



*An early 1900s era view of the former Manildra railway station.*

# NSW HRSI NEWS

## February 2019

### NSW HERITAGE RAILWAY STATION AND INFRASTRUCTURE NEWS

WELCOME to the 18<sup>th</sup> 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

Phil Buckley, NSW HRSI Editor

Copyright © 2014 - 2019 NSWHRSI. All photos and information remains property of NSWHRSI / Phil Buckley unless stated to our various contributors / original photographers or donors and NSW Government history publications.

**Credits/Contributors** this issue – Peter Burr, Chris Collins, Dennis Forbes, Warren Travis, Peter Bass, Steve Bucton, Ian Stephens, Graeme Skeet, Trove, Peter Watters, Peter Maskill, Andrew Lawson, Rob Williams, HDC media, Mark Pinner, Warren Banfield, Andrew Phelan, Elizabeth Stokoe, David Nelson, Bruce McDonald, Brett Leslie, Rob Webb.

### ISSUE N.18

#### Newsletter index

WELCOME / MAIN NEWS	1
CASINO TO MURWILLUMBAH BRANCH LINE REVIEW	2
26 WHAT DOES A RAILWAY STATION MEAN TO YOU?	32
LIVERPOOL RAILWAY STATION - REVIEW	34
NSW RAILWAY STATION NAME BOARDS - OLD TO NEW	46
ENFIELD RAILWAY YARD MEMORIES - THEN AND NOW	51
UNUSUAL FACTS	55
NSW NEWS	55
PAUL TOOLE MP FOR BATHRUST – HERITAGE WINS AND LOSSES	55
NORTHERN NSW	56
WESTERN NSW	63
SOUTHERN NSW	67
SYDNEY REGION	76
YOUR SAY - HERITAGE PHOTOS	79
OTHER NEWS, NEXT ISSUE AND LINKS	81

## CASINO TO MURWILLUMBAH BRANCH LINE REVIEW

### HISTORY

Local and State Government began talking about plans for a north coast rail line as early as the 1880s. Unlike southern and western NSW, the northern section of NSW lagged behind slightly and was fairly isolated. The focus was further inland on the existing and very heavily used Great Northern Railway that was heading towards Tenterfield. It was hoped that building a north coast line may reduce the local businesses in the Northern Rivers region from looking towards Queensland ports and distribution points.

By 1890 NSW Parliament voted to authorise the building of an isolated section of railway line from Lismore and Murwillumbah. This was to ensure that local goods traffic moved to the NSW coast and onto ships, which then sailed mostly to Sydney. The north coast line was built in 5 stages as follows:

15 May 1894 with opening of Lismore to Mullumbimby,

24 December 1894 with the opening of Mullumbimby to Murwillumbah (including Condong Sugar Mill),

9 October 1903 the opening of the Lismore to Casino section took place.

The section between Casino and Grafton was opened on 6 November, 1905 and was followed by the branch extension to Kyogle opening on 25 June 1910. These last two railway sections became part of the NSW North Coast railway link, which finally connected Sydney and Brisbane. In 1932, with the building of the Clarence River railway bridge at Grafton. This whole line was completed and avoided the use of ferries and cargo ships transferring trains across rivers. Around the Depression era, another new branch line was started at Bonalbo. Work commenced but it slowed and then halted and eventually just left in the paddocks. The idea was for this branch to form inland rail link to connect the inland railway Main North line with the coastal railway network.

As a result of the interconnected now coastal and the now main north main line, Casino then became a junction location and an important railway town for many decades. The town had a station, rail yard and locomotive depot and a secondary smaller station.

### KEY RAIL INFRASTRUCTURE ON THE CASINO TO MURWILLUMBAH RAILWAY LINE

Although the construction of the Casino to Lismore to Murwillumbah line was initially to support local regional trade and travel in the longer term, it would eventually form part of the mainline connection between Sydney and Brisbane. The coastal line was built to a high standard with substantial earthworks, ballasted track, sturdy bridges and extensive tunnels. The railway branch line had many sections of 1 in 50 gradient. The line also had many curves with some down to a very sharp 240 metres (12 chains) radius, which severely limited speeds on the line and the effectiveness of rail transport.

**Tunnels** The branch line had to meander its way through many mountain ranges. To allow this 9 tunnels constructed. The longest tunnel at 534 metres, was in the Burringbar Range.

**Bridges** - The railway, between Casino and Murwillumbah, crossed many rivers, this required the construction of many bridges. Steel Pratt Truss and simple timber bridges were most commonly used. Unfortunately the NSW Government not adequately maintaining the bridges over the life of the line. Then Transport Minister Michael Costa didn't pursue a policy to keep the bridges in good condition. By the early 2000s difficulties were evident to Countrylink and the NSW Government regarding upkeep and costs. The bridges in tend were one of the core reasons the ALP shut down the line.

**Signal boxes** - Intriguingly, no large brick or timber signal boxes as found in some parts of NSW, were ever built on the northern coastal line. Just small local signal huts and ground frames were used instead.

### Railway stations and Sidings

Initially, when constructed, the line had 11 stations between Lismore and Murwillumbah but as the section grew more stations and sidings were added. It is perhaps not well known that quite a few stations were moved.... some around 400m or more from their original locations. At the first stage of the line's operation all the railway stations were only rail level platforms, as seen in QLD. Most of the passenger platforms were raised to standard NSWGR heights between 1908 and 1924.

### Railway station list

Old Casino railway station 806.740km Opened 19 October 1903 Closed 9 April 1986

Peter Burr 1978 left, rest Chris Collins 1993.



Phil Buckley 2015 views





North Casino railway station 810.631km Opened 19 October 1903 Closed 24 December 1966

No photos

Naughtons Gap 815.700km Opened 19 October 1903 Closed 30 June 1975

No photos

Naughtons Gap Tunnel 815.670km Opened 19 October 1903 Closed 16 May 2004

No photos

Bentley platform 818.956km Opened 1906 Closed 30 June 1974

No photos

Bungabbee railway station 821.980km Opened 10 October 1903 Closed 20 October 1973

No photos

Fernside 824.350km December 1904 Closed 19 February 1972

No photos

Leycester railway station 827.555km Opened 1912 Closed 3-Jun-1972

No photos

Cubawee 829.130km Opened 1909 Closed 10 September 1966

No photos

Tuncester 831.230km Opened 19 October 1903 Closed 31 March 1976

No photos

Lismore railway station 836.026km Opened 15 May 1894 Closed 16 May 2004

An early 1905 era photo of Lismore railway station left, right Chris Collins 1993 view.

---



Chris Collins views of Lismore engine and carriage shed 1990s.



Some of the traffic that once passed through the railway station.



Phil Buckley views from 2015.





North Lismore railway station 838.083km Opened 1907 Closed 30 June 1974

No photos

Woodlawn College Platform 841.357km Opened 13 Feb 1943 Closed 28 June 1978

No photos

Woodlawn railway station 843.154km Opened 15 May 1894 Closed 23 February 1974

No photos



Bexhill railway station 846.673km Opened 15 May 1894 Closed 20 June 1974

No photos

Eltham railway station 851.490km Opened 1 May 1894 Closed 30 June 1974

No remains

Laureldale railway station 853.193km Opened 1913 Closed 19 February 1972

No photos

Booyong Tunnel 855.330km Opened 15 May 1894 Closed 16 May 2004

Booyong Junction 856.230km Opened 25 August 1930 Closed 11 June 1948

Booyong railway station 857.140km Opened 15 May 1894 Closed 30 June 1974

Only remains are platform - <https://www.nswrail.net/locations/photo.php?name=NSW:Booyong:1>

Nashua Platform 861.404km Opened 1 February 1896 Closed 3 June 1972

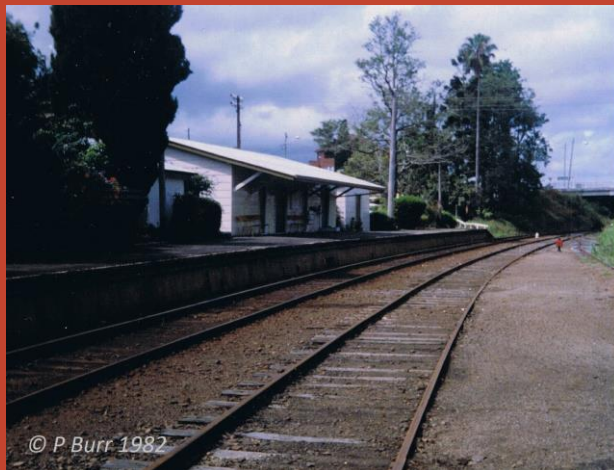
Only station sign board remains - <https://www.nswrail.net/locations/photo.php?name=NSW:Nashua:2>

Binna Burra railway station 865.951km Opened 15 May 1894 Closed 13 March 1972

Platform remains only - <https://www.nswrail.net/locations/photo.php?name=NSW:Binna%20Burra:1>

Bangalow railway station 869.727km Opened 15-May 1894 Closed 4 March 1986

Peter Burr 1982 left, Chris Collins 1993 right.



Phil Buckley views 2011 views.



By 2018 the station had been fenced off to save it from vandals.

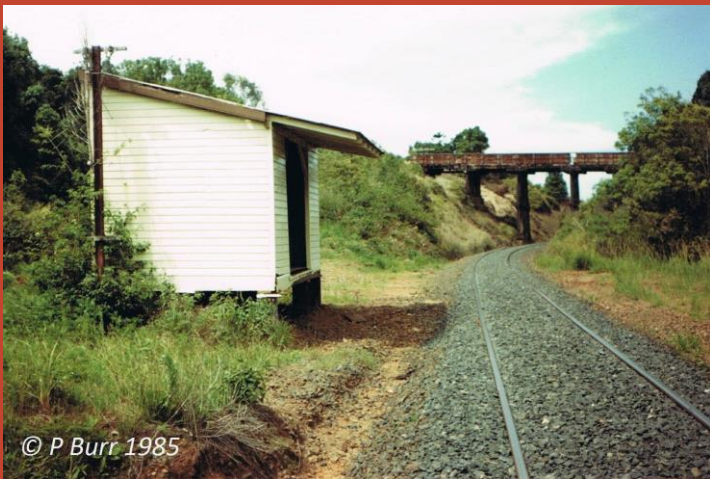


Talofa Halt 874.283km Opened 11 January 1908 Closed 30 June 1974

No photos

St Helena railway station 875.690km Opened unknown Closed 30 June 1974

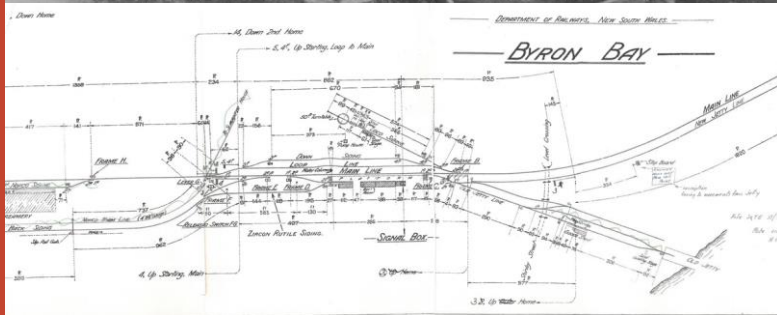
Peter Burrs 1985 view with platform gone but station building still standing....oddly.



© P Burr 1985

Byron Bay railway station 882.659km Opened 15 May 1894 Closed 16 May 2004

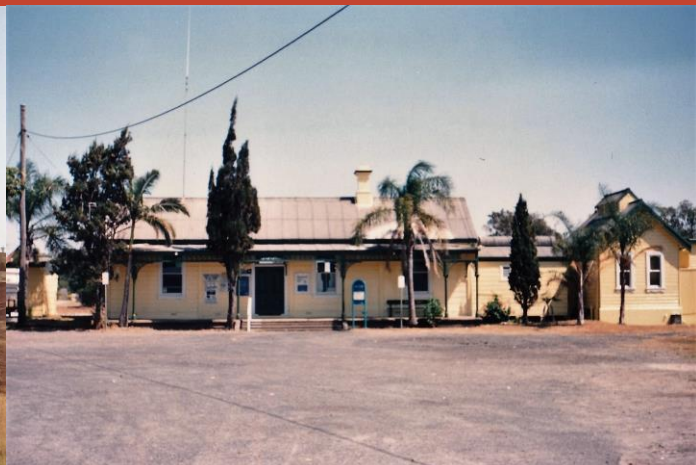
1800s era photo of train at the Byron Bay railway station along with a diagram of the yard in the 1900s.



A 1940s view of the station, left, right, Peter Burr 1982 view



Chris Collins 1993 views of the station.



Phil Buckleys 2018 views







Quarry Siding Unknown

Tyagarah railway station 890.474km Opened 15 May 1894 Closed 19 February 1972

Basic remains only - <https://www.nswrail.net/locations/photo.php?name=NSW:Tyagarah:1>

Myocum railway station 895.119km Opened 20 February 1897 Closed 30 June 1974

No photos

Mullumbimby Station 898.264km Opened 15 May 1894 Closed 16 May 2004

Early 1800s



Chris Collins 1993 views



Phil Buckley 2015 views





Fords Gap Tunnel 900.240km Opened 24 December 1894 Closed 16 May 2004

Morrison's Hill Tunnel 902.260km Opened 24 December 1894 Closed 16 May 2004

Haynes Hill Tunnel 904.280km Opened 24 December 1894 Closed 16 May 2004

Billinudgel railway station 905.130km Opened 24 December 1894 Closed unknown around 1980s maybe.

Peter Burr 1970s view





Chris Collins left 1970s, right 1993.



