WELCOME to the 10th 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 is separated into 4 core NSW regions – Northern, Western and Southern NSW and Sydney.

MAIN NEWS

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The Westby branch line, located in south east New South Wales, Australia, was a short 40km branch off the Main South line at The Rock. The line transversed the rural countryside to the small community of Westby and opened for operations on 5 August 1925, closing July 4 1956.

Construction and station histories

Local and regional agitation around Pulletop for the construction of a railway to their area goes back to 1911, when the Pulletop Railway League advocated for a line from The Rock to Pulletop... an area with a low population of mostly farmers. The concept of a railway service line gave high hopes to the local agriculture industry who believed it would transform the farming industry along the line. The farming land transversed was mostly used for wheat, sheep and cattle. Better market access was the dream. The Pulletop Railway the League wanted the line to run to Jingellic.

In 1919, The Rock to Pulletop Railway Act was passed. The branch line became the Westby branchline with 5km added on. In February 1923 Construction teams and goods moved to the The Rock to start construction... The line was opened on 5th August 1925. It heads in a south east direction away from the Rock and meanders through areas of rolling farming land until it reaches Westby.

The line to Westby turned to the left off the main line just south of The Rock station platform and yard and then passed through several stations before reaching Westby. The stations constructed on the line were at Birdlip,
Mangoplah, Burradanna, Pulletop with Westby as the terminus. Stations at Birdlip and Mangoplah platforms were built of mass concrete while stations at Burrandana and Westby used precast components.

The Rock – the Junction for main southern line services

As the southern main line extended closer to the Victorian border, an extension from Wagga Wagga to Gerogery became operational in September 1880. This addition saw the location known as “Hanging Rock” open to rail traffic. The name of the railway stop changed a few more times to Kingston in December 1882 and then and finally to its current name, The Rock during February 1883.

The Rock was ideally placed to become the junction location for a few branch lines, with the first heading west to Lockhart with the first part of the line to the Oaklands being opened in 1901. At the same time the The Rock gained enough status to enable a small locomotive and service depot to be built just north of the station. The depot contained a turntable, water tank, coal stage and servicing facilities. This depot operated from 1925 until mid 1956 at the Junction for the Westby branch.

During the 1950s The Rock became a railmotor depot. It gained 4 CPH railmotors that were used on all services from south of Junee to Albury and on all the other regional branch lines in the area - Rand, Oaklands and Kywong. CPH passenger railmotor services were withdrawn from all of these southern NSW routes in 1974. This change saw the need for the depot at The Rock decline and by 1978 it was decided demolish the unnecessary deot. Today the NSW Trainslink rail XPT services still stop at The Rock.

Birdlip railway station

Opened 5 August 1925. Situated formerly at the 558.930km marker, the station consisted of a 70m long platform with a small shelter on the down side. A loading bank and siding were located on the up side. The concrete-faced main platform is still present, along with the remains of the goods bank.

Mangoplah railway station

Opened 5 August 1925. Located at 567.720km, this was the intermediate station and was significantly larger than the others except the terminus location. The building is a PC-3 type station and utilised a 70m passenger platform on the down side. A siding, goods shed, loading bank and stock yards was built opposite the station.


Burrandana railway station

Opened 5 August 1925. Located at 579.810km, the station platform was on the up side, with a siding and loading bank opposite. A 70m platform was in place and a PC-1 style building with a water tank attached was utilised.


Pulletop platform

Opened 5 August 1925. Located at 585.100km marker, it was a very basic location a down side loading bank and siding. Later on in its life, a 30m long timber platform was built on the up side. In 2017 the concrete-faced loading bank is the only remains visible, with the former perway now a road leading to a nearby property.


**Westby railway station**

Opened 5 August 1925. Located at the terminus marker of 591.620km, Westby had a 70m long platform on the down side with the concrete station building. A loop siding, goods siding and loading bank were also built nearby. A small depot was constructed using a 60ft turntable, a ash pit and water tank. In 2017 despite nearly 60 years since closure the station building is still standing in what has now become simply farmland. Minor remains of the loading and associated areas are noted but the locomotive depot is removed.

**Operations and services**

When opened for use in 1925, 3 timetabled services a week ran to Westby on Mondays, Wednesdays and Fridays. No pure passenger service trains ever ran on the line. It was supplied with only mixed passenger and goods services. The scheduled services departed from The Rock 10.40 a.m. to arrive Westby 12.20 p.m. The train was then unloaded, serviced and turned around for departure from Westby at 2.40 p.m. arriving at The Rock by 4.20 p.m. The branch line was badly damaged in 1934 by a flood which delayed services until line was repaired. In 1934 farmers made it known to the NSW Railway Commissioners that they wanted to alter The Rock to Westby train day from Fridays to Wednesdays to enable stock owners to transport their stock to either the Wagga Wagga markets on a Thursday or to the Sydney markets by a Friday. The farmers were of the opinion that the Friday train service was unsuitable for either of the markets. Loadings for the line for mixed goods trains indicate that they were limited to 500 tons and pulled a maximum equivalent length of 45 4-wheeled wagons. Full goods trains were limited to 900 tons which was equivalent 70 4-wheeled wagons. By 1949, rail services had decreased to just a single Down Mixed train on Wednesdays. This connected with the Down Albury Mail and the Up Riverina Express. The Up Mixed connected with the Up Albury Mail and the Down Riverina Express.

**1950s BUSHFIRE DAMAGE AND UNPOPULAR CLOSURE OF THE MANGOPLAH TO WESTBY SECTION**

A disastrous bushfire was started from burning off operations along the railway corridor around Mangoplah between January 22 and February 9, 1952. According to investigations the Mangoplah fire is thought to have started from a source connected with burning-off operations carried out by Department of Railways employees on the railway line near Mangoplah. Other evidence seems to place the blame at a passing steam locomotive spark. Whatever happened the effect from heat and a strong wind revived the smouldering clover and carried it into unburnt grass. Right, Westby railway station seen right in 1952 (NLA/Trove c/o Farmer and Settler newspaper)

Further “back burning” fires started around Pulletop and Westby at the same time also damaged the land and the railway line. This massive fire eventually spread to the Victorian border area. All rail services south east from Mangoplah to Westby, came to an abrupt halt as a result of this fire as rail infrastructure was damaged. The fire destroyed nearly 4,000 sleepers and a timber waterway. The last train to Westby ran on 16 January 1952. In this
period leading up to the fire, the Westby branch line was reported to be losing around £20,000 a year. It is noted that sometime after this bushfire closure the Westby goods shed in 1952 was possibly moved to Tullibigeal.

In 1953 a meeting was held at Wagga Wagga which discussed the line’s future and operations. This was recorded in the Trove website via a scan from “The Farmer and Settler” newspaper.

“WAGGA: A public meeting of landholders at Mangoplah last Friday was informed that it would cost £10,000 to re-condition the 13 miles of railway line from Mangoplah to Westby as the result of damage caused by the 1952 bushfires. The meeting, convened by Messrs. N. Klimpsch and S. R. Oldham, secretaries of the Mangoplah and Pullitop Farmers and Settlers’ Association branches, respectively, was called to meet members of the Railways Department and urge the reopening of the line which has been closed since January 25, 1952. (A Special Supreme Court was held in Wagga recently to hear the claim for damages on behalf of the Australian Wool Brokers and Produce Company, owners of Clifton Station, from the Commissioner of Railways for damages as a result of the 1952 bush fires, and most of the evidence centred around burning off operations on a section of this line.) Photo right showing meeting in 1950s (NLA/Trove c/o - Farmer and Settler newspaper)

After hearing reasons for reopening of the line, which were given by several landholders. Mr. D. J. Howse, Chief Traffic Officer, told the 45 land holders present that The Rock Westby line was opened in 1925 at a capital cost of £184,000, for which the annual interest bill was £7827. For the 13 months prior to January, 1052, the 20-mllc-long The Rock-Westby in only moved goods to the total value of £31,000, for which the railway received £1391, said Mr. Howse. ‘If you had a business which would cost £10,000 to recondition for a visible revenue of £1300, what would you do?’ he asked the gathering.

‘Whilst appreciating the national importance of these lines, we must also regard them as a business proposition. The railways have never failed to meet expenditure with revenue collected, but the general sinking fund, exchange and other factors causes them to show an overall deficit’, he continued. ‘The Commissioner has not suggested or decreed that the Mangoplah-The Rock section of the line should be closed, but we cannot run a train out to pick up one truck of fodder or bring in one truck of superphosphate’, he concluded. Mr. W. K. King, engineer from the commissioner’s office, said that in addition to the £10,000 required to recondition the line, its annual upkeep was roughly £17,000 (Interest £7000, maintenance £6000, re-sleepering £4000), plus the cost of running the trains. ‘It was a 20-to-l shot against the line ever paying’, he said. About £6000 would be obtained for recovery of the rails between Mangoplah and Westby.”

