WELCOME to the 8th newsletter of NSWHRSI. 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 this letter is separated into 4 core NSW regions – Northern, Western and Southern NSW and Sydney.

MAIN NEWS

Issue 8 and we are focusing on heritage operations in Sydney, examining gatehouses relics, interview a Sydney trains heritage employee, along with various news and updates which include more heritage stations being repainted across NSW. We also welcome NSWHRSI latest reporter Peter Watters who contributes news from across NSW.

Phil Buckley, NSWHRSI Editor

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NSW HRSI NEWSLETTER

August 2016

ISSUE N.8

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RAILWAY GATEKEEPERS HOUSES ACROSS NSW

Railway Gatekeepers houses were built for resident railway staff needed for controlling the opening and closing of gates at busy times. These staff were normally housed in these nearby gatehouses or cottages to allow the gatekeeper easy access to their duties. The movement of traffic was managed by a person who was required to open and close either boom or farm paddock type gates to ensure no encroachment into the operational railway corridors as trains passed. The building designs were readily constructed and easily identifiable from most other housing. They were built with a central single chimney. Many of the houses were located along the Blue Mountains line – 5 remain out of 12 built. Some houses were built on the main southern line at Mittagong, while others were built on the western line to Broken Hill and others also on the line to Wallangarra. Some example of surviving houses can be seen below, Nevertire, Uralla and Armidale taken in 2016.

COMMUNITY REUSES OF RAILWAY STATIONS IN RURAL NSW
PART 3 – SOUTHERN NSW

Where does the NSW railway network stand in 2016 with vacated station buildings? What has become of them? As the decline of the NSW railway network started in the 1950/60s, many stations were vacated, unused and not maintained. Over the years this lack of care has increased. Even as late as 2014 some heritage station buildings were still being demolished. This last article in our 3 part series investigates heritage railway buildings and their reuse in 2016. This includes recent changes/demolitions. In reading this listing, you will notice in southern/south western NSW that there are a number of reused stations. This reuse is mostly by community groups or museums but not many actual businesses. (We are open to corrections of this listing if you know more details/information).

**Albury** – NSW Govt utilised as an operational stop.

**Tarago** – Operational stop, unstaffed.

**Culcairn** - Operational with local community shop in station.

**Jincumbilly** – Preserved /decaying private property

**Royalla** – Station remains decaying, line closed.

**Bombala** - Preserved by locals.

**Henty** - Operational and in use – with local community shop in station.
Bukalong – Decaying with new roof installed recently

The Rock - Operational and in use

Wagga Wagga – Operational and manned at certain hours. Rail heritage museum on site.

Bomen – Standing but not in use.

Harefield - Still standing but freight yard only. To close under proposed plans by NSW Govt.

Barellan – Only a signal hut remains

Coolamon – Station unstaffed and preserved by local community

Hay – Preserved and reused by local museum

Lockhart - Former Gerogery station reused by RFS.

Crookwell - Preserved rail museum

Queanbeyan – Operational stop, preserved run by ARHS ACT

Michelago – Preserved by local community

Chakola – Rebuilt by CMR but is unused in 2016

Holts Flat – Decaying but new roof installed recently

Gundagai – Preserved and rail museum.

Finley – Rail heritage location, preserved

Cooma – Preserved / maintained by CMR

Corowa – Preserved by local community, library reuse.

Tocumwal – NSW/Victorian station, preserved. NSW side non-operational, Victorian side is operational.

Whitton – Building removed from station and now in local town museum park

Griffith – Station preserved and in limited operational use (once a week)

Grenfell – Preserved and reused by local community

Tumut – Preserved, community building – pending new tenants.

Junee - Operational stop and in use – with local community run café/ restaurant in station.

Cootamundra - Opertational stop and in use.

Bungendore – Preserved for local reuses, operational stop.

Harden - Operational stop and in use but unstaffed.

Wallendbeen - Still standing, unused.

Binalong - Still standing, unused.

Bowning - Still standing, unused.

Galong - Still standing, unused.

Mt Murray – Decaying, non-operational unstaffed.

Yass Junction - Operational stop and in use.

Yass Town – Preserved, rail museum.

Robertson – Preserved, local reuse.

Mangoplah – decaying, private property.

Burrandanna - Preserved private property

Westby – Preserved decaying, private property.

Gunning - Operational stop / standing, unused.

Marulan - Operational stop, unstaffed but in use.

Tallong – Preserved, operational stop, unstaffed but in use

Bundanoon - Operational stop, unstaffed but in use

Goulburn - Opertational stop and in use.

Narrandera – Preserved but unstaffed, operational stop.

Jerilderie – Preserved and leased out.

Wingello – Preserved, operational stop, unstaffed but in use

Penrose - Operational stop, unstaffed but in use

Exeter – Preserved, operational stop, unstaffed but in use

Mittagong - Opertational stop and in use.

Bowral - Opertational stop and in use.

Moss Vale - Operational stop and in use.
**Tahmoor** - Operational stop and in use.

**Menangle** - Preserved / operational stop but unstaffed.

**Picton** - Operational stop and in use.

**Colo Vale** – Still standing and preserved.

**Thirlmere** – Preserved, reused by RTM.

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**RAIL HERITAGE WEEKEND IN SYDNEY – JUNE 2016**

On the 3 day Long Weekend in June 2016, various NSW Transport Heritage operators came to Central railway station. Working with Transport Heritage NSW, these operators put on numerous heritage train trips across southern and western Sydney over the 3 days. The trains used included the newly returned to operating condition Red Rattler set F1 from HET. Steam locomotive 3642 hauled carriages and a diesel 4001 set hauled carriages from the RTM. A private owner had a static display 42101 which was connected up to a restored carriage from 3801 Ltd. These static displays were placed nearby some static RTM displays using a 48 diesel and mixed carriages. The use of heritage single deck electric set F1 is first time in nearly 14years it has been allowed out on the rails. NSWHRSI followed the heritage tours from Central to Erskenville, St Peters, Turella, Arncliffe and Sydenham to capture various views of the action over the 3 days.

