WELCOME to the 16th newsletter of NSWHERSI.

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.

Phil Buckley, NSWHERSI Editor

Copyright © 2014 - 2018 NSWHERSI. All photos and information remains property of NSWHERSI / Phil Buckley unless stated to our various contributors / original photographers, donors or Government sources.

Credits/Contributors this issue – Australian Rail Maps, Peter Watters, Mark Zanker, Chris Gillespie, Steve Bucton, Chris Stratton, James Murphy, Jeremey Browne, Warren Bansfield, Alex Avenarius, NSW State Records, Robert Paterson, Brett Leslie, Garry Luxton, Barry Trudgett, Phil Pedley, Lindsay Richmond, Alan Crooks, Sydney Trains, Peter Burr, Paul Toomey, Leo Kennedy, FOBR, Dick Cannon, Dennis Forbes, Chris Collins, Simon Barber, Reginald Wotton by Darren Riding, David Kennan, Jim Leppitts, Craig Porter, Richard Gwilym, Brett Edwards.
NSW heritage railway stations in 2018 – on track to what kind of future?

As another year rolls on with heritage struggling in NSW. “Down the track” what kind of future is there for decaying, unrestored railway stations across NSW?. Let’s have a look at the issues being faced and try and predict potential outcomes.

Contributing factors limiting heritage potentials
Closure of many country NSW branch lines and associated heritage railway stations over the last 40 years has left much unused infrastructure. This leaves many stations waiting to be restored for either operational use, private rail use or leased out to community groups.

A limited number have survived through sheer will of local communities agitating for a return of rail services to growing rural NSW towns. Increasingly the known benefit of rail and general heritage tourism is being acknowledged. The stations waiting to be restored or reused are in most cases, either isolated from population centres or currently unused. A quick overview of the situations heritage railway stations face includes:

• total lack of political willpower at local and cabinet level to fund restorations to save town railway stations for any potential long term local jobs increase or boosting of town economies,
• in some parts of NSW the stations are relatively isolated from towns themselves
• unmaintained building structures which unsurprisingly lead to eventual...total demolition,
• chronic vandalism which results in totally destroyed railway infrastructure,
• may have localised environmental issues e.g. asbestos, termites or white ants,
• the main line track bed has been ripped up and line closed but station still remains unrestored and unpreserved,
• some stations currently face heavy “over the top” access red tape from rail agencies trying their best to deter local people from “reusing” stations to restore them for local community reuses,
• biggest problem is the ever revolving NSW Government is totally unwilling to restore operational passenger services to some areas because a new bridge/set of bridges would have to be built.

Meanwhile in Sydney the money to spend on rural infrastructure is swallowed up in huge infrastructure deals. So where do we stand in 2018 and what can we expect?

We are faced with various challenges. Some heritage stations are included in Sydney’s rail “upgrades” for the Metro unmanned rail system. This will wipe out some station platform buildings e.g. Hurlstone Park. Thus it is very clear that heritage railway stations and structures are under enormous pressure to merely “see another day”.

At times people ask for heritage preservation which can lead to assorted benefits for NSW villages, towns, cities. They then find that there is inadequate local interest and too much red tape ... along with refusal by rail agencies to respond to community requests for saving of heritage railway stations.

There has been even been several cases where communities have taken work into their own hands to save their local rail heritage because no politician is willing to gain them funding or ease the unrealistic and endless red
tape. These actions shows how determined NSW towns are becoming over the total disinterest back in Sydney. It is suggested by some that Sydney’s Parliament has no real understanding of the amount of anger there is in some rural NSW towns...

Evidence from rail projects across NSW talk of total refusal by the NSW Government to communicate with local communities when they seek to restore railway stations. In 2017 we were told by Transport NSW and John Holland Rail that there is an open door policy for any interested parties to contact rail agencies to discuss railway station restorations. This open door is not the experience of some.

This leads to the suspicion that the current NSW Govt has no long term interest in allowing NSW rural communities to reuse, restore or create a business in heritage railway stations. Signal posts have been removed without discussion as to whether the local community, or some other, might be interested in them. With such an approach we may not see too much rail heritage preserved in NSW in the long term.

Why is the NSW Government so non consultative about removal of items that country towns might wish to preserve. Why not simply declare an item or infrastructure not needed and ask if local Council or community organizations might want to reuse and maintain. Towns like Binnaway have rail heritage remains in the middle of their town so tourists and locals are reminded of what came before them. These items weren’t sent to the dump like Coonabarabran’s were.

The good news is that over the last few years many operational country NSW heritage railway stations have been part of a “refresh” program upgrading their facilities, paint and brick work. This has taken place across many key and minor NSW heritage railway stations so it does show some interest but it is only on the operational network which is the critical point.

The CRN and some mainline ARTC stations have had some funding work e.g. Bowning where ARTC spent $250,000 in 2017 to restore the station for local community reuse. This is a very rare one off. Another ARTC leased NSW station seeking funding is the totally decaying 1915 era Glenreagh railway station which ARTC has removed all interest from in restoring and has instead requested a local community group fund its own restoration ...... if it can...

**HOW TO OBTAIN THE "WINS" RAIL HERITAGE NEEDS IN NSW**

I've been involved in rail heritage operations in various roles for 9 years. I used to frequently volunteer my time on physical restorations at a variety of rail heritage projects and stations and also deeply be involved in helping to run some projects across NSW. I have stopped that for now.

Some people may observe that I only do heritage rail media work nowadays. Why stop something I believe is a good cause / long term result?

1. Enthusiastic volunteer people shouldn't be driving from Sydney month after month maintaining projects or fixing local NSW country town railway stations. Money and driving costs along with time spent driving and road fatigue has to be all weighed up. I have come to clearly realise that the effort has to come from within the local communities wanting the end result of their own local railway station being restored/preserved for tourism and resultant input of money from tourists

2. Watching the well oiled, slick and the government encouraged "rail trail" organisations take over railway station projects and railway branch line sections for non rail uses, has numbed my enthusiasm for wanting to
save rail heritage. It is very clear to me that many non rail people are not seeing that rail heritage is much better in terms of input of the tourist dollar. I don't think many people realise how much political clout the rail trail organisations have at the moment. People need to wake up and copy their tactics to be successful and reverse the rail heritage losses we are seeing.

...............

Maybe there is another “generation” of enthusiasts coming behind but for the moment my "enthusiasm" is limited to support in-kind for a few projects. Mostly I prefer to use the media resources that I have created to focus on increasing the awareness of rail history around NSW. My efforts may help to sway the numbers of people who want better funding outcomes to save heritage railway stations. People power is what makes things happen. I know from reporting and discussions since 2014 that there have been some small wins made in a short time in some areas. This is one glimmer of hope for heritage railways in NSW.