“Mr. Dick Post chaired the meeting and Mr. H. Post, of Pullitop, opened the case for retention of the line by saying that the district was one of the best in the State and that the extra expense involved ‘in the transport of super, would have a retarding effect on Its future production and development. 'Give us the line and we will give you the freight' said Mr. Vernon Hall. 'We can produce a lot more when the line Is there.' Mr. Lloyd Roberts, of Westby, forecast that the Westby end of the line would one day support many dairies which would bring
increased revenue to the railways. Not only should the revenue from fodder sent out be considered, but also the value of the stock which it saved”, said Mr. George Roberts.

Huge Expense

Mr. Cliff Angel said that in 1938 only about 300 tons of super, had been railed into the district, but last year the amount had risen to 1700 — an amount which would have been much greater had not the season been He said “two properties, which a few years ago used no super had a potential of 1300 tons. Mr. Teague, manager of Clifton Station, said that the owners had been faced with a colossal expense due to the closing of the line. The company intended to develop the 15,000-acre property, but would not be able to do so without the support of the line. Over the past 18 years only about 5 per cent, of farmers were prosperous and able to develop their properties,' said Mr. Tom Lenehan. 'Now we have the money to develop them, but the line is going.' Mr. B. Thomson, Wandoo, said that he was against the use of transports on roads, if they could be avoided, as they were breaking up the highways. 'If the line is 'put back, then our district will go ahead. If not, then the seedlings will take possession instead of the sub. clover,' he said. Mr. Ron Irvin commented that he was a hay grower when the line was available, but would not be if it remained out of action. State Minister for Agriculture and Food Production (Mr. E. H. Graham) assured the land holders that he would fight for retention of the line. 'But you must give me the ammunition to fire and you haven't given me much yet,' he said. 'You don't have a line here Just to look at. You must support It,' he concluded. (Tho Mangoplah-Westby section of the line has been closed since January 25, 1952, due to the fact that many sleepers were burned out and there is now only a weekly service on the Mangoplah - The Rock section.) Goods train services were resumed the following wheat season to serve the silo at Mangoplah. Once the wheat was cleared, they ran on an "as required" basis. Wheat was again transported by rail from the Mangoplah silo the following three seasons.

“The Farmer and Settler” newspaper, Sydney 10 July 1953 published a story “Closing a railway will kill fodder expansion” (courtesy of Trove) covering the line closure again with much detail: “A stretch of country which before 1943 did not produce a bale of pasture hay, and which had to import 500 tons of fodder to fight the 1944 drought, now raises 50,000 bales of hay a year — and has difficulty in getting rid of it. Instead of being able to send this fodder easily wherever it is needed in times of flood or drought, the powers face a transport bottleneck in the closing of The Rock Westby railway line. This fodder reserve, which could be doubled, is produced in the Westby-Pullltop-Burradaana section of the Wagga district, an area which has a 26-inch rainfall, a high production potential and is virtually free from droughts. The 28-year-old railway serving this area has been out of commission since the bushfires of January, 1952.

“In January, 1952, a fire, which originated adjacent to railway property and a few minutes after burning-off along a section of the line was completed, swept through the district. Department officials claim it is not a business proposition to restore it at a cost of £10,000. Besides causing many thousands of pounds' damage to nearby properties, it burned out two sections of railway line. Rail communication to Burrandana has been severed by the almost complete destruction of sleepers in a half-mile section. Another break occurs about two miles short of the
rail terminus at Westby, where sleeper ends have been burned on, one side of the line. It is the restoration of these sleepers which would account for the greater proportion of the £10,000 estimated expenditure.

Poor Support

Railway officials claim that they have long intended to close the line, due to the big financial loss at which it operated. If this is so, why did they not inform landholders of the projected move, so that they would give the line more support, and why was re-sleepering of some sections done immediately before the fire? Is it true that some “years before the fire landholders did not support the line as well as they could have done. This was partly due to shortage or rollingstock during the seasons. They were forced to send wool by road and many continued to do so, even when the railway was in a position to do the job. Others turned to road transport because of the poor service provided by the railways.

The railways are out to give a better service now, but this was not so in the past. But the main reason why the Westby-Mangeplah line did not receive as much support as other sections of the line is that only in the last few post-war years has the district really become productive through pasture improvement. Because superphosphate is essential to pasture improvement, the amount of super, coming into the district can be used as a yardstick of its development. In the pre-war and immediate post-war years (when super, was still rationed) only 780 tons a year came into the Mangoplah and Burrandana districts. The annual total is now 3000 tons. Burrandana has shown the greatest increase, the amount having grown from 360 tons to 1800 tons. By rail, this could be brought in at an additional 6d. per ton from The Rock to Westby, but by road transport it costs about 23/- per ton for the first 20 miles and then 11d per mile per ton there after.

Fodder Transport

As road transport for getting baled hay out of the district would cost about the same per ton (about £4/10/ per 100 bales) the cost of producing pasture hay and selling it outside the district is prohibitive. In the past, landholders did not co-operate with the railways in giving a speedy turn-round of trucks. A truck of super forwarded to them would often be left at a siding for seven days which, with travelling time, meant that it was out of commission for 10 days.

What is the present productivity of the district? Figures gathered from 42 properties in Westby, Pullletop, Burrandana and Burrandana side of Mangoplah show the following: Sheep and lambs, 75,800 (with ewes still lambing); 2100 bales of wool, 2000 head of cattle. 5200 acres of wheat and 2000 acres of oats. These figures do not include all the properties in the Mangoplah district, which would be affected if the whole of the Westby-The Rock line were closed, but only those affected by the closing of the Westby to Mangoplah section. The district could also be a good dairying centre (some people are still milking cows), but the cost of sending cream by road to a factory is very high. 'I used to send cream by rail to Cootamundra and the factory paid the freight,' said one farmer.

'The mailman now charges me 3/- to take a six-gallon can to Wagga.' But it is in pastures, baled hay and sub. clover seed production that the district offers the greatest scope for increased production, provided the super, came in at a reasonable cost and the products be sent out. Improvement possible in the Westby and Pullletop sections are indicated by the following: No. 1 Property: 700 acres cleared and under crop this year. Of this, “300 acres have been oversown with pasture. Two years ago this property had no established pastures, but the owner intends to establish 2500 acres. No 2: 3500 acres sown; to be extended to 5500 acres. No. 3: No pastures previously, now has 1400 acres, with 200 acres being added this year. No. 4: Property just purchased, but 500 acres under wheat which will later be sown to pasture. Pasture improvement to whole of property planned. No. 5: Has cleared 200 acres to sow, and clearing more to crop and sow. In the past did not use 10 tons of super, per
annum, but under new owner has a potential consumption of 160 tons. Over the past few years the carrying capacity of most properties has been increased three fold, and still tho district is only about 50 per cent, improved.

Chaff Production

As the district is one of the very few still virtually free from skeleton weed, it could be a heavy producer of prime clean chaff, but the high cost of bags and freight made production costs prohibitive. One Pullletop grazier used to produce over 200 tons of chaff a year: he lost that amount in the bushfires, but has now turned to pasture hay and the baling of both his own and that grown by adjacent landholders. In the 1944 drought this man carted” “baled lucerne, which had been railed from Barraba, at the rate of 40 tons a week for nearly six months, to starving stock In the district. The same man now has over 200 tons of surplus baled hay on his property which could be sent to drought-stricken districts (he lost 2000 bales owing to the wet summer), and has baled some 27,000 bales on adjoining properties over the past two years. All the bales are wire tied, and thus suitable for rail transportation, but not one bale has been carried out of the district. This grazier expects to handle 20,000 bales in the coming season. 'I would be prepared to sign a contract to send 90 per cent, of my wool by rail and all produce such as hay, ,wheat and oats.' he said. 'All other land holders would probably do the same.

