WELCOME to the 20th newsletter of NSW HRSI. The objective of this newsletter is to inform, educate and provide insights about the latest updates, plans and heritage news relating to Heritage Railway Stations and Infrastructure (HRSI) across NSW. The news in is separated into 4 core NSW regions – Northern, Western and Southern NSW and Sydney.

MAIN NEWS

Phil Buckley, NSW HRSI Editor

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INTERVIEW WITH DAVID MCGRATH

I started my career with the then Public Transport Commission of N.S.W 16th July 1977 and finished 10th January 2017. Had broken service but all up 38.5 years. My appointments were:

1977-1979  Junior Station Assistant – Lindfield
1979-1980  Station Assistant Class 3 – Reducing Time Warawee-Wahronga-Waitara
1980      Station Assistant Class 2 St Leonards Parcels
1982-1984  Station Assistant Class 2 – St Leonards Parcels and Bankstown Goods
1984-1988  Corridor Attendant
1988-1991  Conductor
1991-1995  Passenger Attendant/Cook
1995-2001  Travel Consultant – North Sydney and Parramatta
2001-2017  Platform Manager – Central

The period I will concentrate on were the Corridor Attendant/Conductor/Passenger Attendant/Cook stages of my career. Like Sue Cassidy outlined in a previous newsletter the catering side of on board life, I will try and give an insight to the Conductor’s side.

I would have to say the best time of my working life were the years I spent on board and anyone you talked to who worked the regional services in the “old days” shares the same sentiments. Occasional reunions are held and the people just pick up where they left off like it was only yesterday. There was a certain culture about being an “on boarder” and comradeship that cannot be put into words or explained. My dialogue will only touch lightly on the working and more of anecdotes so as not to bore you, the reader, as Sue covered a lot and did such a great job.

So here we go..........

It all started with an application after being advertised in the weekly notice.

"I wish to apply for the position of Corridor Attendant”, signature, date and that was it. Short and sweet in those days. You got called up for an interview and if successful was advised shortly after to report for training school at St Martins Towers. Schooling consisted of calculation of fares by mileage (knowledge of the then Passenger Fares and Coaching Rates book was an advantage), conditions of travel, conflict resolution and basic First Aid.

Schooling was broken up by a tour of the XPT Centre and a trial trip to Broadmeadow going on the down on the Newcastle Flyer and returning home on the up North Coast Daylight Express. Also during this period you were taken to “West Shed” behind the old Sydney Parcels and taught how to make up sleeper cars. After “graduating” you reported to then Guards Foreman where you were based. You then started learning trips on all lines for “road knowledge and the position itself. As part of Corridor Attendant duties were the “dreaded” Blue Mountains repeater.
I say dreaded as nobody liked them. In between regional running, this task was performed. After 5-7 straight days of Central-Katoomba, Katoomba-Penrith, Penrith- Katoomba, Katoomba-Central, you were ready to neck yourself. Day regional services were the domain of Corridor Attendants whilst Conductors handled the overnight expresses and Mail trains. My first learning trip was Central-Dubbo on the then Central West XPT as it was known and return. I’d never worked a 14.5 hour day before and at the end of it quite clearly feeling like I would die of exhaustion.

Right , , Dubbo 1980s Robert Patterson collection

After 4 years of being a Corridor Attendant I applied to be a Conductor. Again..."I wish to apply for the position of Conductor", signature and date lol. As per before an interview and if successful an appointment. Learning trips were as per before but with more of an emphasis on locating your position at night. Conductors started working on Mail trains and the overnight air conditioned services were considered an advancement after you served your time and as vacancies became available. Occasionally you would get called up to work an air con service if someone went off sick or if extra cars had been added but only after all avenues of filling the position had been exhausted. The year 1988 was an extreme exception to the rule and I will expand upon later.

After the Mail trains services were cancelled, it was back to Corridor Attendant working but as a Conductor due to short vacancies on the Conductor’s roster. This time though you were available to work the overnight services as you were qualified and were called upon when required.

In line with the XPT’s to take over the workings, the Catering and Conductors sections went through multiskilling. This completely altered the working of the 2 sections and whether for better or worse I am still unsure. One thing that did come with it was that you now got to work all trains which included the Indian Pacific and the Southern Aurora”. The “Indian” and the Aurora were manned by dedicated or most senior crews. With the inception of Multiskilling I became a Passenger Attendant/Cook (PA/Cook).

The main roles of Corridor Attendants/Conductors were:

- Cleanliness of the train
- Wake up calls and/or train announcements when approaching stations
- Ticket checking (collections of fares as required, e.g. passengers boarding from unattended stations, late bookings etc)
- Maintaining a safe and comfortable environment (arranging Police if need be to remove unruly persons)
- Assisting passengers with luggage, prams etc
- Rendering First Aid if required (arranging Ambulances as need be)
- Assist Catering staff (usually washing up lol)
- Assisting the Guard and Driver in emergencies (breakdowns, fatalities, hitting animals)
- Making up sleepers (usually at terminal stations)
- Rewatering cars as required
Workings

Sydney based Corridor Attendants

You were restricted in working hours unlike Conductors who could work more than, from memory, 7hrs 59mins. Between shifts you stayed in “barracks’ or a motel. Barracks being purpose built railway accommodation located near the station or on railway property. Generally near shunting yards which made sleep sometimes near impossible. Corridor Attendants worked to:

North

Newcastle Flyer – 0900 Sydney-Newcastle / 1700 Newcastle-Sydney

North Coast Daylight Express – Sydney-Broadmeadow / Broadmeadow-Sydney on the up service (at Broadmeadow you were relieved by a Newcastle Corridor Attendant and then relieved the same) in the afternoon

Northern Tablelands Express – Sydney-Pangela/Murrurundi (depending upon on time running) then return to Sydney on the up service

Right, Murrumdi railway station 1987, Peter Burr collection

When the North Coast Daylight XPT and Northern Tablelands XPT were introduced, you ran through to Grafton and Armidale respectively

South

Albury (Riverina XPT/ Intercapital Daylight Express/ South XPT (South Mail replacement for a time) to Albury

Canberra on the Canberra XPT

The Canberra Monara Express working was unusual Sydney-Canberra-Cooma-Canberra. The following day, after 24 hours in barracks, Canberra-Cooma-Canberra-Sydney

West

Blue Mountains repeaters

Orange….Central West XPT – Sydney-Dubbo-Orange. The next day Orange-Dubbo-Sydney. You were relieved by an Orange Corridor Attendant and in same relieved them the next day. After Multiskilling was introduced, Sydney-Dubbo-Sydney until a depot was established at Dubbo and then all the working was taken over by that depot.

Right, Blayney railway station 1986 Warren Banfield collection
Sydney based Conductors worked to:

North
Sydney-Brisbane and return... Brisbane Limited
Grafton....Gold Coast Motorail / North Coast Overnight Express
Armidale/Glen Innes/Tenterfield on the North West Mail (dependant upon the day)
Right, Glen Innes railway station, Australian Rail Maps , 1980s
And Moree on strands (ex Sydney Friday night –ex Moree Sunday night)

South
Albury...Southern Aurora/Spirit of Progress/Sydney-Melbourne Express

West
Dubbo/Parkes respectively....Dubbo/Parkes Mail (the train was combined and would split at Orange)

Blue Mountain repeaters

As most of the stations in the mountains were on curves, you were the eyes for the Guard at the rear. You positioned yourself in the middle of the train to have clear vision of the cars ahead of you. After all passengers from those cars had alighted, you blew a whistle to tell the Guard the front portion was clear. Upon hearing the whistle and when satisfied the portion between the rear of the train and yourself was clear (usually you were in sight of the Guard), the driver would be belled to proceed. Ticket checking and fare collection was also carried out between stations.

1988 – The year of the World Expo at Brisbane

The then powers deemed that extra services would be required to cater for this event hence the running of a special train, The Expo Train. This train was manned by a dedicated crew who were chosen from staff who applied after it was advertised amongst the 2 sections only. As crews were utilised on the Expo Train, the other services were left short and as a consequence all staff covered the roster. Such was the shortages, that Corridor Attendants rostered for repeating jobs were utilised to cover services and the Blue Mountains trains were covered by station staff.

Interestingly..... Corridor Attendants could now “emergency” work the overnight expresses as they would be under the direction of a Head or more senior Conductor? Why this rarely applied apart from 1988 go figure. It was not uncommon for staff to be doubling and tripling up on jobs so that the roster could be covered. I can recall a period where I worked, from memory:

Sydney-Tenterfield and return (35 hours) After having the compulsory 11 hours off at your home depot, Sydney-Brisbane and return (37 hours) then Sydney-Dubbo that evening.

And of course.... we all did it for the love of the job with not one thought of financial gain.
Happenings

Occasionally you encountered things out of the norm and here is a sample. Snakes...... well not on the train thank god. There used to be a unattended signal box/crossing loop at Farrer between Bungendore and Queanbeyan which the train crew worked through. On this particular day, the Guard unlocked the door and got halfway in when he made a hasty retreat back to the train. He said we’re going to be here for a while. When asked why he said “theres a brown snake wrapped around the base of the lever frame and he wasn’t going back in there to see if it will give us the road”. Needless to say we had to wait a while for a snake catcher to come out and remove it.

Right, Graeme Skeet 1983 view of Bugendore raiwlay station

James Bond

On departing from Brisbane one time, whilst checking tickets, there was a male who had an emergency air conditioning failure quarter window open. When asked to close it, he stated he was working for ASIO and on a case. One Conductor (a very sharp and quick witted guy) said to him “you are a case.... please shut the window.

