WELCOME to the seventh 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

PAINT IT. Sydney Trains and TrainsLink NSW and John Holland Rail have been busy last year and into 2016 repainting, upgrading and maintaining many heritage railway stations across Sydney and NSW. This indicates signs of good social and heritage responsibility by the NSW Government in protecting its current heritage. Heritage not only for operational use but for tourism. These heritage railway stations get visited many times a week by tourists who take photos and share them with their friends and families all around the world. This is an important tourist aspect which generates interest for some further tourists to come and see what’s left of NSW railway.

Phil Buckley, NSW HRSI Editor

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Northern NSW reporters – Gordon Ross
Western NSW reporters – Phil Pedley
Southern NSW reporters – Greg Finster, Angela Rodwell

BREAKING NEWS - NSW RAIL BILL VOTED IN BY NSW LIBERAL GOVERNMENT TO ENABLE REMOVAL OF DISUSED RAILWAY LINES

March 2016 – The NSW railway network and rail heritage is now under serious threat for the future, with the NSW Liberal Government quietly putting through a legislative bill which was approved in Parliament. This would enable the removal of any disused railway line in Sydney and outer regional areas. This bill has now got around the need for a change in the very important railway act.... which didn’t allow the removal.....read more at http://www.theherald.com.au/story/3779987/mps-slam-new-rail-bill/?cs=305

CULCAIRN TO COROWA RAILWAY BRANCH LINE REVIEW – Part 2

DEVELOPING THE BRANCH LINE - SERVICES AND OPERATIONS

The scheduled services along the line changed a few times in its life. Starting in 1892 initially as a 3 services a week, it grew to a daily service except a Friday by 1928. The first timetable for the Culcairn to Corowa Branch Line was announced in the Corowa Free Press with a notice stating that railway operations would commence Tuesday, 4 October 1892. The service was a mixed train (a combined goods and passenger mix) The 6.00am train from Culcairn-Corowa connected with 5.15 Express from Sydney, and the 1.15pm train from Corowa connected with the 2.49pm Mail from Albury. It was not long before there was a change to this timetable, from 13 February 1893 the regular service departed Culcairn at 5.30am and arrived Corowa at 8.15am. The return journey left Corowa at 12.30pm and arrived back at Culcairn at 3.30pm. Let’s look at 3 different timetable schedules used on the line across its history.

An example of what is understood to be a 1960s era cardboard ticket from Corowa to Burrumbuttock.
1890s OPERATIONS

An example of services along the line can be seen in this timetable from 1982.

Culcairn depart 6.00 am Corowa depart 1.15 pm
Walla Walla 6.25 Hopefield 1.35
Burrumbuttock 6.50 Carnsdale 1.50
Brocklesby 7.20 Brocklesby 2.25
Carnsdale 7.45 Burrumbuttock 2.50
Hopefield 8.00 Walla Walla 3.10
Corowa arrive 8.15 am Culcairn arrive 3.30 pm

1920s OPERATIONS

By 1920s it had changed to

Culcairn depart 7.25 am Corowa depart 11am
Corowa arrive 10.27am Culcairn arrive 2.25pm

1950s OPERATIONS

By 1950s, a CPH railmotor for passenger services was used for 4 days a week.

Culcairn depart 8.00 am Corowa depart 11.40 am
Corowa arrive 9.52 am Culcairn arrive 1.32 pm

RAILWAY STATIONS AND INFRASTRUCTURE DRAWDOWN, CLOSURE AND REMAINS

With less use the Corowa railway branch line succumbed to a state of disrepair. The station and yard buildings along with the line infrastructure fell into disuse and were not maintained. This lead to Govt cutting back funding for upkeep and repairs. As the branch line use further slowed down, the stations and sidings along it eventually became non operational and were closed one by one.

A list below shows the stations key infrastructure removal.
**Weemera** – A loading bank was only ever built and was removed in 1947 it is understood. Photos below looking towards Weemera direction from near Culcairn road crossing.

**Hurricane Hill** – A goods loading siding only. Closed in 1954 but was rebuilt and reopened in 1978 for workings. Below is a mid 1980s photo of the rebuilt gravel loading siding with 42220 underneath the loader. Photo supplied by William Carter.
Walla Walla – In 1975 the station was closed as it was no longer needed. In 1977 the weight bridge and pit were removed by tender. In 1981 the tender was released for demolishing the station buildings remaining on the platform. Present day observation sees just a ground frame, paved over road crossing and track remaining in the railway yard.

Burrumbuttock – In 1945 the yard lost its gantry crane after being reduced from 5 to 3 ton capacity. The stock siding was removed in 1950 and loading stopped. Interestingly the station was amongst the first closed as early as 1959 losing its booking office. It also saw the removal of the station master who was replaced by a 4th class female station attendant instead. In 1964 the down and up distant home signals were removed and instead were replaced by coloured triangle landmarks. In 1978 the station was closed as a staff and crossing location and the signal box, loop and signals were all removed from the yard. In 1981 the goods siding was removed. In 1981 a tender for removal of the station building was called for and soon after the station demolished. Current photos of the yard are hard to get due to a private business operating there.