Seed Centre

From being an importer of sub clover seed, the Wagga district is now recognised as the most important producing centre in the State. The district could thus play a part In raising food production throughout the State, even though its railway, which is a vital link in the process, does not operate as a business proposition along its 26 miles of track. Nationally, the closing of the line cannot be gauged on a monetary basis, but the Burrandana-Westby farmers realise how its absence affects them personally. One of them claims it has knocked £2 an acre off the resale value of his property. Another used to obtain 20/ for a sheepskin railed to Sydney as compared to 10/ for selling it in Wagga. Would not retention of the line be good insurance for the State against drought and floods, with their subsequent fodder shortages? A Pullletop grazier summed up the situation In these words: ‘They tell us that they were going to close the line anyway, but in the 17 years that I have been on this property they never asked for more co-operation from us or intimated that the line might be closed.’”

Part 2 of the Westby branch line review will appear in the NSWHRSI May 2017 edition cover the final closure of the The Rock to Mangoplah branch line section and examine present days remains of the branch line.

GOODS SHUNTING IN SYDNEY AT DARLING HARBOUR AND ROZELLE – THE 1970s to 1980s – THE FINAL DECADE

To see examples of what goods operations and shunting was once like in Sydney’s Darling Harbour yard, before it was totally removed, here is a documentary made in the 1970s showing life of a group of shunters - https://www.youtube.com/watch?v=z4fgoFfrg8o . From a 2016 perspective, where WHS is now legislated, we can look back at how some work illustrated would never be allowed to be performed like that nowadays. Workers lives are now more valued. If you like to see what the Darling Harbour goods yard looked like in 1960-70s this film released by the NFSA in October 2016 will appeal to you https://www.youtube.com/watch?v=SoizTlCTHJc

From a 2016 perspective, where WHS is paramount we look back at how some things in this film were very dangerous and done differently nowadays but we have to remember to the workers, it was everyday work and they knew the risks / their limitations.
DRAWDOWN, CLOSURE AND TRANSFORMATION OF DARLING HARBOUR AND ROZELLE RAILWAY YARDS

In the early 1980s, after the Island Shunters film, Darling Harbour was transformed from an industrial worksite into the famous Darling harbor entertainment precinct. Left, Philip Vergison’s view of Darling Harbour rail yard in 1981. Below right, we see this transformation of Darling Harbor happening in the early 1980s. (Wiki via J Adams). As can be seen nearly all of the goods yard buildings, track are gone by this time.

Rozelle remained in use over the 1980s and was active with significant wheat, coal and general freight movements. Below left, Philip Vergison’s view of the Rozelle yard 1981. Balmain coal loader is on the far left top distance.

ROZELLE GOODS YARD – CLOSURE, REUSE AND FUTURE

Rozelle yard use declined and government operations ceased with sale of Freight Corp in the 1990s and then it was only used by private rail operators. By the early 1990s Rozelle was only a railway storage yard. Private use too was closed down by late 2000s as transformation was happening. In 1998 it was used for filming “The Day of the Roses”, a film about the tragic Granville train Crash. The movie “The Matrix” was filmed there in the same year, using trains for some of its scenes - [http://www.paulturtle.com/old/electrics/matrix.htm](http://www.paulturtle.com/old/electrics/matrix.htm).
By the early 2000s Rozelle had become a light business yard intermixed with a light tram terminus. The branch line from Dulwich Hill was closed off in 2009. A light rail extension from Rozelle yard to Dulwich Hill was built and opened in 2014 – see more here [https://en.wikipedia.org/wiki/Dulwich_Hill_Line](https://en.wikipedia.org/wiki/Dulwich_Hill_Line).

GOODS LINE – CENTRAL TO DARLING HARBOUR – CLOSURE AND REUSE

The former Goods line section from near Central to near the current Powerhouse museum has been transformed into a walk way for the public and was opened to the general public in 2015 as the “Goods Line” walkway. Some railway track and ground frames relics remain. It runs next to the light rail route. More information on Darling Harbour/Ultimo area and rail history can found at [http://www.cityofsydney.nsw.gov.au/__data/assets/pdf_file/0012/141600/WalkTourRenewal.pdf](http://www.cityofsydney.nsw.gov.au/__data/assets/pdf_file/0012/141600/WalkTourRenewal.pdf).
As of 2017 the Rozelle goods yard is, like the Ultimo end facing a complete redevelopment by the NSW Liberal Govt to make it into a multi user space - see more at https://thebayssydney.com.au/rozelle-rail-yards/

TRAIN CATERING SERVICE (TCS) 1970-1990s INSIGHTS - from Susan Thomason - PART 2

As we saw in Part 1 of Susan’s story she explained her TCS training and then some of her early work experiences. Part 2 below, focuses on many railway trips with the TCS and changes faced in the 1970-90s.

Dining Cars - Brisbane Ltd and Gold Coast

These had 3 sittings for dinner and breakfast but was open all night for service. At Christmas we did 4 sittings. Hot meals, salads, light refreshments, confectionary, cigarettes, alcohol, tea and coffee. RDH Bars Brisbane Ltd and Gold Coast open 6-11pm and from 5.30 am until destination arrival. We served sandwiches, pies, usage rolls biscuits and cheese, fruitcake, soft drink, flavoured milk, alcohol, cigarettes and confectionary.
Buffet Trains Spirit Of Progress

We left Central at night heading to Junee, arriving early morning. We would stay in the barracks and return on the Intercapital Daylight arriving at Central at night. Serving dinner, breakfast and light refreshments.
Rob Williams has provided right, this extract from the NSW railway timetable of 1981 showing Spirit of Progress, Southern Aurora, South Mail, Riverina Express & Intercapital Daylight Express Days runs from Melbourne to Sydney.

**Intercapital Daylight**

Leaving Central in the morning had us serving breakfast, lunch and light refreshments. Arriving at Junee in the afternoon. Staying at the barracks, the lovely ladies at the refreshment rooms always took real good care of us. Returning on the Spirit Of Progress, up early 1am to return to Central in the morning, serving breakfast and light refreshment.
**North Coast Daylight Express**

We had a crew of three. Two would go to Grafton over night staying in the barracks where the ladies at the refreshment room provided dinner and breakfast. One would do a Wingham return with the Grafton crew. We would pick one up at Gloucester, to return home to Grafton. This was a tray service train, serving breakfast, morning tea, lunch and afternoon tea and sometimes we would have the dining car.

**Cooma Monaro Express**

With a crew of four we would go to Cooma and return to Central at night. The train was fully stocked for the return trip. If we needed anything we could always put out an order out for a pick up at Canberra. This was also tray service, accommodating passengers with breakfast, morning tea, lunch, afternoon tea and dinner.


**Canberra XPT**

Leaving Central at night a crew of four served dinner and light refreshments. We would spend the night in the barracks at Canberra and return in the morning when a breakfast service was available. Nowadays the XPT is removed from the Canberra run and it a Xplorer service.
Southern Aurora

Leaving Central we would serve dinner and stay Goulburn barracks. There was also a lounge car.

Indian Pacific

I worked on this train for only a short while in the 1990s, as I left not long after this service was integrated with our rosters. We would work over to Adelaide and fly home and vice versa. Serving dinners, breakfasts and lunches.
On the Indian Pacific there was a great mate ship amongst us and we made many good friends for life. We took pride in the care and service we gave.
We had much fun along the way. Sometimes I would take my children with me for a trip. The enjoyment on their faces was great to see.

Northern Tablelands Express

This train had two sections; one would go to Narrabri, the other to Armidale with the train splitting at Werris Creek. I had the pleasure of meeting Teresa Livingstone who worked the NTE train in 1973-1976. And she told me they also stayed over on a Sunday as no trains ran. They had 3 staff each on the Narrabri and Armidale set. This was before the recruitment of staff in Narrabri and Armidale. We also had, a conductor, electrician, and hostess who did the Murrurundi return trip back to Central. There was a Narrabri and Armidale conductor and electrician from Werris Creek to Moree / Armidale. By the time I worked the Tablelands Express it still had the 2 sections, as mentioned above, with the exception of 2 staff getting off at Murrurundi to go back with the country crew to Central Station. We would pick up 2 country crew at Willow Tree, one for each section to return home. The train was fully stocked on leaving Central Station. On departure from Armidale we made the sandwiches as there was no refreshment room. A meal allowance was given for dinner and we stayed at a motel. The Narrabri refreshment room would stock the train for the return journey to Central. If the Armidale crew needed stock, they could get this from the Narrabri end, when meeting up at Werris Creek.

We would stay in the barracks in Narrabri and the ladies always had a hot breakfast and dinner for us. These ladies knew how to cook.

Breakfast, morning tea, lunch and afternoon tea was part of the service. Eventually this tray service train was also replaced with the start of the XPT. A menu is shown at right from the NTE.