When the Conductors got to the end of the car, he was there waiting for them. He said that they didn’t understand. He was working for ASIO and on a case involving the smuggling of something ??? across the borders. Again...... one Conductor, shook his hand and said he could now tell all his friends how he’d met James Bond travelling backwards in an economy smoker. He returned to his seat and they never heard another peep out of him.

Would you like ice with that?

A Conductor was working the old overnight mail train to Moree. We used to get an esky of ice provided (sometimes 2) to keep our milk and food etc cool. This night, the train departed and a couple of males hit the Conductor up for some ice to have some “drinks”. He said sure... no problem. Further along they asked for more to which he complied. After about the fourth time of being asked he said to the males “he didn’t care how much ice they had but the guy in the coffin chamber might”. With that, the males nearly died themselves. They immediately put away their drinks, asked if they could be woken at Narrabri and crashed. The ice came from the esky but they didn’t know that.

Knowing this man, it would have been true.

Right Breeza railway station 1985. Peter Burr collection
Room Service

Whilst pre-making sleepers on the Dubbo Mail one afternoon, a couple of Corridor Attendants decided to play a joke on the Conductor who would be working the train later that night by short sheeting a bed. Unbeknownst to them, only one sleeper had been booked that night and travelling in it would be the local member’s wife. You guessed it, it was the one they short sheeted. Fortunately the lady had a good sense of humour and changed to another berth. The Conductor milked it for ages about how these two were going to be in big trouble and may lose their jobs.

Right, Orange 1985 Greg Finster collection

How you going cousin?

On a train to Brisbane one time, there was a male being annoying and just holding staff up from performing their duties with inane questions and hanging around wanting to help. Not doing anything to justify removal though. The Head Conductor spoke to him suggesting he go to his sleeper. This miffed the male and as he left stated they would be having words in the morning. When morning came, the male went straight to the Head Conductor and asked him his name. The Head Conductor had done his homework though. He said e.g. John Smith. With that, the male asked if it was the Smith’s from Rockhampton and so it went on. The male fed the lines and the “heady” played along. By the time the train got to Brisbane, the male walked away thinking the “heady” was a long lost cousin whilst at the same time got lectured about how he should behave when travelling.

Right Casino railway station 1980s, Steve Bucton

Red Water

The urns in the Conductor’s compartment on the BAM sleepers on the Mail trains were gas fired and took forever to boil. So you’d light it and wait. Go to make your tea or coffee and the water would come out red. The Conductor on the previous run had made his hot dogs in it so you’d have to drain the urn and start all over again. I am yet to meet anyone who never got caught out themselves at least once.
Never judge a book by its cover

On arrival at Strathfield one day, a seemingly innocuous male dressed in thongs, shorts and T shirt approached the crew about a ride to Moree. His mother only had days to live and he wanted to get home. Though the train was fully booked, the crew, counting on a fail to show, took a punt and allowed him on. Further into the trip, 2 males began to act offensively, the said male approached them and straight away they acted like little angels. On arrival at Werris Creek.... Police where everywhere. The 2 Corridor Attendants conferred and neither had called the Police. The male was an off duty Police inspector and the 2 males had outstanding warrants.

Strathfield railway station 2019, Phil Buckley

Cash in a can

Usually when a rubbish collection was about to be done, one Conductor would make an announcement about having refuse ready while the other started. On this particular day the second Conductor just got bombarded with cans and no general rubbish. He said to the other Conductor that something strange was going on. Passengers were handing over cans and saying hope things improve, some even offered money. The other Conductor had raced ahead while the announcement was being made and said the other guy was doing it tough and to please save the cans for him.

Initiation

As was the custom back then in all industries, new staff were initiated and the railways was no exception. Harmless fun which was taken in good spirit and made the newbie feel part of the “family” as the on board area was. One day, a newcomer, was being initiated by the usual means, honey under a door handle, vegemite on a P.A. phone ear piece and a few other things. But he had been warned and all attempts failed. After foiling the gag a number of times, he became very cocky and was saying you won’t catch me out. Time for reverse psychology and so it went... Taree to Strathfield... seen some newbies in my time but you’re the quickest etc. On departure from Strathfield, the other Corridor Attendant reminded him that on arrival at Central to have his uniform coat on as was the rule. He went to put it on and the sleeves had been sown up. It was reported watching him frantically undoing stitching in the 12 minute run to Central was priceless. To top it off, he had earlier watched the other staff member sow it up thinking the other was doing running repairs to his own coat. He later went on to carry out the same joke on another newbie and then further down the track became a manager. Says a lot for sowing.

Right, Paterson railway station 1983 Graeme Skeet collection
END OF THE LINE

With the ending of the onboard roles and displaced staff who’s position had been abolished when transferring or chasing grades, you didn’t have to be Einstein to work out that once the Aurora/Melbourne Express and the “Indian”, which still required cooks, were cancelled, prepackaged meals would be the order of the day and the position would be abolished.

This change suited my plans as my children were young. I remained in the position of PA/Cook until 1995 when this occurred. After applying and an successful interview I then moved on to the next stage of my career as a Travel Consultant. From 2001-2017 I worked as a Platform Manager at Central railway station.

Right, Central railway station 2017, Phil Buckley collection

I hope this story gives the reader an insight of life on board the NSW rail system for staff. It wasn’t always fun though with the hours, serious incidents and some less pleasurable things we witnessed. The staff (both Catering and Conductors) were passionate about their roles and dedicated to one another. You often spent more time with your workmates than you did with your own families. Working on Christmas Day, not with your loved ones watching your children unwrap their presents or not being home to witness the birth of your first child in some cases is hard enough but at least your “other” family made it bearable.

The sacrifices made, then and now, by shiftworkers and especially on boarders away for 1 or 2 nights (or 4 days as it was back then on the Indian Pacific) often goes unnoticed. I pay homage to you all that have paid your dues and proud to say I was once one of you and it was a pleasure working with you all.

INVERELL RAILWAY BRANCH LINE REVIEW

The Inverell railway branch line is a closed railway line in northern New South Wales which fully opened in 1901, branching off the Mungindi branch line at Moree. The line then snaked eastwards through Gravesend, Warialda Rail, Delungra and then reached the terminus at Inverell. The initial intended length was 155.2 km. The Inverell branch line opened in February 1900 initially at Gravesend, then as more of the line was extended towards Inverell in 1901, this saw the Gwydir River bridge completed and the line finally completed in 1902. Due to changes to rural NSW rail operations the line was closed down in a 7 year staging from the mid 1980s. The last train from Inverell yard ran on 22 June 1987, with the final branch line section closed on 14 June 1994. A short siding just south of Moree station is all the remains operational nowadays.

HISTORY

From the early days of settlement to the mid 1800s, the transport of people and goods by horse and dray from Sydney to the Inverell district and within NSW like Newcastle, Maitland etc was a time and load consuming effort. A simple round trip could take 3 months depending upon the weather. When the rail line came into northern NSW, roads could be less used as rail trips shortened travel time considerably from...
months to just 1 day, if all went well. The lines history started in 1972 with the mayor of Inverell, James H Hindmarsh’s unsuccessful proposal for the construction of a branch line from Tamworth via Manilla, Barraba and Bingara to Inverell much to the annoyance of Armidale district residents. It was suggested to perhaps extend further north to the Queensland border. People pushing for the railway line to go to Inverell were the local farmers/graziers and business people who were keen for railway development to assist their businesses. Some suggested a rail branch line to Grafton via Glen Innes.

In 1876 the New South Wales Parliament approved a bill for the construction of a line further east from Tamworth to Armidale. This would later extend to the border. In 1878 it was decided the new railway branch line would go in the direction of Armidale due to overall distance and costs. Inverell residents continued their lobbying efforts to obtain a rail service for their town.

A few years later in 1892, a parliamentary committee came to Inverell to meet with local people about a railway link to Glen Innes. During the 1890s the NSW Parliament agreed to an extension of the line from Narrabri to Moree. A idea of a branch line to come off this line towards Inverell was raised in discussions. The down side was that distance to Sydney would be longer. The costing for a new line via Moree would actually be cheaper along with providing the potential for heavier train loading. By 1894 surveying of a line linking Moree and Inverell started. As a result the Parliamentary Committee for Public Works recommended that a branch line be constructed starting in 1897.

CONSTRUCTION OF BRANCH LINE

In July 1898 after nearly 16 years of waiting... the construction of the 154 km rail branch line from Moree started. Construction of the first section between Moree and Gravesend commenced in June 1898, with 300 contractors creating earthworks via using horses, drays and a huge plough. Another team of of 40 men felled trees. As the line progressed eastwards, the new stations in the towns were built and services began to be provided. By February 1900 services to of Gravesend were underway. Construction work to connected Inverell took another 2 years. Major work was needed for the Gwydir river crossing near Gravesend. This required a bridge containing two steel spans of 180 ft (55 m) to be imported from the UK. Delays occurred while the bridge travelled out from the UK.

Right, A 1901 view of Locomotive E17 number 40 on construction train moving camp for contractors Dunbar and Champion on the Inverell line, New South Wales.

