melocco-mural-restored/9181486?pfmredir=sm

In late 2017 the north eastern entry/exit wing of Central railway station was partially closed so the former food shops could be demolished and the walk way widened for more people to use in the future. Work will continue in to early 2018 to complete this widening work.

HURSTLETON PARK RAILWAY STATION

Unfortunately the Metro conversion of the Bankstown branch line will see the 103 year old Hurlstone Park Up side (Platform 1) station building removed.

ROZELLE RAILWAY YARD

WYNYARD RAILWAY STATION

At Wynyard the old heritage escalators made a reappearance in late November 2017 with them being installed as a artwork above the new escalator concourse area. A then and now photo shows early 2017 before removal and late 2017 with the “artwork” escalators reinstalled above the new ones.
YOUR SAY - HERITAGE PHOTOS

Every issue NSWRSI will publish a selection of photos from our growing collection of various railway photographers (50+ now contributing), showing different NSW stations from the 1850s onwards.

Photographer Rob Williams view of Liverpool railway station seen left in 1990s and right in 2017.

Attunga railway station in 1974 left via photographer Lorraine Staniland and right 2018 view by Phil Buckley

Corowa railway station on left seen by photographer Australian Rail Maps in 1984 and right, 2015 view by photographer Phil Buckley. The 2015 view needs to be compared at the far left of the photo.

On left, a 1975 view of Briggsvale railway station from photographer Peter Burr collection. On right a 1978 view of South Brisbane railway station, the NSWGR terminus in Queensland from photographer Graham Watkins.

Newcastle railway station is seen on left in the 1890s possibly and right a simialr view by photographer Phil Buckley late 2017.
Photographer Alan Holding view, left, of a CPH railmotor in 1974 approaches balmoral railway station. On right a 1982 view from photographer Steve Bucton of Beresfield’s old railway station building.

Photographer Robyne Ridge has sent in this then and now view of Katoomba. The older view, left, is maybe around 1930 (unknown photographer) and her view, right is 2017.

Bowral railway station seen early 1900s left and right on its 150th anniversary in December 2017 by Phil Buckley
Photographer **Greg Finster** 1969 view, left of the Belmont railway station south of Newcastle and right, a 2010 view of the former Belmont railway station south of Newcastle via Google.

### OTHER NEWS

**RAILWAY PHOTOGRAPHER NOTICE FROM ARTC – ARTC RAIL SAFETY PHOTO GUIDE**

From photos/videos uploaded to various facebook groups over the last year, more and more modern day era railway enthusiasts are taking risks it has being observed accessing/walking into live/operational main line corridor areas and accessing closed off station areas along with signal boxes without permission or the awareness of what they are doing is “unsafe”.

It is known that railway agencies in NSW(such as ARTC and John Holland Rail) do watch facebook forums for breaches and combined with reporting of trespassers by train crews, it has seen there is a need for an education campaign. The result has seen ARTC release an online rail safety guide to ensure enthusiast don’t trespass or cause a problem with railway operations while taking photos. Many photographers don’t know that there are serious fines and police action if you are found inside an operational railway corridor without a proper and valid reason. See [http://www.artc.com.au/library/News%202014-%2008-09.pdf](http://www.artc.com.au/library/News%202014-%2008-09.pdf) and [http://www.artc.com.au/Article/Detail.aspx?p=6&np=4&id=434](http://www.artc.com.au/Article/Detail.aspx?p=6&np=4&id=434) for more details.

### FUTURE RAILWAY STATION TOURS – COME ON BOARD!

**PROPOSED 2018 NSWHRSI HISTORICAL RAILWAY STATION AND DEPOT TOUR OF SOUTHERN AND SOUTH WESTERN NSW**

Expression of interests is sought from people who may wish to go on a NSWHRSI organised tour around country NSW for up to 6 days, where you will be able to see nearly 50 historical railway remains, heritage railway stations and rail museums. At this time, a proposed date of departure is late October 2018 and would involve use of a bus. This type of rail heritage trip maybe be suitable for young and old rail enthusiasts, semi retired, retired people or overseas tourists who would like a good country escape and not having to do the long distance driving which is quite significant for a trip of this duration into south west NSW.

The proposal at this time is to visit as many of the listed locations below as possible. Museums may have to be revised if they are not opened on the day. We would aim to average around 30mins at each station, some maybe less, some maybe more, so people can explore and look around at each location. Some museums may require 1-2hrs to examine.
COSTINGS

At this time costings will have to be worked out closer to date with NSWHRSI working with a tour company to assist in costings of bus, motel availabilities and food options.

PROPOSED TRIP INTERIARY

DAY 1

Sydney to Goulburn

Narellan remains, Picton station, Mittagong station, Bowral station, Moss Vale station, Exeter station, Bundanoon station, Wingello station, Marulan station, Goulburn station.

MOTEL

DAY 2

Goulburn to Cootamundra

Goulburn Roundhouse museum, Gunning station, Yass Junction station, Yass Town station Museum, Binalong station, Harden station, Wallendbeen station, Cootamundra station.