Right now NSW does not have a proactive state heritage rail organisation looking after the ALL of the heritage railway stations. What we have is a set of independent federal and state departments managing the heritage. This method creates gaps where heritage stations are falling through....still decaying and unrestored.

I note in NSW we do have a Transport Heritage organisation but this only looks after the running and marketing of mostly heritage train operations. This is one side of the heritage rail ledger. The critical missing aspect is a state wide body that looks after the heritage railway stations and rail depots. An organisation that has multi intra state chapters which can provide the management level support that towns in rural NSW need to obtain funding in the $2-10m+ range for rail heritage station and depot restoration projects. Reactivation of rural railway station can mean a big difference to towns and jobs. This kind of approach is like how all these rail trail organisations are working. Only with such a state wide organised railway station and depot approach do I believe that, we as a state, can achieve wins and bigger goals in NSW for increased rail tourism.
INTERVIEW WITH BENN McNALLY – CSA AT BEECROFT RAILWAY STATION, SYDNEY

(Above photos supplied by Sydney Trains)

What made you choose a career in the NSW railway industry with Sydney Trains - did you do much research prior to joining up?

Prior to joining Sydney Trains, I worked in the private sector for about 14 years. After a redundancy, I wanted a career with the same sense of security I had in my previous role. I researched dozens of potential careers through websites, online forums and many discussions with family and friends, and I found myself consistently landing back on the idea of a career with Sydney Trains. I didn't know anyone who worked for Sydney Trains but I found endless positive reviews online and saw limitless opportunities for career progression.

Can you give us insights to the training you've undertaken to become a Customer Service Attendant (CSA)?

The recruitment process is tough, which is exactly what it should be as CSA's perform a very important, safety critical role. We need all CSA's to land on their feet and perform in the job from day one – this can only happen if the right people are selected through the recruitment process and the right outcomes are achieved during training. Don’t let me scare you though. The level of training, support and feedback you will receive throughout the recruitment process and for your entire career, will be unparalleled. I've never experienced so much professional support in all my working life. After you are accepted to the role of CSA, you begin your training at our College in Petersham. You are taught everything from safety protocol to cleaning, from trauma management to how to make an announcement, from fire safety training to Opal machine maintenance. After your time at the College, your training continues on the job. Your learning continues through discussions with teammates and managers – conversations happen every day which enable knowledge sharing. This is something Sydney Trains has fostered and ingrained into its culture.

How did you come to learn the history behind Beecroft railway station so well?

During our initial training, you are given the task of researching and presenting an information session relating to your ‘home’ station. I’m a history buff, so I jumped at the chance to look into the history and stories behind
Beecroft Station. I found some interesting facts and fantastic tales. For instance, did you know Beecroft station was originally located about 150m south of where it currently stands? Did you know in the 1880’s Beecroft was named after the wives of the then Minister of Lands (Yes – Wives! He married two sisters consecutively).

What is a typical day of duties for a CSA at Beecroft railway station?

Looking out for the safety of our customer is always the fundamental thought behind every task I do. Outside of this, I would be ensuring station maintenance is kept to a high standard. We always want customers to experience a clean station, we have the added responsibility of ensuring a high standard because we have a heritage building to look after. Any lapse in maintenance can have detrimental effects to the preservation of our station, this is a responsibility we take very seriously. Tasks such as assistance with directions, helping parents with prams and travellers with luggage are also common duties at Beecroft, due to it being a home for many families and travellers alike.

What challenges and problems do you face in a typical week?

The challenges at Beecroft are much like any other station. Looking out for risks and hazards, keeping myself informed of any information I need to pass onto our customer, monitoring platforms, bathrooms, stairs and all public spaces for cleanliness. Fortunately I have all the tools I need to handle these challenges and a huge support network in place to help me if I can’t.

Can you describe what makes your job so enjoyable?

The customers, my teammates, my leaders, my station… the list is virtually endless. It’s rare to find a role that gives you so much satisfaction. Every day I help people go about their lives, sometimes through little actions and sometimes through larger actions. There’s not a day when I don’t feel happy about the impact I had on someone’s life. This is something not many careers can offer.

If you could have a choice which heritage railway station in NSW would you like to work at?

My choice has already been granted. I’m one of the lucky CSAs working at Beecroft Station. If I did find my way to another heritage station, Werris Creek station would be a privilege. The station has such grandeur and charm, and is also home to a museum and memorial which would provide for a fascinating work environment.

What kind of career path are you looking to take in the future?

After spending as much time as I can with the Customer Service Directorate, I will look to move into the corporate arm of Sydney Trains. Procurement is a field in which I have a great passion, I will look towards this opportunity when the time comes. Also, management of staff and management of procedures are both areas of interest. There is a wide variety of opportunities for me to pursue in regards to leadership and procedure development and implementation. For now though, I’m very happy being at the face of our organisation – helping Customers move through their day and providing them with the best experience they can have.

Are you able to provide insights to what it is like to work in a heritage railway station in 2018?

Working at a Heritage railway station like Beecroft is humbling. It’s also exciting to think of what has happened in and around the station throughout its 130-plus year history. The station has seen Beecroft change and grow since its inception, it has also stood for just over half of Australia’s history as a country and so it serves as an important record of our history. CSA’s at all heritage stations have a huge responsibility in playing their part to ensure the longevity of their station, so its history can be remembered and enjoyed for generations to come.
What would you say to someone looking to take up a career with Sydney Trains as a CSA?

Do it! Don’t hesitate, apply for a role as a CSA as soon as you see the advertisement. After working in the private industry for 14 years, I wish I came to Sydney Trains a long time ago. The teamwork philosophy here is second to none. On top of great teammates, we have great leaders who support and encourage your professional development growth. Job satisfaction is another huge bonus, the satisfaction that comes from helping customers is something you won’t find anywhere else. Adding to all of the fantastic experiences, you will also be rewarded with an excellent salary, great benefits and a comforting sense of job security. I know how lucky I am to work with Sydney Trains and I couldn’t want for anything more from an employer.

NSWHRSI would like to thank Ben and the Sydney Trains Media team for their time and assistance in making this interview possible.