Orelanda – The goods siding was removed in 1945. Station still mentioned on timetables as a location to stop at if required in 1960s. Closure was in May 1975.
Brocklesby – The Cattle/sheep races/yard was removed by 1920s and replaced with a loading bank instead. By 1932 the gantry crane had been removed as it was no longer needed. In the 1950s the grain shed was reduced in size and the station platform was shortened to 120ft long. In 1962 the Down distant marker was removed and replaced with a reflective landmark. The station declined over the next few years and by 1970 NSW Govt no longer saw much need for it and tenders were sought for the demolition of the water tank and stand and column. The station master role was withdrawn in June 1972 and the station was not attended from this date onwards. Early 1973 saw tenders called for removing the goods shed and by July 1973 the station was marked as closed. With all signal arms and landmarks removed. In 1981 the station buildings were tendered to be removed leaving the bare platform as it is nowadays.
Below on left is an early 1900s view of Brocklesby and on right is a similar view from Greg Finster in 2013 showing change.
Balldale – The decline started in the 1940s with the removal of the ground frames and the 2nd grain siding. In 1955 the goods shed was removed and by 1957 the station booking office had closed down. In 1964 the down and up distant signals were removed and replaced by reflective triangles landmarks instead. The station was noted as officially closed on 4 May 1978. After this date further removals took place and in 1978 the remaining grain siding was removed as were more ground frames. In late 1978 the station was closed as a staff and crossing location.

Below we can see Peter Enlund's photos of Balldalle station and yard 1979 when it was long abandoned and close to being demolished. Compare these to Greg Finster's view seen in January 2016.
Hopefield - In the 1920s changes took place which saw the up distant signal removed and a landmark put in its place. By 1948 the platform had been reduced to only 60ft, yard levers and goods siding were abolished in 1978 and the station building closed in 1975 with removal soon afterwards. Greg Finster’s photos of 2016 show how Hopefield is after 35 years.
Corowa – The gantry crane was reduced from 5 ton to 3 ton in 1937 due to reduced capacity after repairs. The platform was cut down from its original length to only 180 ft in 1939. By 1965 the cattle yard were removed. In 1973 tenders were called for the removal of the 20,000 gallon water tank, water column and brick tower. Additionally the coal stage, all sheds and pits have been removed. Only the station building, platform, turntable and gantry crane remain and yard track. Corowa platform seen in 1977 left, looking towards Hopefield. On the right, looking towards the end of the line terminus section with the turntable and goods shed. (Weston Langford).

Corowa station as seen by Peter Enlund in 1978 (left) with a goods train, compares with Greg Finster’s view on the right, taken in January 2016.
Corowa station taken by Peter Enlund in 1978 (left) with a goods train, compares with Greg Finster’s view right, in January 2016.

THE DECLINE OF THE COROWA BRANCH LINE

As can be seen from the historical review, looking back on the 1960/1970 era many country branch lines were less well patronised as lesser people took public transport and opted to drive. This resulting fall in passenger number steadily eroded away any perceived usefulness for passenger services. Finally all scheduled passenger services ceased on the Corowa branch line in February 1972.

Goods services lingered on the Corowa branch line until 1983 with a once a week service if required, supplemented also by a truck service. By the late 1980s, the line was struggling to maintain its use for the Govt coffers due to limited movements as the NSW Government cut back freight services to country towns all across NSW. During the 1980s only 2 major movements traversed the branch line - a heritage steam locomotive tour and a very rare XPT visit.
Seen below is Corowa station and yard areas in 1986 (Weston Langford).
In 1986 a LVR special tour to Brocklesby was run. These photos by Ken Sauerbier show it at Brocklesby yard.

The last ever passenger train to run to Corowa was a one off special tour using a XPT set known as “The Federation Flyer”, which was operated over the branch line on Australia Day in January 1988. The XPT provided a rather interesting contrast and celebration journey and a memorial trip for local families and railway enthusiasts. Traversing along this branch line was definitely something different for the XPT crew to have done in their rail career. These photos by Ken Sauerbier. The lines closure came soon after in January
1989 with the closure of the terminus from Corowa to Brocklesby. The next section to close was between Brocklesby to Culcairn which occurred in December 1991. This sealed the fate of the nearly 100 year old Corowa branch line.

5 MINUTES WITH ….. PETER BURR – NSW RAILWAY STATION PHOTOGRAPHER

At what age did you get interested in photography and also what age in railways? I’ve always loved trains and railways ever since I can remember. I first became interested in photographing railways when I got my first camera at age 11.

Armidale 1964 and 2016 - same view.

What attracted you to start doing railway photos and how did you go about doing this? Was it easy or challenging? Because I lived only two blocks from the railway station it was easy for me to ride my bike over to the station or nearby railway crossing and take photos almost any time.

Over what timeframe did you photo your heritage stations? From the early 1970s through to the late 1980s.
Bangalow 1982 and Stonehenge 1988

What type of camera and film did you use when taking photos? My first two cameras were simple “point and click” cameras. Surprisingly many of these early photos came out quite well.

Danglemah 1998 and Coonabarabran 1987

How did you compose or arrange your photos, did you use certain angles or layout ideas?

In the early days I knew nothing about good methods of photography, so I just pointed the camera at the train or station and took the photo. In later years I learned about not photographing into the sun, not getting too much sky into the frame, not getting my own shadow into the photo etc.

Manilla 1985 and Ulong 1974
What was accessing railways like in the timeframe you did your photos as it is rather different in 2016? From the platform or lineside, no problem. Luckily I became friends with some of the shunting staff at Armidale who allowed me into the yard to take photos. When photographing smaller heritage stations further up or down the line, I just walked onto railway property and took the photos. I was rarely ever challenged by railway staff.

**Woolbrook 1982 and Nemingah 1988**

What do you think are your top 3 favourite railway station photos? It’s a bit hard to choose, but my favourites are the smaller stations (now gone) which had charm and character such as Currabubula, Glencoe and Limbri.