MOTEL

DAY 3

Cootamundra to Albury

Junee station and cafe and Roundhouse museum, Wagga Wagga station and museum, The Rock station, Henty station, Culcairn station, Albury station

MOTEL

DAY 4

Albury via Tocumwal to Narrandera

Corowa station, Finley station, Tocumwal station and museum, Jerilderie station, Narrandera station

MOTEL

DAY 5

Narrandera to Cowra

Coolamon station, Temora station and museum, Stockinbingal station, Young station, Cowra station and LVR depot.

MOTEL

DAY 6

Cowra to Sydney via Bathurst
Mandurama/Neville siding, Carcoar station, Blayney station, Newbridge station, Georges Plains station, Bathurst station, Raglan station, Tarana station, Rydal station, Wallerawang station, Bowenfels station, Lithgow station and Sydney

If you are interested in getting further details please contact nswhrsitours@gmail.com with any questions or if interested in lodging a pending reservation for the trip please provide your name, email and phone contact details. We will advise registered people with further information as this tour idea firms up closer to mid 2018. Some aspects of the tour may change closer to the date due to operational matters outside of our control.

Recommended web links –
NSWHRSI has a large online footprint bringing you the latest heritage news and photos. View our various online publications to learn more -

* Our primary facebook page is at [https://www.facebook.com/NSWHRSI](https://www.facebook.com/NSWHRSI) for heritage railway station and infrastructure news.

* Join our sister page “NSWGR History” for past current and future NSW rail news and issues - [https://www.facebook.com/groups/117001524313/](https://www.facebook.com/groups/117001524313/)

* Read our older NSWHRSI newsletter issues at [https://nswrailwaystations.wordpress.com/nswhrs-newsletters/](https://nswrailwaystations.wordpress.com/nswhrs-newsletters/)

* Visit our rail history websites for NSW country railway stations at [https://nswrailwaystations.wordpress.com](https://nswrailwaystations.wordpress.com) and Sydney stations at [http://sydneyrailwaystations.wordpress.com/](http://sydneyrailwaystations.wordpress.com/)

* Join NSWHRSI on Twitter at [https://twitter.com/NSWHRSI](https://twitter.com/NSWHRSI)

We also have 3 country rail page covering branch lines operations

Northern NSW railway branchlines page - [https://www.facebook.com/northernnswrailwaybranchlines/](https://www.facebook.com/northernnswrailwaybranchlines/)

Western NSW railway branchlines page - [https://www.facebook.com/westernnswrailwaybranchlines/](https://www.facebook.com/westernnswrailwaybranchlines/)

Southern NSW railway branchlines page - [https://www.facebook.com/southernnswrailwaybranchlines/](https://www.facebook.com/southernnswrailwaybranchlines/)

TRAIN HOBBY PUBLICATIONS RAILWAY BOOKS

As some may know there is an excellent range of NSW railway stations and locomotive depot photos available from Train Hobby Publications in Victoria, who have over the years brought together many unique and nowadays very rare to find images of NSW railway stations before they were demolished. NSWHRSI at times works with the publishers to showcase select images for stories or articles and help to increase your awareness of what once existed in NSW. We highly recommend these fabulous all colour books as the best insight to NSW railway stations from the past years from the 1950s to the 1980s. Some of these titles may no longer be in print but most are still available to buy. If you are keen to buy.... check out [http://catalog.trainhobby.com.au/](http://catalog.trainhobby.com.au/) and review the title on the left-hand side menu.... for NSW titles :)

HERITAGE RAILWAY STATIONS PROJECTS - A variety of NSW volunteer run heritage railway stations projects are online with websites and Facebook pages. All of these projects have links to their actual website on the Facebook pages to enable readers further into their projects and news. Join their Facebook too if you interested.

Cowra - [https://www.facebook.com/Cowra-Railway-Station-348015252063485/?fref=ts](https://www.facebook.com/Cowra-Railway-Station-348015252063485/?fref=ts)
Eskbank - https://www.facebook.com/EskbankRailHeritageCentre/?fref=ts


Other pages of interest

Closed and Abandoned railway lines in Australia facebook page - which covers NSW at times https://www.facebook.com/profile.php?id=531274093606869

Like to learn a very indepth history of the NSW railway system this link may appeal - http://www.transportheritagensw.com.au/#!thematic-history/c1jyt


NSW station name listing - http://www.ozrevenues.com/Articles/nsw-railway-station-names.html

NEXT ISSUE

Coming up in our next NSWHRSI newsletter- issue 15 due May 2018, we will examine:

- Insights into Glenbrook 1st railway station
- A look back at the fascinating Darling Harbour goods yard and its operations
- Railway Hotels in NSW towns – the part they played and still do in some cases.
- Plus all more stories and our regular insights to heritage stations news, developments and events around NSW.

To follow NSWHRSI click on the facebook link – https://www.facebook.com/NSWRSI. NSWHRSI can be contacted on the facebook page and welcome any stories / information or photo submissions.

TAIL END TRIANGLE PHOTO

A Toad Montgomery photo from 1990s showing the former station and signal box location known as the “The Risk” in northern NSW. The Risk existed on the North Coast railway line in New South Wales. The station location opened in 1930 and closed in 1974. This is what it looked like in 1994. http://www.bonzle.com/c/a?a=pic&fn=pqc3q007&s=3. Its use as a signal location continued until final closure in 1994. In 2018 nothing of heritage value remains at this location.