BOMBALA RAILWAY BRANCH LINE REVIEW

The Bombala railway line is a partially closed branch railway line in southern New South Wales. The branch line comes off the Main South line at Joppa Junction, south west of Goulburn. The line was created to enable people to travel across the region, to open up southern NSW to new businesses and to bring wealth to the state. The line was built in several stages over nearly 40 years. It was opened to Tarago in January 1884, Bungendore by March 1885, Queanbeyan in September 1887, Michelago by December 1887, Cooma reached May 1889, extended to Nimmitabel by April 1912 and reached Bombala in November 1921. In this review we are focusing on the section south of Queanbeyan, as this is the “real” Bombala branch line.

Below are shown some 1940s era Country NSW railway timetable pages (As seen on the FOBR facebook page).
Reviews of stations on the former operational Bombala railway branch line

Letchworth - Not available

Tuggeranong

Left, Lindsay Richmond 1972, right Australian Rail Maps 1985
Royalla

Lindsay Richmond 2012

Phil Buckley views

Williamsdale – Not available
Michelago

Left Michelago railway station plans late 1800s, right Australian Rail Maps 1986

Lindsay Richmond left 1989, right 1990s view

Phil Buckley views 2012
Colinton – Not available

Bredbo

Bredbo railway station left, Australian Rail Maps 1984, right, Mark Zanker 1989

Phil Buckley views 2015
Billilingra – not available

Chakola – Phil Buckley 2014 views
Bunyan – not available

Cooma railway station

Left, Steve Bucton 1978, right Australian Rail Maps 1985
Warren Bansfield 1980 and 1986

Left Chris Stratton 1984 right, Steve Bucton 1980

Phil Buckley views 2014
Rock Flat – not available

Coonerang – not available

Bobingah – not available

Nimmitabel

Left, Australian Rail Maps 1985 and right Warren Banfield 1986

Left, Lindsay Richmond 1982 and right Jeremy Browne 1984
Phil Buckley views 2018
Maclaughlin – Peter Watters views of the former Meatwork building and railway bridge.

Holts Flat

Warren Bansfield 1986 and Jermey Browne 1984
Phil Buckley views

Jincumbilly railway station

Left, Warren Bansfield 1986, right Alex Avenarius 1998
Phil Buckley views 2017
Bukalong

Australian Rail Maps 1985,

Phil Buckley views 2018
Bombala railway station

Left, Bombala 1920s unknown, right, Bombala in its early days in the 1920s

Australian Rail Maps 1985
Warren Bansfield 1986 views

Phil Buckley views 2011 - 2015
Line’s closure
The increased use of cars and buses moving people around NSW in the 1970-80s, along with the increased use of freight trucks contributed to the Bombala line closure. The bridge over the Numarella River was declared unsafe, so freight services south of Queanbeyan ceased in May 1989. However a special steam train service did operate through to Cooma a few weeks later over the bridge in question.. albeit without passengers. On 26 March 1986, the line south of Cooma was closed and no more services operated. By September 1988 all passenger services south of Queanbeyan ceased and the whole line was suspended from use.

Future plans
A few heritage railway stations or platforms remain intact on the line at Royalla, Michelago, Bredbo, Chakola, Cooma, Nimmitabel, Holts Flats, Jincumbilly, Bukalong and Bombala. Some are reused by local communities while others are decaying with no reuse. Since closure of the Bombala branch line, there has been limited reuses from Queanbeyan to Michelgao by the former ARHS ACT which once operated trains. Due to costs and environmental impacts the line’s lease was handed back.

A key problem section of track between Michelago and Chakola remains unrestored. The Numeralla railway bridge is an obstacle for the reopening of the full line between Queanbeyan and the township of Bombala. The road works and realignment of the Monaro Highway have encroached on the railway line corridor wiping out the rail perway. Further south at Cooma there used to be operational heritage CPH operations which began in 1998 and operated up to 17km north at Chakola but since 2014 they have ceased due to operational limitations and track rework needed.
South of Cooma, a return of heritage rail services could be of use to a few businesses in the region but only Nimmitabel station is being reused by the recently formed Nimmitabel Mens Shed. Down further at Bombala railway station, the station and yard has been maintained by a small local town team.

The big problem facing any current reuse is the missing track, rebuilding of rail line across highways and bridges which all make this Bombala line a costly and unlikely near term Government project. Meanwhile until a political party has the vision to serve the southern NSW electorates, it is left to the local towns to save their history and try to repurpose buildings in imaginative ways.

Plans over the last few years indicate the Cooma based heritage operations want to extend south to Flats Rock. In the longer term perhaps they will go further towards Bombala. In July 2018 plans have emerged of visions to reopen the entire branch line and build a new section to Eden/Bega, see more at https://www.bombalatimes.com.au/story/5517306/canberra-to-bombala-railway-could-be-rebuilt-at-a-modest-cost-plan-says/?cs=5770.

Reopening the branch line and extending it to these new destination on the far south coast also could stimulate job growth, heavily reduce the summer road traffic on the south coast, increase business expansion and encourage new rail based heritage passenger tourism trains into southern NSW, something that has been done since 1986.

A concept of a rebuilt southern rail link to this region isn’t new but no politician or political party really wants trains when they all know that buses are the cheapest form of public transport. Think back to when was the last time you saw the NSW rail industry gain mega billion dollars of funding for rural NSW expansion but I bet you instead can name the last time you knew massive road funding was approved in nearly every corner of the state.

Somewhat curious isn’t it….how rural roads where many people do die on, get so much more money invested, when the safest way for people to travel, which is rail, is essentially underinvested year in and out. I leave you with the thought - what will it take for political parties to save people’s lives in NSW?

Railway Station review – Cootamundra railway station

History

As the Main South line was extended south west from Sydney it reached Harden and then Cootamundra. The NSWGR established contracts in 1877 for construction of a temporary timber station building, goods shed, and Station Master's residence. The rail network in Cootamundra was opened on 1 November 1877 by the Commissioner for Railways, John Rae and Mr. John Lackey, Minister for Justice & Education. Along side other local dignitaries they led a procession through Cootamundra before attending a banquet and ball in the newly constructed goods shed. The station was initially named Murrumburrah, before adopting the Cootamundra name. The previous title was then moved to a new station west of Harden.

Many changes have taken place in Cootamundra including station buildings, yards and rail cut backs. The first expansion in the Cootamundra railway were undertaken in the period of rapid railway expansion in NSW in the 1870s and 1880s. Cootamundra was the terminus of the Main South until the line was extended to the town of
Bethungra on 15 April 1878. Over the next 10 years more rail expansion took place as politicians and locals sought to get rail to their smaller towns nearby. By 1 June 1886, Cootamundra became a junction station when the Gundagai branch line opened (this line would, in 1903, extend to Tumut and then later on to Batlow). On 1 September 1893, the Lake Cargelligo line branch heading west from Cootamundra was opened as far as the town of Temora.