Central West

Before the XPT the Central West was tray service to customers in their seats. We served breakfast, morning tea, lunch, afternoon tea and dinner. On this route we would stock up on the famous Lithgow pies as they were so tasty. We always
managed to put an order out at Penrith to pick up at Lithgow. The Station Master always ensured we received our pies. The roster was 7 day fortnight. Long days, but so worth the days off. Leaving Central we would travel to Orange, where we had a 4 hr stop over. We were put up in the Occidental Hotel until it was time to leave and head home. The train was stocked for the return journey. The DEB sets were put out to pasture with introduction of the XPT. This saw changes such as goodbye to the tray service, hello buffet take away. The menu consisted of deep fried chips, chicko rolls, hamburgers, hot dogs, toasted sandwiches, croissants, scones, sandwiches, cheese and biscuits with the main meal varying each day. We also served tea, coffee, flavoured milk, soft drink, beer and spirits. During school holidays we could never keep up with the chip orders as the oil couldn't maintain the temperature. We went through to Dubbo and returned to central same day. Long days again but worth the days off.

**Riverina Express**

We would leave Central with a fully stocked train to provide tray service. We would travel to Junee where 2 staff stayed in the barracks, and the other 2 would travel to Griffith staying in a motel. We would be stranded in the country on a Sunday as no trains ran. This too was tray service. Breakfast menu; consisted of juice, flavored milk, tea, coffee or soft drink, cereal, toast or raisin toast. Morning tea; fruit cake, cheese and biscuits, sweet biscuits and sandwiches. Lunch; Salmon, ham or egg and cheese salads or a hot meal and afternoon tea. We also sold trays of ice cream and crisps. Right, Jim Leppitts view of the Riverina Express 1974 near Shephards Siding. The refreshment room at Junee would provide us with our meals while staying there. In Griffith we had a meal allowance. On the return trip home to Central, Junee refreshment room would load the buffet with stock including sweets and cigarettes that we were low on, taking about 10 minutes. Then the XPT came on the track to replace the DEB set. We would travel to Albury with a stop over on Sunday as there was no train service. Junee refreshment room would still stock the train as needed on both journeys.

**Pacific Coast Motorail**

This train went from Sydney to Murwillumbah via Casino. It was formed of air-conditioned HUB/RUB sitting carriages along with stainless steel sleepers as well as having a motorail facility. The Gold Coast Motorail operated from March 1973 until February 1990. In May 1987, it was renamed the Pacific Coast Motorail. The XPT took over from sitting cars in 1990. The Casino to Murwillumbah branch line was closed down in 2004. Below left, Anthony McLaughlin view 1978, Right Steve Bucton view of the Motorail in 1980 at Murwillumbah railway station.
How times change…..Murwillumbah railway station seen left, 1995 when operational by photographer Peter Burr and right, in 2011 by Phil Buckley, when it was closed down. Note how the southern end of the main platform length has been extended to cater for longer XPT trains, when compared with the view in Steve’s 1980 photo above where is a short platform and a end ramp. Note in 1980 photo no trees in the yard and now are there.

TCS CAREER COMES TO AN END

Changes to the State Rail Authority operations in the early 1990s saw more jobs done by less people. In 1991 with multitasking I was appointed to Senior Passenger Attendant but by the end of the year I had to weigh up my career long term or to be a mum. I decided to choose a redundancy. I had come to the decision that it too hard being away from my family all the time. After leaving the railways, I was staying at home mum for some time. My husband and I then went on to own and run a small country hotel in Nimmitabel, NSW. We stayed in this job for 4 years. Running the hotel was a real eye opener. I managed a Jewellery store after that for 2 years and my most recent job was a school tuck shop convener at a girls college.

Lunch and Dinner Menu

<table>
<thead>
<tr>
<th>Main Course</th>
<th>Beverages</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pot of Coffee</td>
<td>1.50 Chilled fruit juice – your choice of Orange, Pineapple, or juice, per glass</td>
</tr>
<tr>
<td>Beef Casserole</td>
<td>4.50 Cap of Tea, 1.20 Eggs, Bacon and Tomato – your choice of fried or scrambled</td>
</tr>
<tr>
<td>Roast Beef, Special of the Day, Served with Vegetables in Season</td>
<td>5.00 Scrambled, Served with Bacon and tomatoes</td>
</tr>
<tr>
<td>Grilled Scallops and Bacon – Served with Vegetables in Season</td>
<td>6.75 Baked Beans, Served with a Salad, 2.50 Cooked Rice, 3.50 Mashed Potato</td>
</tr>
<tr>
<td>Grilled Salmon</td>
<td>7.75 Grilled Salmon and Vegetables, 2.50 Potato, 3.50 Creamed Rice</td>
</tr>
<tr>
<td>Greek Salad</td>
<td>8.75 Greek Salad, 2.50 Couscous, 3.50 Macaroni Salad</td>
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<tr>
<td>Salad</td>
<td>9.75 Lettuce, 2.50 Cheese, 3.50 Tomato, 4.75 Salad, 5.75 Crispy Salad</td>
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<tr>
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<tr>
<th>Children’s Menu</th>
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<tbody>
<tr>
<td>Chicken Nuggets and Chips</td>
<td>1.50 Chilled fruit juice – your choice of Orange, Pineapple, or juice, per glass</td>
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<tr>
<td>Macaroni and Cheese</td>
<td>4.50 Cap of Tea, 1.20 Eggs, Bacon and Tomato – your choice of fried or scrambled</td>
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<tr>
<td>Grilled Scallops and Bacon – Served with Vegetables in Season</td>
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<tr>
<td>Pavlova</td>
<td>1.50 Chilled fruit juice – your choice of Orange, Pineapple, or juice, per glass</td>
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<tr>
<td>Cheesecake</td>
<td>4.50 Cap of Tea, 1.20 Eggs, Bacon and Tomato – your choice of fried or scrambled</td>
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<tr>
<td>Ice Cream</td>
<td>7.75 Scrambled, Served with Bacon and tomatoes</td>
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<tr>
<th>Spicy</th>
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<tr>
<td>Chicken Tikka</td>
<td>1.50 Chilled fruit juice – your choice of Orange, Pineapple, or juice, per glass</td>
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<tr>
<td>Beef Jerky</td>
<td>4.50 Cap of Tea, 1.20 Eggs, Bacon and Tomato – your choice of fried or scrambled</td>
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<tr>
<td>Surf and Turf</td>
<td>1.50 Chilled fruit juice – your choice of Orange, Pineapple, or juice, per glass</td>
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<tr>
<td>Steak &amp; Ale</td>
<td>4.50 Cap of Tea, 1.20 Eggs, Bacon and Tomato – your choice of fried or scrambled</td>
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CAREER REFLECTIONS

I must say that working for the Railways did open my eyes to the world and brought me out of my shell.

50 YEARS OF NSWGR RAILWAY OPERATIONS MEDALLION

In 2016 Graeme Knappick, a railway collector, purchased this rare commemorative medallion to honour the 50th anniversary of NSW Railways train operations. The medallion was manufactured in 1905 and copies in such good condition are not readily found after 112 years. More information on the medal can be seen at http://collections.museumvictoria.com.au/items/56196
TAP tenders for regional station upgrades and refresh

In late 2016 tenders were opened by Sydney Trains for the planned upgrades under Transport Access Program (TAP), for 5 regional NSW railway stations - Albury, Coffs Harbour, Orange, Tamworth and Wagga Wagga stations. Upgrades are planned for these stations as they continue to experience customer growth and will require various changes to improve the customer’s experience. Though these stations are in Trainslink NSW area of operations, Sydney Trains is undertaking delivery of these upgrades on behalf of Transport for NSW (TfNSW). Some tenders were approved and started very quickly with work being undertaken at Albury by November 2016. Others like Orange and Wagga Wagga will see action in 2017. The stations are being improved with building better disability access, parking upgrades, station amenities and seating improvements and refresh and repainting as required to enhance their presentation. See Southern NSW news further below for Albury details.

HERITAGE RAILWAY LOCATIONS – RISING CRIME BREAK AND ENTERS

A growing number of NSW heritage railway stations museums, projects and businesses are experiencing theft of property and items in 2016-2017. A range of items, exhibits and parts have been stolen by thieves across the sites. Covert and overt security at sites has been stepped up as a result.