Phil Buckley 2018 views





Marshalls Hill Tunnel 905.650km Opened 24 December 1894 Closed 16 May 2004

Yelgun Platform 908.182km Opened 15 October 1922 Closed unknown

No photos

Bamberry Hill Tunnel 909.240km Opened 24 December 1894 Closed 16 May 2004

Crabbes Creek railway station 911.073km Opened 24 December 1894 Closed 30 June 1974

No photos

Hull Hill Tunnel 912.080km Opened 24 December 1894 Closed 16 May 2004

Mooball railway station 913.896km Opened January 1895 Closed 30 June 1974

No photos

Burringbar railway station 916.250km Opened 24 December 1894 Closed 1980s maybe?

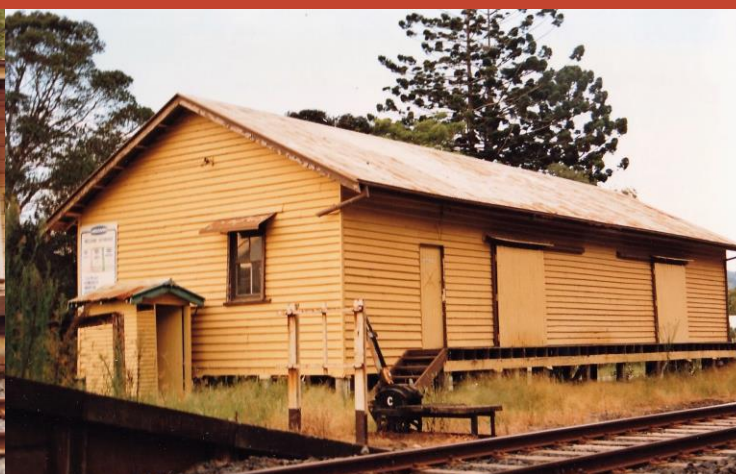
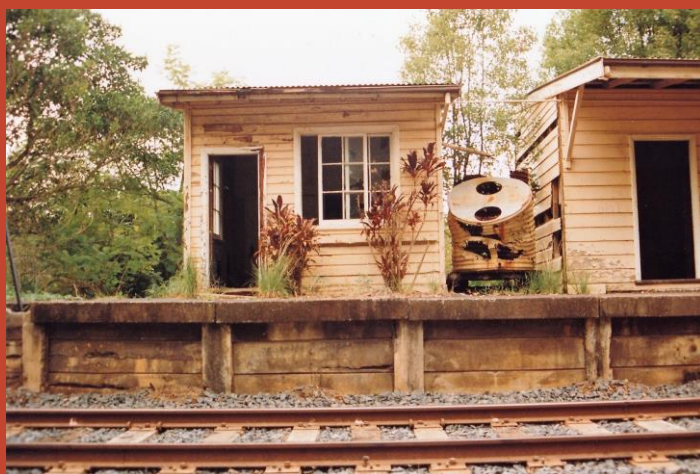
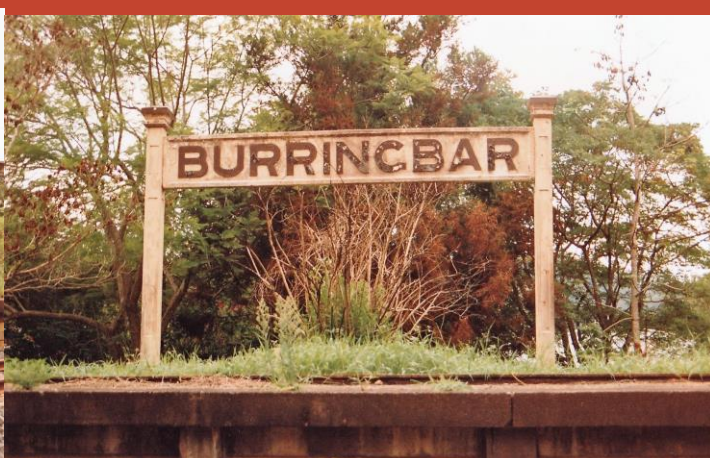
Unknown photographer 1972 views (Supplied)



Unknown dated view left, right Peter Burr 1986 view



Chris Collins 1993 views



## Phil Buckley views 2018



Upper Burringbar 919.345km Opened 1896 Closed 30 June 1974

No photos

Burringbar Range Tunnel 921.010km Opened 24 December 1894 Closed 16 May 2004

Stokers Siding railway station 926.494km Opened unknown Closed 30 June 1974

Station moved from old location. Chris Collins left 1993, right Phil Buckley 2018



Dunbible railway station 928.490km Opened 24 December 1894 Closed 30 June 1974

No photos

Murwillumbah railway station 934.912km Opened 24 December 1894 Closed 16 May 2004

Dennis Forbes 1967, left and right, Peter Bass 1976



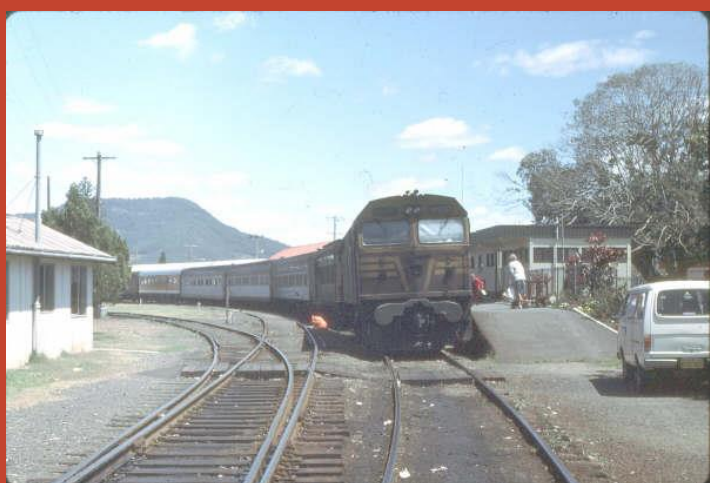
Steve Bucton 1980



Chris Collins 1980, left, right Steve Bucton 1983



Graeme Skeet 1985



Chris Collins 1990s



Chris Collins 1993



Peter Burr 1995



Phil Buckley 2018 views













Condong 938.603km unknown

## Goods and freight operations on the Casino to Murwillumbah branch line

### Wharves

One of the main reasons for building the Casino to Murwillumbah branch line was to transport local community product to ports for transfer to Sydney by coastal sailing ships and steamers. Along the branch line two key rail heads met with wharves on the branch at Lismore and Byron Bay. Coastal shipping services into Byron Bay were mostly operated by the North Coast Steam Navigation Company. (Ed note: for which my gr gr grandfather was a captain on).

**Lismore Railway Wharf**, was constructed by the railway contractor who was building the branch line. It was heavily used from the late 1800s up to 1924. Thereafter usage decreased until 1954 when it ceased. When in use, the wharf helped to tranship assorted railway materials and rolling stock for operation on the line. The wharf length grew throughout its lifetime to a final length of 503 feet long.

**Byron Bay Wharf** - Byron Bay wharf was a key link in the North Coast regions supplies inwards and outwards. The original wharf was constructed in 1888. In 1928 a new wharf that was 2000 feet long was constructed. The wharf was connected by a 1 mile long branch line to the NSWGR in the Byron Bay Goods yard. Operations on the wharf line were managed by the North Coast Steam Navigation Company. As the wharf and rail system worked together it became the main seaport on the Lismore to Murwillumbah branch line. It was an important location for goods services and passengers movements. The location was sometimes hard to

navigate in stormy weather.... there are photos of ships loading at wharfs and also a history of huge loss of boats and life in the NSW northern waters.

## Goods

**Timber** - In the early days of the line's operations many local timber plantations were a major revenue source for the government. Red cedar timber was a major export from the region.

**Crops** - Once timber had been cleared various crops like were planted successfully.

**Sugar** – In 1866 the Richmond river region was planted with sugar cane and over the years this evolved into a large cropping industry for the area. In 1880 Colonial Sugar Refining Co. (CSR) established a mill to process the sugar at Condong. With the opening of the Murwillumbah branchline, a short connection to the mill was opened off the branch. The sugar mills of the Northern Rivers were an ongoing revenue stream for the railways became a source of ongoing revenue for the railways with special trains running out to south side of Murwillumbah at Crabbes Creek. Crews collected sugar cane for processing there.

**Bananas** – Grew around Murwillumbah and in the nearby Tweed River Valley. By 1909 with further opening of rail in NSW food was being transhipped to Sydney via special short trains which went to Byron Bay where the loads were moved to coastal steamers travelling to Sydney. By the late 1900s distribution as essentially by truck across NSW, as NSW rail goods trans-shipment diminished.

## Dairy Products and Livestock

**Butter and Milk Products** – The Northern Rivers area became a busy and varied farming area. One of main industries was dairy farming and a number of butter factories were built. Their outputs was shipped to Sydney and other southern towns by special refrigerated wagons.

**Pigs** – At Byron Bay a pig abattoir was built to process bacon products. This created significant livestock traffic on the railway lines. The end products were transhipped through Byron Bay wharf to local and overseas markets.

## PASSENGER AND GOODS OPERATIONS

Many parts of NSW sought out a local rail service from the early 1870s onwards but it took some areas a long long time to get their own local line built. Up in northern NSW as the 1880s rolled on settlers began to agitate for more rail lines to get their produce and passengers, to ports on the coast.

As the north NSW coastal line expanded, passenger and goods services were introduced on daily and weekly frequencies. When fully opened the branch line saw daily services provided and these connected to the rest of the NSW network. These would join with services like the Brisbane Express and the Brisbane Limited and other goods services which picked up wagons as they headed north and south.

Rail travel brought new services to northern NSW. New railway services were created with a Sydney to Murwillumbah daily service helping to move locals and tourists becoming one of the most popular on the



branch line. This train was called the North Coast Mail and was labelled as the "premier" train between Sydney to Murwillumbah. Meanwhile voters in the late 1800s at Ballina wanted to connect to the branch line, which was also known locally as the "Tweed Railway". This need for rail connection became very important, once the railway line opened in 1894.

As a result the NSW Government commissioned a line trial survey from Booyong to Ballina in 1894. The outcome was that the building of the line would cost 5,592 pounds / \$11,000 per Km. Locals pushing for the rail service ended up convincing the Rail Minister that over 30,000 passengers a year would use the line. They also suggested that large goods movements would help to defray the cost. Local shipping companies who had the trade dominance in the region tried to play down the usefulness of the proposed line saying it would never pay for itself....they would be laughing a few decades later....but despite such negativity, the Ballina region wanted the rail line to go ahead.

So with these costings and attitudes the NSW Government approved the rail line in December 1919, with an Act passed in Parliament to construct the short branch line at Booyong to Ballina. The new local line officially opened on the 20 September 1930. Infrastructure on the line included was built to pioneer standard gauge and was fenced for part of its length.

The works also included a few extensive railway bridges, which included an "opening" bridge just before the Ballina station area. Ballina railway station seen at right. The goods traffic would be coming down the line from inland towns to be transhipped through the seaport at Ballina. Ironically and strangely, the railway line actually stopped about a few km away from the wharfs. This would be a major problem in the long term. With the line operating locals hoped that the short branch would generate as they had predicted, some high levels of goods and passenger traffic.

The reality was the loads for passengers and goods were less than productive. This resulted in the goods that did flow down to the coast, not reaching their potential and thus shipping of inland goods was low. This reason combined with a dwindling passenger load was made worse, when in 1948 following torrential rain serious landslides washed away sections of the line.

The washways were deemed too costly to repair by the NSW railways. After years of no work and the advent of more cars and trucks, finally the Booyong to Ballina railway line was officially closed in 1953 to traffic. The vacant station lingered in town for a few years until it was sold by the Department of Railways to a business person. See story from Trove at right.

## BALLINA RAIL STATION TO BE DISTRICT'S FIRST "MOTEL"

*A Sydney man, whose interests are in real estate, has purchased Ballina railway station for conversion into an American type "motel".*

He is Mr. A. A. Deans, who hopes to cater for casual tourists with his "motel."

He intends most of his patrons to be holidaymakers who wish to stay overnight or for a weekend.

The railway station is situated on the Pacific Highway at the entrance to Ballina, and it will be extended to be divided into four flat-ettes.

Mr. Deans said yesterday that he hoped his project would be useful to passing traffic.

"There will be a drive in and out and a modern caravan park to accommodate six or eight caravans," he added. The land he has purchased extends to the roadway.

Mr. Deans said that all conveniences would be available to those using the flat-ettes and to caravaners. "There will be hot showers, plug-in type lights for those in caravans, and a laundry with ironing and washing machines," he said.

He added that the flat-ettes and parking area would cater for a number of people, whom, after a survey of the traffic, Mr. Deans considered would use the facilities. "I have taken an analysis of the people staying overnight and I think the provision I have made will be sufficient," he said.

Mr. Deans added that similar places existed in New Zealand along the coast.

He added that with the additions to the railway station, its size would be about 20 square feet and each flat about five squares.

"I think people from Lismore who come to Ballina for a weekend of fishing must want amenities. I don't expect to have holidaymakers who would want to stay by the sea," Mr. Deans said.

He added that if he had sufficient patronage, at a later date, he might erect a quick grill bar for the campers to use.

Mr. Deans said that he had never bought a railway station before, but added that among other unusual purchasers was a police station.

He bought the police station in the Riverina several years ago and converted it into a house and a painter's shop.

He anticipates the Ballina project being completed by spring and expects to spend another £5000 or £6000 on it.

Mr. Deans bought the station after negotiations with the Railway Department. The building and two blocks behind it were offered for auction, but no bids were made. When he was able to purchase the two blocks in front of the station, Mr. Deans clinched the deal.

He said that he and his wife, in recent years, had travelled along the coast from Cairns to the Victorian border to find the section of the coastline they liked best, and decided on Ballina and their unusual project.

(Ballina railway station was a terminus of the now demolished Booyong-Ballina line. After being unused for many years, the line was pulled up a few years ago.)