Station buildings and yard features at Cootamundra
The quality and scale of existing Cootamundra railway station and yard demonstrates the importance placed on the town and the railway station by the NSWGR during the late 19th and into the 20th century. An overview of the main changes that have taken place at the station and surrounding yard include -

• Building of the initial locomotive crew barracks. The initial barracks were relocated from Harden and then, along with the coal stage, moved to Bethungra in 1878 as the line terminus expanded south of Cootamundra,
• In 1877 building a terminus coal stage and turntable in the yard of the station,
• In 1878 new stockyards and a lamp room was constructed,
• Erecting a gatehouse at the Gundagai Road level crossing in 1879,
• 1880 the goods capacity expanded with installation of an office, 10 tonne cart weighbridge and 5 tonne crane,
• 1881 station fences and new station name boards built,
• The current Up main station platform was rebuilt in 1883 and lengthened to accommodate more passenger carriages.
• The original timber railway station was replaced in 1888 with a new grand style, type 5, first-class building in Victorian Italianate design.
• An island platform was built between the then single Main line and the branch line to Gundagai in 1901 to provide more capacity for passenger movements.
• The station’s long platform awning was built in 1894.
• The railway locomotive depot to the south of the station saw numerous works undertaken in 1889 with an engine shed constructed followed by in 1891 with a 15.2m diameter turntable placed near the station and finally in 1898 the engine shed was extended in size to accommodate bigger locomotives.
• In 1901 the yard layout was modified with an island platform. This was demolished in 1943.
• During 1907 a transhipping shed was built for moving goods,
• in 1907 a Traffic and Permanent Way Inspectors’ offices was built for the staff,
• By 1910 a larger turntable was built with an 18.288m diameter turntable installed in the yard,
• In 1911, a small triangle loop was built to give access to turning around steam locomotives from the Gundagai branch line. It was closed down in 1914 due to the rising cost of providing railway staff manning two signal boxes.
• In 1917, in the northern section of the yard near the Stockbingal junction line, a duplication of the main line was created from Wamba Loop to Cootamundra North Junction,
• In 1918 a new footbridge was constructed across the yard from the southern dock and passed over the turntable.
• In 1922 with more regional and station staff…. a railway institute building was built.
• In 1927 a new barracks was constructed to house 10 workers, at the northern end of the station area
• In 1929 a new refreshment rooms were constructed to replace the original refreshment rooms.
• A type O rectangular signal box made from fibro panels with flat roof was constructed in 1942 to manage the yard traffic,
• The main line through Cootamundra was duplicated in 1943. The 1901 island platform opposite the station was demolished and a new platform created about 5m east. This platform has closed in the last few decades but still remains fenced off.
In 1943 the addition of the largest overhead signal gantry in the Southern Hemisphere. This has now has been relocated nearby next to the barracks buildings and preserved for future generations.

Station building and platform overview
The main station building is Victorian Gothic which is an unusual design for a first class railway station building. This unique one level building is a major Cootamundra architecture feature. The station building has a large gabled roof and a two storey tower overlooking the vestibule. It features an unusual tower design which entices passengers towards the entry. This vestibule area is an octagonal structure with stucco. It is a significant long and very ornate structure which has many decorative cast iron columns and brackets. It is understood alterations to the Cootamundra station building took place in 1904-5, 1915 and 1943 and were sympathetic to the original building features. NSWGR building plans from the early 1920s show the building containing a central public lobby and waiting room, a Station Master’s office, booking office, parcels office, ladies waiting room and toilets. On the platform is a finely built platform awning dating from 1894 and has fluted cast iron columns with decorated cast iron brackets. The awning is extended past the main buildings and features simple timber end pieces. The 1883 era main Up platform face is lined with a stone facing and has been extended and also raise in brick. The 1943 island platform is constructed of brick and has some landscaping with small hedges present. The 1918 era footbridge is still in use and can be accessed from both sides of the rail yard. It is a steel girder design consisting of girders resting on platform trestles and brick piers. The bridge stairs and handrail are made from timber.

Railway Refreshment Rooms (1929)
The 1929 station railway refreshment room (RRR) was built as a simple L shaped one-storey building. It is attached to the main station building by original 1894 and modern era awnings. The building is constructed with a low pitch gabled roof and uses face brick. The RRR building originally was set out with a main refreshment room, a bar, kitchen, detached out of shed and scullery along with a store room. Interior sections of the RRR have been altered and a cafe is there inside the building. A small part of portion of the old RRR bar has been retained and is in use. Various NSWGR and State Record photos below show the RRR as it was.
The now preserved former barracks building is located on Hovell Street at the north western of yard. The building is a sturdy large brick building with timber veranda posts, a chimney, modern metal roof and exposed rafters. The building accommodated staff between shifts. The bedrooms were accessed from the central corridor. There was a kitchen and toilet and a dining room. In 1937 extra capacity was added to house more staff. In 1991 the toilet block was demolished and the building closed as resting accommodation. In 2001 the building was reopened as a local community heritage centre.
Yard remodelling

In 1943 remodelling of the Cootamundra yard took place as duplication works took place between Cootamundra North to Cootamundra South along with work in 1942 covering the section from Cootamundra South to Tanyinna in 1942.

Water storage

Water supply was also a major problem to maintain at adequate levels in the dry countryside. Many changes to the yard were undertaken to try and make the yard suitable for reliable water supply to the many through and local yard steam locomotives. In 1877 a 45kl water tank was built and then in 1883 a 65kl water tank was added. By 1907 a circular 90 kl tank which had then fed two jibs was erected at the depot. In 1908 a water column was erected at the north end of the platform, and in 1911 two new water tanks erected at the North Junction. Around 1919 another water tank of 45kl tank along with a water column was erected at the northern end the platform. Yet even more water tanks were added by 1920, showing how much need for water was rising, with a 180kl tank which was moved from Muswellbrook to Cootamundra yard. In 1922 in the yard are, a bore was used, followed by in 1923 with a well being sunk for more water usage. By 1926 a water reservoir was established and in use. As passenger use of train travel and goods movement grew in southern NSW, this required even more efforts to secure water supplies in the late 1920s with a 90kl water tank added and a pumping station. Further water storage additions were seen well into the 1930s.