HERITAGE RAIl TOURS IN SYDNEY AND HERITAGE RAIL INFRASTRUCTURE CELEBRATIONS

90th ANNIVERSARY OF CITY CIRCLE OPENING - GOING UNDERGROUND UNDER SYDNEY – CELEBRATING 90 YEARS OF UNDERGROUND ELECTRIC RAILWAY OPERATIONS IN THE SYDNEY CBD

SHORT HISTORY OF THE SYDNEY UNDERGROUND NETWORK

December 10 2016 was the 90th anniversary of the Sydney underground electric railway network opening. Opened after extensive construction works in the 1920s, the Sydney underground network initially only operated to Museum station and St James. In 1932 the inner city line was extended to Town Hall and Wynyard and opened just a few weeks before the Sydney Harbour bridge was officially opened for use. Once the bridge was in use, the inner city line connected the North Shore with the city directly. In 1956 further extensions were added when via the via lower tracks, the Town Hall to Circular Quay and St James section was connected. This lower section then formed the “City Circle” line.

90th ANNIVERSARY – SYDNEY TRAINS REVIEW

This weekend St James Station and the city underground will celebrate 90 years since its official opening with a number of heritage events, including F1 vintage electric train shuttles and a heritage display at St James Station. Howard Collins, Chief Executive of Sydney Trains, said “the city underground and St James Station has seen tens of millions of passengers since it opened in December 1926. “For the first 6 years of operation, St James Station was the end of the line for the rail network. For the next 24 years it also served as the end of the line for the Bankstown, East Hills and Illawarra lines and contained sidings and turn backs to operate the network. “During this time, the unused tunnels south of St James Station were reinforced and used as air raid shelters during World War II. It’s rumoured that General Macarthur had his headquarters deep in those tunnels. “Since then, St James Station has retained its invaluable heritage attraction under the care of Sydney Trains, whilst remaining a
vital part of Sydney’s everyday public transport network. “To celebrate the history of St James and the city underground, we’ve held a ballot for 21 lucky people to win double passes to tour the air raid shelters and be taken back in time. ”We had well over 12,000 entries to the ballot which is testament to the recognised heritage value of St James’ history to the people of Sydney. “It’s an incredible experience and it’s our duty as custodians of this piece of history to not only protect it, but to share it sustainably with the people of Sydney. “These lucky winners will see graffiti from soldiers who worked in the tunnels and see the Hyde Park fig tree roots making their way through blast-resistant walls where explosives couldn’t”. Mr Collins stated “that Transport Heritage NSW will also be operating six shuttle return services from St James station to Erskineville on Saturday 10 December 2016”. “The F1 vintage electric train is synonymous with Sydney’s public transport and will be reminiscent of times past for many Sydneysiders,” Mr Collins said. “It has been meticulously restored by volunteers at Historic Electric Traction, Transport Heritage NSW and Sydney Trains “It’s a day to be transported back to another century, riding a vintage electric ‘red rattler’ into St James Station where a heritage display will be available to all,” Mr Collins said. See this news story for the day coverage of the events - https://www.facebook.com/7newssydney/videos/1463691233655005/?hc_ref=PAGES_TIMELINE

F1 RED RATTLER VISITS WATEFALL STATION

On 11 December 2016 the ARHS hired for its members, the vintage Red Rattler F1 set for a tour to Waterfall railway station in southern Sydney. Peter Watters recorded these views which also show the heritage turntable which is still installed very close to the station.

Waterfall also has a water tank and water column in the up end yard which can just be seen in the photo, left side below. The electric trains storage yard is seen on the right side.
Back in the late 1970-80s Peter worked as a locomotive driver in the NSW PTC. He visited Waterfall railway station a few times recording these views below of the older style station, yard infrastructure along with various train types of movements. NSWHRSI thanks Peter Watters for sharing his Waterfall insights.
NORTHERN SYDNEY HERITAGE TRAIN TOUR DECEMBER 2016

During December 2016, heritage locomotives 3642/4520 operated between Hornsby and Gordon heritage railway stations. NSWHRSI captured the scenes at the heritage stations of Gordon and Turramurra. The very popular north shore steam and diesel runs are run every few years and draw a crowd of locals and railfans who observe and record the movements.

NORTHERN NSW NEWS

BROADMEADOW RAILWAY STATION

Broadmeadow railway station is being prepared for an overall facility upgrade and better customer access. Work to be undertaken include new canopies for weather protection, new signage, 3 new passenger lifts, new walkway areas, modifying the station entrances, enhanced security monitoring and a new electrical substation. Final proposed concepts can be seen at https://www.facebook.com/NSWPubli?&apo...
BYRON BAY RAILWAY

During December 2016 progress had been made on building the new platforms for the rail motor service. Darren Lee provided these photos of the work. Sadly this station does not have the grand heritage station charm of Byron Bay railway station which is literally just down the road still has. However it is a positive sign that transport will be making a come back to the area.


GLEN INNES RAILWAY STATION

The Glen Innes railway station is looking rather sad and vandalised with no maintenance to remove the graffiti. Rob Saawwyyeerr took these views in December 2016 which shows an unloved railway station with the southern side heavily attacked with graffiti paint.
GLENREAGH RAILWAY STATION

Glenreagh Mountain Railway (GMR) who lease the Glenreagh railway station precinct from the Australian Rail Track Corporation (ARTC) issued a notice in December 2016 to remind people to stay out of the Glenreagh rail precinct due to hazards and because of legally enforceable strict conditions on who can enter. Due to the many people illegally entering the yard without permission from ARTC or GMR and publicly posting their photos some form of education seems required to make sure people know they cannot keep entering the yard. GMR has put together the notice right.

HAWKESBURY RAILWAY BRIDGE

In December 2016 reports emerged that Hawkesbury River railway bridge has some defects and is limited in load weights, which means that, for the moment, only 1 train can travel across it at any one time http://www.smh.com.au/nsw/freight-limits-imposed-after-defects-found-in-hawkesbury-river-rail-bridge-20161201-gt2god.html

Right, the 1983 view courtesy of Steven Bucton, shows the Hawkesbury River railway bridge as a U boat set passes the workers.

NEWCASTLE RAILWAY STATION

In November 2016 the Newcastle railway station was open to the public for 2 day to get feedback on long term reuse plans for station that closed 2014 - http://www.theherald.com.au/story/4315660/newcastle-station-reopens-for-2-days-video-pictures/?cs=12. Early December 2016 media reports revealed that Mike Baird has allowed a section of the Newcastle railway corridor to be sold off to Newcastle University. Voters were told no such developments like this would ever happen a few years ago. This is just another nail in the "coffin of total voter mistrust" of politicians. So are we now obviously being buttered up to see the entire rail corridor sold off in Newcastle in stages? See this news story - http://www.theherald.com.au/story/4348868/premier-baird-in-newcastle-for-big-cbd-revitalisation-announcements/?cs=303#slide=8

GLENREAGH MOUNTAIN RAILWAY (GMR) NOTICE TO PHOTOGRAPHERS

GMR LEASES THE YARD AT GLENREAGH FROM THE AUSTRALIAN RAIL TRACK CORPORATION (ARTC). THIS MEANS ONLY GMR AND ARTC PERSONNEL ARE ALLOWED TO ENTER THE YARD UNDER STRICT CONDITIONS AND APPROVALS.

- GMR WOULD LIKE TO REMIND ALL PHOTOGRAPHERS THAT ENTRY INTO THE YARD AT GLENREAGH NEXT TO THE MAIN NORTH COAST RAILWAY IS PROHIBITED UNDER ARTC POLICIES AND THE NATIONAL RAIL SAFETY LAW.

- GMR HAS PLACED A GATE AT THE YARD TO STOP ANY VEHICLE ACCESS TO THE YARD. IF YOU GO PAST THE GATE YOU ARE KNOWINGLY ENTERING INTO ARTC TERRITORY. IF YOU ENTER THIS AREA YOU WILL BE BREAKING THE LAW.

- ARTC HAS THE POWER TO IMPOSE ALONG WITH THE NSW POLICE, FINES AND PENALITIES ON ANYONE WHO ENTERS THE YARD WITHOUT APPROVALS.

- PHOTOGRAPHERS WHO ACCESS THE RAILWAY STATION ARE PUTTING THEIR LIVES AT RISK DUE TO THE STATION PLATFORM AND BUILDING POSING HAZARDS WHILE THEY WAIT RESTORATION.