At the end of 1901 earthworks were completed along the length of the Inverell branch line. A timber trestle bridge was being constructed across Warialda Creek. The next section to be finalised was the Gravesend to Delungra section and this was officially opened along with the Gwydir River bridge on 25 November 1901. The final section between Delungra and Inverell was finished by 10 March 1902. The opening of Inverell’s railway station in 1901 caused great excitement, seen below.
The opening of Inverell's railway station in 1901 caused great excitement, seen below.

Opening day at Inverell via Trove,

“INVERELL RAILWAY.OPENING CEREMONY.

Two Parliamentary parties left Sydney for the opening of the Inverell railway last week. On Friday the Minister for Works (Mr. O'Sullivan), with Messrs. Hollis, Scobie, Estell, D. O'Connor, and Webster, Ms.L.A., went to Moree to enjoy bathing in waters from the artesian bore. While at Moree Mr. O'Sullivan received various deputations. Two urgent requests were made for branch railways, one from Moree to Boggabilla, 70 miles on the Queensland border; and another to Mungindi, 74 miles, also near the Queensland border. The Minister said he would not make any promise regarding either, but would have surveys and inquiries made, and consider during the recess whether the expenditure would be justified. A second Parliamentary party was to have been headed by the Premier, but the Treasurer, Mr. Waddell, took charge instead. The party included Mr. Cruickshank, M.P., Mr. McIntyre, and Mr. J.Thomson, Ms.L.A., and Mr. Stuart, M.L.C. It left by special excursion train from Redfern at 2.10p.m. on Sunday, and did some fast running, reaching Moree at 5.30 a.m. to-day. There Mr. O'Sullivan's party was taken on and the journey continued to Gravesend (the end of the line previously opened). Mr. Collins, M.L.A., joined the party at Narrabri.

At 7.30 a.m. the train ran to Inverell as the first passenger train over the new line, reaching Inverell at 11 a.m. after running through much improved country, carrying large wheat crops alternated with grazing land. Great preparations had been made by the celebration committee at Inverell. From Sydney large quantities of Commonwealth decorations had been obtained, and for about two miles from the railway station the streets were lined with masts and draped and decorated with flags and streamers. At the station a large crowd of persons had assembled. Alderman Bloore (Mayor of Inverell), Messrs. P. C. Campbell, P. B. Eddy, W. J.Davis, E. H. Stiefvater, J. J. R. Gibson, G. W.Crabbe, Alderman Ditzell, and others of the reception committee received the party. The Minister for Works declared the line open, and congratulated Inverell on the magnificent district the visitors had passed through. He said that if the line had been urged from the Glen Innes end it probably would not have been constructed for a long time, but now the completion to Glen Innes was inevitable. The State Treasurer also made congratulatory remarks, and specially eulogised Mr. O'Sullivan's railway and works policy. Mr. Cruickshank (federal member for the district) and Mr. D. O'Connor also spoke. A procession was then formed to the showground, headed by the band, mounted police, and Mounted Rifles, followed by drags with the Parliamentary party, Oddfellows on foot, and school children. The route was crowded".
RAIL OPERATIONS

Timetables from 1904 indicate travel time Sydney to Inverell was around 24 hours. From the 1920s onwards passenger services were mostly provided by railmotors. These connected at Moree with the daily North West Mail train from Sydney to Moree. By the early 1970s, the passenger rail services were still well used despite the never ending movement to cars.

Passengers trains ran four times a week moving people in and out of the region. The goods trains operated on the line each weekday moving wagons and livestock. Operations on the line were at times halted due to flooding. In 1910 major flooding destroyed a railway bridge near Warialda. This closed down the branch line for 3 days while urgent repairs were undertaken. The Inverell line provided a variety of goods traffic during its operational years. The key goods moved were grain and livestock.

Seen right is a 1960s goods train at Gravesend station, (David Nelson collection).

The line featured several silos at rail yards and included stock loading facilities and associated sidings. Petroleum products were carried on the line with a Shell Oil Company company siding at Warialda Rail station. Life on the branch line - Life on the branch line - https://www.inverelltimes.com.au/story/5341068/reminiscing-about-the-once-booming-moree-to-inverell-rail-line/

POTENTIAL PLANS TO EXPAND THE BRANCH LINE

In 1927 the New South Wales parliament passed legislation entitled “Inverell to Ashford Railway Act 1927 No 27” . This was to allow construction of a new northern branch line from near Inverell station to the town of Ashford. Construct cost of this line was estimated at £262,000. Plans were in place but construction never started. In 1950 legislation was passed for a Glen Innes to Inverell Railway Act 1950 No 7 to allow for the construction of branch line to link the Inverell line with Glen Innes and connect with the Main North Line. The estimated cost was £3,000,000. See the act at https://www.legislation.nsw.gov.au/#/view/act/1950/7/id9

STATIONS AND INFRASTRUCTURE

Moree railway station 665.600km Opened 1 April 1897 In Use

Moree railway is located on the Mungindi railway branch line. This Pioneer line opened from Werris Creek to Moree by 1897 and branches off the Great Northern Railway at the Werris Creek. For many years Moree was the railhead for the large sheep stations in the area. Sensing trade could go to Queensland instead, the Queensland Government built a railway line close to the NSW border and this spurred on the NSW Govt to construct a line from Moree to Mungindi at the border. A flood in 1974 cut Weemelah off and the branch line was truncated. The original Moree station precinct consisted of a passenger station building and platform, toilets, weighbridge, a goods shed with goods platform, sheep and cattle yards, wool loading bank and a single road carriage shed. Nearby was a station master’s residence. To the south was a locomotive depot with a single road engine shed, turntable, water tank and coal stage.

The station buildings were modest structures showing the budget limitations of the era. At the opening luncheon Local Mayor A. Zlotkowski, broke with protocol by stating criticisms of the basic appearance of the
new station buildings. The original plans of the station building indicated a skillion roofed structure with minimal decorative features. The interior of the station had a small ticket office, a general waiting room, and a ladies waiting room with an internal toilet. Next to the station building was a detached male toilet building. Some significant alterations took place to Moree station in the early 1900s due to the expansion of the North Western line. As a result Moree became quite busy and local rail staff levels increased as the rail head transformed into a junction station. These changes saw new and improved facilities for both railway station passengers and personnel. In 1902 a temporary sleeper platform and waiting shed was built south of the original station. In 1904 new rail infrastructure was built to the south of the original passenger platform and station. An island passenger platform was constructed along with a new passenger station with a timber Type 11 design. The new station building was considerably larger than the first one and also offered improved facilities for the staff and the travelling public. The brick platform 1 built in 1904 was extended around 1929. In the 1950s it was increased in height and the surface asphalted. As rail use expanded the 1904 station building was supplemented with a goods ‘out of’ room, which was originally located at the northern end of the new island platform. About 1922 a temporary building and very basic railway refreshment facility was relocated from Liverpool and rebuilt at Moree. The goods out of shed was relocated north of the 1904 station building in 1928. This was to make way for a new brick Railway Refreshment Room facility to replace the temporary one.

Inside the Railway refreshment room (State Records NSW)

The new Railway Refreshment Room design type 11, modified the standard passenger building for catering purposes and incorporated a bar (including a cellar below the bar), a dining room, a kitchen, storage facilities, yard. Complaints to the government appeared in 1924 from locals via their local MP.

Trove / Moree Gwydir Examiner and General Advertiser, Thu 23 Oct 1924.
In 1925 operations at Moree were as such –

Platform 2 was also built in 1929 to a convex island design from precast concrete post and panels. During World War II further modifications were made to the station’s platform northern end layout with a timber booking office constructed.

Steam locomotive 1245 at Moree railway station, New South Wales, November 1940. John Buckland
By 1964 the small 1940s era timber booking office had been demolished. Extensive revamp and changes took place in the 1960s across the station and precinct with a new combined services office built in 1964 on the western side of the station precinct, opposite the passenger station building. This new building included ticket booking, parcels and goods office operations. At the same time the parcels office in the station building was changed into an additional passenger waiting room.

Right, Moree railway station 1980s (Brett Leslie collection)

The railway refreshment room was converted to a kiosk and office space increased over the next few years. The station’s former bar area was modified into a refreshment kiosk. Meanwhile the bar counter area was converted into food preparation and storage areas. By the 1970s the remaining parts of the refreshment room were changed into staff locker rooms, a switch room, a teleprinter room and a Station Master and Assistant Station Master offices. Sadly during 2009 the 1904 Type 11 timber station building was damaged by arson. It was subsequently removed as being not repairable.

Moree goods yard early 1900s view (State Records NSW), right, Moree Railway Station Dated: c.1911 Records NSW.
Moree locomotive depot

The extension of the North Western NSW branch line in the early twentieth century also led to significant changes to Moree locomotive depot. In 1901 the Moree engine shed and turntable pit were relocated. In 1903 the engine shed was extended to accommodate more longer and larger steam locomotives. Additional infrastructure was added including a water tank, rest house, inspection pits and ash pits. In 1911 further changes to the locomotive depot saw the enlargement of the carriage shed followed by additions to the rest house in 1918. In 1930 a new water service and the extension of the engine shed took place. In 1937 the depot building was destroyed by fire and a new stores building was built to replace this.

In 1932 the opening of the Camurra to Boggabilla branch line saw Moree locomotive depot become a busy rail hub and a junction from three branches - Boggabilla, Inverell and Mungindi. During 1939 the original 50 foot diameter turntable was removed and a larger 60 foot diameter turntable from Grafton yard was installed.