**Currabubula 1988 and Delungra 1981**

Have you done other photography besides railways? My other hobby is bushwalking. I’ve taken many scenic photos of the New England region, usually in national parks.
How many photos do you think you’ve taken over the years?
Including both hobbies - hundreds!

Add anything else you like to add about yourself.

Only that I wish I had taken more photos in the early days. In the 1960s and early 1970s it didn't occur to me that so much railway infrastructure would be gone within the next ten to fifteen years, otherwise I would have been out photographing every station and siding I could possibly get to many times over!

Add anything else you like to add about yourself.
The way we were ..... left, Beecroft early 1900s, right Gundagai early 1900s.

A NSW newspaper, The Senior, whose market is the 55+ age range is planning on running (as we went to publication) a special rail heritage edition in May 2016. The newspaper aim by running this rail theme is to focus on “celebrating Australia’s rich Rail history with a Rail Heritage feature”. It will “focus on all aspects of our Rail History from Rail Journeys, to museums, to special Rail events etc.” It is known that Glenreagh Mountain Railway have been approached for their input.
NORTHERN NSW NEWS

ARMIDALE RAILWAY YARD

Late February 2016 saw maintenance undertaken by John Holland Railways within the Armidale railway yard. It was stated that they removed points at frame 2F which provided access from Main line to Through road at Armidale. They also moved the stop block on the main northern line to be 40 m closer to the railway station, which places it around the bridge now. Photo below shows a view of the northern end of Armidale yard.

BROADMEADOW ROUNDHOUSE LOCOMOTIVE DEPOT

The famous railway depot is still facing significant hurdles in order to become a heritage railway site and tourist attraction. The site houses a large collection of heritage rollingstock. There are many barriers to making the reuse and tourism occur. This includes problems such as lack of volunteers on site to carry out work, significant red tape relating to clean up of the site, WHS issues and various administrative processes which are preventing any significant work on the rolling stock. There is a lot of heritage rolling stock—diesels, rail motors, carriages, etc- within the sheds and out on the turntable road. These units, which are part of the state collection, are exposed to environmental and other damage. These assorted heritage rolling stock items were placed there (or as some suggest “dumped”) along with many other items by the former Office of Rail Heritage(ORH) when cleaning out Thirlmere for the Train Works museum. These items come under TH NSW control now but visual reports suggest that nothing has been done to protect or maintain them. The NSW Government does not see the benefit in “job creation” – the mantra of all politicians - to preserve these items. You have to ask why...when museums all around Australia get tourists coming to see heritage rolling stock. Surely NSW can have Thirlmere and Broadmeadow as the closest examples to large population centres for tourists to come visit. For example of a working museum close to the city one only has to look at the National Railway Museum in Adelaide which has a superb collection. A lot of this is under cover. Meanwhile in NSW the need to preserve rail heritage seems to not be on the government’s agenda. If you want to help develop Broadmeadow, maybe consider reading their latest news to understand what is being done to the roundhouse site. There is also a link on the page to a volunteer form if you want to help them get more volunteers http://www.transportheritagensw.com.au/#!Broadmeadow-Locomotive-Depot-in-focus/c1ofn/565f8c550cf221dcdb62ad449

BYRON BAY RAILWAY STATION

On March 13 2016 a rather unusual bike ride event was undertaken at the Byron Bay railway station. As part of a worldwide campaign to raise the profile of transport issues, groups of naked riders were encouraged to come along, ride their bikes and protest about “too many cars, not enough safety for cyclists and healthy fun transport alternatives.” Byron Bay region has not had any rail services for 12 years now.
MAITLAND RAILWAY STATION HERITAGE DESTINATION BOARDS

In mid 2014 Sydney Trains removed the old the heritage style indicator boards at Maitland railway station and put them into storage. After 12 months it was decided they would be put back on display. The signs were given a delicate repaint back into their original colour scheme. The boards have been put back into the waiting room behind a Perspex display case to enable commuters to see this historical NSWGR heritage as a reminder of where the station came from. Additionally the platform signs were worked on with repainting of the timber boards and cast iron letters.

MERRIWA RAILWAY STATION

In October 2015 the Upper Hunter Shire Council released a report which discussed the pros and cons of a rail trail along the former Merriwa branch line. The report out comes seems to lean towards a "yes" for building the rail trail. The stakeholders currently using the railway station at Merriwa—the Merriwa Railway Society (MRS), are unable to easily fund their desired expansion plans for the railway project due to the high costs. Also another factor, which was highlighted in a local media story published in January 2016, was that the MRS does not have enough volunteers to progress ahead anyway. A problem common to ideas of restoration of any country rail station.
NEWCASTLE RAILWAY STATION

The railway tracks, sleepers and overheads were noted as being removed from between Wickham to Newcastle over January and February, 2016. It has been reported that these unwanted railway components are to be reused elsewhere in the state, once it is hauled to a centralized depot at Bathurst rail terminal. Up to 7km of rail is to be given to Country Regional Network run by John Holland Rail (CCCC) to be reused in regional areas of NSW, while 1.4km of rail and all the remaining concrete sleepers from the corridor will be reused by Sydney Trains.

WICKHAM RAILWAY STATION

The development plans are progressing it seems and a rename of the interchange is being mooted - http://www.abc.net.au/news/2016-01-23/newcastle-interchange-railway-terminus-name-concerns/7108340. Wickham station has now lost its rail tracks sadly. This photo taken in September 2014 is now historical and reflects back to when inner Newcastle had a rail service.