PLEASE STAY OUT OF THE YARD UNLESS YOU HAVE APPROVAL FROM GMR AND ARTC. IT IS FOR YOUR OWN SAFETY YOU DON'T GO WANDERING AROUND IN THE YARD DUE TO SNAKES, OTHER HAZARDS AND OPERATIONAL TRAINS PASSING BY.
Mid December 2016 was the official removal of the Newcastle railway corridor by NSW Liberal Govt under its Urban Growth agency. Urban Growth announced that after six months of work, the 2.7 kilometre rail line from Hamilton into the Newcastle CBD had been removed. The removal process saw 4kms of overhead wiring, 18,000 tonnes of ballast removed and 7,300 sleepers taken out. The redevelopment of the line is now complete for the first stage of what is expected by many to be apartments in the longer term. See more at http://www.theherald.com.au/story/4363931/heavy-rail-corridor-gone-as-removal-complete/?cs=305

Below left, how Newcastle railway station looked back in 1985 when operational. (Australian Rail Maps), right Phil Buckley view in February 2017 showing a stark different location after Newcastle station’s rail tracks, overheads and other infrastructure had been removed.

____________________________________________________________

WESTERN NSW NEWS

COWRA BRANCH LINE REOPENING TO NEAR YOUNG

Not much has happened since the announcement in August 2016 of the NSW Government intentions to fund the project with $5m. This small story http://hilltops.nsw.gov.au/council-working-facilitate-rail-line-re-opening/ in November 2016 is the only highlight so far in that Minister Duncan Gray promised to reopen the line within next 12 months. No observable advancement in any form has been seen or reported. So what is happening some wonder…?

COWRA RAILWAY STATION

In late December 2016, 2 x 4WD utes entered the Cowra railway station car park and caused damage to the hill side opposite the station. Videos were active and hopefully provided good detail for the NSW Police to follow up on. The area the utes damaged is part of a planned embankment of flowers and gardens. Thanks to Russell Denning.
In January 2017 the Cowra signal box was observed as finally being white ant free but not after serious damage had taken place. As a result of the ants leaving, the building’s timber structure is now drying out and falling apart. The Cowra railway station lease holders need to still ascertain the amount of damage to frame. They are hoping to get in a local builder who will be able to assess if the timber damage can be repaired easily.
KANDOS RAILWAY STATION

NSW HRSI has been made aware that in mid 2016 the Kandos railway station café closed down due to the owner having an illness with the lease handed back to the NSW Govt. The building is currently unused. Phil Buckley and Phil Pedley visited Kandos railway station in early 2014 when they were both working to assess community interest for a rail heritage project nearby at Clandulla. At this time the café owner was quite supportive of bringing back rail heritage to the region as they knew it made good business for their small businesses. Kandos is currently the end of what was once a very long branch line which extended north to Gwabegar. The section of the Gwabegar branch line from Kandos to Gulgong is currently suspended and out of use. Currently in January 2017, John Holland and the NSW Govt are not letting rail heritage operations extend past Kandos, despite last year, allowing a heritage train to Rylstone 7km to the north. The branch line has some amazing scenic views that many in NSW will now never ever get to see again from a train viewpoint unless some new decision making allows the branch line to reopen again.
LEURA RAILWAY STATION


MOLONG RAILWAY STATION

Noted in December 2016 Molong railway station has had a new metal fence installed along its platform edge.

ORANGE RAILWAY STATION

During 2017 work is planned to upgrade Orange railway station it is understood with a Sydney based business doing the work. Disability access improvements and station refresh work is part of the tasks. We will have more details in the next newsletter hopefully.

On 23 April 2017 a symposium will be held in at Kenna Hall, Orange NSW to discuss the city’s rail heritage and the impact of rail on the Central West of NSW. See details at right.

ORANGE LOCOMOTIVE DEPOT

In late December 2016 news broke that Lachlan Valley Railway has taken out a lease on the former Orange locomotive depot. The former operational depot has sat unused for a few decades. Some passenger carriages were stored there until a few years ago and it is understood these were moved to be restored at Goulburn. Since these carriages left the depot has decayed. Photos below taken around 2011.
The main administration buildings are understood to be used by a local community group and maintained in a reasonable condition but the overall depot site will require extensive cleanup prior to full scale use by LVR. Reconnection of the depot to the main line is reported to be a big cost factor. The administration buildings within the depot are securely locked behind fencing. A January 2017 news story covered the initial clean up and plans of the depot to support heritage in the states Central West, see this at http://www.centralwesterndaily.com.au/story/4418960/full-steam-ahead-for-lachlan-valley-railways-move-to-orange/

SOUTHERN NSW NEWS

ALBURY RAILWAY STATION

During November 2016 work was started on the various aspects of the Albury railway station’s Transport Access Program. The TAP upgrades cover improving access in the transport interchange which will enable better passenger flow and customer parking. Other work at Albury is to improve passenger seating, refresh the site with brickwork being stripped back to the brick and window frames painted. Repainting areas of the station including the clock tower, building walls and verandah, removing grime off the clock and buildings, improving the station lighting and upgrading the toilets. Work is expected to be finished by March 2017.
BULLI RAILWAY STATION

During early January 2017 work was started on a variety of projects at Bulli railway station by Sydney Trains. The Black Diamond Heritage Centre has provided NSHWRIS with this observation of tasks undertaken which included:

Reballasting - digging it out where a lot of mud had got in and there used to be a little bounce as trains traversed this area. Redoing the ballast should eliminate it. They have taken up the sleepers and removed the pandrol clips then re-ballasting and replacement of sleepers and pandrol clips. The overhead electrics was turned off to enable other work to be undertaken.

Major repainting of the buildings on both platform sides required cleaning the roof, sanding back the old paint and prepping for repainting. The painting wasn’t planned to be completed in the weekend, just the sections which are best done when the line has been de-energised.

There is also some cleaning of the up side rail platform edge as well. Other work includes glass in the windows is being redone and grills emplaced on the eastern side. They have taken the window frames back to original concrete on the west side which really brings out the original look of them compared to when they were painted. The building doors may be replaced in the works.
COOMA RAILWAY YARD

In the past few months repairs have been undertaken to the locomotive shed roof which had suffered storm damage. Funding was approved and a local trade person repaired the roof.
GUNDAGAI RAILWAY STATION

Gundagai Heritage Railway farewelled in mid February 2017 its most recent appointed caretaker, John King, who has finished up after 8 months in the role. It is disappointing to see John go as he had worked hard as the latest caretaker and introduced new features to how the museum operated. He was seen regularly maintaining the site in very neat and tidy condition and was regularly talking to and showing tourists around. John was an ASM at Gundagai railway station during 1970-73 period and by becoming the caretaker it was sort of a return to his old worksite, which he enjoyed at the time. Due to reasons John has decided to move on from GHR. No one knows what will happen now but a new caretaker will be needed to maintain and operate the heritage museum railway station, as there is not enough volunteers to do the various tasks each week.

LOCKHART RAILWAY STATION

In 2016 the platform edging at the Lockhart railway station was repaired after suffering decay from environmental conditions along with sections being reported to have been washed away from rain. Some of the existing damage can be seen in the photos below taken during early 2015 with gaps near the platform edging. It is understood that these have since being filled in. The building at Lockhart isn't original. It was unfortunately demolished. The building on the site was rebuilt using the remains of the nearby Gerogery railway station.
If you ever wondered what Gerogery looked like before removal, in 1982 Brett Leslie took these views of Gerogery in its dying years of operation.

MICHELAGO RAILWAY BRIDGE

In mid December 2016, the NSW Govt temporarily delayed the demolition, by John Holland, of a heritage railway bridge at Michelago in southern NSW. JHR, as the Government’s agent, have already demolished a rail bridge in the Michelago town at very short notice and this bigger bridge was next to go until local residents got very angry and vocal and let their local MP know of their disapproval of local rail infrastructure and heritage being wiped out. The outcome of the involvement of the local politician's remains to be seen. If you look around NSW it is noticeable that many of the historical bridges are being demolished due to lack of maintenance by the NSW Government [http://www.theage.com.au/act-news/michelago-residents-win-temporary-stay-on-landmark-bridges-demolition-20161208-gt6nng.html](http://www.theage.com.au/act-news/michelago-residents-win-temporary-stay-on-landmark-bridges-demolition-20161208-gt6nng.html). The planned demolition was also removed from the John Holland Rail website which aroused the curiosity of a few....

TUMUT RAILWAY STATION

Andrew Lawson shows progress on the new southern entry road to the Tumut railway precinct had taken place in January 2017 with the road now sealed. It had taken a while to be sealed.
Andrew also spotted in December 2016 this advertising sign at the former Tumut railway yard highlighting a future business park to be built there.

**WAGGA WAGGA RAILWAY STATION**

During 2017 work is planned to upgrade Wagga Wagga railway station it is understood with a Sydney based business doing the work. Parts of the tasks will include improving disability access improvements and station refresh work. We will have more details in the next newsletter hopefully.