*Left and right,* RTM 48 class locomotive and F1 on platform
Left, Central tower looms over diesel 42101, centre, train driver dressed in old NSWGR uniform for F1 set and right 3642 waits to departs for a trip to Hurstville.

Left, F1 set drivers cab view, F1 ready to depart on another trip and 4001 sits under the clock at Central.
Left, F₁ passes through newly repainted St Peters railway station and right, overview of Central

Left, F₁ passes through Turella station and right, 3642 passes through Sydenham station.

Left, 4490 leads the train through Arncliffe station and right, F₁ moves slowly through Sydenham station.
Left, The F1 set passes through Sydenham towards the end of its runs. Inside a carriage at Central. Right, This passenger carriage at Central, the editor helped contribute towards its restoration at the LES back in 2009/2010 with painting / repairing of the underframe and buffers.

Rail photographer Ainslie Pasql has supplied this photo he took of the 1st & 7th generation electric trains - F1 and an A set at Central on the weekend. This shows nearly 80 years of train development.

SOUTHERN NSW GRAIN SHEDS – FADING STRUCTURES Photos by Phil Buckley and Greg Finster

In the early 1900s, as the railway network expanded in southern NSW, railway system processes helped farmers gain benefits in crop transporting. These changes required specific infrastructure to be built to help consolidate farming produce which would be stored at railway yards prior to onwards movements to processing mills. One aspect of the expansion saw the requirement for storing bags of wheat before they were loaded for rail transport. A few major railway stations gained wheat storage facilities as did some minor sites with the building of wheat bag/grain sheds. Over the years these sheds have, remarkably, mostly survived, some being dismantled but somehow some still stand. Known locations still left with grain sheds in the southern NSW included The Rock, Lockhart and Holbrook. Sadly the Hillston, Berrigan and Brocklesby grain shed have long since been demolished.
BERRIGAN

Seen on the left is what is understood to be Berrigan 1908. On the right is a photo taken in 2015 from the other end of the yard. In this 2015 view it is understood that the grain shed would be in the middle right of the dirt road opposite the trees. The station platform can be seen on the left side under the bushes. (Photo Phil Buckley)

HOLBROOK

In late 2015 Holbrook shire council approved the dismantling of the Holbrook railway grain shed as it was too dangerous to keep standing. John Holland Rail, acting for the NSW Govt, also agreed it needed to be removed. More at http://www.easternriverinachronicle.com.au/story/3652819/holbrookgrainshedtobedemolished/ (Photos Phil Buckley)
LOCKHART – The Grain shed was built in 1909 and most likely removed from use when silos were built in the 1920s. (Photos Greg Finster)

THE ROCK – The Rocks grain shed was built in 1909 and last used most likely in the 1920s when the silos took over. (Phil Buckley/Greg Finster)
BROCKLESBY – It is understood that the grain shed was removed from the yard during the 1950s. Below is a then (1920s?) and now study. Photos – Phil Buckley / Greg Finster

MARKING TIME – THE RAILWAY TIME: INSIGHTS TO NSWGR CLOCKS AND TIMING DEVICES

The 1990 song “Ride on time” by the band Black Box, could be used to describe how the NSW Government railway operations have functions since the 1850s. In April 2016 SydneyTrains Heritage held an open day for rail enthusiasts to visit their new heritage collection and also the Central clock tower. The backbone of the NSW railways has always been a time measurement for train movements and operations in general. Over the past 161 years there has been a vast array of clock and time functions used ranging from pocket watches, to desk clocks, large pendulum and wall mounted clocks and finally electronic clocks. SydneyTrains has recently brought together all its heritage clocks and they are now stored at Central undergoing preservation and assessment.
After the clock room inspection, we headed up the clock tower which gave offered us all a great view of the Sydney railway yard and CBD.

We then proceeded up to the clock area and saw up close the internal workings, an insight which many people don’t often see.....
After some improvements, the 1920s era clock infrastructure is still working after 90+years.

Then back down in the grand concourse, we were able to see the old clock still hanging next to the newer display board.

NSWHRSI would like to kindly thank the SydneyTrains Heritage team members who showed us around at Central and explained the interesting and sometimes complex aspects of how time has been maintained over the years.
INTERVIEW WITH BRUCE “CLOCK CURATOR” NELSON, SYDNEY TRAINS HERITAGE – 2016 Photos by Bruce Nelson and Phil Buckley

One of the key people involved in this clock display process was Bruce “Clock Curator” Nelson who has kindly agreed to an interview with NSWHRSI to enable readers to understand his background, working on clocks at Central....

“I started work with the State Rail Authority as a Relief Junior Station Assistant after leaving school in 1979. My home station was Hawkesbury River (top right). I quickly worked my way up through a number of grades and after three years I was appointed Relief Assistant Station Master. Epping railway station was my home station (lower right). I was the youngest person to be appointed ASM at nineteen years of age.