WESTERN NSW NEWS

BLACKHEATH RAILWAY STATION

Repaint was finished in early 2016. Old paint scheme shown left and right is new scheme.
BLAYNEY TO DEMONDRILLE BRANCH LINE

Coming up in June 2016 will be the 10th anniversary of the closing of the Blayney to Cowra section of the once every busy Central West NSW railway branch line. This section once stretched from Blayney in the north to Demondrille in the south.

Despite constant setbacks and steady refusal by the NSW Government to fund the reopening of the line for local community and tourism uses, the many local council shires and residents in the towns along the line remain determined to see their railway branch reopen again.

As part of this process, consultants have been invited in by the Young Shire Council to help the council examine further the requirements to make operational once again the railway line between Blayney and Demondrille. In early 2016 the State Government knocked back two tenders for the Cowra line project because the companies did not meet certain criteria.

Brian Ingram, the Mayor of Young, has been active in building a case to lobby the state government again. Using consultant’s feedback would hopefully make the important difference this time around. The major concern for the central west region is the number of trucks on the road that are hauling grains and the required reuse of the line for the community. The information needed to walk through with the consultants will cover costings of the rebuilding of the line and the potential users and outcomes.

2016 marks 10 years of being cut off from the NSW railway network via Blayney and just over 6 years from the Demondrille end, has demonstrated that the ongoing closure of the railway line most certainly limits future job growth in the central west. It is very interesting that state politicians are very quiet on this lack of job creation aspect when the line reopening is brought up in public debates. Instead the focus only on the initial and ongoing costs.

Photos below show waiting for passengers to return - heritage railway stations at Blayney - back road for Cowra line on left, Carcoar middle, and Cowra on right.

DUBBO RAILWAY STATION MASTERS RESIDENCE

Dubbo’s heritage listed former railway station master’s residence is being preserved further by restoration works. It is currently used by the Government for rail staffing needs. See more at http://www.dailyliberal.com.au/story/3790673/historic-landmark-gets-a-facelift/?cs=112
KURRAJONG SIGNALLING AND COMMUNICATIONS MUSEUM

In February 2016 enthusiasts were notified of the death of Mr John Cooper, the mastermind behind the very interesting rail themed museum located at Kurrajong Heights NSW. The museum was created to display historical NSWGR signaling items, communication infrastructure, station items and some rollingstock.

The museum has attracted many enthusiasts over the years on its very popular open days. These open days enabled the general public insights to view many railway tools, gain better understanding of how train control worked, understand how signaling was conducted and look at railway diagrams and documents not always seen in everyday use.

Other insights included Station Masters and signalmen desks along with railway telephones. Staff badges from Station masters to Porters are also on display.

A few railway carriages stored outside were needing work on them when NSWHRSI visited in 2014. It is hoped with John’s passing that the museum will remain open for the public to view his legacy.
ORANGE RAILWAY STATION SIGNAGE

For the last couple of months Orange Society of Model Engineers have undertaken an in-house project to restore one of the original station signs from Orange Railway Station that they have in their possession.

Seen here on the left is how the sign is looked in the 1970s at Orange railway station. On the right the photo (courtesy Brett Leslie) shows the wording slowly vanishing...

This photo shows how the sign looked in the OSME yard recently. You can see how the sign had lost all of its branch line additional wordings by the time it had passed onto the OSME.

What had happened to the signage was over that over the last few decades, as successive NSW Governments closed NSW country branchlines, the need for location names on the rail signs diminished. Destination such as Molong, Tottenham, Forbes etc where passenger services didn’t run to anymore became redundant to the station sign. The sign was slowly but surely pared back to only Orange as the main passenger junction station. At some time, maybe the 1990s the sign was removed at Orange and put into storage. It was replaced with new Countrylink signage instead. The OSME acquired the older cast iron sign and had it erected in the Model Park at Matthews Park. Recently the team of volunteers decided it was time to bring the sign back to its original glory via an overhaul which including repainting and adding in the original branches.

Firstly the volunteers cleaned up the old sign. It required the present word “ORANGE” to stay, the iron board rusty elements remove and patched up. The missing branches were added in one by one with new paper templates initially and then later on new cast letters.
The missing branches were added in one by one with new paper templates initially and then later on new cast letters.

Once all the lettering was in place, a fresh coat of primer was added to the station sign and then a base of white for the backing board and letters.
Finally after a few months, in January 2016 the new sign was completed and remounted in the OMSE yard.

This end result, with all the additional wording/branches, will help educate people to the once importance of the Orange Junction and the place it played in the 160 years of NSW rail operations.

They have also installed at the site a restored railway crossing sign.

Our thanks to OMSE and NSWHRSI reporter Phil Pedley for this story.
RYLSTONE RAILWAY STATION

In what is major positive news for the long term hopes of country NSW rail proponents, a formerly closed off section of a western NSW branchline that was long left to ruin has had a short section reopened for heritage train tours. In late February 2016 a heritage rail motor run by the State Mine at Lithgow was used for a tour, which went beyond Kandos and terminated 7 Km further on at Rylstone railway station. This Rylstone section was reopened to allow privately run passenger train operations to again return to this section of the closed Kandos to Gulgong section of the Gwabegar branch line. This is the first trip since the line was closed down in 2004. This historical railway tour meant clearing work on the track and perway corridor edges was needed as there has been heavy growth in the previous decade of closure. It is hoped that future train tours will bring more people to the Rylstone region and inject a much needed boost to the town’s businesses. Due to space in this newsletter issue, a detailed report by Peter Watters will be run in our next issue in July 2016 covering his trip insights. Photo left shows Rylstone station in 2013 via Phil Buckley, right Peter Watters 2016 trip view to Rylstone in the 620 railmotor.