In the 1950s a Sydney business person brought the former railway station seen at right, and had plans to convert it into a motel. The plans at the time were to convert it into four "flatettes". He also aimed to tap into the growing regional tourism market and build a caravan park to cater for tourists who wish to stay overnight/ weekend in Ballina.



It is understood that the Ballina railway station was moved to and then converted at an address at Kays Road. When modifying the building the new owner budgeted to spend about \$6,000 on renovations.

Evidence I can so far find indicates this historical building been destroyed sometime since the 1950's. Maybe someone reading this can confirm this information?

In 1973 the Gold Coast Motorail was introduced and provided passenger and car transportation from Sydney to the north coast at Murwillumbah. The Motorail was reasonably reliable - on time sometimes and others times not so reliably. When delayed people recall that local radio stations would provide updates for listeners on how delayed it was. Due to the useful service, it provided a critical link for people from inland at Casino and Lismore etc who wanted to go to the coast and at times to the beach at Byron Bay etc.

Sadly with changing times, the Motorail service was withdrawn in February 1990 and replaced by a Countrylink XPT service ....which carried no cars. By 1997 the former NSW Government SRA goods operations were operating as FreightCorp. Freight Corp outsourced their work on the Murwillumbah branch line to the Northern Rivers Railroad business. These 3rd party operations sadly ceased in 2002.

#### **BRANCH LINE CLOSED - 2004**

Unfortunately the NSW ALP Government closed down the entire Casino to Murwillumbah railway line services in 2004. This was due to claims that operations and maintenance costs were too expensive, and controversially, that the line wasn't being used enough by NSW residents. See report at <https://www.parliament.nsw.gov.au/lcdocs/inquiries/2124/Final%20Report.pdf> See report at <https://www.northernstar.com.au/news/watch-special-report-by-hamish-broome-on-the-last-/3178149/>

Intriguingly, a few years ago, the NSW Government ago claimed it would cost around \$900million to reopen the line again. Similar figures have been given for other closed branch lines in NSW. It is curious that rural lines "cost" so much .....yet Sydney Metro conversion is nearing \$20 billion and no one bats an eyelid. Mention \$1 billion for the bush and it becomes impossible to make a business case.

In 2019 a former NSW railway track worker who used to manage various sections of the NSW railway track in his past roles, claimed the line can be reopened for way less than above. The former worker estimated a cost of \$50+million would see the line reopened for traffic again. See an 11 minute speech below where he explains the work needed: <https://tinyurl.com/y9jvz3g>

So if this former experienced rail worker claims the cost for basic reopening is so low and the NSW Government report is nearly \$1billion, based on this information you have to ask why is the NSW Government not reassessing the costs? The Government is not taking into account the direct and indirect costs born by traffic accidents and their by-product of death and ongoing injury costs. End of the day people are dying on

the roads and railway transport could be saving lives. You have to ask what price a politician's life worth is versus an ordinary voter's life.....?

## CURRENT REMAINS AND OPERATIONS

In 2019 this railway line is being altered dramatically with the idea of eventual conversion into a rail trail in the longer term. This means rail tracks and railway infrastructure removal and rail heritage converted. The Tweed Shire Council is responsible for the design and constructing a 24 km rail trail (shared-user path) along the route of the route closed down since 2004 under the ALP. This is the Murwillumbah to Crabbes Creek rail corridor section, a part of the longer line which used to go through to Casino. This rail trail section above is now fully funded and supported by local, state and federal governments. See the planned trail at <http://www.northernriversrailtrail.org.au/trail/overview/>

At this point it appears that it would be impossible to stop such a trail. The northern rivers Murwillumbah to Crabbes Creek rail trail is in the works progress stage which will result in the ripping up and destruction of the only major non road public transport access for the region. Once removed it would be extremely costly and near impossible to return a rail line.

This north coast area is a growing region that has to instead rely upon and use buses on congested roads for public transport. Both the ALP and Liberals refuse to give public transport by rail further consideration. The policy of cutting off rail may partially explain why the Liberal National coalition lost its seat to a Greens member in the last election. Here is the rail trail proponent's latest newsletter -- <http://www.northernriversrailtrail.org.au/newsletter-october-2018/> .

Tweed Council is pushing it too <https://www.yoursaytweed.com.au/RailTrail> - "Council has advertised for Expressions of Interest from prospective tenderers interested in designing and constructing the Tweed stage of the Northern Rivers Rail Trail. Expressions of Interest close on Wednesday 12 December 2018. Council will shortlist three to four prospective tenderers from the process and then work with them to fully explore the objectives and opportunities presented by the joint Federal and State Government-funded project but also Council's requirement to seek both on-track and off-track proposals."

A map of what the walkers and bikers want. Has any consideration been given to the irony of increased traffic on the locals roads with cars/ 4wds carrying in the bikes: <http://www.northernriversrailtrail.org.au/wp-content/uploads/2013/08/NorthernRiversRailTrail-illustrated-map01.jpg> . Sadly rail heritage and give it only a few words at best <http://www.northernriversrailtrail.org.au/benefits/preservation-of-rail-heritage/>.

A privately operated hired, 2 carriage diesel 1950s era railmotor operates north of the former Byron Bay railway station for 3km to a private resort. In its first year to 2019, over 100,000 people have ridden the solar powered train. It is hoped that this train operations will expand further north to Murwillumbah and west to Lismore as rail tourism has proven it is bringing benefits to the region already with less cars, in a region which is drowning in cars.

---

## WHAT DOES A RAILWAY STATION MEAN TO YOU?

We asked last year on NSWHRSI and our sister news page, NSWGR – News and History facebook pages "what does a railway station mean to you?". We received in assorted replies and we have shown a few of these below.

---



**Barry Henry** I was born and bred at Young NSW and our local railway station was the centre of much attention when there was a train leaving or arriving. Our most popular train was the train that left at around 7.00 pm every evening. They had a through carriage that was attached to the Temora Mail at Harden for the journey to Sydney. Coming home there was a through carriage attached to the Temora Mail at Central which was shunted off at Harden and attached to a mixed arriving at Young around 6.00 am. It was always good to get on in Sydney knowing you could sleep and arrive safely back at Young.

**Scott Tucker** A railway station means to me, a place where a journey begins, a place where a journey ends, a place to meet a loved one, a place to farewell a loved one, the heart of a town where the mail is brought, gossip is had where there is food to eat and a drink to be had. A railway station can be big or small, in a big metropolis to a small country town. Some still have trains some are now silent where you can only hear the rain not knowing if they will ever see another train.

**John Treuren** When I was four in 1973 (?), I did a trip on Cooma Mail (around 8am) from Cooma to Bombala and return - on a line now long gone in mail train passenger carriages.

**Mike Moyer** Well a few initial thoughts...Suburban and inter-urban stations are a utility / function over form, usually for commuting and usually have the same (familiar) look & feel so users relate wherever they are. Country / rural stations should be individually unique and if possible reflect the character of the locality. Personal experiences when embarking on or disembarking from a journey at a country station usually involves better feelings than at suburban stations.

**John King** From a young age, I remember traveling from Meadowbank to Central on outings by train and my love of trains grew from there, also travelling on the South Mail & Riverina Express many times from Strathfield to Cootamundra then Gundagai remember one time at High school about 6 of us told our parents we were staying at our mates' house for the night but we ended up sleeping on Meadowbank station in the waiting room taking off about 5 am before the station opened. At 14/10 months I joined the NSWGR in the Traffic branch and started working at Nth Strathfield station then at 17 worked on relief around, many Sydney stations. At 20 after a year of Shunting, I went to Gundagai as ASM with my love of railways /stations, in particular, I could tell you where almost every attended and a lot of unattended stations were and what trains they got/ days, and even what grade ASM and SM's they had. I am now coordinator of a Railway Museum in Queensland. I recall Darren Vaughan Grandmother was running the Refreshment room at Gundagai railway station when I went there in 1970, unfortunately, it was closed while she was running it by the railways. A very nice lady.

**Darren Vaughan** My Grandmother at Gundagai, still remember it like yesterday, waiting for the trains to pull in. We lived about a mile on the up, my grandparents on one side of the line us on the other, great times.

**Terry Boardman** Glenapp is the station that means the most to me. Although geographically in Queensland it functioned as though in NSW and for a time, almost 60 years ago, it was mine - I was the Assistant Station Master but in charge so that made me the Station Master. Margaret Woodeson was my sole staff member and she looked after the level crossing gates a little way down the line towards Brisbane. I sold a ticket perhaps once or twice a week, I worked the signal box for the passage of the Brisbane Limited and the Brisbane Express twice a day and sometimes refueled a freight train for one of the expresses.

I kept the records for the sidings at Bromelton and cleaned and replenished the signal lamps and oiled the Points. The young sons of loco pumper, Den and Rob Sibson, were my unpaid apprentices and their mother and Margaret made sure that I did not starve. We made a few irregular trips on the station Villiers quadricycle to Dulbolla, and then walked to Rathdowney for groceries, a beer, and the movies. It was an experience that I

cherish and I am so pleased that I still hear from various Woodesons and the Glenapp Boys, Den and Rob Sibson who now look after what was once my signal box and the hub of my station.

---

## STATION IN REVIEW – LIVERPOOL RAILWAY STATION

After completion of the initial railway line from Sydney to Parramatta, work soon proceeded on the Main South line from Granville Junction to Goulburn. The first section from Granville to Liverpool was constructed quickly over easy terrain and was opened on 26 September 1856. Liverpool station was opened on 26 September 1856 as the temporary terminus for the Great Southern railway. Down the line, the Campbelltown section was opened on 17 May 1858.

This southern branch line was constructed as a rural railway and had no suburban purpose until well into the twentieth century. Its railway stations served what were then rural settlements and only later were adapted as commuter stations. Because of the rural nature of settlements along this line, freight was a significant component of the operation. In 1865 an engine house was erected at Liverpool.

A new station was constructed in 1879 to replace the original station structures including a new gatehouse and station master's residence. As a major centre, Liverpool had a goods shed and in 1881 a new brick shed was built to replace the original. The wooden platform and crane platform were also constructed same year. Other early structures from the late 1800s era included a parcels office, well, cattle truck platform, weighbridge, store buildings and numerous sidings – all have since been demolished.

As traffic grew the need for more line was critical and the line was duplicated in 1891. In 1929, the line from Central railway station was electrified. Liverpool remained the terminating point for electric services until the overhead wires were extended to Campbelltown in 1968. In 1965 one person was killed and three injured when a freight train collided with a stationary electric passenger train at Liverpool station.

Liverpool was once stop for regional services until the 1990s. In 2000, the station underwent a major easy access upgrade with the provision of passenger lifts to the platforms, a new passenger concourse, toilets and a refurbishment of the heritage building on platform 1.

Immediately north of Liverpool station, a former branch line crossed the Georges River and entered the Holsworthy military base. The pylons for the bridge over the river have been reused to provide a pedestrian walkway.

## STATION BUILDING

The Type 4 (c.1880) platform building on platform 1 at Liverpool railway station, is classic design constructed to a Victorian Rustic Gothic design. The single storey building was constructed of tuck pointed Flemish bond bricks. The station building has three chimneys with brick strapwork along with corbel, rendered mouldings around all windows and door openings and rendered quoins on the corners of the main building. The building still retains its original timber double hung sash windows, with moulded cement architraves and sills, and original timber panelled doors with bolection mouldings and moulded cement architraves.

Some of the doorways are no longer operational and the original thresholds have been removed. The platform awning is constructed of corrugated iron and supported by cast iron Corinthian columns, which have decorative cast iron brackets which also attach to the station building. The main gable roof is covered in slate with a projecting transverse gable on the main street side. This gable section has projecting bay windows. All the gables on the building have decorative timber barge boards and finials and a decorative vent. On the street side, 2 skillion verandahs are found with corrugated iron roofing. They are supported by timber posts with decorative cast iron brackets and frieze panels. These flank the projecting gable on the street side.

---

A small wing attached to the brick building is situated at the north end of the station building with similar detailing. Internally the is still fairly intact. There is considerable original fittings like pressed ceiling roses, windows and doors and associated architraves, metal ceilings, cornice and skirtings and mouldings to chimney breasts. The control room also has an original ticket window. The building's interior finishes include a vinyl floor covering and painted plaster to the walls. Luckily modern refurbishments have been undertaken in a selective manner and these have worked around the original historic fittings.

## PLATFORMS

Platforms 1, (c.1880, 1924) and Platform 2/3, (1891, 1924). The platforms are brick faced with an asphalt surface. Platform 1 (Up) is a wayside platform; Platform 2 (Down) and 3 (Up) form an island platform. The surface to Platform 1 has been replaced with new asphalt except for the area immediately in front of the 1880s building which has been paved.