It was a drive through Newtown in the early 1990s that triggered my interest in collecting railway memorabilia when I saw the sign for Scott McGregor’s ‘Off The Rails’ shop. I was amazed at the assortment of items Scott had, in particular a Seth Thomas clock with a second hand. Scott said he would sell it for $2000 if he could find one to replace it... but at that time I did not have that amount of money to spend on a clock. The seed had now been set and I had to have a Seth Thomas clock! I eventually found one advertised in my local paper for $1000 and I quickly snapped it up. It had been in storage for fifteen years so I enjoyed restoring it to its former glory. I always look out for genuine railway clocks in shops and markets no matter where I am in the world. I recently heard of someone buying a Victorian railway clock in America so you never know what you will find. My interest in collecting railway memorabilia has led me to many destinations and introduced me to a lot of fascinating people who are always happy to show their collections and share their incredible knowledge. Amongst them, I would mention Scott McGregor for the joy of visiting his shops and staying at his wonderful railway carriage accommodation at Mudgee. The late John Cooper from Kurrajong, I only met John a few times before his passing last year but he had an incredible wealth of knowledge especially about railway clocks and had an amazing collection at his property called Coopers Hill. Another wealth of knowledge and someone who is very patient with me annoying him is Doug Minty. Doug...
has serviced and repaired our railway clocks for about twenty years and is highly regarded in clock making circles. I attend Doug’s workshop on Monday nights to learn more about the art of clock maintenance.

At that stage of my life I had no interest in collecting railway items as most of the things now considered memorabilia were still in use and were worn out. Working in a run down industry where no major capital funding was approved, I considered it was time for a change and I left employment in 1998 to pursue new challenges. After working for a number of organisations over a twenty one year period (my favourite being Tab Limited, later taken over by Tabcorp – a very interesting experience) circumstances led me to return to the railways to the then Railcorp in the Plant Hire section.

After two years I was offered a job in the Disposals section where I have expanded my skills with a wide range of disposals and where I am employed today. I was very fortunate to be given the opportunity last year to conduct the Sydney Trains Heritage clock audit for the Heritage team. For a railway clock collector this was an opportunity I couldn’t refuse! Whilst conducting the audit I suggested we do something with the room the clocks are stored in under Central station so I set about having racking installed and I painted the room.

The end result is now a show piece display for the Sydney Trains Heritage clock collection. It was also included in the Heritage week tours this year for the first time in conjunction with the clock tower and received a very enthusiastic response from those who attended. I volunteered to help with the tours over two Saturdays and Doug Minty was on hand to give a talk and show the collection. I also had the pleasure of meeting Phil Buckley whilst he was on one of the tours. The clock room has been visited by Howard Collins and other Sydney Trains senior managers who all appreciated the significance of the Heritage clock collection and enjoyed the unique display. Apart from working on my clock collection and travelling with my wife and family I also have an interest in old NSWGR fettlers trikes. I purchased a 1950s Villiers quadracycle last year, which was made in the Goulburn workshops. I am about to start restoring my trike and when finished look forward to taking it on long rides along disused train tracks (with the appropriate permissions of course).
REOPENING OF THE KANDOS TO RYLSTONE BRANCH LINE SECTION IN 2016 Story and photos by Peter Watters

As a young man just 19 years of age in 1980, I started a brief career working for the State Rail Authority of NSW. I had always harboured a dream of being a train driver so when the opportunity arose, I didn’t hesitate to take it up. As a trainee engineman my first posting was Lithgow Locomotive Depot, at that time a bustling place due to the number of coal mines operating in the region. After undertaking safeworking training, my first day out on the rails with the local inspector was on the Mudgee line.

At least that’s what the locals called it. The official name for this line is the Gwabegar Branch Line as that’s where it officially terminates. It branches off the main western line at Wallerawang, west of Lithgow, and heads north to Mudgee through some of the most beautiful and breathtaking scenery you will see in NSW. The first section of the line from Wallerawang to Capertee was opened on in May 1882 and the section from Capertee to Rylstone was opened in June 1884. A few months later in September 1884 it was opened through to Mudgee. I worked at Lithgow Loco for just over two years, and made frequent trips on the Mudgee line. I was always happy to get a shift working on this line because of its natural beauty, old heritage railway stations and towns.
along the way, and being single-line working, I enjoyed the active part we played by changing the electric staff at each section. Due to lack of traffic, the line north of Kandos was closed in 1992 but reopened in 2000 following repairs. Sparse traffic saw it close again in 2007 and there hasn’t been a train on the section from Kandos to Rylstone for 12 years. North of Rylstone the line has been cut by the road in a few places and the track is in poor condition. When I first saw that Kandos Museum were organising a train with Lithgow State Mine Railway’s recently restored railmotors to run out to the Rylstone Show, and that the section from Kandos to Rylstone would be re-opened especially for this trip, I had to be there! LSMR’s restored railmotor set 661/726 pulled into Lithgow Station just before 9:00am.

This set looks amazing in its original livery and is a credit to all involved with the restoration. The train was fully booked so the platform was full of people eagerly anticipating the 100km trip ahead of them. We were underway a few minutes after 9:00am and made fast progress out to the junction at Wallerawang.

Once on the branch, we again picked up speed and made good progress through Portland, Cullen Bullen and Ben Bullen. At every level crossing and town there were a good number of people out to see the train and photograph this historic railmotor as it went through. As we passed through Capertee, Torbane, Excelsior and Carlos Gap, the train slowed due to the winding nature of the track, giving passengers plenty of time to take in views of the majestic Capertee valley.
There are some sensational views along this line and it’s a pity that there are no regular services any more. When we emerged from the escarpment and onto the plains, we again saw many people out to welcome the train as it ran through rural communities.