SOUTHERN NSW NEWS

BLAYNEY TO DEMONDRILLE BRANCH LINE / COWRA BRANCH LINE

It was noted in Jan 2016 that the Cowra branch line points, located a few metres east of the Demondrille signal box had been removed. It appears to indicate that ARTEC has cut the Cowra line off from likely reuse. A 2014 era photo below shows the Demondrille junction when it was more intact with the Blayney branch line on right of signal box overgrown. Next to the light grey gravel at the bottom, can be seen a part of the old Blayney railway track/points. This is what was removed from use by ARTC.
BOOROWA RAILWAY STATION AND YARD HERITAGE

Boorowa is soon to gain a new railway display, with plans slowly moving ahead to create a tourist display for visitors in town to read with information detailing the town’s railway station and history of rail operations. At the moment, volunteers in the town are preparing to set up 8 interpretive heritage panels about the Boorowa branch line. The only visible railway station remains consists of the water column which stood at the up end of the station platform. The platform stands in a field leaving no indicator of a once busy station in sight. Further to the south is a turntable and yard signal as the only other vague remains. A major timber trestle bridge still stands just outside of the town. The photos below are from a railway model of Boorowa which was photographed at the Thornleigh rail model show back in 2012.
GOULBURN ROUNDBHOUSE

23 January 2016 was an Open day at the Goulburn Rail Heritage Centre, in southern NSW. Based at the former Government operated locomotive roundhouse / depot is a heritage operation which maintains the site for tourism purposes. The open day witnessed the first public operation of the recently rebuilt turntable. The GHRC is run by volunteers and their work at the roundhouse enables them to tell the story of the importance of rail to Goulburn and surrounding regions. The depot played a crucial part in ensuring trains were prepared for trips, were stored between runs and ... if needed..... had overhauls or repairs undertaken. The wonderful railway collection in the roundhouse is well displayed to show people what original rolling stock once looked like. The items include historical steam and diesel locomotives, railmotors, carriages, wagons, cranes, pay buses and
many different types of machinery. Mixed in with the museum collection are a range of privately owned rolling stock. The locomotives in the workshop roads are placed over the work pits which enables the visitors and volunteer workers to go underneath the locomotives to see what is there. This is an interesting visual experience many people not do normally get to see unless they are a railway worker. If your tall (like the editor is) you may need to duck your head to fit under the locomotives. 😊 In 2013 the roundhouse suffered a very bad incident, when a train was accidentally shunted into the turntable at the centre of the roundhouse. This incident caused significant damage to the heritage turntable and its operations. Grain from the wagons was piled up in the turntable pit and on the approach road. It took significant time to clear the scene. It then took a few years of legal processes for the owners of the train involved to get the turntable restored back to how it was. After a long process, it was finally repaired and following testing and checks, it was again in good working order and approved for use in January 2016. Now that the heritage turntable is back it will enable the roundhouse to move its collection around which it hasn't been able to do for many years. On the Open Day, steam locomotive 3085 was placed in the middle of the turntable and visitors could go for a ride/“spin” on it while it turned around.

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The items include historical steam and diesel locomotives, railmotors, carriages, wagons, cranes, paybuses and many different types of machinery. Mixed in with the museum collection are a range of privately owned rollingstock.

The locomotives placed in the workshop roads are placed over the work pits which enable the visitors and volunteer workers to go underneath the locomotives to see what is there. This is an interesting visual experience many people not do normally get to see unless they are a railway worker.
DECAYING TFHNSW / ORH COLLECTION @ GOULBURN ROUNDHOUSE

Located in the southern area behind the roundhouse and in some roads of the roundhouse, are around 40-50 railway locomotives, carriages and wagons. These are understood to have been placed there by the former Office of Rail Heritage (replaced with Transport Heritage NSW) and by various private owners. It is understood the NSW Government placement of rolling stock at Goulburn, happened when space at Thirlmere was taken up in the renovation for the Trainworks museum project. Photo shown below left, is a timber carriage severely decaying after years of exposure to the environment and right photo is of an extremely rusted 1950s era 59 class steam locomotive in the depot road.

Some of the carriages and wagons are considered rare types and were built from timber. It is shocking to see how they are fading away with no protection from the wet weather and harsh sunlight. These conditions are causing these once magnificent items to lean, warp and one day to fall down completely. Once past a certain point demolition will be deemed the only possible future. What needs to happen now is to spend some money in order to save these many items for future generations. Many country NSW towns would love to acquire rolling stock such as seen out back of Goulburn but are unable to find anyway to acquire them.
GUNDAGAI RAILWAY STATION (GUNDAGAI HERITAGE RAILWAY)

There is a new attraction at the Gundagai Heritage Railway, with a gift store now open. On March 12 2016 Bidgee Gallery 'n Gifts was officially opened in the NVFF guard van located in the dock siding. Bidgee Gallery 'n Gifts have canvas prints of historic photographs, station souvenirs, cold drinks, ice creams and more on sale. Their facebook page is - https://www.facebook.com/BidgeeGallerynGifts/?fref=ts

The business owner Cheryl has informed NSWHRSI that the best selling items apart from the drinks & icecreams are large wooden train whistles, train key rings, bucket hats & old photographs.