In the late 1940s Moree locomotive depot was at its maximum capacity and operations. Due to increased work loads extra improvements required included additional staff accommodation. In the 1960s the era of steam locomotives was diminishing due to the introduction of diesel electric locomotives. The steam servicing logistics and equipment was slowly withdrawn from use. By the end of the 1990s Moree locomotive depot had ceased to operate and was closed down with demolition of most of the buildings.

1980s view of Moree depot, John Denis collection.

Mungie Bungie platform 676.808km Opened 19 December 1901 Closed 20 February 1975

This former railway station opened in 1901 and in 1909 was moved to a new location. The station had a 36m long platform on the up side. Located opposite was a loading bank on a goods siding.

Mia Creek siding 680.897km Opened 1 February 1900 Closed 20 February 1975

The former railway station featured a 18m long platform on the down side. A small waiting shed was provided for passengers. A goods loop was located on the up end of the yard.

Marambir railway station 688.430km Opened 1 February 1900 Closed 22 March 1975

The former railway station went under a few name changes early in its life (why no one may know...). In February 1900 it was opened as Bogamildiet hen retitled to Weeta at a unknown date. By September 1901 it had changed to Weetah and then 16 years later in November 1917, it was named Marambir.
Wubbera railway station 697.530km Opened March 1902 Closed 25 December 1972

The station opened in 1902 as Pallamallawa, then in 1909 was renamed as Wubbera. The station had a 24m platform with a passenger waiting shed on the down side.

Biniguy railway station 705.100km Opened 1 February 1900 Closed 3 December 1985

David Nelson photos 1960s

Yagobie Tank 709.260km Opened 1 February 1900 Closed 20 February 1975

No information.

Yagobie platform 709.429km Opened 1 February 1900 Closed unknown

No information. David Nelson photos 1960s

Gravesend railway station 721.297km Opened 1 February 1900 Closed unknown

David Nelson photos 1960s
Syfield platform 725.089km Opened November 1932 Closed April 1957

This former station had a platform located on the up side, which was a very small design at only 6m long. Sadly in 1957 the station and platform were burnt down by a fire.

Glendon railway station 729.900km Opened March 1902 Closed 20 February 1975

No information.

Hadleigh railway station 733.490km Opened 25 November 1901 Closed 20 February 1975

No information.

Warialda Rail station 744.095km Opened 25 November 1901 Closed 3 December 1985

No information. Near Warilda a HPC 400 series railmotor crosses a rail bridge.

1980s view of Warilda Rail, Steve Bucton collection

Booshang siding 759.120km Opened 20 April 1909 Closed 27 September 1975

Opening in 1909 as a ballast siding, the location was named in 1924 as Booshang. In 1935 the siding was moved to a new location.

Koloona siding 768.310km Opened 25 November 1901 Closed 11 December 1971

No information.

Domboy Tank 775.380km Opened 25 November 1901 Closed 1 April 1975

Water was scarce between Warialda and Inverell, when the railway was built in 1901. Initially it was supplied at Delungra, from the Big Plain well, located in the laneway between Dumboy St. and Reedy Street. This was the only Public watering Place with clean water. Shortly after a more accessible supply was established, 2 miles west of the village at a location named the Doomboys, sometimes spelt Dumboy. A large earth tank was scooped out, and its water was pumped up to a high set, heavy plate overhead tank.
Pumping was carried out with a coal fired, steam driven donkey engine. At that time the old fence posts belonging to a long forgotten farming fence ran parallel to the proposed line. An old set of station sheep yards were recorded on the Doomboys as early as 1860. During the planning stages for the railway line it was evident that two thousand acres of Gragin land would be cut off by the line. A deal was made with the Crown to exchange that land for a larger area of low grade land at Tin Tot, enabling the station to have some access to the waters of the Macintrye River. The railway changed station life.

**Delungra railway station 779.700km Opened 25 November 1901 Closed 1991**

Opening in 1901 as Reedy Creek the station was changed to Delungra in 1906.

1920s Delungra railway station photo, right 1983 view by Leon Rudd


**Mount Russell railway station 792.320km Opened 10 March 1902 Closed 1987**

No information.

**Greenwood railway station 803.700km Opened 10 March 1902 Closed unknown**

No information.

**Bookoola siding 806.078km Opened 27 April 1909 Closed 22 March 1975**

Opening with the Inverell extension in 1909, the location was named initially as McKenzies Siding. It was renamed Bookoola in 1926 and in 1927 a small platform was constructed.

**Byron railway station 813.800km Opened 10 March 1902 Closed 12 Mar 1971**

Chris Collins photo
Inverell railway station 819.531km Opened 25 Nov 1901 Closed 1987

At Inverell significant rail infrastructure was built including - a small weatherboard passenger station building and a station master's cottage to support passenger movements. Goods were accommodated by a weighbridge office and pit, a goods shed and platform and a 10 ton crane. For maintaining the carriages and locomotive, a 112 ft long carriage shed, a 110ft long engine shed and a 60ft turntable were installed. A small locomotive depot consisting of large tanks holding 20,000 gallons of water and a pump house were constructed.

Early 1900s view of Inverell railway station.

J Buckland collection of Inverell railway station 1940 with a steam train at station.
Undated and unknown credit photos of Inverell railway station. Located on facebook, posted by Alison Lane.

A early 1980s view maybe of Inverell railway station

1986 view of Inverell railway station

LINE CLOSURE

Across NSW many smaller stations closed from the mid 1970s onwards due to people using cars more with the resulting declining passenger numbers. Sadly the Inverell line suffered the same fate and by 1983 passenger services between Moree and Inverell ceased. Buses replaced trains after this time.

Goods movements to Inverell continued on the line and ran up until 22 June 1987. The line was cut back to Delungra by 2 December 1987. By August 1991, the Inverell line operations were truncated to Biniguy. Finally and sadly on 14 June 1994 the Inverell railway branch line was listed as “out of use”….. except for a short section just south of Moree station branching off from the Mungindi line junction
CURRENT DAY REMAINS

Moree railway station only has one station building remaining. Photos Phil Buckley, 2011.
Since the above photos taken in 2011, the west side of the rail yard where the goods yard once stood has been turned into a town bypass road it is understood from news reports and google views. Unfortunately all the other key railway station buildings on the Inverell branch line have been demolished except the Inverell building. The only semi intact limited remains is one building at Warilda Rail platform. At many of the former stations only the platforms remain standing among heavily overgrown yards and line. Since 1999 the railway bridge across the Gwydir River at Gravesend has been listed as a state heritage item. Following the closure of the line in 1987, the Inverell station building was relocated to the Inverell Pioneer Village. It is an impressive station relic that keeps people reminded of the towns earlier days of rail operations. The Inverell railway station and goods crane was removed in the 1980s to the Inverell Pioneer Museum site and restored. It is currently used by a car club.

Phil Buckley photos 2015
In 2019 a 5 km section at the Moree end of the Inverell branch line remains in use as a storage siding and allows local grain to be sent by rail, to Sydney and other locations.
TICKETS TO RIDE – Look back at ticketing operations in NSW from paper tickets to Opal

When the first railway trip in NSW was undertaken in 1855 authorised paper tickets were used. Over the years the NSW rail system has evolved and progressed to the famous Edmonson cardboard style tickets. Below are examples from the 1940's to early 1960's of the old NSWGR Edmonson ticket types from the Chris Collins collection. They are Child's single and return from the 1940's on green card with white 45 degree stripe, Child's Weekly ticket, Workman's Weekly ticket. Single and return School pupil tickets, Pensioner ticket Second class, and Cheap Excursion second class.

By the 1980s new metal strip technology enabled tickets to become magnetised and record trip details. See examples of the tickets at https://goughlui.com/2013/01/30/a-demonstrative-subset-of-my-ticket-collection/ and http://www.robx1.net/nswtkt/airport/html/air_0300.htm. Metal strip tickets were used up until the Opal system was introduced.

By the early 2010's Sydney Trains introduced the Opal card which made staff at stations doing ticket selling redundant. The ticketing process has now been effectively privatised and outsourced to Cubic.
HILLSTON RAILWAY STATION - REVIEW

Located 747.430 km from Sydney, Hillston station was once a thriving station with passenger and goods traffic in the southwest of New South Wales. It is located on the once Temora to Roto railway branch line. It is now a partly closed line that serves the towns grain transport needs mainly.

HISTORY

In 1880 the first moves were made agitating for a railway station for Hillston but it would take until 1923 to be successful.....43 years later. Initially Hillston was prosperous with a brewery and flour mill, helped by the mines at Mount Hope and Gilgunnia. There was the reality that there was more goods to transport if the land was opened up to wheat farming, then simply just running sheep. By 1897 representations were made by the local MLA to Public Works regarding the building of a rail line to Hillston. In October 1900 an investigation was held by Public Works Committee in Hillston into the feasibility of a railway branch line from Wyalong to Hillston. Farmers were all willing to use the rail and pay decent rates for the benefits gained by faster transport of crops and easier transport of stock which would not loose condition, if they had to walk further to other railheads.

HARD TIMES

Subsequently the investigation outcomes decided to not proceed at that time and investigations were put on hold. In 1902 a significant drought nearly ruined the then thriving area around Hillston. Rabbits became a huge problem and denuded millions of acres of land. A 1904 public work report again refused to agree to a railway line from any of the previously requested directions. They did not see that mixed farming would provide adequate goods movements for the line, nor the argument that a rail line would allow them to move their sheep to better pastures.