The old station building at Clandulla was looking rather worse for wear. Before long we were passing the Charbon Colliery, one of the few reasons that there has been rail traffic on the Mudgee line. For the next few kilometres into Kandos, we had to stop a few times so that the crew could lean out of the door and prune some foliage that was protruding too far into the corridor! When we arrived at Kandos we stopped for photos and to welcome a few local VIPs on board, including Buzz Sanderson from the Kandos Museum.
As we pulled out of Kandos Station, the first train to travel this section in 12 years, we could see a lot of people out to welcome the train. John Holland Rail were manning the level crossing as the automatic equipment was no longer operating. Speed was restricted to 20kph so we had plenty of time to soak up the atmosphere and wave to everyone along the track. It wasn’t long before we arrived at Rylstone.

There was a ribbon stretched across the track at the entrance to the station which was cut by a number of local dignitaries, after which we pulled into the platform and the happy passengers disembarked. Mini-buses were ready to take the group down the Rylstone Showground to enjoy a day at the agricultural show which was a real treat. Rylstone has lost none of its charm, with historic buildings, cafes and pubs ready to welcome travellers.

The railmotors ran a number of shuttle trips from Rylstone to Kandos during the day, giving the local town’s people from both centres the opportunity to take the kids for an historic trip. It was delightful to hear the railmotor’s whistle during the day as it traversed the section.
We arrived back at the station for a 4:00pm departure which gave me time to explore the station. It has been leased out so the interior of the building was not accessible. There is a cage fence under the awning used for storage, and a stop block on the rails at the northern end of the platform. Nonetheless the station building is in a good state of repair. The goods shed however is not so well off. There was a new looking section of track just south of the platform, possibly where a set of points had been removed, but otherwise the track was in reasonable condition with every fifth sleeper being metal. The 100km journey back to Lithgow was in beautiful afternoon sunshine and most passengers enjoyed the trip with the windows open to enjoy the breeze. For me, it was a wonderful trip down memory lane and it was amazing to see that many places along the line still look the same 35 years later. Thankfully, Kandos Museum already have plans to run more tourist trips on this beautiful railway line with the LSMR’s heritage railmotor set. Don’t miss out!

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SPECIAL NSW NEWS – NSW GOVT PLANNED TO CLOSE LARGE NUMBER OF NSW RAILWAY STATIONS AND REDUCE STAFF – INSTEAD PLANS SCALED DOWN

In early 2016 the NSW Government put forward a proposal to close down and reduce staff at many NSW rural railway stations. At least 12 stations were identified to be unmanned and 20 more to have reduced staff / operating hours as part of a massive shake up of the NSW railway network and staffing levels. Stated shrinking demand was the Government’s basis for these plans. Up to 60 jobs were identified for cutting in this process. When a railway station becomes unmanned in NSW, criminal activities such as vandalism will likely increase at the site. Most older stations that have been become unmanned, bypassed by operational lines or removed from use but not knocked down on closed branch line or are bypassed on operational lines, are luckily mostly not vandalised. Some of the non-operational stations are reused in various ways by local communities. This helps to prevent the station from vandalism that occurs from totally unoccupied stations too often. Deepwater railway station on the closed GNR, had vandalism in recent times while others like Ariah Park near Temora, is falling apart due to lack of maintenance and ongoing environmental damage, as the trains now bypass this location. Other examples that are decaying due to limited care on private properties include Jincumbilly and Mangoplah on former operational lines.

Proposed reduced staff stations **North** – Armidale, Casino, Coffs Harbour, Gunnedah, Kempsey, Tamworth, Taree, Wauchope, Broadmeadow, **West** – Bathurst, Dubbo, Narrabri, Orange, **South** – Albury, Canberra, Cootamundra, Goulburn, Grafton, Junee, Wagga.

When the news broke of these wide scale changes, massive community uproar took place across rural NSW and was reported in TV, radio and newspapers. Many Liberal and ALP politicians were bombarded by angry voters who told them in direct messages that they travel on trains and need staff there at their local stations for assistance. Examples of the news coverage spread across NSW.... is shown below:


Vocal CWA members were very much part of this groundswell of community disgust regarding changes to their railway network. The NSW Government was forced to reassess and it decided it was just too dangerous politically to carry out the changes as it would impact on votes at federal elections. The NSW community were vocal and intensely disliked the Liberal Government plans country town cutbacks. Despite this reaction by the public, NSW railway staff were advised the government wanted to close the Broadmeadow Travel Centre in Newcastle and cut staff and opening hours at the Sydney Booking Office at Central. In February 2016 NSW TrainLink closed its travel centres at Parramatta and Strathfield stations. Additionally, in May 2016, plans for staff reduction at Albury and Wagga Wagga railway station were carried out – see the Southern News section for more detail. Further changes are expected after 1 August 2016, when Opal cards finally totally replace paper tickets. This latter change will lead to expected staff cuts at many stations across Sydney and into country NSW. The government appears to be aiming to move towards having minimal to no staff at stations.

Between 1973 and 1983 (and as recently as 2014 with Newcastle branch line cut back) many NSW cities, towns and locations on main and branch lines across north, west and south NSW, lost their direct local passenger rail services as either the branch lines were closed down completely or the railway stations were bypassed. Examples include Tumut branch line, Hay branch line, Junee to Griffith via Temora branch line etc. The majority of these towns/locations trains on a daily to weekly basis. These important public and social services were cut back by both Liberal and ALP government decisions. The end result was majority of the rural NSW train network forced on to rail buses. Voters will remember these service cuts. What has been noted by many is that since removal of the large majority of rail passenger services to country NSW, many more road crashes and deaths have taken place. Is this sad observation just an advertising line or is the railway...
Where to get Opal cards and tickets

**Opal cards**
It’s easy to get an Adult or Child/Youth Opal card:

- online
- at an Opal retailer
- at selected Transport Customer Service Centres and Shops
- at selected Service NSW locations
- by calling 1367 25 (13 OPAL)

Find out about getting a Senior/Pensioner or Concession Opal card.