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**SYDNEY REGION**

**CARLINGFORD BRANCH LINE**

CENTRAL RAILWAY STATION

Just as we were going to press, breaking news was announced - CENTRAL RAILWAY STATION METRO WORKS APPROVED

In breaking news the Department of Planning have approved the new driverless train Metro works at Central Railway Station in Sydney. Heritage is to be a bit hard by this Metro line build. Major overhauls appear to have been approved for Sydney’s Central railway station in lead up to and during the construction of the Metro railway line. Details from the Planning document discuss some of the impacts:

"Direct impacts:

Physical impacts to the station would occur as a result of the

* excavation of the station box,

* demolition of the Rolling Stock Officers Building,

* demolition Cleaners Amenity Building

* demolition of the garden as a result of station box excavation,

* impacts to underground pedestrian tunnels including Devonshire Street Tunnel,

* construction of new stairs on platforms 20/21 and 22/23,

* impacts associated with access and egress from Eddy Avenue, demolition,

* demolition and then reconstruction and lengthening of platforms 12 to 15 (platform 15 will no longer serve as a working platform),

* extension of platforms 9-12,

* excavation below platforms 13, 14 and 15.

* installation of the Sydney Yards Access bridge in front of Mortuary Station

* construction site and use of a temporary worksite in the Sydney Yards."

More changes are to take place with alterations to remaining platforms it seems in the report detail.

See these at these 2 public reports

NSWHRSI is disappointed that we the public will lose some critical rail heritage at Central....but we can only hope that the rebuilt platforms are fully rebuilt and match what they were in the early 1900s.

**Sandstone Conservation and Historic Lighting Upgrade at Central Station / Railway Square**

When first built in 1906, the ramped Western Forecourt with its central garden was prominent from Railway Square and accommodated horse drawn cabs. The open space of the forecourt and the use of sandstone for the perimeter wall are integral to the setting and significance of the main terminus building. Central Station is the heart of our network and deserves the best conservation care. As part of the stone conservation program at Central Station, works on ‘Wall W’ at the Western Forecourt entrance from Railway Square along Pitt Street commenced in March 2016. Work included: steam cleaning and desalination of historic sandstone, in-situ patch repair of decayed stone, a small amount of stone replacement to match existing and re-pointing of the whole wall with traditional lime mortar. Heritage architects, engineers and specialist trades, including stonemasons, made up the team. Sandstone was supplied by Public Works NSW with main stone masonry works conducted by Stone Mason & Artist P/L. Heritage works were detailed and supervised by OCP Heritage Architects.

**BEFORE: Sandstone wall restorations works started**

**SANDSTONE WALL During restoration and completed**
Given the heritage significance of the Western Forecourt, improved lighting was also provided in this area. Using an existing historic lamp to create a mould, Clingcast Metals P/L fabricated iron replicas. The lamps were then date stamped and installed in seven places where historic lighting was missing.

**LAMP POSTS Before and after restoration**

NSWHRSI wishes to acknowledge and thank the team at Sydney Trains Heritage for providing this story. We are happy to showcase their restoration projects in this newsletter so that other people can see what is being done.

**Repainting of western awning**

Early February 2017 saw repainting of the framework of the western awning by contractors. It is now looking much better and protected.
CROYDON RAILWAY STATION

As part of the TAP program and rebuilding of Croydon railway station concourse there was significant work being undertaken when NSWHRSI visited in late 2016. Main contractor handling the upgrade is John Holland Railways who briefly showed me around the site works.
I would like to thank the very kind and accommodating CSA "Joe" (seen at left) who gave assorted insights to the station upgrades underway, his working career and the history of the station.
Joe’s service and work ethics has seen him recognised by head office numerous times for providing excellent customer service and assistance. It is great to see that customer service is acknowledged like this.

After experiencing his help myself and seeing him at work with many customers it is understandable why he has gained so many recognition awards from the public.

Croydon station itself has undergone many changes before this TAP was implemented. The concourse ticket office has changed and the platform access arrangements have changed over the years.

The following large variety of photos which Joe enabled us to view, show the evolving face of Croydon from the late 1800s to the mid to late 1900s.

What is understood railway station.

Croydon railway right 1893.

Croydon railway station seen, left during the 1890s and right during the 1920s – the concourse building is in the middle.

to be a 1970s view of Croydon station seen left in 1891 and
Crodyon seen in 1880s left and right, in the 1960s.

DULWICH HILL RAILWAY STATION

Between November 2016 and January 2017 the station was repainted from its old scheme into the new colours of manilla and brown, replacing a green and manilla scheme.

Old colour schemes seen from 2014 on left and new 2017, on right.
Examples of the repainted areas include concourse and station building features below.
GORDON RAILWAY STATION

In December 2016 it was noted that one of the two heritage style ticket windows taken out in 2016 at Gordon concourse - as we covered in Issue 7 [https://nswrailwaystations.files.wordpress.com/2015/05/issue-7-april-20162.pdf] - is to go back in with a lot of reworking. The Heritage Office had complained of its removal. The old window space was boarded up with timber and the kiosk terminal placed in front of it. This will have to be moved and the old window frame rebuilt back into the station concourse.

PENRITH RAILWAY STATION

A TAP program is underway at Penrith which is seeing major changes to the eastern end of the station. A new concrete concourse is being built. Upgrades include new lifts, new stairs in the station area and a better bus interchange area. Graeme Knappick provided this February 2017 night time view, right, of the concourse upgrade workings. Phil Buckley took these views below in December 2016 of the upgrades.
During December 2016 work was being undertaken to change Penrith platform 3 down building which was to be “cleaned out”. On the day of my visit workers were paneling up the former ticket office area to stop public access. As we went to press, it is observed that this area below has now being bricked off to stop access.
REDERN RAILWAY STATION

Further changes at Redfern railway station are likely which will require 2 platforms to be demolished and rebuilt due to structural concerns have been sent to heritage office for review. See more at http://www.dailytelegraph.com.au/newslocal/central-sydney/safety-concerns-require-two-platforms-at-redfern-station-be-replaced/news-story/0ce666d2db443a729d4ab942f7a1ea33

ST MARYS RAILWAY STATION

St Marys railway station has been repainted during 2016 with the old scheme replaced as the new heritage paint scheme is rolled out across NSW. The old colour scheme was terracotta red and green as seen in 2014.

New scheme was painted in April 2016. External areas have been painted in tan and light cream. Internal areas in green have been replaced with white paint.
SOUTH EVELEIGH – CLOTHING STORE BUILDING

Mid December 2016 it was revealed that the Clothing Store building in southern Eveleigh yard is to be leased to Urban Growth, the NSW Government population growth agency. Built in 1913, the Clothing Store is part of the historic Eveleigh Railway Workshops that includes Carriageworks and Australian Technology Park. The Clothing Store at North Eveleigh will be activated as a new temporary arts and creative, community-focused facility under an exciting partnership between UrbanGrowth NSW and Carriageworks. An agreement between the two organisations was signed in November to use the Clothing Store as a unique collaborative community space open to a range of partners. Initially, the building will be used by Carriageworks for 12 months, while long term uses continue to be explored. UrbanGrowth NSW is leading the renewal of the North Eveleigh precinct in the Central to Eveleigh corridor, including lands around the Clothing Store, located adjacent to Carriageworks. “Carriageworks is well-recognised by local communities and cultural groups in the area, and this new partnership will provide opportunities for local people to take part in arts and cultural activities that reflect the area’s rich culture and history,” said North Eveleigh Program Director Duncan Read.

“We are excited to work with Carriageworks to activate this important heritage building given their track record of delivering dynamic arts and cultural programs that support artists and other cultural organisations within the precinct.” “UrbanGrowth NSW is committed to creating community facilities that recognise and celebrate the unique history and contemporary nature of this important part of Sydney.” Carriageworks Director Lisa Havilah said: “We are excited to be partnering with UrbanGrowth NSW to provide space for artists to make work, opportunities for the community to engage with arts and culture and extend our collaboration with local communities.”.