## YARD BUILDINGS

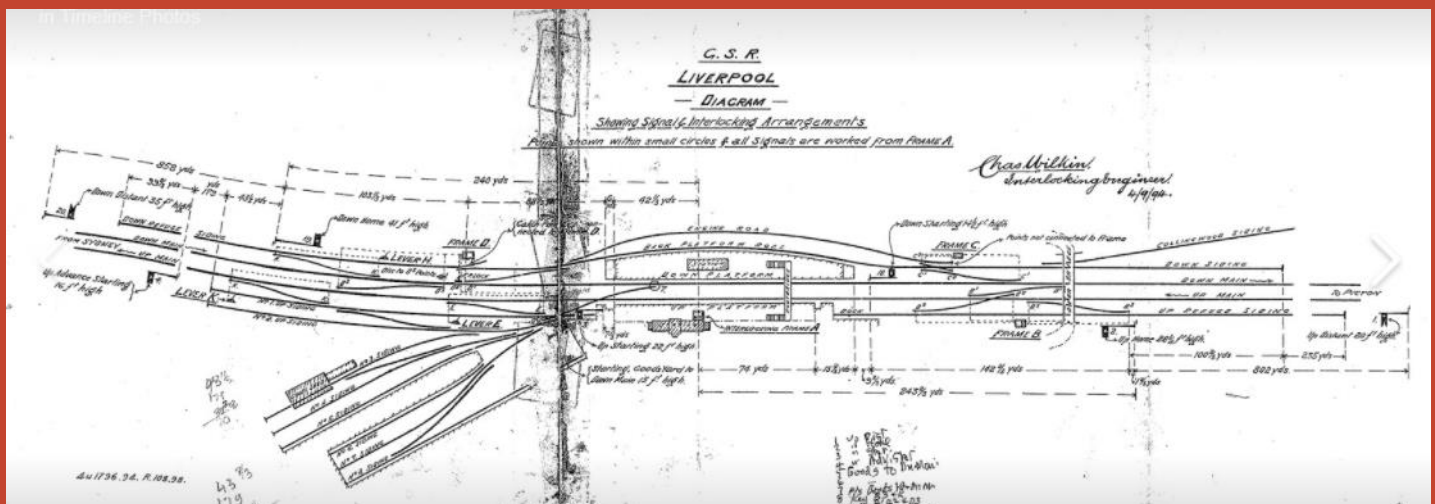
Goods Shed (1881, 1990s)

## STRUCTURES

Jib Crane (date unknown)

## STATION TIMELINE

The map is a yard diagram of Liverpool from around 1894 era, the diagram shows where the goods siding was to the north west of the station.



1879-1880: Construction and opening of new station and stationmaster's residence.

1881: Construction of new goods shed and demolition of old.

1891: The line was duplicated in 1891 and two additional platforms were built including a new Down platform and building.

Liverpool railway station seen in the late 1800s/early 1900s.



1908: Engine shed and coal stage erected.

1916: A new signal box and steel footbridge were constructed along with a horse stockyards.

1927: Extension of back platform for stabling trains.

1929: The railway line from Central was electrified to Liverpool. A new signal box completed in the yard.

1943: A new footbridge and overhead booking office were provided

1945: The platform N. 1 and 2 were extended in length.

1956: Platform N.3 was extended in length.

1958: Road overbridge opened. 1981: A pre-cast footbridge with two ramps was built.

The view is from 1979 and supplied by James Whitfield and in the background, you can see the goods shed with rollingstock next to it.



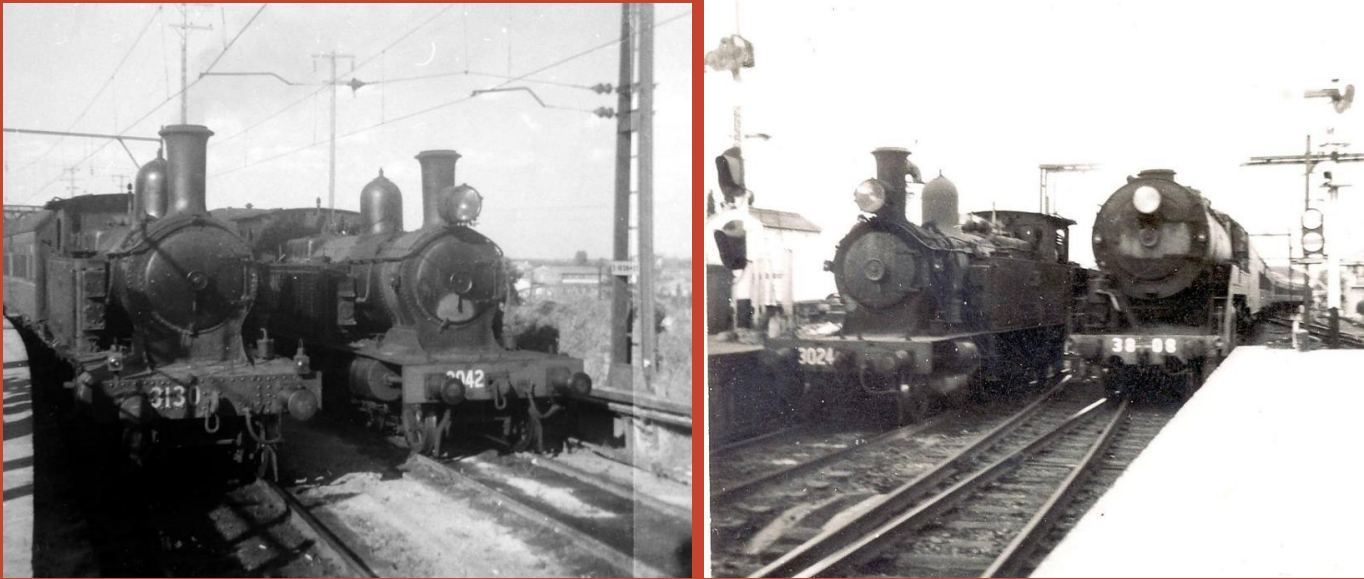
1990s: Goods shed restored and refurbished

2000: Construction of major new station facilities incorporating older buildings, retail shops and booking office linked to the bus interchange.

## SERVICES

Steam hauled locomotive services were the first services and remained until 1929 when new electric railway passenger services were introduced.

Left, Graeme Skeets view of local Campbelltown services at Liverpool station 1964. Right, 3024 shunts at as 3808 pulls into the down platform with the Moss Vale Passenger train.



Graeme Skeet took these photos of various services in 1966 at Liverpool.



Left, resting at Liverpool 3803 waits for passengers on the up Southern Highlands Express in 1966, right, 5914 trundles through the station on an up freight bound for Enfield, 1966.



A 1965 view of the station with local railway station service 30 class waiting for its next road.



A Liverpool bound service, left, stops at Merrylands in 1966 and right 38 class goods service through Liverpool. 1967.



Steam hauled locomotive services from Liverpool to Campbelltown were in use until 1968. Liverpool railway station remained the terminating point for electric services until the electric wires were extended to Campbelltown during 1968. Interestingly Liverpool was up until the 1990s a stopping station for regional NSW services.

### **CURRENT HERITAGE REMAINS**

In 2019, the 'Third Class Station Building' on platform 1 and the nearby goods shed are the only historical remains left from the 1800s. Liverpool railway station was listed on the New South Wales State Heritage Register on 2 April 1999 which would hopefully give some protection from mass overdevelopment or demolition. Although the railway station has been altered, heritage aspects do remain, including the platform 1 Station Building, dating from c. 1880, the c.1879 goods shed and 1880 brick-faced platforms. The Liverpool goods shed is one of the last 3 surviving goods sheds made from bricks in NSW. This brick structure is substantially still intact along with its platform and jib crane. Access is hard to obtain to this area but NSWHRSI was able to get approval finally in early 2018 for a photo shoot.

## LIVERPOOL PHOTOS

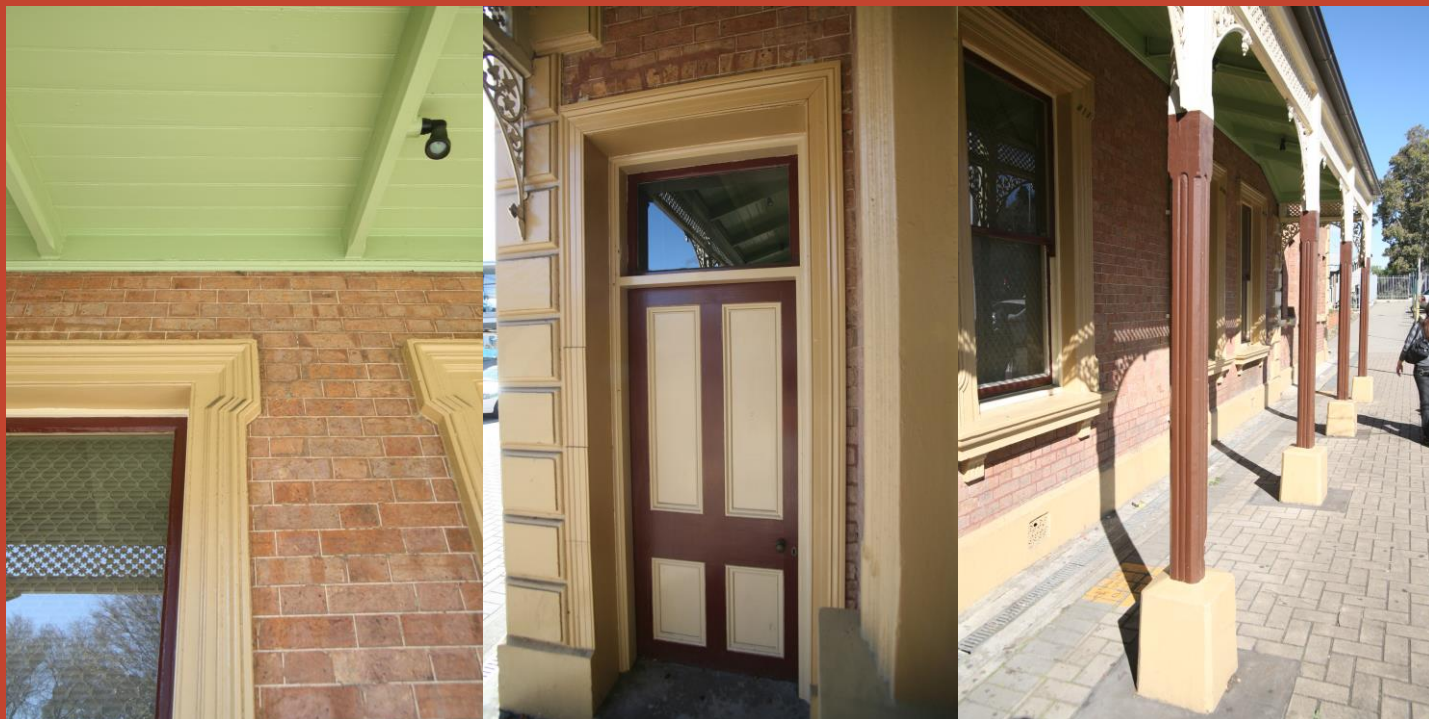
These photos show an overhead view of Liverpool from the 1980s with the Goods shed still connected and with a older interchange/car park layout. This is now very different to the setup in use nowadays. A side by side view showing the yard and station and yard changes from the 1980s, left to right, modern day 2019.

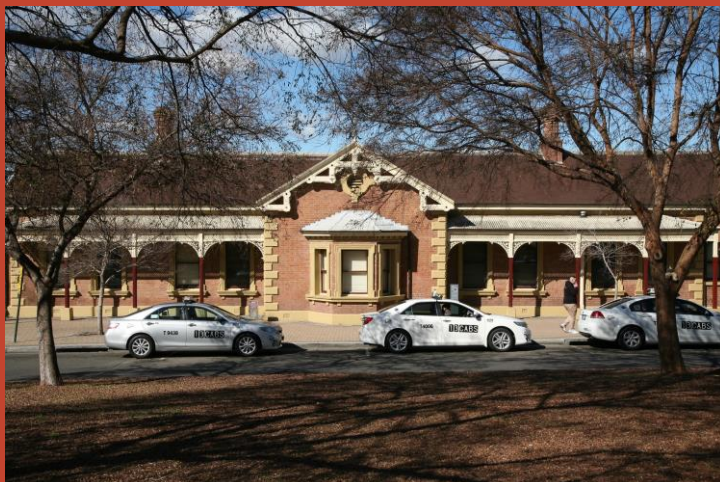


## STATION BUILDING AND PLATFORMS – Phil Buckley views 2014- 2018









## GOODS SHED AND FORMER SIDING

### GOODS SHED HISTORY

Recently in 2018, NSWHRSI was given the privilege of photographically recording the heritage Liverpool former goods siding and goods shed. Access is restricted to the public. Located north of the station on the west side, is the former railway yard which is the former goods shed. The goods shed is one of three remaining of this type in NSW. A similar shed exists at Goulburn and another at St Marys, in western Sydney. These 3 brick goods sheds are therefore very rare infrastructure in NSW.

The Liverpool goods shed is a State Significance Site along the Main South Line from Granville to Goulburn, which enables the interpretation of the development of railway freight services during the late 1800s. The quality of workmanship, materials used and the overall size of the Liverpool goods yard and shed indicates the rural nature of the Liverpool area at the time of construction. It also helps to explain the growing importance of Liverpool railway station as a major urban centre from the late 1800s onwards. When operational the goods yard had multiple sidings next to the goods shed. As movements wound down these sidings became a car park around the 1970-1980s and then then a bus interchange

### GOODS SHED OVERVIEW

Constructed in 1881 the rectangular single level brick goods shed was built using English bond, with a corrugated steel gable roof. Simple timber detailing to the fascia, eaves soffits and bargeboards completed the structure. The building is divided up in 7 bays and is 2 bays wide. In each bay are recessed walls which contain a rendered 'sill' at the base and dentilled detailing at the head. The building has 3 ring arched window openings with rendered sills with iron framework featuring arched semicircular heads. Some of the windows,

located on the east side are thought to be replicas. At the north and south end are large openings with arched heads four courses deep. These openings have now been covered over on the inside and have non original corrugated metal sheeting to the exterior. The east side has a hipped veranda, constructed from profiled timber framing which is supported on timber posts. The veranda is located on a hardwood platform which extends to the northern end. The original platform forming the verandah, made of disused railway sleepers still exists.

On east side there are two large timber framed sliding doors with diagonal timber boards featuring on the outside. These have been opened and left in a part open position. An aluminium framed glass door has been installed in the opening to provide access to the goods sheds interior. The goods shed has been refurbished as a railway worksite office. The interior of the goods shed has painted brick walls with the exposed timber roof frame and the exposed underside of the corrugated roof sheeting.