**Adult and Child/Youth Opal single trip tickets** are available from Opal top up and single trip ticket machines.

For School Opal cards, see the School Student Transport Scheme.

For more information about Opal, visit the Opal website.

Indeed the “safe way” for travel as this 1940s NSWGR advertisement shows http://www.sydneytrains.info/about/heritage/images/safetysafewayposter.jpg. One of the biggest problems that voters/customers face is that you can not purchase Opal ticket cards at a railway station but you can buy Opal ticket card from a supermarket or a small shop, which for many people **defies all logic** in competent running of a railway system. Many people are still demanding that Opal tickets (not the one off travel Opal tickets) should be on sale at railway stations rather than only having access to a top up machines across selected NSW stations.

**NORTHERN NSW NEWS**

**BINNAWAY RAILWAY BARRACKS**

Binnaway railway barracks held an open day on 28 May 2016 from 10am to 4.30pm with markets, craft displays food and drinks. Along with the water tank nearby this building is the only large heritage item remaining on site.
**BYRON BAY RAILWAY TRACK**

In mid 2016 the eagerly awaited clean up commenced to railway track infrastructure for the future return of limited railway services to northern Byron Bay area. A restored heritage 620 railmotor set is to be moved from Lithgow to Byron Bay to supply the motive power for the business plans. See more at this video [http://www.nbnnews.com.au/2016/05/12/byronbaytrainmakingtracks/](http://www.nbnnews.com.au/2016/05/12/byronbaytrainmakingtracks/).

For the moment, with this new travel plan, the rail motor’s line will cease before crossing the main Byron Bay level crossing, which means it can’t access Byron Bay railway station. Maybe one day this railmotor might again head into Byron Bay railway station and extend southwards towards Lismore and north towards Murwillumbah. As was predicted, some Byron Bay locals are objecting to any form of railway service coming back to their area 12 years after the XPT services ceased. You would think, with the high level of car/truck use in the area that some form of passenger train service would be welcomed. It seems to not be the case as this link illustrate. [https://www.facebook.com/nodirtydieseltrainbyron/?fref=nf](https://www.facebook.com/nodirtydieseltrainbyron/?fref=nf)

In July 2016 thousands of people attended a popular music festival north of Byron Bay (the festival is understood to have been near the railway line area at North Byron Parklands) and many complained of waiting for ages for buses to come pick them up once the festival had finished. If a localised train service was still in use, it could of (with some organising) helped in shifting these people back south to Byron and north to others areas quicker and in larger numbers....but the rail services was closed by the NSW ALP government in 2004....an irony that some didn’t seem to understand.

**HAMILTON SIGNAL BOX**

The signal box near Newcastle at Hamilton closed in early August 2016. According to people who know about the change, it is understood the staff are expecting to be made redundant as the signal controls will be moving to centralised location at nearby Broadmeadow.
HAWKESBURY RIVER RAILWAY BRIDGE

In May 2016 SydneyTrains finished the work on the pylon which had experienced some damage/crumbling at Hawkesbury River Bridge. They used specialist contractors to review and rebuild the outer concrete layer, which was done by creating a wall around the pylon area with a moat to enable it to be dried out before work started. Here we see work last year https://www.facebook.com/kathy4gosford/photos/pcb.56267160555694/5626 7102389231/?type=3 and this showing major rework to the pylon – https://www.facebook.com/NSWPublicTransport/photos/a.3382010663637341.10 73741828.147471855436654/547646105419225/?type=3&theater

MERRIWA RAILWAY BRANCH LINE

In March 2016 years 4-6 students from Merriwa primary school and Sandy Hollow Public School, John Holland rail staff, staff and volunteers from Taronga Park Zoo and a Hunter valley partnership of Great Eastern Range team travelled to Gungal to participate in a large scale tree planting to help restore the habitat for the endangered Regent Honeyeater. The replanting within the rail corridor area will help to formulate a biodiversity area for the birds/other wildlife. There are still plans to turn the Sandy Hollow to Merriwa rail line into a local tourist walking trail which is keenly supported by Merriwa and Muswellbrook councils. The overgrown non operational railway line is wanted by the tenant leasing the Merriwa railway station grounds, the Merriwa Railway Society but they have not released any detailed public updates regarding their restoration or site activities since April 2014.

NEWCASTLE RAIL CORRIDOR

Plans on the light rail route firmed up in April 2016 to try and shape the preferred route through the city. http://www.theherald.com.au/story/3828912/visontakingshapeasnewdetailunfolds/?cs=305#slide=1 . Interestingly a news story in late July 2016 explained that Newcastle Council voted (by a narrow margin) to retain the railway corridor for public transport uses. Councillors voted to retain the current zoning title as a Special Purpose 2 (SP2) to ensure the inner city rail corridor is preserved for future public transport uses. The SP2 title also enables developments of “popup” installations and cafes but no permanent large scale buildings. Many suspect Urban Growth NSW to go ahead with their plans for larger and permanent buildings within the rail corridor at some point in the future.

NORTH COAST NSW

Thousands of Northern NSW residents want their direct rail connection back but subsequent NSW Govts keep refusing to spend money on restoring or upgrading services. Instead they keep approving road developments. Protests in April 2016 highlighted once again the need for rail services http://www.echo.net.au/2016/04/governmentcloseroadbuilderssayrailprotesters/
WICKHAM RAILWAY STATION


WESTERN NSW NEWS

CLANDULLA RAILWAY STATION


LITHGOW RAILWAY STATION

March 2016 saw a young person arrested for setting a light a sign and causing damage to Lithgow Railway Station. Police were able to identify the person from CCTV footage at the scene. The person was schedule to appear in Lithgow Childrens Court at a later date.