What many may not know is that water was also carried from Gundagai railway yard, where a massive dam on the north east hill, seen right, was built to feed piping to top up water tanks on trains which then travelled to Cootamundra. This ceased around 1936 according to records at Gundagai station.
Current rail operations

Cootamundra railway station and yard remains an important although heavily altered, operational location. Many freight trains pass through each day and use the sidings for local and regional goods movements. 2 XPT services going to Melbourne and back to Sydney also pass through the station.

Cootamundra railway station and yard historical and modern photos

Left, Robert Paterson 1970s, right Jim Leppitts 1976 view.

Mark Zanker 1976 views
Brett Leslie 1982 views

Phil Buckley views
DID YOU KNOW?

BALLINA - The town of Ballina in NSW once had a railway service but this was closed down in the 1940s. Here is an overview and history of the short lived railway line -

CHULLORA - A long time ago in Sydney at the Chullora workshops there were a few small station platforms for the worker trains that would bring and also take home the workers. This film shows in great detail some of the station and the infrastructure found inside Chullora all those years ago. Nowadays no such trains run and the platforms are long part of the history of the site. See the film at https://www.youtube.com/watch?v=_KbrT3jsDjY

NSW NEWS

SYDNEY TRAINS TO LEASE OUT FORMER TICKET OFFICES

In May 2018 a report stated that Sydney Trains is to lease out vacant ticket office space at a range of stations within its network. Small shops will hopefully take over the once busy ticket offices. See more at https://www.smh.com.au/national/nsw/sydney-trains-to-turn-closed-ticket-offices-into-shops-20180511-p4zenq.html

RAIL TRAILS

In June 2018 a southern NSW rail trail organisation seeking to build a trail on a former railway line claimed that rail trails were now official NSW Government policy. This was indeed news to many people as there has never been an official announcement and proclamation as such stating this was now policy. Are rail trail people trying to potentially invent facts to boost their cause?. The only thing done, that I am aware of, is trial and testing to see will people really be bothered to ride and walk for kilometres into cold, hot, dusty and wet paddocks and farms across NSW. This trial in Tumbarumba to Rosewood certainly isn’t a statewide policy as of yet – it is a trial.
NORTHERN NSW NEWS

ARMIDALE RAILWAY YARD
In June 2018 a few local businesses in Armidale took up a petition to seek the removal of the Armidale railway bridge located north of the station. Trucks hitting are the low rail bridge. If the bridge is not removed they want the road level dropped. As seen at Cowra and other NSW towns, low bridges on disused lines have been removed which then cuts off rail access for future generations. The business seeking the potential removal of the Armidale rail bridge is https://www.facebook.com/pg/Allinghams-Removals-124374827573126/posts/?ref=page_internal and they appeared in TV news at https://www.nbnnews.com.au/2018/06/25/petition-to-remove-viaduct-in-armidale/ and https://www.prime7.com.au/news/2727-petition-to-remove-armidale-viaduct . You can't say this is a clever truck industry lead anti-rail campaign in disguise but many ask if people can't read road signs and know the height of their vehicles ....should they be driving?


CASINO LOCOMOTIVE DEPOT
It has been suggested that on 4 June 2018, the old administration building at Casino locomotive depot, in northern NSW, was purposely damaged after a fire was started in the building. More NSW railway history going up in smoke literally. People report kids were seen at the location. See photos of the structure fire at https://www.facebook.com/groups/413880158640698/permalink/2159383190757044/

CIVIC RAILWAY STATION
Plans were revealed in early June 2018 by Revitalising Newcastle looking to totally change Civic railway station into a parkland.....so much for its historical “preservation” plans. Newcastle Council will no doubt many suggest, give into the Liberals request for this to happen. See more news at https://www.theherald.com.au/story/5448084/station-lives-on-as-cafe-in-state-governments-civic-plaza-plan/
COONABARBRAN RAILWAY YARD

In late May 2018, the NSW Government CRN agent, John Holland Rail is reported to have removed the Coonabarabran down and up home railway signals. Both were railway landmarks along with the Oxley Highway. It is understood these signals were taken to the ARTC depot at Bathurst where they are now available for heritage groups, or others, to inquire about repurposing. The water column is also being dismantled.

NSWHRSI enquired with the NSW Government on the removal of these items and received in the reply below.

Dear Mr Buckley

Thank you for your correspondence to the Minister for Innovation and Better Regulation, which was referred to the Minister for Transport and Infrastructure, about the removal of railway signals at Coonabarabran and Canowindra. I have been asked to respond to you.

I note your concerns and appreciate the reasons which prompted you to write.

The corridors mentioned in your correspondence form part of the Country Regional Network (CRN), which is owned by Transport for NSW (TNSW) and managed and maintained under contract by John Holland Rail (JHR). As part of the planning process for all works on the CRN, the heritage status of an asset is considered and the project is planned accordingly.

I am advised that during a recent inspection the CRN identified rail signalling infrastructure in the corridors at Coonabarabran and Canowindra that posed a safety risk. Due to this, the signals were removed and disposed of legally.

The rail signalling infrastructure removed at Coonabarabran was not heritage listed, and was determined to have minimal heritage significance. The rail signalling infrastructure removed at Canowindra was also not heritage listed. However, as the signal may be of interest to a community organisation, it has not been disposed of, but instead retained at the local JHR depot for possible donation.

I am informed that if a not-for-profit group wants to receive items removed from the rail corridor, they can contact JHR via crn.enquiry@jhr.com.au or 1300 661 390.

I trust this information is of assistance.

Yours sincerely

5/7/2018

Terry McSweeney
Principal Manager, Ministerial & Government Services
Customer Relations & Government Services
GLENREAGH RAILWAY STATION

In late May 2018 a meeting was held in Glenreagh NSW to form a committee was formed to take on the task of obtaining a lease over the station and yard area, so they can save, restore and reuse the historical 102 year old timber island platform station for future generations. By mid June 2018 they were an incorporated group. They have a long road ahead to gain a lease and to also find the large amounts of money for all aspects of the proposed restoration.

GREAT NORTHERN LINE

In late May 2018 Armidale councillors voted to go against a previous decision and approve a plan to spend $50,000 on an in-depth rail trail study on the line north of its location. Some of the data given to the council to support this push for the rail trail report was observed to have many inaccurate comments and statements. See more at https://www.northerndailyleader.com.au/story/5424930/rail-trail-feasibility-study-back-on-track-council-to-explore-other-options/?cs=159

MOLONG RAILWAY STATION

The Molong library is to move from the heritage railway station in the future. See at right, Brett Leslie 1986 photo. The town needs to find new tenants to take over use of the railway station. It is a pity that the railway line can’t pick up / drop off passengers anymore as it is slewed away from the station. A new fence installed in 2016 along the platform means that easy rail access to platform is difficult. See more at http://www.molongexpress.com.au/2018/05/saving-the-molong-railway-station/.