Carriageworks will open the Clothing Store in early 2017 and will publicly call for expressions of interest for artists to participate in a subsidised studio program and deliver workshops for the community. Space will also be provided for creative industry use and community meeting places. The long term uses and ownership of Clothing Store are not decided, but it is anticipated the activation will help inform ideas for future uses. The

SYDENHAM TO BANKSTOWN LINE- METRO CONVERSION NEWS

NSW Govt Metro line impacts on the Sydenham to Bankstown conversion of rail corridor partially revealed - http://www.smh.com.au/nsw/sydney-commuters-face-closure-of-bankstown-line-for-up-to-six-months-20170215-gue5ip.html. Interesting part of the news for heritage station enthusiasts includes these comments: "All 11 stations between Sydenham and Bankstown will be renovated to include lifts, level platforms and screen safety doors. Sydney Metro project director Rodd Staples said every station on the Bankstown Line would remain at its existing location but some platforms and entrances would be shifted. About five residential properties at Sydenham would need to be acquired for the conversion of the line, as well as a small number of commercial leases." Further information from the Metro document library site indicates ""Platform upgrades All 11 stations will feature Australian-first state-of-the-art platform screen doors, which keep objects like prams away from the edge and allow trains to get in and out of stations much faster. Modifications will be made to station platforms to allow for the installation of platform screen doors, and to reduce the gap between the train and the platform.

At Sydenham Station, two of the existing platforms (platforms 1 and 2) will be extended and modified for metro services and existing platforms 3, 4, 5 and 6 will continue to be used by trains operating on the Sydney Trains network. At Bankstown Station, new metro platforms will be constructed beyond the Sydney end of the existing platforms and existing platforms will continue to be used for Sydney Trains services."" Station works Further planning and design work is underway to determine the upgrade works required at each individual station. More information on these works will be provided in the environmental impact statement. Subject to this further planning and design, works could include: new station concourse and station entrance locations, including new stairs and new or relocated lifts to access the station and station platforms, new or upgraded station buildings, depending on heritage considerations and the final platform location and station design, changes to the location of station entrances, upgrade works such as new seating, canopies, ticket barriers and gates, and way-finding signage, improved interchange between rail and other forms of public transport, enhanced lighting and CCTV for better security."

To the north west of Sydneham station "Sydney Metro plans to construct a specialised train stabling and maintenance facility to accommodate the additional metro fleet that will operate on the line. The Sydney Metro Trains Facility South (SMTFS) will be built on the industrial land used to launch the tunnel boring machines between Sydenham and Barangaroo. The size and capacity of the proposed stabling facility will be
confirmed as part of the EIS process and take into consideration operational requirements. This facility will operate 24-hours day and include: train stabling, infrastructure maintenance facilities administration buildings including an operations control centre, a bulk power substation."

**TOWN HALL RAILWAY STATION**

From 9 January 2017 the wooden escalators in the underground section of Town Hall on platform 5 and 6 were withdrawn from use and the process to replace them with more modern type started. Other upgrades to the station regarding tiling and signage are being carried out across 2017 and can be seen at this notice: [http://www.transportnsw.info/en/transport-status/news/detail.page?news=templatedata%2FContent%2FNews-Article%2Fdata%2F2016%2Ftown-hall-upgrade.xml](http://www.transportnsw.info/en/transport-status/news/detail.page?news=templatedata%2FContent%2FNews-Article%2Fdata%2F2016%2Ftown-hall-upgrade.xml)

**WAHROONGA RAILWAY STATION**

Recent changes at Wahroonga railway station now allow the public to once again see the old style booking office window and sill, alongside the more modern Rolla door booking office and now operating Opal pole. Wahroonga is one of a handful of heritage stations in Sydney which have history boards at the station to educate people on the station’s past. There are hopes that more heritage railway stations around Sydney will gain similar history boards over the next few years.
WENTWORTH FALLS RAILWAY STATION

13 December 2016 was the day the heritage destination boards returned to Wentworth station after the refurbishments had been completed. Sydney Trains staff member Graeme Knappick provided this view of him setting the heritage destination board back into the waiting room.

WYNYARD RAILWAY STATION

2 January 2017 witnessed the withdrawal from use of the York St end wooden heritage escalators at the station. They are to be replaced, like at Town Hall by more a modern and safer version. Customers leaving to the west side will have to exit via the recently opened Clarence Street escalators, part of the new Barangaroo walkway.

See this link for the photos and videos of the final last minutes of the operational escalators
https://www.facebook.com/grant.davis.14/posts/10154905601476543

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.

Photographer Charles Hayes (via Gary Hayes). Gary Hayes of Taree NSW father Charles, back in 1937 took these photos of the Taree locomotive depot when working there. The photos of office, roundhouse and loco. All this has gone now, which is a shame. Gary tells NSWHRSI that his father started work as a callboy, in the offices, and later was a fireman, and who was reported to be the youngest person in NSW to become a train driver. He later went to the electrics in Sydney and then became a supervisor of traffic at Central railway station.
Photographer Peter Burr's view left, of Armidale railway station 1989 and right 2016. Note the loco depot is all gone on the far right in 2016.
Photographer Andrew Roberts view left, mid 1980s of Dombarton signal box and yard, right, Garry Ware view of Hexham railway station 1984.

Marrackville railway station – left, 1930s and right, in 2016 by Phil Buckley.

Gunning railway station on the main southern line seen left, 1985 (Australian Rail Maps) and right, 2012 (Phil Buckley).
Riverstone railway station, unknown, left late 1800s, right **Photographer Rob Williams** view of Concord West in the 1990s

![Riverstone railway station](image1)

Gundagai railway station, left, seen 1970s it is believed, photographer unknown and right, seen 2013 by Phil Buckley

![Gundagai railway station](image2)

At Peeress, Taree a photo of the milk train taken near the Fish Co-op siding left, seen mid 1960s it is believed by **photographer P. G Crossley** and right, seen 2016 view by. **T.R Crossley**

![Milk train at Peeress](image3)
Cheltenham railway station in northern Sydney. **Left Photographer Philip Vergison** 1979 view and **right**, 2017 by Phil Buckley. A bit hard for some to believe this is the same location but it is.

**Photographer Dane Graham** view left, of Culcairn railway station at 11.30pm, 15 November 2015, **right** view of Faulconbridge railway station at 140am on Christmas Day at the end of a shift by Graeme Knappick.

Left, Newbridge railway station seen in the early 1900s (Railcorp Croydon station collection), right **Photographer Chris Collins** view of Old Casino railway station in 1993.
Photographer Philip Vergison view of the Yass Town branch line, left 1974 and right 2013.

OTHER NEWS

RAILWAY PHOTOGRAPHER NOTICE FROM ARTC – ARTC RAIL SAFETY PHOTO GUIDE

In late 2016 and early 2017 there has been a spike in people posting to Facebook very concerning photos from in the middle of railway tracks across NSW. It seems the message to keep out of the operational railway areas and associated live corridors is not getting through to some photographers despite they know they should not be there. ARTC has followed up one person and asked them to stop their activities.

From photos/videos uploaded to various Facebook groups, 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 widely known that NSW government and railway agencies in NSW (such as NSW Police, ARTC and John Holland Rail) do watch Facebook forums for breaches and combined with reporting of trespassers by train crews, it has seen there is a need for an education campaign. The result has seen ARTC release an online rail safety guide to ensure enthusiast don’t trespass or cause a problem with railway operations while taking photos. Many photographers don’t know that there are serious fines and police action if you are found inside an operational railway corridor without a proper and valid reason. See http://www.artc.com.au/library/News%202014-08-09.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

NSWHRSI is available on Twitter at https://twitter.com/NSWHRSI

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

Would you like to help save a number of heritage railway stations around NSW which are decaying and needing to be reused? Visit this website for more details - https://heritagerailwaysnsw.wordpress.com/

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.


Glenreagh - https://www.facebook.com/glenreagh.railway/?fref=ts

Gundagai - https://www.facebook.com/GundagaiHeritageRailway/?ref=bookmarks


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 -


Railcorp state heritage register listings of stations and detailed information -

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

Coming up in our next NSHWRSI newsletter- issue 11 due out May 2016, we will examine:

- Part 2 of The Rock to Westby branch line review – the last years and present days remains.
- Goods Yard shunting at Rozelle in the 1960s - John King recollections
- Metal NSWGR railway tickets insights
- Insights to Hillston railway history
- Plus more feature stories and all our regular insights to heritage stations news, developments and events around NSW.

To follow NSHWRSI click on the facebook link – https://www.facebook.com/NSWRSI. NSHWRSI can be contacted on the facebook page and welcomes any heritage or personal rail stories / information or photo submissions.

TAIL END TRIANGLE PHOTO

Graeme Knappick has supplied this 1968 NSWGR railway timetable of Sydney Suburban operations. It features Lavender Bay sidings and Wahroonga railway station on the cover. The timetables costed 10c in 1968.