From the early 1900s it appears that Hillston wish for railway stagnated for nearly 25 years. By February 1912 a strong case and economic justification made for provision of rail which had apparently been promised 30 years before. See more at https://trove.nla.gov.au/newspaper/article/164296879?searchTerm=Hillston%20railway&searchLimits=. In April 1913 a need was seen for a train to move flour from Hillston so it could be exported, as local usage not adequate for the mills output. https://trove.nla.gov.au/newspaper/article/28124320?searchTerm=Hillston%20railway&searchLimits=

During 1914 a case was being made for rail line based on the potential increase in value for Crown land in the area from 10 shillings an acre to closer to that of land near the line from Wyalong to Cudgellico (Lake Cargelligo). The suggested cost of the line 300,000 pounds at this time. See more at https://trove.nla.gov.au/newspaper/article/15494329?searchTerm=Hillston%20railway&searchLimits=. There are indications that producers at this time, in the irrigation area around Griffith, hoped to send produce further west via Hillston. This was achieved when the eventually Roto link was built and opened in 1931.
A LINE IS CREATED

After multiple public works investigations in 1915, it was finally decided to take the line from Griffith to Hillston via Merriwagga and Goolgowi. The line was built to the Pioneer line standard which was minimal ballast and costs. It would appear that engines during the construction phase had to carry their own water as there was no capacity at Merriwagga.

OPENING OF THE LINE TO HILLSTON

Until the railway was finally completed the only travel was along a dusty dirt road for around 120km or 2 hours time. The Hillston extension of the Temora to Griffith section of the line opened in stages in the 1920s. When the line finally opened on 18 June 1923 to Hillston, this coincided with the release of land to soldier settlers.

Many of these new Settlers were wheat growers mainly from Victoria. It has been debated that many of the soldier Settlers properties were not profitable and many were simply walked away from in the short to medium term. They were too small for profitable farming in the scrub, where low rainfall, dust storms and frequent droughts all conspired to destroy hopes of farming.

INFRASTRUCTURE

Hillston railway station was developed in the era of swapping over from timber material to concrete panel material for use in buildings. Hillston was built around the same time as other major terminus stations in NSW which also were constructed to the AC 4 railway station design. A detailed drawing of what an AC4 station looked like can be seen at http://users.tpg.com.au/bdayling/precast/Ac4_drawing.pdf

Left, Hillston railway station in the early 1920s maybe (Unknown). Right, Hillston railway station seen 1950s (Mary Wood via Anne Denison)
Nearby was the station master’s house, not of the grand scale as seen in Sydney or other major NSW towns e.g. Dubbo. Anne Denison photos.

To the north of the yard was the Hillston railway depot. Located here was a covered shed and a 60 ft turntable. In 2019 the turntable was isolated by JHR and it is understood that the locomotive shed was removed a few years ago.

SERVICES

When operational, the line to Hillston was never profitable in terms of passengers or freight. Passenger services were operated by CPH type railmotors from 1926 until 1974 when services were withdrawn between Griffith and Hillston. Services were then replaced by road coach services. In 1929 the Hillston to Roto extension was authorised with the Act – see at https://www.legislation.nsw.gov.au/acts/1929-38.pdf. This connection from Hillston to the Broken Hill line created a cross country route but this was never fully utilised to its full potential.

The line beyond Hillston was built to low grade ‘pioneer’ standards. Despite being a low quality line, at times the Silver City Comet and other traffic would travel via Hillston when the Lachlan River flooded the line out to Parkes.

Hillston Railway memories from the 1940s- to 1950s from Ray “Nookie” Reay.

“Hillston was serviced by the rail motor which had 1st and 2nd class sections, and an area for the driver at each end of the train so it didn’t have to be turned around. There was a compartment for the guard, luggage and mail in the middle section, and toilet facilities that could be used as long as the motor wasn’t at a station. Goods trains (which were steam engines) also came to Hillston, with extra trains during the wool and wheat seasons to carry cargo to Sydney for the sales.

Timetable via Bryce Hockings

It was customary for people to travel to Griffith from Hillston on the Monday
morning on the rail motor which departed at 4.10am. The Greek cafe in Griffith would open early to provide breakfast for them while they waited for the shops to open at 9am. They would return that afternoon on a goods train that had a passenger carriage attached to it. This was a much slower trip as the goods train would often stop at Merriwagga and Goolgowi to unhook and hook freight carriages, taking 30 – 40 minutes during which time the passengers who were thirsty would take a short walk to the local hotel which was nearby. When the train driver had completed all his work he would sound 3 loud whistles on the train horn so that the passengers could quickly return to the train.

The rail motor came to Hillston on Wednesdays about noon and then would travel on to Roto to meet the Silver City Express train which ran to and from Broken Hill. Hillston passengers used the Silver City Express on Thursdays to go up to Sydney. There used to be a sign post at a road crossing near the Hillston township saying: Hillston 464 miles from Central Station. The rail motor then returned to Hillston on Friday afternoon about 3.30pm and the driver and guard would stay overnight at railway accommodation nearby. It would leave again the following morning, Saturday, about 4.10am to take passengers to Griffith, and come back that afternoon at 3.30pm and they would stay for the rest of the weekend, before departing for Griffith on the Monday morning at 4.10am, not to return until the Wednesday. It was Ann Parr's job to cook breakfast for the train driver and guard when they were in Hillston, and clean the railway accommodation.”

Mary Wood views 1950s, via Anne Denison, of the daily railmotor set and Hillston railway station.
Left, Hillston railway station in 1948 with "GIRL GUIDES GOING PLACES ...Margaret McManus and ? waiting for a train at Hillston, September, 1948. (Ann Ferguson, donor)" Courtesy of WRL, Right, Hillston Railway Station early 1950's, Station Master's residence, and Station master William (Bill) Boles on the right (Mary Wood via Anne Denison)

The wheat train derailment, seen right, in a paddock at Currah in 1956 (Dorothy Whiterod)

Insights to travel on the Hillston line include “The trip to Sydney was 18 hours by day starting at 4:15 a.m. A return trip to Hillston involved an overnight trip on a mail train via Temora and took approximately the same time. For anyone who wanted to go to Griffith for the day for any reason needed a 5 a.m. start with arrival in Griffith around 6:30 a.m. This was not an attractive proposition full stop for many people. The return trip started around 2 p.m arriving around 3.30pm”.


NSWHRSI was provided these insights, via Bryce Hockings, to Hillston railway operations from Maria Applebee, wife of the last Station Master at Hillston:

“When we went to Hillston September 1971, there were passenger trains from Griffith which linked with the trains from Sydney, up one day back the next. The "rattler" to Roto then met with the Silver City Comet to Broken Hill. I couldn't say when these trained stopped but I think the sealing of the road probably helped that decision eventually. Des and Andy Schneider took week about going to Roto to cross the Indian Pacific, for years twice a week about 2am, Neville McRae also relieved. Hillston railway station closed about January 1987. Des worked in Griffith for 10 months. Went to Conobolin 1 Nov 1987”.
REMAINS

With passenger services stopped in 1974, the station decayed over time and became an unwanted eyesore to the NSW Government. It was missing the middle of the awning for a long time as it decayed. Sadly, Hillston railway station was demolished in the 1990s. Currently only the signal hut remains. It is reported that the station sign post from the Hillston railway station is on a property in Dubbo.

1991 view of the station, seen left hand bottom, with awning middle section missing, from silo via Kim Baillie. Right, the station being demolished around 1993 via Kim Baillie.

The former station location at the platform, Phil Buckley 2016.
Phil Buckleys views from early 2019 showing the former locomotive depot very bare and cut off. Also the silo road had been removed by this time.
The Hillston branch line is now only used for goods haulage, mainly seasonal wheat and is closed beyond Hillston. Currently the Griffith to Hillston is marked as a "7 Day Notice" Line with the comment "This line is not regularly patrolled, and requires 7 days advance notice for proposed traffic movement". http://www.sa-trackandsignal.net/Pdf%20files/NCRN/CN1266.pdf (dated 2010) and http://www.sa-trackandsignal.net/Pdf%20files/NCRN/CNXK5.pdf (dated 2010)

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**STATION HERITAGE FACTS**

Were you aware that as the NSWGR rail expansion took place, select terminus locations on branch lines and main lines were all built with the same standardised railway station building design? The Ac 4 railway station designs were constructed at: Left, Ballina – Trove, right Bombala - NSW Archives
NSW NEWS

Surprise spendsings on heritage, rail trails and demolitions all took place in the last few months. This paints a very confusing and demoralising outcome for NSW rail heritage across NSW. See news below for all the latest updates on these aspects.

NORTHERN NSW NEWS

ARMIDALE RAILWAY STATION

Currently planning is being undertaken for an accessibility upgrade at Armidale railway station. The planning process involves preliminary investigations to be undertaken to help assess what TAP upgrades will be needed to make Armidale railway station fully accessible for all members of the public.
BILLINUDGEL RAILWAY STATION


CASINO RAILWAY STATION

Currently planning is being undertaken for an accessibility upgrade at Casino railway station. The planning process involves preliminary investigations to be undertaken to help assess what TAP upgrades will be needed to make Casino railway station fully accessible for all members of the public. A rail trail study was released in June 2019 stating a rail trail will cost NSW taxpayers $33m for only 45km. That is a lot of money for walking and bike riding. That money could be reinvested into reinstating the much needed rail access for the north east of NSW as the population and tourism levels clog the roads. See more at https://www.facebook.com/ABCNorthCoast/posts/2440611645960049. In 2004 the NSW ALP government closed the railway line down. In the past few years the Liberal National Govt has claimed it would cost $900+million to reopen the line.