NEWCASTLE RAILWAY STATION (FORMER)

In May 2018 an online photo appeared of works being done to the former operational Newcastle railway station. Modern additions were being removed we are told. See more at https://www.facebook.com/photo.php?fbid=1056576991148071&set=gm.1945671485457679&type=3&theater
In May 2018 it was observed that light rail was being laid outside the Newcastle railway station. Right, Garry Luxton supplied photo.

A Brett Edwards photo in mid July 2018 showing the Newcastle railway station and yard with the tramway / light rail being installed.

SCONE RAILWAY STATION
Barry Trudgett has contributed new views of the recently repainted Scone railway station, which is now in new paler colours. The older scheme was green, on left side Phil Buckley 2014-2016 and right side by Barry in July 2018.
TENTERFIELD RAILWAY YARD

In May 2018 a new report discussing the development of the Tenterfield bypass highway route still hadn’t shed any light on whether the railway line would have a bridge or be built over. See more at https://www.northerndailyleader.com.au/story/5390385/perhaps-in-our-lifetime-as-bypass-planners-hit-the-street/?cs=159

WEST TAMWORTH RAILWAY STATION

In May 2018 a news report and statement from NSW Government showed that the department of Transport NSW didn’t wish to be held accountable for a railway station which it used to operate at West Tamworth. As a part of avoiding being held accountable, the Transport Minister decided to put the blame on its contracted CRN rail agent, John Holland Rail (owned by a chinese company nowadays), instead of explaining why the West Tamworth Station was in such poor shape and reputedly needing to be demolished. See more at https://www.northerndailyleader.com.au/story/5384427/west-tamworth-station-buck-passing-must-stop/?cs=159
WICKHAM RAILWAY STATION
In May 2018 NSWHRSI contributor Garry Luxton sent in these view showing the light rail shed work underway.

Garry sent in June 2018 a further update showing work next to the old Wickham railway station.
Disappointing news to report that in late May 2018 extensive damage took place to the railway station windows and building. It was caused by 2 local youths. They were caught on camera and reported to NSW Police. Sadly this extensive damage costs money….. money that the community groups at the station do not have available. It was a big job to clean up the mess. Good news is that apparently a temporary repair fix with boarding is to be put in place while permanent repairs to the glass are done by John Holland Rail.

As pointed out in breaking news in the May 2018 NSWHRSI newsletter, the NSW Govt is reportedly moving ahead to reactivate the Demondrille-Cowra-Blayney railway branch line in the long term. It seems the NSW towns and councils out in Central West NSW government area are still having to develop business cases meanwhile to get the funding to have the line reopened. See more at https://www.cowraguardian.com.au/story/5380971/case-strengthens-for-rail-line-re-opening/.
In July 2018, NSWHRSI received back from the NSW Government a reply to a query about the reopening of the southern end of branch line, see letter on next page. In this letter, we have been told that the branch line which was meant to reopen from Demondrille to near Young last year is not going to reopen nor is the rest of the branch line. After more research, we now understand this July 2018 letter is potentially worded incorrectly and the line is indeed on track to open once business cases from councils are confirmed at State Government level as being viable enough to plan the reopening.
GEORGES PLAINS RAILWAY STATION

GOULBURN RAILWAY STATION

MARULAN RAILWAY STATION
As we got to publication, it is known that on 5 August 2018 the 150th celebrations are to take place at the Marulan railway station and in the town.

MILLTHORPE RAILWAY STATION
Historic Millthorpe station is set to have a new public passenger service back. It will be an interesting setup as the station has been closed for a long time and the current track is slewed about 4m away from the station platform. It is understood that Transport for NSW is planning to build a light weigh 15m platform to accommodate trains stopping at the station. This is the
cheapest option obviously as no one wants to restore proper services to the station. Instead of slewing the track back this light weight simple structure will have to do and it will not be the same length as the current unused platform. See more at https://www.westernadvocate.com.au/story/5518939/details-revealed-for-upgrade-at-millthorpe-station/?cs=115

MOUNT VICTORIA RAILWAY STATION
In late May 2018 the Mount Victoria railway station celebrated 150th years of operations. From a small humble beginning it has grown and is one of NSW’s most well preserved country railway stations. A set of trips using the 60 cl steam locomotives and CPH railmotors were run across the 2 days with many people utilising the heritage trains and spending much money in the town on side activities.
ORANGE LOCOMOTIVE DEPOT
Phil Pedley advises NSWHRSI that general maintenance, beautification works are still being conducted by LVR. He understands that the first major works will be the resleepering of the storage roads closest to the main west railway line.

RYDAL RAILWAY STATION
Plans to install new passing loops located south of Rydal railway station to enhance train operations began in mid 2018. The loop at Rydal is not at the station area but is being built in the Rydal to Sodwalls section around the former site of the Algarara signal box. This operated from at end of the double track duplication. See more at https://www.westernadvocate.com.au/story/5468110/freight-and-rail-customers-in-the-loop-with-215m-works-video/?cs=119#slide=1

STUART TOWN RAILWAY STATION
In May 2018 plants were reported stolen from the station. Local school students take time to garden and beautify the station but these plants have now been removed. See more at https://www.facebook.com/photo.php?fbid=1197085077088895&set=p.1197085077088895&type=3&theater&ifg=1

WELLINGTON RAILWAY STATION
In May -June 2018 work was undertaken to place more fencing around Wellington’s railway yard to secure the site. It will hopefully also reduce/stop people trespassing on to the active railway corridor via broken cyclone wire fencing and possibly save lives. (The editor has seen multiple trespassing events at Wellington on several visits to the town and this metal fencing is long overdue. Railways are dangerous places and trip hazards abound along with moving trains. These aspects are not everyone’s first thought when they enter the corridor near the station.)