MUDGEE RAILWAY STATION

It appears there is more vandalism at Mudgee railway station with more cast iron letters been removed in recent months off the station platform signs. It is claimed someone is stealing the letters for collection purpose. It is hoped that the letters will be replaced by JHR. Photo shows a 2011 view of what one of the signs should look like but sadly most of the letters are now gone.

RYLSTONE RAILWAY STATION

A proposal to reopen the Kandos to Rylstone branch line section were made known in May 2016. There are ideas also to see railway heritage railway precincts created at Rylstone, Kandos and Clandulla. [http://www.mudgeeguardian.com.au/story/3910997/idea-to-bring-trains-to-kandos-rylstone/](http://www.mudgeeguardian.com.au/story/3910997/idea-to-bring-trains-to-kandos-rylstone/)
WOODSTOCK RAILWAY STATION

In early June 2016, the station was noted to be coming back to life after repairs last year. These repairs have enabled a variety of new businesses to move in and take up the station lease from John Holland. The station will be soon be reused with the local Post Office setting up alongside a local craft shop. It is believed a cafe also will also be established. These businesses will mean the railway station will come back to life and be a town focal point. The business owner has also linked up with Cowra Tourism to help enable more tourism to come to Woodstock. For rail enthusiasts the station will be hopefully open for inspections. Also keep your eyes focused on Woodstock, as we have been informed of some good news that may happen in the next 12 months.

SOUTHERN NSW NEWS

ALBURY RAILWAY STATION

In media coverage in May 2016 it was noted that NSW Government decided that 4 of 8 jobs based at Albury railway station were planned to be cut. In the same month the local Member for Albury announced changes for Albury railway station in this media release – http://www.gregaplin.com.au/wp-content/uploads/2016/05/Albury-Rail-May-Media-release.pdf

BOMBALA RAILWAY BRANCH LINE

Information received suggests that the timber railway bridge south of Michelago railway station is planned to be demolished. The bridge that traverses over Michelago Road and creek is a ballast deck type. Lack of funding for ongoing upkeep maintenance by the NSW government since the line closed down in the late 1980s, has meant that the timber deck is decaying and subsequently, gravel ballast is falling onto the road beneath and into the nearby creek. Lindsay Richmond supplied a photo of the bridge from the 1970s when the line was operational with an ARHS (ACT) tour using the 60 class steam locomotive leading as it crosses over the bridge.

BUKALONG RAILWAY STATION

The asbestos roofing has been replaced with a metal tin roof by JHR in the last few months. The former asbestos roofing tiling was removed due to WHS rules. Many NSW railway stations and houses are known to contain asbestos in their buildings materials. (2016 Photos Nicole Hentscher)
COOTAMUNDRA TURNTABLE

In July 2016 the Cootamundra turntable was being booked out of use due to structural cracking problems. It is not known if or when ARTC will be fixing this. A former South Australian diesel locomotive 833, somewhat similar to a NSW 48 class, has been stored on the northern turntable road since at least 2006 and is now understood to be scrapped in late July 2016.

GUNDAGAI RAILWAY STATION

GUNDAGAI HERITAGE RAILWAY - NEW CARETAKER APPOINTED

In June 2016 GHR gained a new caretaker to take over the site maintenance and guide visitors around. Former Gundagai railway station ASM John King worked at the station from 1970 to 1973. John took up the position after the last caretaker left in February 2016. John’s intimate knowledge of the station and his passion for the area means visitors will be greeted and shown around by a very experienced guide. John credits many people with getting him to consider taking up the role and moving down from Queensland.
John has been working alongside other community members who have been part of Work for the Dole and they have create new gardens (seen right) at the station and tided up the railway yard.

We wish John well as the new caretaker. John has also become somewhat famous, as he has featured in the ARHS Australian Railway History magazine in the March and June 2016 issues, revealing in his own words what it was like to work for the NSWGR in the 1960-70s as a station worker and yard shunter.

In May 2016 Gundagai Heritage Railway Project lost one of its long term volunteers with the passing of Board member Kel Harpley. Kel was an active member of GHBI and being the President, oversaw the GHR operations for many years. Kel was actively involved in management planning decisions, groundworks and took a keen interest in the preservation of the Gundagai railway station. GHR and many others in the region will miss his friendly and helpful nature and his huge work input.

HELENSBURGH RAILWAY STATION

Noted repainted in April 2016 with fresh colours of pale pink and brown.
HOLTS FLAT RAILWAY STATION

The asbestos roofing has been replaced with a metal tin roof by JHR in the last few months. The former asbestos roofing tiling was removed due to WHS rules. Many NSW railway stations and houses are known to contain asbestos in their buildings materials. (Photos left, Phil Buckley 2011 (old roof) right, Hayley Hailz 2016 (new roof)

TEMORA RAILWAY STATION

In May 2016 Temora Shire Council announced new opening hours for the Temora Railway Station Museum. It will now be open every Friday along with the first and third Saturday of each month. Opening times are 9am midday.

THIRROUL RAILWAY STATION

Repainted last year in tan/brown colours (old colours were green) along with the major island platform building repairs.
WAGGA WAGGA RAILWAY STATION

In a surprise move NSWTrainlink (Countrylink) announced 1 full time job loss at Wagga Wagga and replaced it with 4 part time jobs. This move was done to try and show that the NSW Govt is increasing jobs (a favourite catechism of politicians most voters have come to know). With this move, Wagga Wagga staff have gone from 5 full time and 2 part time to 4 full time and 6 part time positions. See news here - http://www.dailyadvertiser.com.au/story/3945642/wagga-railway-station-state-back-track-to-save-jobs/ and http://www.dailyadvertiser.com.au/story/3910546/wagga-staff-railroaded-by-shake-up/

TUMUT RAILWAY STATION

NSWHRSI reporter Andrew Lawson noted that a new craft group has taken over the Tumut railway station in July 2016. Photos taken by Phil Buckley in June 2016 show Tumut railway station looking much tidier and the railway yard to south looking partially cleaned up. In past visits, the tracks and loading bank have been covered in tall grass, weeds and bush.