CIVIC RAILWAY STATION

In June 2019 a video emerged of the works being undertaken to the closed down railway station. The precinct is being transformed into a “vibrant zone” most likely another unnecessary coffee shop along with promotion of what is claimed to be easier access in the Civic streets. Destruction of the station has been a major concern since it was closed in 2014 by then NSW Premier Liberal Mike Baird. See video at https://www.facebook.com/watch/?v=2453188481405183
GIRILAMBONE RAILWAY STATION

In the biggest surprise to happen in NSW rail heritage since the transformation of Temora railway station during 2012 to 2016, is the July 2019 announcement by the NSW Government that it would be spending $1 million to restore and reuse the decaying Girilambone railway station. This station is located on the former railway line to Bourke in north west NSW. Below Phil Buckley photos Feb 2019.

The transformation will involve the station becoming a railway heritage museum and Indigenous art gallery. The government funding will see established a multi user facility with a visitor hub with cafe, rail museum, commercial art gallery, artist workshop along with a free campsite. See more on the story for Girilambone at https://www.nyanganobserver.com.au/story/6283415/bogan-shires-tourist-attractions-receive-1-million-boost/
GUNNEDAH RAILWAY STATION

Currently planning is being undertaken for an accessibility upgrade at Gunnedah railway station. The planning process involves preliminary investigations to be undertaken to help assess what TAP upgrades will be needed to make Gunnedah railway station fully accessible for all members of the public.

GLENREAGH RAILWAY STATION

May 2019 news story discusses the local council looking to help local residents save the historic railway station. See more at https://www.clarencevalleynews.com.au/last-grasp-for-glenreagh-station/.

ARTC made a decision that would remove the Glenreagh station steam locomotive water tank. An engineering report earlier in the year raised issues around cost of repairs for restoration at around $100,000, along with highlighted safety and structural concerns. The water tank structure was built in the early 1900s and due to age and lack of repairs was reported to be unstable. Interestingly down in Gosford, the NSW Government has just restored the Gosford railway depot steam locomotive water tank. It seems Glenreagh does not have the pull of the Sydney network.

ARTC had concerns the Glenreagh tank structure could fall onto the main north NSW track and cause potential problems. The local Glenreagh station group had asked ARTC to not ruin the water tank in any take down phase, so that it could possibly be rebuilt later if a station lease was granted. The report ARTC used as its basis for removal is seen at http://www.grasps.org.au/news/Station_Building_and_Water_Tower_Structural_Investigation.pdf

Phil Buckley photos 2014, via GMR media ops

Sad notice to add in as update - on weekend of 12-13 July 2019, ARTC demolished the Glenreagh water tank structure without much community consultation it seems that this was going to happen. An excavator was used to demolish the tank by pulling on a chain it seems until the tank structure collapsed sideways in a heap
of dust and steel inside the Glenreagh rail yard. See a video of the demolition at https://www.facebook.com/groups/olddorrigo/permalink/501801330571531/

An unknown/unnamed local Glenreagh resident has supplied these photos online of the aftermath of the destruction. Pity we don’t know who took them, as they show the tank is totally destroyed despite ARTC being requested to dismantle it in a “sympathetic” manner.

An AGM was scheduled for GRASPS for 13 July 2019 to elect a new committee for the project to save the station from being demolished. Stephen Joyce was elected as President. As we finalised our editing, NSWHRSI has become aware that a newly elected non executive GRASPS member has been in late July 2019 allegedly asked to resign from the GRASPS committee. The board member resignation was sought as they had allegedly made unprofessional public comments about NSW rail heritage operators dating back to 2015.
HAWKESBURY RIVER RAILWAY STATION

Currently planning is being undertaken for an accessibility upgrade at Hawkesbury River railway station. The planning process involves preliminary investigations to be undertaken to help assess what TAP upgrades will be needed to make Hawkesbury River railway station fully accessible for all members of the public. In June 2019 the steam locomotive water column was noticed back in situ after being restored and overhauled off site.

MACKSVILLE RAILWAY STATION

In 1919 due to the outbreak of the Spanish flu, Macksville railway station, including the sixth section of north coast line from Kempsey to Macksville, did not have an official opening. However 400+ people crowded the platform to meet the first train that arrived which consisted of a steam locomotive and four carriages.

Unknown image 1919, and Phil Buckley view 2018.

100 years on in 2019, on the exact same date, 1st July, the Mary Boulton Pioneer Cottage & Museum along with NSW TrainLink and Nambucca Shire Council celebrated the official opening of the Macksville railway station. A commemorative plaque was unveiled by Hon. Melinda Pavey MP and centenary cake with complimentary morning tea was offered. Model trains were also on display. See news report at https://www.abc.net.au/news/2019-07-01/macksville-railway-station-finally-opened-100-years-after/11258020. Left, Macksville undated, right Phil Buckley view, 2018
MOREE RAILWAY STATION

Planning is currently being undertaken for an accessibility upgrade at Moree railway station. The planning process involves preliminary investigations to be undertaken to help assess what TAP upgrades will be needed to make Moree railway station fully accessible for all members of the public.

MUSWELLBROOK RAILWAY STATION

On 18 May 2019 Muswellbrook railway station celebrated its 150th anniversary with many people turning up for a day of events. NSWHRSI visited and captured the RMS 620 railmotor set providing free rides and station staff showing visitors around the rarely opened old Railway Refreshment Room area. (After covering this event the Editor dashed off to do media work at an airshow at Rylstone nearly 2hrs away....was a busy day).
State Rail Authority Representatives at all aspects of the respective depots' working will be argued at the time when the State Review Committee is convened to discuss S.R.A. proposals.

EVELEIGH WORKSHOPS CLOSURE

Whilst many of the Eveleigh Locomotive's functions have already been transferred to Chullora and some work has been lost to southern depots prior to Christmas 1997, the S.R.A. learned of a proposal to close the Eveleigh workshop as from March, 1999.

Following a 72-hour notification of a dispute, which subsequently broke down and the issuing of a Section 23 notification of a dispute to the Conciliation & Arbitration Commission, a joint working party was established. The joint working party met for 12 weeks in February but, at the last moment, no agreement could be reached on short-term arrangements. The union's official position was that the workshop should be retained initially at Eveleigh, and following the investment of capital, transferred to a new site.

The Union and Management parties of the joint working party have submitted their own recommendations, which are due to be reported initially to the Labor Council of R.M.A. and then to the Conciliation & Arbitration Commission on Monday, 20th February, 1990.

Members will be kept informed of developments.

Bulletin authorised by: J. Walsh, Secretary, R. O'Brien, President, A. Baker, Treasurer.
NEWCASTLE RAILWAY STATION

People may forget the decision to cut the line was made official in December 2012 under the NSW Liberal Government. Here’s a recap on that fateful decision -

http://www.abc.net.au/local/stories/2012/12/14/3654563.htm?fbclid=IwARzK7FrM459tvY4mnnKJwifZpuoFKEPGd2Qf8bhoyFEnQ7xedXI0oar3vps.

In July 2019 one of Newcastle CBD most vocal opponents of the heavy rail and intriguingly a proponent of ripping up the line...is now ironically allegedly blaming the new light rail for business down turn and wants taxpayers to compensate his own and other businesses.....see more at https://www.facebook.com/153059584741074/posts/2291564000890611
NARRABRI RAILWAY STATION

Currently planning is being undertaken for an accessibility upgrade at Narrabri railway station. The planning process involves preliminary investigations to be undertaken to help assess what TAP upgrades will be needed to make Narrabri railway station fully accessible for all members of the public.

WAUCHOPE GOODS SHED

A prominent NSW heritage railway station developer announced online in June 2019, that he is seeking to save and reuse the Wauchope goods shed and turn it into some kind of local tourist attraction.

WESTERN NSW NEWS

BATHURST RAILWAY STATION

During mid May 2019 the Bathurst rail precinct was opened to tourists to inspect some of the heritage buildings. See more at https://www.nationaltrust.org.au/ahf_event/bathurst-railway-precinct-tour/?fbclid=IwAR2ugyLP35x_K2RhmWAFzWxaAcSv71UYWIqtaiBASqAmVnzkvFnr12Lpk8. A June 2019 video shows the Bathurst rail museum under construction - https://www.facebook.com/nnswwweather/photos/a.438713679507697/2352619171450462/?type=3&theater
BLACKHEATH RAILWAY STATION

Planning is currently being undertaken for an accessibility upgrade at Blackheath railway station. The planning process involves preliminary investigations being undertaken to help assess what TAP upgrades will be needed to make Blackheath railway station fully accessible for all members of the public.

BLAYNEY RAILWAY STATION

Currently planning is being undertaken for an accessibility upgrade at Blayney railway station. The planning process involves preliminary investigations to be undertaken to help assess what TAP upgrades will be needed to make Blayney railway station fully accessible for all members of the public.