WOODFORD RAIL FOOTBRIDGE
In May 2018 a 1950s era footbridge at Woodford which people use was planned to be demolished by the NSW Govt. It is understood a footbridge has existed for around 103years at this location in various formats. See more at https://www.bluemountainsgazette.com.au/story/5380866/last-ditch-attempt-to-save-woodford-bridge/
**SOUTHERN NSW NEWS**

**BUNDANOON RAILWAY STATION**

Work is underway in May 2018 to prepare Bundanoon railway station for its 150th anniversary. Work includes restoring the interior of the station buildings, resurfacing the platforms and external repainting of the buildings. The station celebrations will be on August 5 2018. See more at [https://www.facebook.com/events/189596305018603/](https://www.facebook.com/events/189596305018603/)

![Bundanoon Railway Station](image)

**GUNDAGAI RAILWAY STATION AND BRIDGE**

A report funded by Cootamundra / Gundagai Shire Council to push ahead with destroying the regions railways tracks for a rail trail was unveiled in March 2018. Please carefully read the report to see how rail trailers are manipulating things to turn railway lines into a bike and walking track. See at PDF [http://www.cgrc.nsw.gov.au/wp-content/uploads/2018/03/Gundagai-Rail-Trail-Draft-Report-Mar-2018-email.pdf](http://www.cgrc.nsw.gov.au/wp-content/uploads/2018/03/Gundagai-Rail-Trail-Draft-Report-Mar-2018-email.pdf). The question is ....can the rail trail supporters show the need for this costly trail. There are already numerous bike and walking paths which I am informed are not well used. Annual costs projected for the inspection of the trail are very high. This is a questionable use of local ratepayers money. A May 2018 news report reveals that a Gundagai “rail trail” organisation (which oversees the management and care of the Gundagai railway station) is working with the local Mayor (who is pro rail trails) and council members to push the NSW Government to ensure they pledge $13million to restore the old timber Gundagai railway bridge. This would then allow a walking track be built across it for use by “rail trailers”. It is hard to see how local council can afford the rail trail conversion cost. They claim that a rail trail would bring a return on investment. Many see this as being debatable. The President of the Gundagai Heritage Railway is also the leader of the local Rail Trail organisation, which some see as a conflict of interest. See more at
HELENSBURGH RAILWAY STATION AND TUNNEL (FORMER)

The original Helensburgh railway station and tunnel have been sealed off from public access as of late June 2018. A fence has gone up to lock out tourists. See more at https://www.facebook.com/photo.php?fbid=10217086443537342&set=gm.1669270703194064&type=3&theater&ifg=1. It is understood the closure is designed to preserve the glow worms and keep the heritage of the tunnel intact. A news story in July confirmed the tunnel fence - https://www.theleader.com.au/story/5499561/why-the-helensburgh-glow-worm-tunnel-has-beenfenced-off/?cs=1507. NSWHRSI luckily photographed the railway station and tunnel a few years ago and obtained these views as shown here.
LADYSMITH RAILWAY STATION
In April 2018 the Ladysmith Tourist Railway announced that it was to become an independent organisation. For many decades they were a Sub-committee of the Junee Round House. They were advised that their best interest lay in being an independent body. Ladysmith Tourist Railway is now an incorporated body. This independence means they will have to self fund and operate their own budget.

OTFORD RAILWAY TUNNEL
Plans to convert the original Otford rail tunnel to a "rail trail" may take another year to be finalised before any work can be done. See more at https://www.facebook.com/WINNewsIllawarra/videos/2217953364888061/

ROBERTSON RAILWAY STATION
Robertson railway station in the southern highlands is looking for more volunteers to help caring for the station and in grounds maintenance. They are also seeking some younger members to help run the station project and to bring new blood into the operations. See the news story on PDF and contact them if you would like to help in their goal of ongoing preservation of the only preserved and reused railway station on the Moss Vale to Unanderra railway branch line. See more at https://robertsonctc.weebly.com/uploads/4/0/2/2/40223983/robertson_news_june_2018.pdf
**TUMBARUMBA BRANCH LINE**

In May 2018 Member for Albury, Greg Aplin welcomed news that the site proposed for NSW’s first rural Rail Trail, from Tumbarumba to Rosewood, was gazetted. This means the disused rail land was transferred from Transport NSW ownership to Crown Lands. The Transport Administration Act 1988 was amended in mid-2017 to allow this project to proceed. NSW Government funding of $4.9 million has been allocated to the Tumbarumba and Rosewood Rail Trail from the Regional Tourism Infrastructure Fund. The Albury member thinks the rail trail will bring much wanted benefits to the local town of Tumbarumba as bicycle riders and walkers use this trail. This is an untested concept in NSW. There isn’t that much local rail heritage left to be preserved on this short section despite the minister claiming the government looks forward to working with locals to make sure they can turn it into an asset for the local community.

In May 2018 rail trail plan costs for Rosewood to Tumbarumba were revealed to have increased beyond those projected. This is due to replacement costs for timber bridges blowing out from $750,000 to near $1.5m. For this price the railway line could have been brought back to an operation level for tourist trains standard to work. See more at [https://m.facebook.com/story.php?story_fbid=1713409895412811&id=113992652021218](https://m.facebook.com/story.php?story_fbid=1713409895412811&id=113992652021218).

**TUMUT TO BATLOW RAILWAY BRANCH LINE**

In May 2018 there was a report that the local council does not seem to see the value in supporting the trail and this upset some of the 3 rail trail committee people in the town, who one of them then wrote into the local newspaper. See more at [https://www.facebook.com/tumutbatlowrailtrail/posts/1992236164423957](https://www.facebook.com/tumutbatlowrailtrail/posts/1992236164423957).
SYDNEY REGION

CENTRAL RAILWAY STATION
As part of the Metro upgrades to allow Central to accommodate the Metro network, major changes to the walkway areas near platform 9 to 15 will take place. It is understood removal of heritage iconic features will occur. It is expected that the areas (from the screenshot) in yellow below will be removed and the heritage walkway at right will be removed. The current escalators will be moved further back towards the main concourse area.

Below shows the escalators and covered area as they are in mid 2018.
In May 2018 a new heritage sign board framework was noticed in place near the main concourse gates.

This stairwell currently seen in this area above, is looking to be removed in Metro works shown in yellow below.

In May 2018 a news report was published suggesting Google may now move into the Central railway station area offices that are used currently by Railcorp. See more at https://www.smh.com.au/business/companies/google-looks-to-central-station-for-new-australian-hq-20180518-p42g52.html

Major conservation works are now underway on the honour boards created by the NSW railways to commemorate the 1210 railwaymen who died as a result of their service during WW I. The honour boards were once mounted on the sandstone walls on the concourse at Central Station and were displayed there for many years. It's not known why or when they were removed. THNSW is now working with Sydney Trains to have the boards returned to permanent display at the station.
In May 2018 upgrade work to the north eastern entry/exit tunnel walkway at Central was being undertaken.

Repair work was observed been undertaken on country platforms timber awning supports.