### JIB CRANE & PLATFORM

On the southern side of the good shed building is located a decaying platform, constructed of disused railway hardwood sleeper. This platform features a T15Z standard iron jib crane which sits on a brick and concrete base. It was built by the Phoenix Iron Works, Ballarat. The crane is no longer used but remains as part of the yards former history.

The Goods Yard seen early 2018 – Phil Buckley photos. Thanks to Sydney Trains for the special access.









---

## NSW RAILWAY STATION NAME BOARDS - OLD TO NEW

Peter Watters and Phil Buckley took these name board photos which show the variety of NSWGR intact signage across NSW. You can see the earliest style signage through to late NSWGR operations, through to the less than inspiring modern day era examples. First generation / early era NSW railway signage made with blue enamel background and white.

---

Left Peter Watters, right Phil Buckley.



Next style design was cast iron letters on timber or cast iron on cast iron backing boards. Phil Buckley left, Petter Watters right.



Peter Watters photos of various signs found across NSW.











We understand a 1940s style saw these small signs attached to station poles. Most have been removed nowadays.



The 1960-70s saw, left, new station sign designs made with asbestos/cast iron and then later on plastic manufacturing, right, a 1980s style signage.



More 1980s style signage.



Some modern 2010s era signs from Phil Buckley.



## ENFIELD RAILWAY YARD MEMORIES - THEN AND NOW

By Rob Williams

The railway yard at Enfield was once a major location for goods movements. It was opened in the early 1900s with detailed proposals in 1915 and then opened in 1917.

Over the next few decades the yard expanded into a massive location, with many tracks installed as goods movements grew and grew.

The yard also once housed 3 railway roundhouses which were all demolished by the late 1970s. The yard housed a diesel locomotive depot but that too was demolished in the last decade.

Nowdays the yard is hosting goods movements still and at times acts as a storage site for withdrawn Sydney Trains train sets.



Early 1900s views below.



A 1940s view



Gramee Skeet view below left of North Enfield signal box, 1981.



Rob Williams took these photos showing various aspects of the yard as it once was | the 1990s and how it is now in the modern era.

---



Heres a few more general then and modern views which don't match up.



## UNUSUAL FACTS

Railway strikes in the 1960s saw Central railway station become a car park. See a film at [https://www.facebook.com/thewinnerissydney/videos/1582402801888273/?hc\\_ref=ARQ8HOLDzSnPT76PgtpfiSf4ArnsRx7l1M6Lg4FfTeSNFmRx-clJtbwE-yDvp6Y2mjw&fref=gs&dti=803360366356445&hc\\_location=group](https://www.facebook.com/thewinnerissydney/videos/1582402801888273/?hc_ref=ARQ8HOLDzSnPT76PgtpfiSf4ArnsRx7l1M6Lg4FfTeSNFmRx-clJtbwE-yDvp6Y2mjw&fref=gs&dti=803360366356445&hc_location=group)

## NSW NEWS

Well its election time in NSW (March 2019) if you haven't already noted and promises and upgrades are appearing quicker than a XPT can get to Murwillumbah. Promises are being made to allow reuses of locations, upgrades to services (which have long been ignored but are suddenly seen as of "interest" at election time when marginal seats and politicians appear, to face voters, who may be seen as more annoying than mossies on a hot summer evening.

What we can the voters of NSW expect at the election and after wards?

Based on the last decade or so, **not much it seems**. Country rail heritage has failed to be funded to the level it needs be to maintain tourism for rural NSW towns and some heritage is facing struggles in Sydney. A lot of rural heritage stations still have not been funded to be even kept in decent condition let alone into a reusable space, due to NSW politicians, via Transport for NSW / John Holland Rail as CRN agent and ARTC placing onerous lease conditions for end users.

**The end result is the rail history/heritage of NSW is .....fading continually and voters are not holding their politicians accountable.** No one protests... loud enough. The interesting question is ...what does it take to have these elected MP

representatives to take note of the interests and concerns of so many rural constituents in areas that could use some enterprising rail heritage to boost local tourist revenue?

Make your vote count at the NSW State Election and ask can you trust a NSW Liberal-National Government or a reelected ALP Government to do what you seek regarding rail heritage stations? Maybe you need to **consider changing vote** to independent parties who listen more to voters than mainstream parties do.

***When a government stops representing the people, it is the duty of the people to change it, because it won't change itself.***

## PAUL TOOLE MP FOR BATHURST – HERITAGE WINS AND LOSSES

The member for Bathurst has been in the news over the last few years with some rail heritage themed coverage.

He has pushed the reopening of a very small stretch of 7km from Kandos to Rylstone which opened in 2018. This line needs to go to Mudgee and Gulgong, just as it did until services were cut in the mid 2000s. Paul has managed to obtain funding for the \$1m+ upgrade which has installed a new small platform sticking outwards from Millthorpe station for new on demand services. We highlighted this in the last issue's news. However, over

the past 5 years he has not been so successful in getting Newbridge NSW residents what they seek, which is the reopening of their village's railway station. Only now in early 2019 has the local Progress Association made a break thru which may see a lease handed over. An old news story on the angry residents - <https://www.blaynechronicle.com.au/story/2955602/newbridge-train-station-petition-handed-to-paul-toole/>

Georges Plains railway station is not being reused and is decaying. Funds are needed to tidy up and reopen the station for local regional users. A recent project is a crossing loop but doesn't solve lack of passenger services at the station.

Oberon railway station which is cut off from the main line, managed a new grant recently for platform repairs. See <http://www.oberonreview.com.au/story/5794533/its-an-action-station-as-money-committed-to-railway-precinct/>

Sadly Paul O'Toole and other MPs, have not been able to make much progress in reopening the Blayney to Demondrille railway line. This branch line is needed by many towns in the region for personal travel, jobs and tourism development. Each day over 130 transport trucks enter and leave Cowra which is on that line.

## NORTHERN NSW NEWS

### BLACK MOUNTAIN RAILWAY STATION

November 2018 saw rail trail plans seeking to be advanced in northern NSW which could impact on future regional growth as NSW has to decentralise and get people out of Sydney and into bush towns. See more at [https://www.facebook.com/gleninnessevernCouncil/posts/1136771593156393?\\_tn=C-R](https://www.facebook.com/gleninnessevernCouncil/posts/1136771593156393?_tn=C-R). Black Mountain is currently maintained and reused by local community members.



### BROADMEADOW ROUNDHOUSE

News in late November 2018 indicates that this heritage railway location is to be shut down with rolling stock transferred to Chullora in Sydney. What this will mean for this particular heritage location is currently unknown.

### CIVIC RAILWAY STATION REMAINS

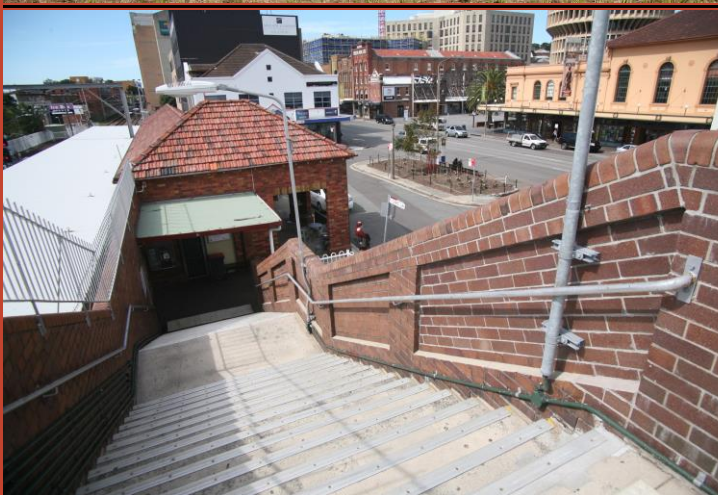
During January 2019, plans were announced about the future of Civic railway station. It was being kept aside for a long time but the NSW Government has approved some radical changes for the site. Sadly the NSW Government is allowing part of the railway building to be demolished. They then have approved some renovation works and creating a new park and tenancy space.

The forecourt building side area next to Hunter Street will be "improved" with seating, garden beds, lights, new trees, public art and bluestone pavers. Nearby Civic Lane will be partially of this resurfaced creating a shared access way. On the northern side at Newcastle Museum this area will be have more bluestone pathways and links to the former platforms. More trees, garden beds and seating will also be included. Steel beams from the footbridge will be used in the surrounding area at the small museum car park to create a functioning



bench/artwork. Demolition will see the removal of some of the wall sections along with the former footbridge. These removals is claimed will create greater pedestrian access and "connectivity" in the station area. As an afterthought the former stations heritage aspects will be remembered by a garden area created between platforms. This setup will represent the footbridge and railway sleepers as the new 21<sup>st</sup> Century buzzword.... "interpretive elements"....which is what you do when you wipe out the Australian history **forever.**

Below are former views of Civic railway station when operational and then closed down since 2014 under the Mike Baird lead NSW Liberal Government. The Liberals plans have been for mass development of the railway corridor, overriding the need for public passenger transport workings.



## CAPERTEE RAILWAY STATION

John Holland Rail has said to the public that Capertee railway station is currently available to rent. John Holland Rail welcomes interest in renting the station from commercial/business interests, members of the public/individuals and local community groups. Rent is a yearly unknown fee at this time.

Hopefully JHR will have manners and return replies to people who wish to rent the CRN railway stations this time.... unlike when they purposely ignored polite requests from a community group in 2014 who tried to rent out Clandulla railway station.



## COONABARABRAN RAILWAY STATION

The one of a few remnants of heritage left at the platform and yard, the sign board was noted in January 2019 to be missing its cast iron letters. NSWHRSI visited this site, seen right, in April 2017 and all the letters were intact. At the time we approached the local council to have them consider making the site more appealing to tourists and have the signboard restored.



That suggestion has not had any interest shown in it. This neglect is most likely due to NSW Government disinterest in rural NSW history. Confusingly, the NSW Government is seen telling people to contact them if they want to see rail heritage persevered across NSW. ... so what is it to be ... preserve or decay our history.... NSW Government?

## GLEN INNES RAILWAY CORRIDOR

In November 2018 the Glen Innes council stated it will support the development of northern NSW railway line into a "Rail Trail". Opponents of this move have taken to local media to make people aware that they believe that rail trails are not as successful and useful as their proponents would suggest. See more at [https://www.gleninnesexaminer.com.au/story/5795556/councils-sold-a-pup-over-rail-trail/?fbclid=IwAR29U72mMXz9ZuzMXKzzCFtC22BR8hfac9e6u2\\_KiyV11X6vsi2Syy8a9Uk](https://www.gleninnesexaminer.com.au/story/5795556/councils-sold-a-pup-over-rail-trail/?fbclid=IwAR29U72mMXz9ZuzMXKzzCFtC22BR8hfac9e6u2_KiyV11X6vsi2Syy8a9Uk)

More importantly, ripping up a public transport corridor at the time of NSW recording massive population growth and intrastate travel, literally destroys the state's budget and local economies. What rail trailers don't **mention anywhere** is how removing railways lines impacts on the road safety. Rail trailers – bike riders, horse riders and walkers could also die on their trail trips....once they drive to get there. For every death and long term injury, NSW businesses lose a lot of money.

If we the voters of NSW demand our highly overpaid politicians to reopen railway branch lines, people's lives can be saved - that is proven. There is daily and weekly road smashes between trucks, cars, buses etc with many dead people and thousands more injured... yet how often do you hear of railway passenger train customers dying or being even injured in the last few years ....fact is it hardly ever happens .... because as proven statistically, railways are the **safest way** in travelling around NSW for over 150 years+.

## GLENREAGH RAILWAY STATION

In late January 2019, nearly 2 years after the plan was launched for the saving and reuse of Glenreagh railway station, as a local train stop on the north coast, a small local group appeared on TV pushing for its restoration and reuse by people. The local Glenreagh MP, **Chris Gulaptis was seen on TV news being interviewed and came across as being dismissive of restoring and reusing the station.** Chris said it would require track work and site upgrades which would cost millions .....something that the NSW Liberal Government obviously can't afford for such a cause. To make it even more confusing, **Chris instead wants to see more railway funding given to GMR** nearby to build their heritage tourist railway to bring more tourists in. Meanwhile late last year MP Chris Gulaptis found a lot of money for "The amenities at Glenreagh's public recreation reserve will receive a welcome upgrade thanks to a \$163,500 grant from the NSW Liberals ...". So it seems the **toilets** are needed more than a passenger rail service to the town. See more at

[https://m.facebook.com/story.php?story\\_fbid=2540530139297420&id=274886049195185](https://m.facebook.com/story.php?story_fbid=2540530139297420&id=274886049195185) .



**As we went to press breaking news from Glenreagh** – the public is advised that ARTC has approved strict conditions for locals if they wish to restore and reuse the Glenreagh railway station. A meeting was held in late January 2019 with ARTC, the local Clarence Council, GMR and some locals. Locals have been asked to put a forward a proposal with intentions detailing how they will aim to restore and reuse long term the Glenreagh railway station, along with having XPT trains stop there. Locals have a challenging set of conditions set to make them prove that they can remain financial, have volunteers trained to level 1 protection officers, acquire the necessary appropriate trades people and maintain a human resource level of volunteers. Some local people are observed online stating concerns and being skeptical of the idea and plan to restore the railway station.

## HONEYSUCKLE RAILWAY STATION REMAINS

In late January 2019, a new public art display across a 225 sqm area will be created near the site of the former Honeysuckle railway station. Intriguingly and sadly, the artwork will be built using sandstone blocks from the old heritage Honeysuckle railway station. This station was uncovered during the last few years of Newcastle's light rail construction. The display planned will have grey paving with two large naturalistic stone blocks placed in the centre. From the blocks will then project galvanised steel bars which connect with suspended in the air sandstone blocks. This artwork will be complemented by two smaller similar displays, using carved red brick spheres. Some of the Honeysuckle railway station remains, right, as uncovered in mid 2017.