SYDNEY REGION

3 new control centres at Granville, Sydenham, Hornsby have being implemented by Sydneytrains for maintenance inspection using new technology – helmet mounted cameras and drone live feeds will be evaluated at these centres as workers check railway infrastructure.

https://www.facebook.com/7newssydney/videos/1251402211550576/
ARNCLIFFE RAILWAY STATION

In Mid 2016 is undergoing a big upgrade covering new lifts, new concourse awning, platform awnings and other changes. Here we see a 2014 view and 2016 view… showing platform awning changes.

CAMPSIE RAILWAY STATION

Has been recently repainted from left, green and cream colours into right, manilla, red and green scheme.

CENTRAL RAILWAY STATION

- On August 8 2016, Central railway station turned 110 years old. Listen to a presentation here - http://www.2gb.com/audioplayer/194876

- Central is to face major upheaval with construction of the "metro" railway line through Sydney. The initial metro works will mean that Centrals platform 13, 14 and 15, which currently serve the South Coast and Central Coast, will be closed off for the construction period. The initial work it is understood to have started in

- It has been noted that at Central railway station a rather poorly placed advertising setup has been placed next to the NSW Govt Railways war memorials on the eastern side of the station. The eastern wall advertising has created much controversy and angry comments online with many people finding it unacceptable.

- Noted in early June 2016 refurbishment was taking place of the sandstone switch room building on the Grand concourse.

EVELEIGH RAILWAY WORKSHOPS

The former Workshops, now renamed as Australian Technology Park (ATP) is to close down as part of a transfer from ATP control / NSW Govt to building giant Mirvac, see http://www.juliusmedia.com/nsw-govt-selloff-aust-tech-park-to-close-exclusive/.

According to the 2015 press release when the sale was confirmed from NSW Planning minister Rob Stokes, “Proceeds from the sale of ATP will be invested in the local area, helping finance work at Central to Eveleigh corridor” and “Mirvac will develop new office space across the buildings and will also revitalise the Locomotive Workshop, which will be dedicated for technology and innovation users and startup businesses. Additionally, up to 75,000sqm of floor space capacity will be reserved at ATP for technology uses into the future”.
LAKEMBBA RAILWAY STATION

Has been recently repainted in new colours of manilla and red, same as Campsie. Old style paint seen to right.

LINDFIELD RAILWAY STATION

Has been recently upgraded and repainted. Platform 1, below left, the brickwork has been updated and has a very smooth and clean rendering. Platform 2, below right, doesn’t have the same style.

MARRACKVILLE RAILWAY STATION

Is being upgraded with repairs conducted on platform 2 heritage ticket office building as part of this program.
New paint work on the up platform station building. Old style left in green, right new style with tan and brown.

Marrackville’s down platform ticket office has been it seems been moved from its old location at end of platform to about 13m along the platform. It is also undergone a repaint along with new awnings built around it.

NORTH EVELEIGH

A new community campaign is underway to hopefully make the NSW Liberal Government reduce the future massive apartment development at North Eveleigh. The local community have setup on a website to educate people as to what is exactly happening with the site developments. See more at http://www.stealingourskies.com/
PENSHURST RAILWAY STATION

Has been repainted into tan and brown scheme. We see old (left side) and new scheme (right side). Moving around / removal of station infrastructure seems to have also taken place during this upgrade, as can be seen in some of the photos below.
PYMBLE RAILWAY STATION

Repainting and station changes/upgrades have been underway for the last few months.

REDFERN RAILWAY STATION

In early July 2016, Sydney Metro branded fencing was observed to be blocking off an area on platforms 4 and 5 as the area will be used as a Metro station location.

STANMORE RAILWAY STATION

Noted in April 2016, the railway station was undergoing a repaint into a new colour scheme. This had finished by July 2016. Old green scheme on left 2012 and right, new pale pink/brown scheme 2016.
ST PETERS RAILWAY STATION

In April 2016 it was noted repainted in the new colours. The old scheme was a pale green and the new scheme is a variety of pale pink/brown.

WYNYARD RAILWAY STATION


- May 2016 a proposal was released to upgrade the Wynyard escalators. The escalators originally come from the old Milsons Point station in the early 1900s. The following works are proposed complete replacement of the bank of 4 escalators with new compliant escalators in the same configuration. The escalators are shown below as they are in May 2016.
A reconstruction of the 1930's era timber finished decking and escalator flanks are planned.

- In June 2016 NSW Premier Mike Baird confirmed his government had agreed to an unsolicited offer from Brookfield Property Partners for a $1billion redevelopment of the 1930s era Wynyard railway station. This will involve a major overhaul and a new office building. See more at http://www.smh.com.au/nsw/wynyard-station-in-1-billion-redevelopment-after-government-accepts-unsolicited-offer-20160601-gpq4aq.html#ixzz4AJTeq7MJ

- Meanwhile Wynyard is still undergoing a major SydneyTrains transformation/upgrade. Part of this has seen the stairs to platforms being rebuilt with new tiling in place.
ROZELLE RAILWAY YARD


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YOUR SAY - HERITAGE PHOTOS

Every issue HRSI will publish a selection of heritage photos from our growing collection of various railway photographers, showing the different NSW stations as they once were from 1950s up to recent times.