Gundagai Heritage Railway (GHR) meanwhile advises NSWHRSI that the caretaker Peter has been busy mowing and weeding the railway yard, along with keeping the station nice and tidy. Looking ahead GHR will be boosted by some work for the dole people who will be starting in a few weeks doing garden maintenance. Additionally GHR has confirmed that they will be getting more volunteers onboard with the museum project shortly who will be involved in, helping within the gift shop and assisting in maintain the displays in the museum. If you are interested in learning more about Gundagai Heritage Railway's their facebook page is https://www.facebook.com/GundagaiHeritageRailway/?fref=ts

KIAMA TURNTABLE RESTORATION

Last year Sydney Trains overhauled the former Kiama 60 ft turntable (now heritage listed) to bring it back in service after 20 years of non use. The need arose with more frequent use of steam train trips down the south coast line. To restore it back to use, Sydney Trains worked on the decking, lubricating outer wheels and the main central turntable’s pivot, strengthened weakened parts of the structure, repainted it and the pit wall. The upgrades were completed in time for a heritage steam trip which ventured down the coast in October 2015.
MOSS VALE RAILWAY STATION

Southern NSW Moss Vale railway station buildings were repainted in 2015 from the red terracotta colour scheme to what is understood to be historically correct 1915 era colours of pale stones, pinkish tans and creams. The photos below show the station in early 2015 when it had its then most recent red terra cotta colour scheme.
ROBERTSON RAILWAY STATION

Robertson Railway station which is cared for by the volunteer run Robertson Heritage Railway Station Inc. (RHRS) announced that they were successful in 2015 in acquiring several grants to assist with the upkeep and maintenance of the station and precinct.

In terms of design, Robertson station is a relatively “new” heritage station, as it was only opened on 20 August 1932. The 1920-1930s was when the Great Depression was in full swing and limited funds were available. It was also the period that was coming to an end with the new style of stations being built from concrete Precast Concrete (PC) panels in the various designs. Robertson station is located midway on the Unanderra-Moss Vale line. Along with this short branch line, PC type stations and buildings were last used in buildings on the final section of the Goulburn to Cooma line. With the run down and closure of many country NSW railway branch lines in 1960-modern day, were PC type buildings stood and have remained as heritage structures, they are now suffering 80+years later from damage. Robertson railway station recognised as having railway architecture heritage significance, so much so that it has a National Trust heritage listing.

The grants approved in 2015 are being spent to enable the single community served station on the Moss Vale to Unanderra line to remain in use and preserved. The money is to be allocated to the concrete structure of the PC3 station building and associated infrastructure. One grant worth $10,000 from Transport Heritage NSW (in association with the Royal Australian Historical Society), is being spent on fixing the station building and the station signs. For this work, it is planned to use a local concrete contractor to undertake this work. Besides the station building and sign concrete caners, there is serious damage to the signal-box and the male toilet/later lamp room structures which needs significant repairs undertaken. ARTC has agreed to conduct these repairs.

WHAT IS CONCRETE CANCER?
The concrete damage seen at Robertson is due to the region's high-rainfall, which enables the moisture to seep into the precast concrete units. The damage is further increased due to the cracking and spalling in the expansion of the steel as it changes shape within the design of the panel. This type of damage is effectively known as concrete cancer. It is further developed by the concrete panel's construction where they were built out of low-strength concrete mixture. The steel reinforcement were placed too very close to the surface of the panels. Another grant of $5,000 was received by RHRS from the 'Southern Phone Grant 2015'. This money will be used for providing a wind-break to the nearby Fettlers Shed gallery. This fettler shed is used by the RHRS and the local Robertson community to host various functions.

**THIRROUL RAILWAY STATION**

Update on a 2015 story. In 2015 SydneyTrains rebuilt the island platform building at Thirroul. It was suffering from pest damage. The building was originally to have been demolished but community outrage saw the NSW Govt restore it back to original. The restoration was extensive and saw reuse, where possible of original flooring and woodwork, installing new weatherboards to match original in situ, removing non original building structures such as metal screens and lining panels and placing pest control materials to hopefully limit future pest damage. Some of the internal old timber inside the waiting room was left exposed to allow people to see how the old structure was when built. Sydney Trains decided to remove the building’s most recent modern era door, repaint the building from its light green colour to the tan and brown heritage colours scheme, and reconfigure the building back to an earlier layout. This required the removal of an internal wall and the rebuilding of the waiting room doorway. The Up side platform building was also repainted into the tan and brown heritage colours. Photo below shows the island platform building in old scheme.

**TEMORA RAILWAY STATION**

March 20 2016 witnessed reopening of the remaining section of the recently refurbished Temora railway station by the Temora Mayor. The aim to reuse Temora station has been underway since 2012, firstly in a development phase and since 2014 after the NSW Heritage grant approval with the refurbishment phase beginning. On the opening day up to 40 community markets were set up around the station and on the platform to cater for the visitors. Thousands of people turned up during the day to explore the new destination.
Below photos are from Warren Banfield’s visit to the station on the reopening day with a tour train at the platform.

Warren also visited Temora in 1983 when it was a still operational NSW Government station, providing a contrast with the above modern era photos.