## MANILLA RAILWAY BRIDGE

In mid December 2018, Transport for NSW released a statement that they were preferring an option to demolish the entire Manilla railway bridge bar a few spans for tourism purposes. Transport for NSW via CRN agent, John Holland Rail, are offering a not very good deal – partial retention with a forward budget from 2020 to 2028 costed.



This means that the majority of the railway bridge would be demolished and only a small section of 3 spans retained. To demolish the bridge it is estimated that it will cost \$3,108,170 for the removal. The ongoing maintenance and repairs of the remaining 3 spans from 2020 to 2028 around \$1,387,400. The combined program cost would amount to \$4,495,570.



Now if the NSW Government decided to keep the railway bridge, the cost for 8 years of repairs and maintenance would be \$3,153,540 to cover ongoing repairs, while maintenance from 2020 to 2028 would cost \$2,641,980, a grand total of \$5,795,520. For a small sum of \$1.3m the town of Manilla could retain its historic iconic rail bridge until at least 2028. \$1.3m equates to about a mere few fingers worth of politicians yearly cost.



## MOORLAND RAILWAY STATION

This timber heritage railway station opened on 12 April 1915 and closed on 22 July 1971. It was donated to GMR and moved to Glenreagh West Depot in 2005. GMR received a grant of \$12,000 in late 2018 from Transport Heritage NSW for volunteers to repaint the exterior of the building into its original early 1800's colours. GMR says they will be repairing some of the exterior timber sections of the building before painting commences. Photos from 2014 Phil Buckley collection.





## MERRIWA RAILWAY STATION

One of NSW's most reclusive railway heritage projects of the past decade, the MRS, has suddenly in early 2019 seen the "light" and restarted its online media operations.

Many people recently noticed clearly a problem when some MRS people were seen on facebook pages in early 2019, posting with requests seeking "rollingstock donations" for the rail yard. It was wondered out loud by some, why MRS people did this but not do any posts on their own facebook page... for the last 4.5 years? So after a long long media blackout of any news, the board members have realised that the general public wants to know what is happening at Merriwa and what taxpayers/grant money is being spent on.



## NEWCASTLE SIGNAL BOX

In December 2018 "Revitalising Newcastle" stated that a new café will be opening up inside and around the former Newcastle yard signal box. New building works will unfortunately forever ruin the signal box locations. The railway line closed in December 2014 and since then amongst much controversy and local anger, the line was removed back to Wickham.

The former Newcastle railway yard was laid over with grass. Recent works have seen concreting and urbanification of the area. These changes were not part of the plan that the NSW Liberal Government took to voters back in 2014 when they closed the line down. They have gone back on their promise to keep the former rail line free of development. Many voters in the region now wait much longer for a commute into Newcastle's CBD. Social media reports that ease of connectivity with the railway line has been forever lost to development. On May 27, 2016 Premier Mike Baird promised Newcastle residents that they "will be given the

**REVITALISING NEWCASTLE**

# THE SIGNAL BOX

OPENING IN MID-2019

- » Exciting new dining opportunity coming soon
- » Bringing fresh and quality offerings for all to enjoy
- » Creating a vibrant destination in the heart of Market Street Lawn
- » Brought to you by the team at The Little Nel, Nelson Bay

**NSW GOVERNMENT**

#thesignalboxnewcastle #thelittleneel #revitalisingnewcastle  
[revitalisingnewcastle.nsw.gov.au/msl](http://revitalisingnewcastle.nsw.gov.au/msl)

final say on the use of the inner-city rail corridor will be upheld regardless of whether the council is merged ". In January 2019 a tiny "train" was installed by Revitalising Newcastle for people to have fun with and "admire"!!!. (HDC photos)



## WESTERN NSW NEWS

### BATHURST RAILWAY MUSEUM

In mid November 2018, the Bathurst railway museum project was officially launched. The museum will take over a former railway building to house the collection. See more at Bathurst railway museum news below:

<https://www.facebook.com/PaulTooleMP/posts/1746746148785674>

<https://www.westernadvocate.com.au/story/5762310/on-track-for-bathursts-new-48-million-railway-museum-photos/?cs=9402>

### BOWENFELS RAILWAY STATION

During January 2018 the railway station building was observed to be fenced off for an unknown type of construction work. Peter Osborne informs us that the fence has been there for around 12 months at least. It is understood a bus shelter is to perhaps be constructed there. It could be reopened as a railway station for locals.



## CARCOAR RAILWAY STATION

John Holland Rail has said to the public that Carcoar railway station is currently available to rent. John Holland Rail welcomes interest in renting the station from commercial/business interests, members of the public/individuals and local community groups. Rent is a yearly unknown fee at this time. Hopefully JHR will have manners and return replies to people who wish to rent the CRN railway stations this time.... unlike when they purposely ignored polite requests from a community group in 2014 who tried to rent out Clandulla railway station.



## COWRA RAILWAY STATION

During January 2019 the station was broken into and items stolen. All of the tenant's first aid kits were opened along with a merchandise cupboard forced with a wheel brace. Police response was requested and forensics obtained DNA and some fingerprint data.



## GEORGE PLAINS RAILWAY YARD

A loop extension of the Western Line at Georges Plains railway yard is continuing in January 2019. This is designed to allow trains to pass each other. Once there were two track here. The 2nd track was removed to save money. A few years later it is all happening again with an expensive reinstatement. The station meanwhile falls into decay... which decay can be perhaps ultimately used to justify demolition on the basis of it being too costly to repair.





## GULGONG RAILWAY STATION

In January 2019 Mark Pinner advised NSWHRSI that Gulgong railway station has had some work done with secure grills now observed on the formerly unsecured Station Master office along with a rear building window covered over. Vandalism has affected this building creating the need for rectification. Marks photos show the changes.



## NEWBRIDGE RAILWAY STATION

Wayne Moore via Jo Keenan Bratby advises NSWHRSI, that the Newbridge Progress Association minutes of January 2019, advise of the following progress in obtaining a lease over the station, *"we are negotiating a lease for Newbridge Railway Station to have a Coffee / Gallery / Workspace on the Station. We are organising an inspection of the Station next month (all interested welcome - date to be advised at this stage) and lease terms to be negotiated and John Holland repairs to be determined. I should point out that all the stations mentioned have easy road access (including Millthorpe) whereas Newbridge doesn't and this has been the sticking point in the past. With our inspection we will be overcoming (I hope) this problem. Always willing to agitate with other groups with same problem. BTW Blayney Council are working with us to get some progress re opening of the Station"*. On 1 February 2019 due to NSWHRSI efforts, we managed to facilitate a visit by TV media WIN TV from Orange to Newbridge. WIN TV news interviewed local residents seeking to get their railway station reopened. Win TV also interviewed MP for Bathurst Paul Toole on the residents demand for a reopening and he came across dismissive of their concerns by stating they were not getting it due to the high costs, yet he said the NSW Government is investing in rural NSW... just not Newbridge!. This attitude shows a serious ongoing lack of interest in rural public transport by Paul Toole and his government. See Win TV story at [Newbridge railway station WIN TV story](#).



## ORANGE LOCOMOTIVE DEPOT

NSWHRSI Western reporter Phil Pedley advised in November 2018 that plans for the LVR Orange were potentially now not so strong long term. He advises that locally a number of members of the Orange based LVR had resigned which has put the depot project in jeopardy. Only last issue we reported on what had seemed to be positive outcomes for the depot.



## OBERON RAILWAY STATION

In December 2018 the NSW Govt handed over a grant for \$133,000 to replace the platform retaining wall and coping edge. Passenger and goods railway services to Oberon ended in the 1970s.



## RAGLAN RAILWAY STATION

Local community plans to reuse Raglan railway station was created by local residents in December 2018 with a facebook page for discussion setup. Local media coverage was gained in early January 2019. It is understood that John Holland Rail, have the lease on the station via the CRN for Transport NSW. JHR have a plan to maybe look at making the station repainted and weatherproofed, so it is more intact rather than decaying. The push by locals is that they would prefer to see the station come back into operational use but the NSW Government budget is not yet allocated for a new foot bridge and a car park for the Raglan precinct.



A late January 2019 update regarding saving Raglan railway station for public transport reuse has been noted online. NSWHRSI understand that John Holland Rail advised locals that some limited restoration works will be undertaken at the railway station within the next few weeks. The NSW Government via John Holland Rail is maybe open to seeing that Raglan railway station is preserved.

Additionally sad news which basically stops the restoration plans for long term reuse, is that John Holland Rail has made it clear that this historic railway station will **not have public reuse or public access**, as they claim there is no local demand for the money to be spent to reopen it. They further state that there is considerable public safety concerns and public access barriers, which conveniently mean significant funds have to be found in the Transport for NSW budget and that means no one is willing to fund this restoration and reuse.

## SOUTHERN NSW NEWS

### ARIAH PARK RAILWAY STATION

NSWHRSI has learnt that there are plans underway as of October 2018 to resolve the impasse that is holding back the final restoration stages of the Ariah Park railway station. It now around 3 years since this station restoration started. The local MP has become involved in working with the committee doing the station work to find a way forward to overcome the Transport for NSW / JHR restrictions on restoring this timber railway station.



Unfortunately, as of late January 2019, there was no progress on this restoration issue despite hope being given to the town back in October 2018 of some way to move forward. Ariah Park locals maybe need to apply more direct email and phone pressure to the NSW Government if they want this heritage railway station to be fully restored soon.

### COOMA RAILWAY STATION

In early 2019 CMR's Cooma Railway Museum received a significant boost in funding from the NSW Government's with an announcement of \$150,000 which will help to progress the Cooma Station Museum to a high standard of professional presentation in the longer term.

January 2019 is nearly 5 years since the CMR railmotor operations ceased. NSWHRSI was lucky to have ridden one of the last few public rides before the railmotors were forced to stop due to CMR facing ONRSR repair requirements of the tracks to Chakola.



## GRIFFTH RAILWAY BRANCH LINE

November 2018 I did an online story to encourage people, who wanted such a service available to them, to think about how they might push the Government to provide another (second) rail service for the Riverina via the Temora line instead of the current Narrandera branch. After this effort I was informed in December 1918 that plans are underway to enable more rail services to Griffith. It is hoped that people will give the feedback that will make the service viable. Details can be seen on the media announcement below. Historic stations along the line will hopefully see trains again, if all goes well. In mid December 2018 TFNSW informed NSWHRSI, via a letter seen below which contradicted the above news.



Mr Phil Buckley

Our Ref: 00681528

Dear Mr Buckley

Thank you for your correspondence to the Minister for Transport and Infrastructure about regional train services and station infrastructure. I have been asked to respond to you.

I note your comments and appreciate the reasons that prompted you to write.

I am advised that Stockingbingal Railway Station is an asset of the Australian Rail Track Corporation (ARTC), which is the responsibility of the federal government. Should you wish to contact the ARTC directly, you may call (08) 8217 4366 or email enquiries@artc.com.au.

Regarding additional services for Griffith, I am advised there is no available train fleet to increase rail services to Griffith. As you may be aware, NSW TrainLink operates connecting coach services to the region in conjunction with rail services on a more frequent basis, including to Stockingbingal, Temora and Ariah Park.

Regarding Ariah Park Station, as it is no longer operational, the building is inspected annually and work is completed as needed to maintain it in a safe state. The Ariah Park Station building was last inspected by John Holland Rail (JHR) in March 2018. Transport for NSW has instructed JHR to inspect the building by 30 November 2018 to complete any necessary work.

You may be interested to know Transport for NSW actively engages local communities and councils across the state to reuse vacant buildings, which minimises the risk of vandalism. Occupation of these buildings by local businesses and groups is the best way of ensuring their improvement over time. However, to date, Transport for NSW has not been successful in attracting interest in the Ariah Park Building.

I trust this information is of assistance.

Yours sincerely

17/12/2018

**Terry McSweeney**  
Principal Manager, Ministerial & Government Services  
Customer Relations & Government Services

Tuesday, 4 December 2018

### CALL FOR FEEDBACK ON PROPOSED DIRECT TRAIN SERVICE TO SYDNEY

Member for Cootamundra Steph Cooke today called for feedback on a proposed new direct train service that will give customers in the Riverina more options when travelling throughout regional NSW including west to Griffith and north via the Southern Highlands to Sydney.

The new service, which is scheduled to start in the second half of next year, would give families, tourists and business people in Narrandera, Coolamon, Junee and Cootamundra an extra train service, meaning more flexibility when planning trips throughout the week.

"The new service NSW TrainLink is proposing will benefit customers who want to use public transport to travel between major hubs, whether it be for work, business, medical appointments, shopping or just to visit family and friends, without the hassle of driving and in the comfort of a train," Ms Cooke said.

"This is a win for the Riverina and all part of our commitment to provide better public transport links for regional communities."

The proposed new service heading north to Sydney would operate on either Thursday or Friday, departing mid-morning or mid-afternoon.

The southbound service would run either Wednesday or Thursday, with an early morning or midday departure, arriving in Cootamundra at either 12.26pm or 5.14pm.

The new service would complement existing train and coach services operated by NSW TrainLink and provide customers with a more even spread of travel options

"We want the community to get behind these proposed extra services and that's why we are asking them for feedback on how and when these services are operated," Ms Cooke said.

Community consultation, including an online survey, will start from February next year.

Sydney to Griffith service* (Wednesday or Thursday)			Griffith to Sydney service* (Thursday or Friday)		
	Option A	Option B		Option A	Option B
Sydney	7.12am	12.01pm	Griffith	7.30am	1.10pm
Campbelltown	7.48am	12.37pm	Leeton	8:08am	1:47pm
Cootamundra	12.26pm	5.14pm	Narrandera	8.32am	2.10pm
Junee	1.07pm	5.55pm	Coolamon	9.08am	2.46pm
Coolamon	1.42pm	6.30pm	Junee	9.49am	3.27pm
Narrandera	2.21pm	7.09pm	Cootamundra	10.40am	4.18pm
Leeton	2:44pm	7:09pm	Campbelltown	3.28pm	8.57pm
Griffith	3.20pm	8.08pm	Sydney	4.15pm	9.41pm

\*These services will stop at other stations not listed here

All times are subject to change following community consultation.