Photographer - Lindsay Richmond – left, Michelago turntable in 1980s and right, Mt Horeb railway station on Tumut branch line 1970s

Photographer - Chris Stratton – left, Strathaird railway station 1984 and right, Port Kembla loco depot 1984
Photographer - Chris Stratton – left, Wallangarra railway station 1985 right Barmedman railway station 1983

Photographer - Mark Zanker – left Galong goods shed 2000, right Canowindra railway station 2011

Photographer – Brett Leslie – left, Gundagai railway station 1982 and right Roto railway station 1987

Photographer - Allan Hunt – left, Nimmitabel railway station diagram and right, Photographer – Andrew Phelan, Yass Town railway station 1982

Photographer – Gordon Ross – left Attunga railway station (Barrabra branchline) 1982 and right South Brisbane terminal 1986
Photographer - Adrian Compton – left, rarely photographed station of Stroud Road 1981 and right, Photographer - Gordon Williams (Courtesy Craig Short) – Armidale railway station and loco depot 1950s.

Photographer - Weston Langford – left, Ashfield railway station 1969 and right Central railway station 1969

Photographer - Weston Langford – left, Beresfield railway station 1967 and right, Lithgow loco depot 1962
Photographer - Douglas Moyle – left, Redfern railway station 1986 and right, Photographer - Peter Enlund - Alectown West railway station (Parkes to Narromine branchline) 1967

Photographer - Steve Bucton - left Clandulla railway station 1985, right Tickhole tunnel 1981

Photographer - Jim Leppitts - left Demondrille junction 1974 and right, Parkes loco depot 1976
Photographer - Marc Conyard – left, Cronulla railway station 1982 and right, Photographer – Peter Sweetten - Broadmeadow roundhouse 1982

Photographers left, Warren Banfield 1986 view of the last ever passneger train and right, Peter Watters July 2016 view, of the Maclaughlin Siding and Meatworks on the Bombala branch line.... It is now 30 years since this lines closure.

Photographer – Andrew Roberts - left, Biniguy railway station (Inverell branchline) 1980s and right, Gundagai bridge railway level crossing night time 1983
Photographer – Peter Burr - left, Coramba railway station 1987 and right, Woolbrook railway station 1982

Photographer – Peter Watters – left, Stockinbingal railway station 2016, right Maclaughlin meat works siding, Bombala line 2016

Photographer – Philip Vergison – left, King Cross tunnels 1974 and right, Coolac railway station 1979
NSWGR TICKET REVIEW

A look back at the old Edmenson style tickets to see what we had in NSW..... before electronic Opal. This lot is reproduced courtesy of Bob Dines and his partner. These tickets were issued on the very last runs of the train respective services of the Picton-Mittagong Loop Line Rail Motor and the last Southern Highlands Express. Ticket to left is a 1975 dated Thirlmere to Piction and right Sydney to Picton dated 1976 ticket.

NSW RAIL HERITAGE RAILWAY PROJECTS WHO NEED VOLUNTEERS

Are you able to maybe donate volunteer time or money to these following rail heritage locations?

Glenreagh Mountain Railway – Volunteers needed for railway track maintenance/building work and rollingstock maintenance

Gundagai Heritage Railway – Volunteers needed for site works

Nimmitabel Mens Shed - Yard and building volunteers needed

Toronto Railway Station – Building maintenance volunteers needed
OTHER NEWS

RAILWAY PHOTOGRAPHER NOTICE FROM ARTC – ARTC RAIL SAFETY PHOTO GUIDE

From photos uploaded to various facebook groups over the last year, more and more modern day era railway enthusiasts are taking risks it has been observed accessing/walking into live / operational main line corridor areas and accessing closed off stations area 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 traincrews, 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.

RAILWAY STATION TOURS – COME ON BOARD!

With the above notice in mind, in the future NSW HRSI is examining offering group tours of some of the heritage railway stations across NSW, to help likeminded 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 railway stations http://nswrailwaystations.wordpress.com
Sydney railway stations http://sydneyrailwaystations.wordpress.com
Northern NSW railway branchlines page - https://www.facebook.com/northernnswrailwaybranchlines/?ref=bookmarks
Western NSW railway branchlines page - https://www.facebook.com/westernnswrailwaybranchlines/?ref=bookmarks
Southern NSW railway branchlines page - https://www.facebook.com/southernnswrailwaybranchlines/?ref=bookmarks

HERITAGE RAILWAY STATION 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
Temora - 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

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

Next newsletter- issue 9 will examine:

- Metal NSW staffing travel tickets
- Insights to Train Catering Services (TCS) operations of 1970-1990s from a former worker
- Water tanks around NSW – historical insights
- Modelling scale NSW railway stations and infrastructure

To follow NSWHRSI on facebook, click on the link – https://www.facebook.com/NSWRSI. NSWHRSI can be contacted on the facebook page for newsletter story / information and photo submissions.

TAIL END TRIANGLE PHOTO - THEN AND NOW

WHITTON RAILWAY STATION

Far south west NSW town of Hulong was renamed as Whitton in 1883 in honour of famous NSW railway worker Engineer-in-Charge of the New South Wales Government Railways, John Whitton. The railway station opened in 1881 to service the town and surrounding area. The station closed down in NSW Govt branch line service cuts in 1974. The station building was moved offsite to a local museum location about 400m away in the town in 1983. It was then rebuilt and reopened in 1988 for tourism purposes.

Over the page, a then and now... early 1900s view versus a 2013 view.
Early 1900s top and bottom as it was in 2013

The Whitton railway station as it still stands in the Whitton local heritage museum grounds 2013.