In May 2019 a story appeared about Sydney Trains looking to examine potential community reuse and refresh work being undertaken at the station. See more at https://www.blayneychronicle.com.au/story/6108924/facelift-for-railway-station-as-community-groups-come-together-to-rejuvenate-buildings?cs=521&fbclid=IwAR2JrfqjCrZuy20A7kEbrZO507lfFGr6Sr4AntkRRH2JWCR9xg07sBffTo

During June 2019, repainting of external parts of the station had been completed and a public inspection day was organised. The new colours are as Blayney looked in the 1920s. See more at https://www.facebook.com/abccentralwest/posts/2402205236466313?__xts__[0]=68.ARDx20AT-9ed2f8MkV4NPOzJgYJDJeHsq4nyEAQnyPLkBlYtvJacejpcnJaVhEzUpKcUWFCoTdOFKTnthQyPBympILjumC_bhQqXeFN3iJuPjeO58n8Tz_-pJtHtsVgeTEfcojnqSvCcdtSq3aASPZGdS_yNTqKIK6sqzDqK_k8F81xbpdTCeNZbOTa8MGq5i7HEzygi04xKYMb44QwXWFACmxNAEJWTB3MOV-_21GC4qmH-gbraVBXyR2dzNHBWIoQ5DwsXLj7f1qs9df0ArB6pu9wWJa628cAUSacZrMuEuWZdRETrxTyR76KJhojVL_0MYY8I0wxdWBozychsteNpyLcnxj9gL_3GJFujSu_O7UTQmmd1pxgLDe2dAuTUQ1JQMB7qgu5EPsPFvzhqCE8XIttoBWoJmuGr5BifglQexMOsunODwiVOgZyj2ae8ZoYjzgC1wL4l2_bRydV_fpw74upUHqUnyOm35bZq8xGsEZE7L__tn__=K-R

BROKEN HILL RAILWAY STATION

In July 2019, the NSWGR PC styled Broken Hill railway station turned 100 years old but it is unknown and decaying. See more at https://www.facebook.com/BrokenHillAustralia/posts/1375159932615360
**BLAYNEY TO DEMONDRILLE BRANCH LINE**

In July 2019 news was stating that plans for yet another waste of taxpayer’s money on a rail line reopening study were again to be done. Many reopening line studies stretching back over the last 10 years have been done and have always said “no”. See more at [https://www.youngwitnes.com.au/story/6280270/feasibility-study-for-reopening-of-blayney-to-demondrille-rail-line-begins/?cs=1540](https://www.youngwitnes.com.au/story/6280270/feasibility-study-for-reopening-of-blayney-to-demondrille-rail-line-begins/?cs=1540)

**DUBBO RAILWAY STATION**

Currently planning is being undertaken for an accessibility upgrade at Dubbo railway station. The planning process involves preliminary investigations to be undertaken to help assess what TAP upgrades will be needed to make Dubbo railway station fully accessible for all members of the public.

**NEWBRIDGE RAILWAY STATION**

After the NSW election, we enter a period of years where the country side will be likely ignored by politicians in Sydney. Meanwhile Newbridge town still seeks after 6 years some form of reliable rail public transport.

Barry Trudgett views 2019.
If you would like to see Newbridge railway station reopened for use, contact the local MP Paul Tool via his NSW Parliament email at bathurst@parliament.nsw.gov.au and let him know of your thoughts and how this town deserves its rail heritage preserved and reopened and reused.

**ORANGE LOCOMOTIVE DEPOT**

During late July 2019, LVR volunteers started a first stage clean up of the depot so it can one day hold LVR rollingstock. It has been closed for a number of years and requires extensive work to bring it back to an operational standard with much track to be reinstalled to allow the depot be reconnected to the branch line.
PARKES RAILWAY STATION

Currently planning is being undertaken for an accessibility upgrade at Parkes railway station. The planning process involves preliminary investigations to be undertaken to help assess what TAP upgrades will be needed to make Parkes railway station fully accessible for all members of the public.

RAGLAN RAILWAY STATION

In May 2019 the Raglan station committee issued this notice -

"The Raglan Railway Station Restoration Committee met recently and determined priorities and actions in accordance with the wishes expressed at the 26 March 2019 public meeting. John Holland Rail advise they have completed the first stage of "stabilisation" including fixing gutters, down pipes and drains, and replacing damaged weatherboards. We have written to John Holland Rail advocating repainting, further vandal mitigation measures (fencing, lights, CCTV, signage), preparation of a Professional Heritage Conservation Management Plan, a platform and grounds maintenance program, inventories of stored Raglan items. We have written to Andrew Gee MP, the Federal member, asking for funding. We have written to each of Paul Toole MP, National Trust Bathurst, Councilor Bobby Bourke, Bathurst Historical Society, thanking them for their interest and support, and updating them on progress. We are applying for funding under the NSW Goverment's My Community Funding programme".

TARANA RAILWAY STATION

SOUTHERN NSW NEWS

ARIAH PARK RAILWAY STATION

During week of 1st week of June 2019 a miracle happened! After nearly 4 years of endless letters, emails and public contact requesting the NSW Government to finalise the restoration of the Ariah Park railway station, Transport for NSW via JHR finalised assigned a painter to finish off the external painting. Everyone locally had been wondering when the NSW Government would listen to local voters requests to complete the building works.

Strangely, JHR / NSW Government refused to repaint the inside of the station building. It is now up to locals to finish off the interior painting. A potential plan for a heritage information sign near the station may be a long term idea. Longer term plans are underway to repaint the station sign, weighbridge hut and fix the goods shed building.
Thanks to Nigel Judd for photos and keeping NSWHRSI informed of the progress.

**BOMBALA RAILWAY BRANCH LINE**

A Snowy Council proposal to make the former Bombala railway line into a yet another "rail trail" at the expense of safe southern NSW rail transport saw the council commit $75,000 to a study in June 2019. See more at https://aboutregional.com.au/rail-options-for-canberra-monaro-eden-chugg-forward/?fbclid=IwAR1PW7dHNYOtJA6qJVSJzGixXRU3PxyZYzXA1RO(SDLFJnFXDchZ6SwwFj

Meanwhile the State Government has put a $1million rail study into work and by July was to report back on if it would reopen the line. See news at We are aware that in next few days the NSW state Liberal National plan to reopen the 30yr old closed Bombala line in southern NSW decision will be made known. If approval is given it will stimulate jobs, towns and 'safe guard" politicians’ seats. Heritage railway stations in southern NSW will come back to life too with traffic.


July 2019 saw a time line blow out on the Bombala railway branch line study – see more at https://www.canberratimes.com.au/story/6291398/railway-study-could-be-up-to-six-months-late/

**DAPTO RAILWAY STATION**

Currently planning is being undertaken for an accessibility upgrade at Dapto railway station. The planning process involves preliminary investigations to be undertaken to help assess what TAP upgrades will be needed to make Dapto railway station fully accessible for all members of the public.

**GOULBURN RAILWAY STATION**

Currently planning is being undertaken for an accessibility upgrade at Goulburn railway station. The planning process involves preliminary investigations to be undertaken to help assess what TAP upgrades will be needed to make Goulburn railway station fully accessible for all members of the public.

During May 2019, the station celebrated its 150th anniversary with tours of the island platform building, heritage train visits and local events in town and at the nearby Railway roundhouse depot.
**GRIFFITH RAILWAY STATION**

Currently planning is being undertaken for an accessibility upgrade at Griffith railway station. The planning process involves preliminary investigations to be undertaken to help assess what TAP upgrades will be needed to make Griffith railway station fully accessible for all members of the public.

**PICTON RAILWAY STATION**

In early 2019 Picton station was being refreshed with the station repainted and the signal box cleaned up. In June 2019 NSWRHSI visited and recorded these new colours.
In June 2019 a new book was launched on the history of the “Loop line”
https://www.facebook.com/wollondillyhistoricalpage/posts/2237790559600813?__tn__=C-R
QUEANBEYAN RAILWAY STATION

Currently planning is being undertaken for an accessibility upgrade at Queanbeyan railway station. The planning process involves preliminary investigations to be undertaken to help assess what TAP upgrades will be needed to make Queanbeyan railway station fully accessible for all members of the public.

TAHMOOR RAILWAY STATION

On 13 July 2019 Tahmoor railway station celebrated its 100th anniversary. See more at https://www.facebook.com/wollondillyhistoricalpage/photos/a.920967727949776/2318649758181559/?type=3&theater&ifg=1. The station has recently undergone a repaint and refresh, seen right June 2019.

TUMBARUMBA BRANCH LINE

In May 2019 the Snowy Valley Council with funding from the NSW Liberal Govt, was seen ripping up the former branch line for a heavily backed rail trail that is meant to bring in millions of dollars of income for the town of Tumbarumba long term..... if only it could be true. See more at https://www.facebook.com/SnowyValleysC/videos/vb.1565433017083770/601525523674514/?type=2&theater

A new facebook page was launched in May 2019 to discuss brining back heritage torus trains to Tumut/Batlow region. See more at https://www.facebook.com/groups/2309209616020343/

YERRINBOOL RAILWAY STATION

The station’s 100th anniversary took place on July 13 2019. Not too much heritage infrastructure remains at the modern day era station. See more at https://www.facebook.com/wollondillyhistoricalpage/photos/a.920967727949776/2287445697968632/?type=3&theater&ifg=1
SYDNEY REGION

ARTARMON RAILWAY STATION

Sydney Trains undertook maintenance work from Sunday 5 to Saturday 11 May 2019. This was to improve the condition of the station and enhance customer facilities. Work included Pressure washing floor and wall surfaces, removing graffiti and cleaning high access areas.

BANKSIA RAILWAY STATION

Currently planning is being undertaken for an accessibility upgrade at Banksia railway station. The planning process involves preliminary investigations to be undertaken to help assess what TAP upgrades will be needed to make Banksia railway station fully accessible for all members of the public.