Combined with the opened station museum and recently Youth centre at the railway station (reported on in a previous newsletter issue), the Temora Shire Council, opened the nicely maintained park and community sound shell in January 2016. This will act as an extra incentive for visitors to Temora. Visitors can use the many parking spots in the "48 hours free " car park for caravans and RVs next to the refurbished railway station. On site is free gas BBQ facilities, modern toilets (within the station building), childrens play equipment, skate park and tennis courts. Temora is really improving the surrounds of the railway station to make it a community and
tourism area and this will, in the longer term, hopefully pay dividends for local businesses, as more self driving mobile accommodation tourists come to the town. (Photos courtesy of Temora Shire Council)

WOLLONGONG RAILWAY STATION

In January 2016 rail supporter and conversley also known as a vocal rail trail proponent, Tim Fisher made statements relating to how he thinks Wollongong station is under used and lacking in potential to be better. http://www.abc.net.au/news/2016-01-12/tim-fischer-says-wollongong-train-station-not-meeting-its-potent/7082826
SYDNEY REGION

CENTRAL RAILWAY STATION

In March 2016 news stories spoke of plans to once again transform the Sydney railway hub of Central by developing over the railway yard putting up massive skyscrapers and apartments over the railway land. It would become like a New York landscape. Property groups are trying to force the government to go down this path of changing the inner city’s railway yard and forever removing the views that have been there since 1854. See more at http://www.news.com.au/finance/economy/australian-economy/concern-over-plans-to-turncentral-station-into-midtown-sydney-inspired-by-manhattan/newsstory/ec45d84a58b81d5d4ab151a27dc5b876

If this idea went ahead it would make Central become built over like Adelaide station as shown right. Ask yourself do you want Sydney’s grand Central station to become potentially an ugly covered over yard with no fresh air. This would be made worse by pollution filled air emitted from steam and diesel smoke

In other news at Central, the former NSWGR offices, which once housed tenants such as the ARHS bookshop, ORH offices and Hungry Jacks are still unleased many months after they were shut down or closed down.

Shown in photo on right is the closed former ARHS bookshop, which is located on the left wall.

It seems the vacancy of these shop locations on the grand concourse means something is waiting to happen but what??....that is the big questions unanswered to many. An interesting observation, when looking outside NSW, is that in Adelaide just over 30years ago, the then government sold out the majority of the grand Adelaide railway station........to a casino operator . This sell out to a casino has meant Adelaide station is really nowadays just a few platforms and a small underground concourse area.

It is hoped this is not the similar approach that the NSW Government could be aiming for with Central....
Seen below is Adelaide’s version of Sydney’s Central—i.e. main station. Unfortunately no photos were allowed in the casino area to show how grand and lovely the interior aspects were..

![Image of Adelaide's version of Sydney's Central station]

**CLYDE TO CARLINGFORD RAILWAY BRANCH LINE**

In surprising news, the Clyde to Carlingford railway line, in western Sydney is to be converted from heavy rail, i.e. Sydney Trains to light rail vehicles. After a 100 years + of heavy rail services it will soon be no more. The only real heritage station building remaining on the line will be Dundas. At this stage not clear if Dundas station will be retained as a stop as government information only talks about main stations,

Heavy rail should have been retained as massive property development next to Dundas station will see many more people use rail in future. Some suggest that the change over of this line is another step towards downgrading and privatising the Sydney railway network by slow stealth. The light rail construction is slated to start around June 2018 or early 2019 and cost upwards of $1 billion.


Left is Clyde station and right Dundas station.
CROYDON RAILWAY STATION

The planned upgrade to Croydon railway station are proceeding ahead of time with minor adjustments to the rather modern footbridge building which is to replace the current heritage style booking office. It is understood that there is planning to alter the sharp lines and size of the new concourse awning and layout. See more at http://www.transport.nsw.gov.au/projects-tap/current-works/croydon

ERSKINEVILLE RAILWAY STATION

Has been recently undergoing minor upgrades and repairs to station infrastructure.

EVELEIGH RAILWAY SIDING (CARRIAGEWORKS)

The Eveleigh based “Carriageworks” an entertainment and so called “cultural location”, which has destroyed as some suggest, the real heritage value of the famous Eveleigh railway precinct, is planning on expanding in size within the precinct with upgrades as part of the NSW Govt plans to reuse the railway site. See more at http://www.smh.com.au/entertainment/art-and-design/carriageworks-joins-cultural-building-boom-with-50-million-plan-to-expand-20160313-gneowa.html#ixzz420Nor6L9
GORDON RAILWAY STATION

At the beginning of 2016 the 2 booking offices windows at Gordon station were in place. By the end of 19 Feb only 1 remained. The NSW Govt has removed the heritage timber framed booking office and filled in the gap.

The photo below on the left shows the foot bridge building around 2013 with both of the booking office windows intact but one windows closed off. The photo on right shows the recent February 2016 modification, which now leaves only one of the windows in place. The new silver/white colour staff control desk is now in front of the former booking window. It is a pity that this very important heritage feature has been removed from the station’s original architecture.
HAWKESBURY RAILWAY BRIDGE

In January 2016 it was noted that a barge was now in place at the bridge and this timed with Sydney trains engineers working with industry specialists to fix the concrete pylon cancer was now underway. It is expected to take several months to fix the underwater pylon damage. Sydney trains CEO Howard Collins has stated “the work will involve renewing the outer layer of concrete surrounding the core of the second pier from the southern end of the bridge. No work is required on any other pier”. To do this work, the plan is to build a wall around the affected area and the seawater pumped out. This will ensure safe access to the pylon and dry material that can be worked on. The pylon work is expected to end by April 2016. The photo below show the current bridge and the old pylons from the earlier 1800s era Hawkesbury River rail bridge.

HOMEBUSHERAILWAY STATION

In early 2016 this station was observed to be undergoing a general clean up across several areas.

LAKEMBA RAILWAY STATION

Observed to be undergoing a repaint and small improvements to staff infrastructure in early 2016.
LINDFIELD RAILWAY STATION
Observed to be undergoing a repaint and cleanup in early 2016.