During the May 2018 Vivid light festival it was observed that the Central clock tower lights were turned off at night time for the first time in a long time.
COLLAROY PLATEAU

Collaroy railway water tank needs saving. Sydney Water plans to demolish it. The grey coloured water tank which stands tall in the suburb, was built at the Newcastle Permanent Way Railway Workshops in 1928. It was then moved in 1935 to Mount Colah. In 1949 the water tank was moved to Collaroy. I have not yet found why this move took place. See the petition below to stop this rare item from being demolished at https://www.change.org/p/sydney-water-save-the-collaroy-plateau-water-tower?recruiter=44656354&utm_source=share_petition&utm_medium=copylink&utm_campaign=share_petition

EVELEIGH RAILWAY YARD

The former ACDEP centre which sits on the old Eveleigh railway locomotive depot, is being modified to accept the new Intercity train fleet. The ACDEP centre was built in the early 1960s to provide undercover work space for maintaining train air conditioning. Left, 1950s image of the old depot from Steve Bucton’s collection, right an undated, but possibly 1940s, view showing the sheds in mid left of the photo.

ATP plans in July 2018 were revealed to show Mirvac seeking to change the Bay 1 and 2 of the former Eveleigh Workshops along with other bays to promote retail operations. Development plans have been created SSDA 8517 and SSDA 8449. These are focusing on the 15 bays of the Eveleigh workshop to modify, convert or totally change the current layout to suit more retail and other future business plans.
Next door to the Eveleigh Workshops, the former Foundry site is now fast becoming an office site.
PARRAMATTA RAILWAY STATION SIGNAL BOX

In May 2018 the heritage, 1885 era, Parramatta brick signal box was closed off and surrounded by panelling with “construction site” wording on the walls. Opening in 1885 the box’s role in managing traffic grew and the site was extended in 1911 to twice its original size. By the 1940s the signal box had been further modified to incorporate required upgrades. By 2006 the signalling system was obsolete and the box closed. In 2018 it is undergoing conservation works with a cleaning and repairs to the roof, removal of lead paint, repainting of the external building sections, replacing of missing features along with other non specific work.

PETERSHAM RAILWAY STATION

In May 2018 an EOI closed off on the former original Petersham railway station building for leasing and reuse in a commercial manner. The EOI for reuse was to obtain feedback and understand what the market interest is for the site. Suitable business operators were asked to express interest in leasing and revitalising the local landmark railway building which holds State heritage significance. The EOI will also help to collect ideas as to how Sydney Trains/ Transport NSW can best reactivate this 1885 era grand building.

STANMORE RAILWAY PARCEL AND BOOKING OFFICE BUILDING

In June 2018 it was noted that the former parcel and booking office building on the northern road level was up for lease.
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.

Left, Alan Crooks view of Alexandria goods yard in 1960s, right, Canowindra railway station 1983 by Australian Rail Maps.

Left, Chris Gillespie 1974 view of Narara railway station, right, Peter Burr view of Dundee railway station in 1988

Left, Cobar railway station 1983 by Steve Bucton, right Baan Baa railway station seen in 1985 by Paul Toomey
Left, Batlow railway station by Leo Kennedy 1969, right Kootingal railway station seen being demolished in 1983, via Dick Cannon.

Left, a 1960s view of Goulburn roundhouse by Dennis Forbes, right, Burringbar railway station 1983 by Chris Collins, sadly since demolished.

Left Simon Barber 1996 view of Gundagai railway station, right Maitland flood in 1951 Reginald Wotton by Darren Riding.
Left, James Murphy 1980s view of Wellington railway station, right David Kennan Warwick Farm railway station 1973.

Left, Craig Porter Conoble railway station 2015, right, possibly in the late 1800s, Dora Creek railway station.

OTHER NEWS

RAILWAY PHOTOGRAPHER NOTICE FROM ARTC – ARTC RAIL SAFETY PHOTO GUIDE

From photos/videos uploaded to various facebook groups over the last year, more and more modern day era railway enthusiasts are taking risks it has being observed accessing/walking into live/operational main line corridor areas and accessing closed off station areas along with signal boxes without permission or the awareness of what they are doing is “unsafe”. It is known that railway agencies in NSW (such as ARTC and John Holland Rail) do watch facebook forums for breaches and combined with reporting of trespassers by train crews, it has seen there is a need for an education campaign. The result has seen ARTC release an online rail safety guide to ensure enthusiast don’t trespass or cause a problem with railway operations while taking photos. Many photographers don’t know that there are serious fines and police action if you are found inside an operational railway corridor without a proper and valid reason. See http://www.artc.com.au/library/News%20-%202014-08-09.pdf and http://www.artc.com.au/Article/Detail.aspx?p=6&np=4&id=434 for more details.
FUTURE RAILWAY STATION TOURS – COME ON BOARD!
With the above notice in mind, in the future HRSI is examining offering group tours of some of the heritage railway stations across NSW, to help like minded enthusiasts photograph the buildings and learn about why the railway stations were built and used. Tours may include northern, western and southern NSW and could be done over a weekend in some cases or a few days, depending on the level of demand and interest shown. More details will be released when planning is finalised.

Recommended links –
NSW Heritage Railway Stations and Infrastructure facebook page - https://www.facebook.com/NSWHRSI
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

TRAIN HOBBY PUBLICATIONS RAILWAY BOOKS
Train Hobby Publications in Victoria, have over the years brought together many unique and nowadays very rare to find images of NSW railway stations before they were demolished. NSWHRSI at times works with the publishers to showcase select images for stories or articles and help to increase your awareness of what once existed in NSW. We highly recommend these fabulous all colour books as the best insight to NSW railway stations from the past years from the 1950s to the 1980s. Some of these titles may no longer be in print but most are still available to buy. Check out http://catalog.trainhobby.com.au/ and review NSW titles on the menu on the left-hand side.

HERITAGE RAILWAY STATIONS PROJECTS
A variety of NSW volunteer run heritage railway stations projects are online with websites and facebook pages. All of these projects have links to their actual website on the facebook pages to enable readers further into their projects and news. Join their facebook too if your interested.
Cowra - https://www.facebook.com/Cowra-Railway-Station-348015252063485/?fref=ts
Eskbank - https://www.facebook.com/EskbankRailHeritageCentre/?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 -


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 NSWHRSI newsletter- issue 17 will be due out November 2018, where we will examine:

- Crookwell railway branch line review
- Interview with Warren Travis, Central railway station
- Station review - Parkes railway station
- Plus our regular insights to heritage stations news, developments and events around NSW.

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

TAIL END TRIANGLE PHOTO
Richard Gwilym captured a sad scene in 1978 with heritage styled Grafton North railway station burning down.