BEECROFT RAILWAY STATION

Sydney Trains undertook maintenance work from Sunday 5 to Saturday 11 May 2019. This was to improve the condition of the station and enhance customer facilities. Work included pressure washing floor and wall surfaces, removing graffiti and cleaning high access areas.

BERALA RAILWAY STATION

Sydney Trains undertook maintenance work from Sunday 19 to Saturday 25 May 2019. This was to improve the condition of the station and enhance customer facilities. Work included pressure washing floor and wall surfaces, removing graffiti and cleaning high access areas.
BEXLEY NORTH RAILWAY STATION

Sydney Trains undertook maintenance work Sunday 12 to Saturday 18 May 2019. This was to improve the condition of the station and enhance customer facilities. Work included pressure washing floor and wall surfaces, removing graffiti and cleaning high access areas.

BIRRONG RAILWAY STATION

Currently planning is being undertaken for an accessibility upgrade at Birrong railway station. The planning process involves preliminary investigations to be undertaken to help assess what TAP upgrades will be needed to make Birrong railway station fully accessible for all members of the public.

CAMPSIE RAILWAY STATION

Sydney Trains undertook maintenance work from Sunday 5 to Saturday 11 May 2019 to improve the condition of the station and enhance customer facilities, with pressure washing floor and wall surfaces, removing graffiti and cleaning high access areas.

CENTRAL RAILWAY STATION

During June 2019 more than 60 graves, with one 160 year old headstone located, had been found in Platform 13-15 area where the Metro is digging up the yard. See report at https://www.facebook.com/NSWHRSI/posts/2329699503962357?comment_id=2329752593957048&notif_id=1561546880286952&notif_t=feed_comment&ref=notif
Work on the western section of the main station building was observed underway in June 2019.

During June 2019 Central hosted the Transport Heritage weekend. Here are some insights to the action.
COWAN RAILWAY STATION

During June 2019, Cowan railway station was observed being repainted/refreshed. New passenger waiting rooms work was observed with wooden seats and fresh paint. Scaffolding on the up main building was observed too.
CROYDON RAILWAY STATION

Sydney Trains undertook maintenance work from Sunday 19 to Saturday 25 May 2019 to improve the condition of the station and enhance customer facilities, with pressure washing floor and wall surfaces, removing graffiti and cleaning high access areas.

DENISTONE RAILWAY STATION

Currently planning is being undertaken for an accessibility upgrade at Denistone railway station. The planning process involves preliminary investigations to be undertaken to help assess what TAP upgrades will be needed to make Denistone railway station fully accessible for all members of the public. Upgrade may see new lifts, accessible pathways, and new accessible amenities such as a family accessible toilet.
DUNDAS RAILWAY STATION

Sydney Trains undertook maintenance work from Sunday 5 to Saturday 11 May 2019 to improve the condition of the station and enhance customer facilities with pressure washing floor and wall surfaces, removing graffiti and cleaning high access areas.

EVELEIGH RAILWAY WORKSHOPS (ATP)

During June 2019, NSWHRSI editor (Phil) was invited again by Mirvac, along with about 13 other stakeholders, to listen to and discuss with Mirvac their latest plans on the development of the Eveleigh Railway Workshops. The discussions centred around retaining heritage aspects and how this may be done.

KILLARA RAILWAY STATION

In July 2019 the refresh work saw the installation of an old style ticket office booking window into the brick front section of the station building. Refresh work across the past few months has tidied up the buildings appearance and made it much more cleaner and attractive.
KIRRAWEE RAILWAY STATION

Sydney Trains undertook maintenance work from Sunday 19 to Saturday 25 May 2019 to improve the condition of the station and enhance customer facilities, with pressure washing floor and wall surfaces, removing graffiti and cleaning high access areas.

NARWEE RAILWAY STATION

Sydney Trains undertook maintenance work from Sunday 5 to Saturday 11 May 2019 to improve the condition of the station and enhance customer facilities, with pressure washing floor and wall surfaces, removing graffiti and cleaning high access areas.

NORTH STRATHFIELD RAILWAY STATION

Sydney Trains undertook maintenance work from Sunday 12 to Saturday 18 May 2019 to improve the condition of the station and enhance customer facilities, with pressure washing floor and wall surfaces, removing graffiti and cleaning high access areas.

PYMBLE RAILWAY STATION

Currently planning is being undertaken for an accessibility upgrade at Pymble railway station. The planning process involves preliminary investigations to be undertaken to help assess what TAP upgrades will be needed to make Pymble railway station fully accessible for all members of the public. The upgrade may include new lifts, accessible pathways, and new accessible amenities such as a family accessible toilet.
REDFERN RAILWAY STATION

Currently planning is being undertaken for an accessibility upgrade at Redfern railway station. The planning process involves preliminary investigations to be undertaken to help assess what TAP upgrades will be needed to make Redfern railway station fully accessible for all members of the public. The upgrade may include new lifts, accessible pathways, and new accessible amenities such as a family accessible toilet.

In May 2019 plans for southern concourse stairs were placed online. See more at https://www.transport.nsw.gov.au/projects/current-projects/redfern-station-upgrade-new-southern-concourse?fbclid=IwAR3jRTZpzk35PHqDEhXWechn4ginaB8VgjoBqfrzBLOMeES6DEZHgXJff8

In mid June 2019 upgrades to platforms south west end were observed with new surfaces being constructed, as shown by the light grey colour materials along with cutting back from the original brick platforms walls.


REGENTS PARK RAILWAY STATION

Sydney Trains undertook maintenance work from Sunday 19 to Saturday 25 May 2019 to improve the condition of the station and enhance customer facilities, with pressure washing floor and wall surfaces, removing graffiti and cleaning high access areas.
ST PETERS RAILWAY STATION

Currently planning is being undertaken for an accessibility upgrade at St Peters railway station. The planning process involves preliminary investigations to be undertaken to help assess what TAP upgrades will be needed to make St Peters railway station fully accessible for all members of the public.

STANMORE RAILWAY STATION

Currently planning is being undertaken for an accessibility upgrade at Stanmore railway station. The planning process involves preliminary investigations to be undertaken to help assess what TAP upgrades will be needed to make Stanmore railway station fully accessible for all members of the public.

SUTHERLAND RAILWAY STATION

In July 2019 the old ticket office area was reported to be stripped out for a commercial business setup.

TOONGABBIE RAILWAY STATION

Sydney Trains undertook maintenance work from Sunday 12 to Saturday 18 May 2019 to improve the condition of the station and enhance customer facilities, with pressure washing floor and wall surfaces, removing graffiti and cleaning high access areas.

VILLAWOOD RAILWAY STATION

Sydney Trains undertook maintenance work from Sunday 19 to Saturday 25 May 2019 to improve the condition of the station and enhance customer facilities, with pressure washing floor and wall surfaces, removing graffiti and cleaning high access areas.
YOUR SAY - HERITAGE PHOTOS

Every issue NSWHSI 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.

Barry Trudgett views of Dungog railway station, left 1988 with a 620 set railmotor and right 30 years later in 2018 with a Hunter railmotor.

Left, Alan Holding view of Hilltop railway station in 1974. Right, Australian Rail Maps 1985 view of Penrose railway station. (The only remains in 2019 are the small sheds on right.


Left, Ian Stephens 1970s view of Morisset railway station, Right, Graeme Skeet view of Craven railway station 1982.

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 been observed accessing/walking into live/operational main line corridor areas and accessing closed off station areas along with signal boxes without permission or the awareness of what they are doing is “unsafe”.

It is known that railway agencies in NSW (such as ARTC and John Holland Rail) do watch facebook forums for breaches and combined with reporting of trespassers by train crews, it has seen there is a need for an education campaign. The result has seen ARTC release an online rail safety guide to ensure enthusiast don’t trespass or cause a problem with railway operations while taking photos. Many photographers don’t know that there are serious fines and police action if you are found inside an operational railway corridor without a proper and valid reason. See [http://www.artc.com.au/library/News%20-%202014-08-09.pdf](http://www.artc.com.au/library/News%20-%202014-08-09.pdf) and [http://www.artc.com.au/Article/Detail.aspx?p=6&np=4&id=434](http://www.artc.com.au/Article/Detail.aspx?p=6&np=4&id=434) for more details.
**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](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/](https://www.facebook.com/groups/117001524313/)

* Read our older NSWHRSI newsletter issues at [https://nswrailwaystations.wordpress.com/nswhrsi-newsletters/](https://nswrailwaystations.wordpress.com/nswhrsi-newsletters/)

* Visit our rail history websites for NSW country railway stations at [https://nswrailwaystations.wordpress.com](https://nswrailwaystations.wordpress.com) and Sydney stations at [http://sydneyrailwaystations.wordpress.com/](http://sydneyrailwaystations.wordpress.com/)

* Join NSWHRSI on Twitter at [https://twitter.com/NSWHRSI](https://twitter.com/NSWHRSI)

**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/](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](https://www.facebook.com/profile.php?id=531274093606869)

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


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

**NEXT ISSUE**

Coming up in our next NSWHRSI newsletter - issue 21 due November 2019, we will examine:

- Nambucca railway houses
- Eveleigh memories by a former rail worker
- Tickets Please! Insights to a ticket stamper
• Go West! – The Parkes to Broken Hill line reviewed
• Corowa railway station reviewed
• 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

Dora Creek railway station early 1900s. SLNSW Archives.