MORTDALE RAILWAY STATION
Observed to be undergoing a clean and minor upgrade in early 2016.

PENHURST RAILWAY STATION
Observed to be undergoing a repaint and clean up in early 2016.

PETERSHAM RAILWAY STATION
Was observed to be undergoing a general clean across several aspects of the station area in early 2016.
PYMBLE RAILWAY STATION

I understand that this station is slated for a repaint in early 2016.

RICHMOND RAILWAY STATION

Was observed to be undergoing a general clean across several aspects of the station area in early 2016.

STRATHFIELD RAILWAY STATION

Was observed to be undergoing a general clean across several aspects of the station area in early 2016.

TURELLA RAILWAY STATION

Was observed to be undergoing a general clean across several aspects of the station area in early 2016.
WAITARA RAILWAY STATION

Observed undergoing a repaint in early 2016. Older view shown left 2013 with the end timber sections a pale green at the time, compared to at right after a repaint in 2016 with the timber now yellow/tan colour.

YOUR SAY - HERITAGE PHOTOS

Every issue HRSI will publish a selection of heritage photos from our growing collection of various railway photographers (30+ now contributing), showing the different NSW stations as they once were from 1950s up to recent times. We would like to pay tribute to a special photographer who passed away in March 2016. This was Robert Paterson. He kindly contributed photos to this newsletter for the last 2 years showing his various trips around NSW in the 1970 - 1980s. We appreciated his kindness in allowing us to share with you his wonderful personalised record of our history. His photos will enable many more people into the future to be educated and aware of NSW railway history.

Barraba, Cryon and Gravesend

Narrandra, Temora and Tocumwal
Burren Junction, Forbes and Hay

Kiama, Tamworth and Walgett

Inverell

Photographer - Lindsay Richmond – Bombala and Cowra branch line bridges in the 1970s.
Photographer - Chris Stratton – left Mt Murray 1998 and right Briggsvale 1984

Photographer - Mark Zanker – Cootamundra 1976

Photographer - Greg Finster – Wyalong Central undated
Photographer – Brett Leslie – left, Glen Innes 1987, right Lake Cargelligo 1987

Photographer – Gordon Ross – left Central 1986 and right Unanderra 1982

Photographer - Adrian Compton – Trundle 1984

Photographer - Douglas Moyle – left Redfern station 1976 and right Border Loop 1981
Photographer - Peter Enlund – Albury 1978

Photographer - Philip Vergison – left Whittingham 1977 and right Marulan South 1977

Photographer - Steve Bucton - left Border Spiral 1983 and right Lithgow locomotive depot 1985
Photographer - Jim Leppitts – Sheperds Siding, Riverina in 1974

Photographer - Jennifer Barnes - Cobar 2016

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%20-%202014-08-09.pdf and http://www.artc.com.au/Article/Detail.aspx?p=6&np=4&id=434 for more details.

FUTURE RAILWAY STATION TOURS – COME ON BOARD!

With the above notice in mind, in the future HRSI is examining offering group tours of some of the heritage railway stations across NSW, to help like minded enthusiasts photograph the buildings and learn about why the
railway stations were built and used. Tours may include northern, western and southern NSW and could be done over a weekend in some cases or a few days, depending on the level of demand and interest shown. More details will be released when planning is finalised.

**Recommended links** –
NSW Heritage Railway Stations and Infrastructure facebook page - [https://www.facebook.com/NSWRSI?ref=bookmarks](https://www.facebook.com/NSWRSI?ref=bookmarks)

NSW railway stations [http://nswrailwaystations.wordpress.com](http://nswrailwaystations.wordpress.com)

Sydney railway stations [http://sydneyrailwaystations.wordpress.com](http://sydneyrailwaystations.wordpress.com)

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

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

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

**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 your 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](https://www.facebook.com/EskbankRailHeritageCentre/?fref=ts)

Glenreagh - [https://www.facebook.com/glenreagh.railway/?fref=ts](https://www.facebook.com/glenreagh.railway/?fref=ts)

Gundagai - [https://www.facebook.com/GundagaiHeritageRailway/?ref=bookmarks](https://www.facebook.com/GundagaiHeritageRailway/?ref=bookmarks)


Temora - [https://www.facebook.com/groups/494316453913386](https://www.facebook.com/groups/494316453913386)

**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](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](http://www.transportheritagensw.com.au/#!thematic-history/c1jyt)


NSW station name listing - [http://www.ozrevenues.com/Articles/nsw-railway-station-names.html](http://www.ozrevenues.com/Articles/nsw-railway-station-names.html)
NEXT ISSUE

Coming up in our next NSW HRSI newsletter - issue 8 due out July 2016, we will examine:

- The reopening of the Kandos to Rylstone railway branch line section with a exclusive report from Peter Watters.
- Examine gatehouses around NSW - why were they built and what is left?
- Part 3 of NSW stations and their reuses – this feature focuses on southern NSW.
- Interview with a rail worker who maintained infrastructure on lines.
- Explore southern NSW railway grain sheds – a largely forgotten and fading away part of NSW rail infrastructure, with assistance from NSW HRSI reporter Greg Finster.
- Plus all our regular insights to heritage stations news, developments and events around NSW.

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

TAIL END TRIANGLE PHOTO

Coonamble – then and now. Below is a contribution from NSW HRSI reporter Greg Finster with a view left of Coonamble 1982, contrasting right with a similar view he took during 2015. 33 years later it has a shorter platform, signal hut on platform gone, goods shed removed besides various items seen on the platform used by station staff and passengers.