As I was told the Riverina rail services weren't happening in above letter, yet I had seen 2 separate notices from Riverina region MPs saying the train would come back I was left confused. I emailed back this above letter to the Premier, Deputy Premier, Transport for NSW and other MPs. The Deputy Premier Strategic Transport Policy staffer rung me mere few days after I sent the email query, showing how critical the issue was.

He said the letter, at left, was wrong and would be recorrected at some point. I was told trains are scheduled to be added in early half of 2019 as a full commitment to building rail services in the region.

The Deputy Premier Strategic Policy staffer and me also discussed assorted other issues affecting rural NSW voters regarding their needs for passenger services. I was advised Transport for NSW is looking at expanding a plan

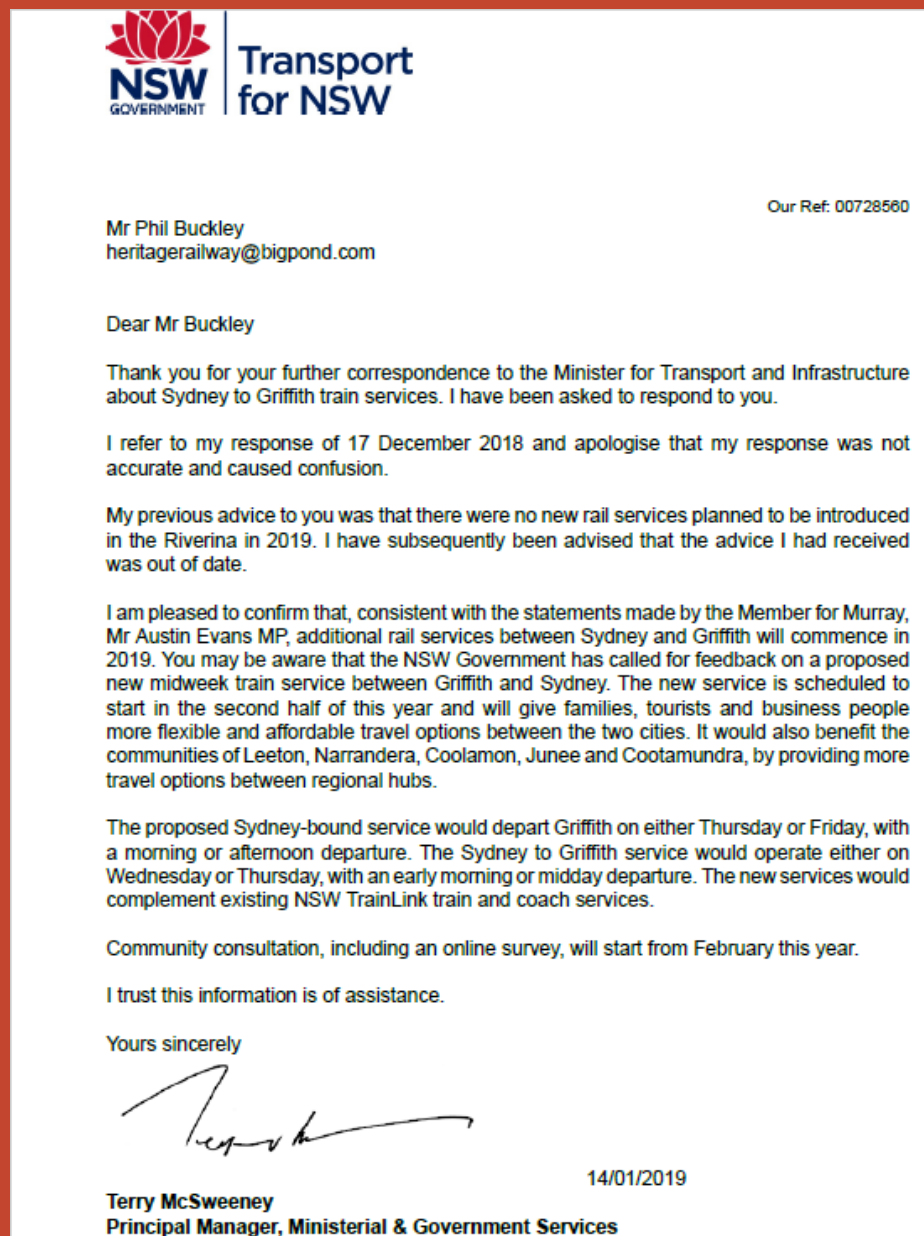
to create more "on demand" train stop locations in rural NSW, kind of like the old days, when a passenger would wave a coloured stick to get the train drivers attention to stop at the platform or halt.

Maybe also interesting was news that the current Explorers and Endeavourers may, depending on who is in power in next few years, be kept on and provide enhanced rural rail services to many more branch lines or main

line towns in rural NSW.... We would like to see this happen as the new country replacement fleet is not expanding but is a 1:1 for replacement only.

Many heritage railway stations in rural NSW would love to become reused again....as would local voters and town businesses see this happen. Interesting in January 2019 the CEO of NSW Trainlink, Howard Collins, was reported in the media that he has requested the NSW Government/Transport for NSW find more money to maintain the rural railway passenger fleet (XPT, Explorers, Endeavours) due to maintenance issues growing.

Also in mid January 2019 another letter was sent to me from Transport for NSW, seen below, correcting the previous above one, stating that the new rail Griffith passenger services **are going ahead** as planned in early 2019.



## HILLSTON RAILWAY YARD

CRN agent, John Holland Rail acting on behalf of NSW Government has, at some point, conducted infrastructure works at Hillston rail yard. The elevated grain road noted in 2011 on the left, is now in 2019 now totally removed.



The turntable is noted as being disconnected from the branch line and the former locomotive shed which stood nearby to the north is also demolished.



## NARRANDERA TO TOCUMWAL RAILWAY BRANCH LINE REOPENING PROPOSAL - NEWS UPDATE

Announced back in October 2017, Narrandera Shire Council was successful in its application to the Fixing Country Rail fund for \$500,000 to undertake a feasibility study into the re-activation of the Narrandera to Tocumwal Branch Line. As part of the feasibility study up to 100 stakeholders, including local farmers and agri-businesses, provided information to try and better understand the future uses of the rail line. Narrandera Shire Council was recently briefed on the outcomes of the full report which includes commercial in confidence information. A summary report is currently being prepared for Council. The release of the summary report is a matter for Narrandera Shire Council.

## PLANS FOR REACTIVATION OF THE PICTON TO MITTAGONG LOOP RAILWAY BRANCHLINE

In the Southern Highlands A Liberal Party hopeful has tried to stir up the enthusiasm of the residents of Buxton *"regarding my petition for the rejuvenation of the Picton-Mittagong Loop line, so steam trains can run from the NSW Rail Museum Thirlmere to the Southern Highlands. This is an exciting opportunity for the Wollondilly Electorate! This will refurbish the line to a heritage transport railway. This will create jobs, opportunities and bring tourism to the Wollondilly Electorate!"*. It would be ideal if the objective was to not only run the trains but to also restore stations. We would hope that after elections that such suggestions were still important and implemented ... not thrown away as they nearly all are.



## STOCKINBINGAL RAILWAY STATION

During October 2018 NSWHRSI was approached by numerous people who informed us that Stockinbinal railway station was somehow on the list for potential "short notice" demolition. These people may have potentially seen our last newsletter coverage of the neglected state of the building or knew something locally that we didn't. The eventual outcome of many and varied assorted email and phone calls with the local MP, Steph Cooke and State and Federal Government agencies... was the letter to me below from the ARTC...

*"I am writing with respect to your recent concerns raised about Stockinbinal railway station – which I understand you have also made broader representations on. Confirming that this station is managed by ARTC under its lease agreement with the NSW Government which covers sections of the Interstate rail network under our operation. Unfortunately, as you have identified, this station is regularly a target for vandalism and other anti-social behaviour. ARTC can confirm that it has budgeted for vandalism repairs (including painting over of graffiti) and re-securing the station. We expect this to be completed over coming weeks and as you can appreciate these instances are also immensely frustrating for us. ARTC has no future plans for the station and it is not within the scope of the Inland Rail project as we understand some of your communications may have also indicated. We encourage any members of the community who witness suspicious activity around the station to report this to Crimestoppers. We trust this information assists."*

A follow up visit by the editor in the last week of Decemeber 2018 saw no signs of repairs to the railway station but evidence of **even more damage** to the station was visible. (See photos below). ARTC had said (above), that the repairs would be done within "weeks" of the October 2018 letter. Those repair works clearly

did not take place as promised by late December 2018. ARTC says they need to find money to fix Stockinbingal railway station, yet in the last few years they spent it is understood \$250,000 on restoring Bowring railway station, which they are still seeking to lease out.



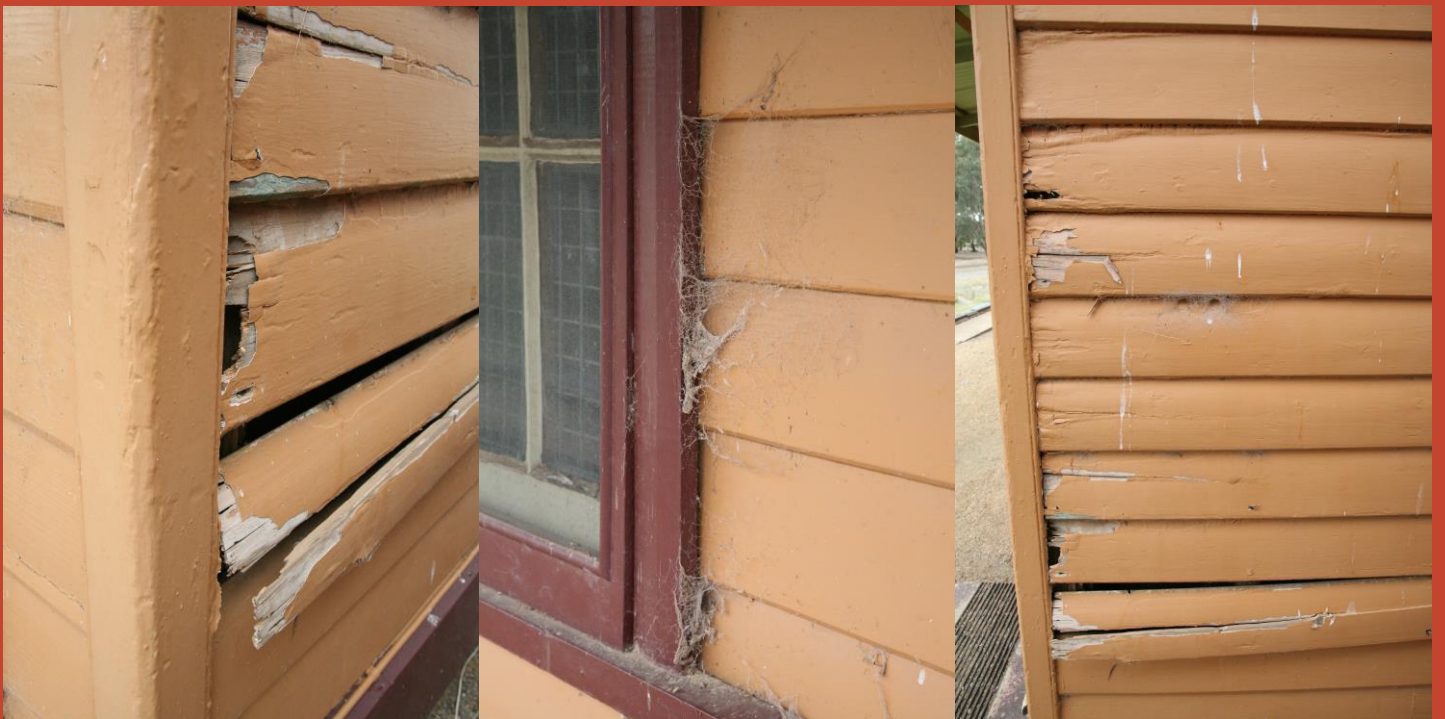
It has come to NSWHRSI's attention that in early 2019 that local efforts to save and fix up the station have been potentially underway for 12 months or more. Locals have been working with the local MP and ARTC but it begs the question, why has nothing productive being achieved in the last 12 months for fixes and repairs if these discussions have been underway? The locals maybe need to apply more pressure to Transport for NSW, ARTC and the local member to get a fix. Transport NSW is the end owner of the station, which is leased out to



ARTC. It is a pity that from what we've seen, only NSWHRSI's wide ranging media investigation and coverage of this decaying station has seemed to push the NSW Government and ARTC to do something in cleaning up /repairing the station. Due to our large media story last year, many more people are now aware across NSW of this station's problems.



Many people have suggested that ARTC should be maintaining this heritage railway station in a reasonable manner – not with doors wide open/unsecured, cobwebs, broken timber panels...with what looks like termite damage and fire hazards still existing. It can be observed that under the lease, someone is not doing a proper job in the heritage works and this evidence at Stockinbingal...sadly reflects poorly on everyone else, who is trying to do a better job and preserve railway stations across NSW.



If businesses or people lease a railway building in NSW, they should be expected to maintain it as per lease conditions. It is not their building but the NSW taxpayers at the end of the day. If others can't maintain a

station under a lease properly, it is a sign that maybe they should give up the lease to others who do wish to maintain such heritage structures for local community reuses.

## THIRLMERE RAILWAY STATION

The Thirlmere signal box repairs is still being worked on in December 2018.

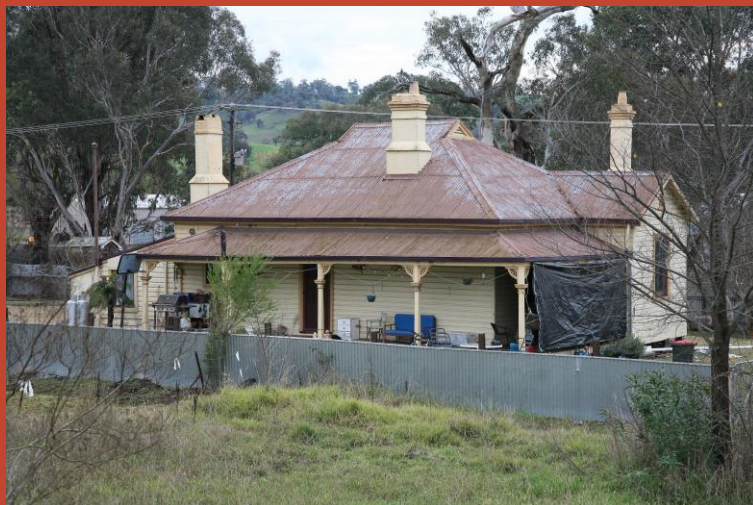
## TUMUT RAILWAY STATION

Southern NSW reporter Andrew Lawson informs us of improvements at Tumut railway station precinct. New signs have been installed in the yard and also on the station platform and building to assist in guiding and informing tourists about the location's history.





Nearby the Tumut Station Masters house roof has recently been replaced. Taken from same position, Left 2016, Phil Buckley, right 2019 Andrew Lawson. A repaint of the house is noted as are new chimney colours. We have reports that roof insulation was included with the reroofing of the house. The former tenant's are believed to have moved out.



Additionally a very visual and vocal “war” is under way between local residents who wish to keep their Tumut region rail tracks in place versus a group who wish to see Rail Trails built. The removal of tracks and sleepers and insertion of gravel or bitumen do not guarantee an ongoing adequate number of people who will use the trails enough to bring in income to locals. Locals who support rail trails have installed yellow bikes around the region but they are being counted by red bikes and blacks “x”s to say NO to rail trails.



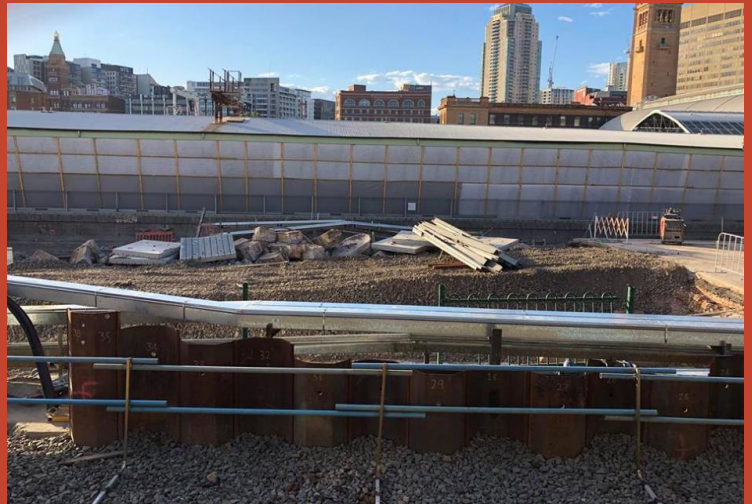
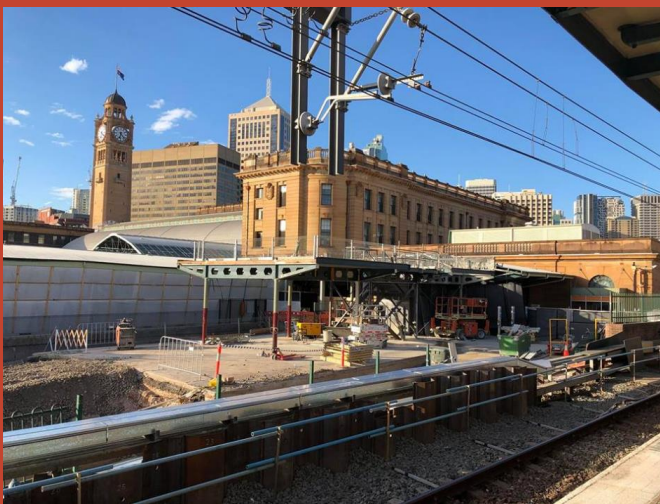
## SYDNEY REGION

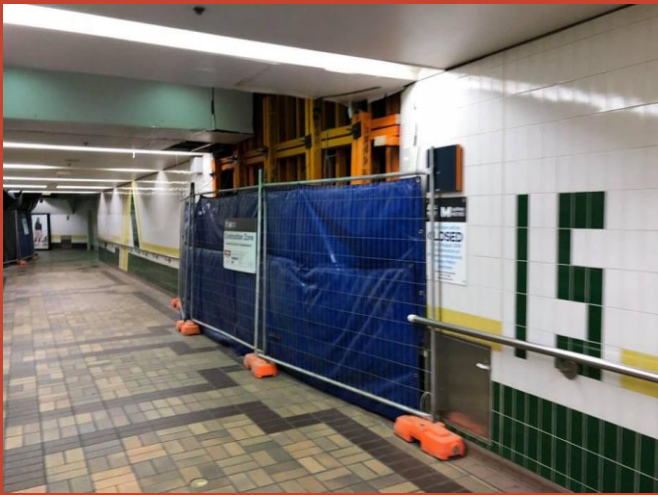
### CENTRAL RAILWAY STATION

The very old southern yard administration buildings were demolished in mid to late October 2018. An access road is required by the Sydney Metro for works at the platform 13-15 area and these buildings had to be removed to allow access. Phil Buckley photos October 2018 below.



Platform 14/15 has been demolished by the end of 2018. Shown below are Warren Travis photos from November 2018 of the work underway.





In mid December 2018 Platform 12/13 was being dismantled and demolished but it turns out platform 12 was kept..... well at least for the meantime. A new temporary awning has been put up and services restarted to the platform, as shown below in Warren Travis's photo of late December 2018. It is understood that platform 10 and 11 have been saved for the moment from renewal, as had been intended in early 2019 plans to make way for the new awning design.



## CHULLORA RAILWAY YARDS

News in late November 2018 indicates that this heritage railway location is looking to become the rail heritage centralization storage and overhaul point with rolling stock transferred to Chullora from Broadmeadow and Eveleigh.

## EVELEIGH RAILWAY YARDS – LARGE ERECTION SHED (LES)

News in late November 2018 indicates that this heritage railway location is looking to be potentially shut down with rollingstock transferred to Chullora in Sydney.

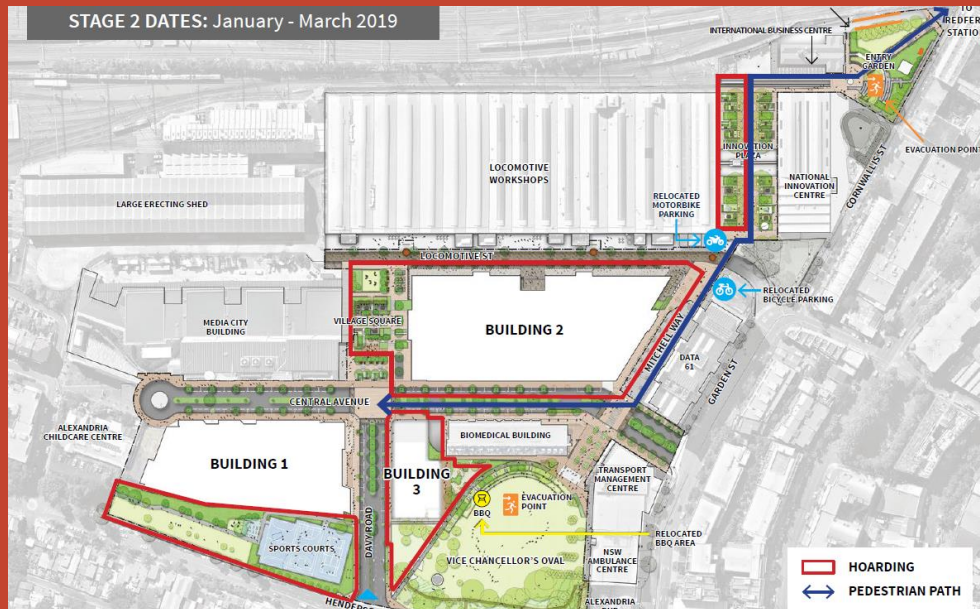
## REDFERN RAILWAY STATION

Over the last year upgrade works at Redfern railway station were undertaken to stabilise the platform at 6/7. Various structural work was completed and can be seen still.



## SOUTH EVELEIGH

Mirvac has “officially changed the Eveleigh railway precinct name from Australian Technology Park to South Eveleigh” in January 2019.



## YOUR SAY - HERITAGE PHOTOS

Every issue NSWHRSI will publish a selection of photos from our growing collection of various railway photographers (50+ now contributing), showing different NSW stations from the 1850s onwards. Boorowa railway station left, 1980 by Graeme Skeet, right Phil Buckley view 2015.



Carrathool railway station seen left 1983 by Warren Banfield, right 2018 by Phil Buckley



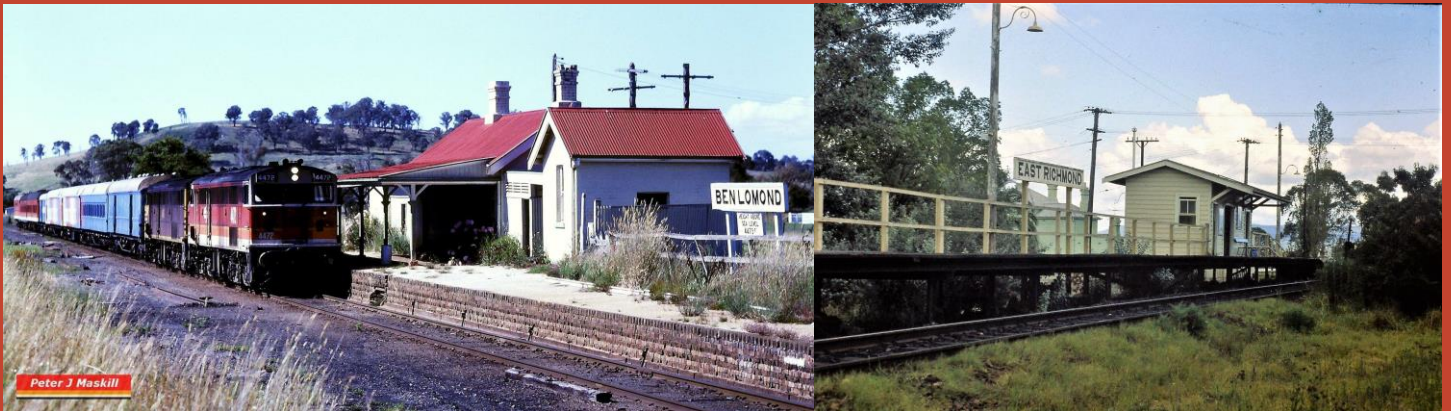
Andrew Phelan view, left of Yass Town railway station in its dying years of 1982, right Elizabeth Stokoe view of Billenudgel railway station 2017.



Ian Stephens 1964 view left, of Broadmeadow locomotive depot, right 1978 view from Steve Bucton of Coffs Harbour railway station when the goodsyard and railway station were much busier.



Peter Maskill 1987 view of Ben Lomond, left and right, 1983 view of East Richmond from Graeme Skeet.



A rare 1977 view left, of Brewarrina railway station from David Nelson, right a 1984 view from Bruce McDonald of Wyee railway station old buildings.





Brett Leslie 1986 view left, of Bogan Gate railway station, a very rare colour view of Ungarie railway station in 1964 from Rob Webb.



## 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, [-,%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!

#### Recommended web links –

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

\* Our primary facebook page is at <https://www.facebook.com/NSWHRSI> for heritage railway station and infrastructure news.

\* Join our sister page "NSWGR History" for past current and future NSW rail news and issues - <https://www.facebook.com/groups/117001524313/>

\* Read our older NSWHRSI newsletter issues at <https://nswrailwaystations.wordpress.com/nswhrsi-newsletters/>

\* Visit our rail history websites for NSW country railway stations at <https://nswrailwaystations.wordpress.com> and Sydney stations at <http://sydneyrailwaystations.wordpress.com/>

\* Join NSWHRSI on Twitter at <https://twitter.com/NSWHRSI>

We also have 3 country rail page covering branch lines operations

Northern NSW railway branchlines page - <https://www.facebook.com/northernnswrailwaybranchlines/>

Western NSW railway branchlines page - <https://www.facebook.com/westernnswrailwaybranchlines/>

Southern NSW railway branchlines page - <https://www.facebook.com/southernnswrailwaybranchlines/>

## **TRAIN HOBBY PUBLICATIONS RAILWAY BOOKS**

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

## **Other pages of interest**

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

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

ARHS station notes - <http://www.arhsnsw.com.au/lunchclub.htm>

Railcorp state heritage register listings of stations and detailed information - <http://www.transport.nsw.gov.au/sites/default/files/b2b/railcorp/railcorp-s170-register.pdf>

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

## **NEXT ISSUE**

Coming up in our next NSWHRSI newsletter- issue 13 due November 2017, we will examine:

- Richmond railway branch line review
- Fairfield railway station review
- Demolition of heritage Kootingal railway station insights
- Interview with Turramurra CSA Tracey Williams
- Plus all 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

An old undated view of Thirlmere railway station when it was operational. Interesting to observe, there is no signal box visible, yet it is being restored next to the station building in 2019.

