Welcome to the 23rd NSWHRSI newsletter. 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 - 2020 NSWHRSI. All photos and information remains property of NSWHRSI / Phil Buckley unless stated to our various contributors / original photographers or donors.

Credits/Contributors this issue – Rob Williams, Leo Kennedy, Chris Stratton, Brett Leslie, MyTrundle, NSW State Records, Tottenham Historical Society Nathan Markcrow, Peter McKenzie, Bob Richardson, Warren Banfield, Simon Barber, James Murphy, Australian Rail Maps, Tenterfield railway museum, Ian C Griggs, Outback Radio 2 Web, Robyne Ridge, Alex Goodings, Trove, Warren Travis, Barry Trudgett, Alex Avenarius, Brian Blunt, Chris Gillespie, Brian Hill, Hugh Campbell

A 1965 view of the rarely seen Kelso railway station in western NSW. Leo Kennedy collection
NAMBUCCA RAILWAY STATION by Rob Williams

Some information on the smaller buildings at the Nambucca Heads railway station. The 2 small buildings located on the northern end were the BGF (Banana Growers Federation) buildings. A banana wagon was always in the siding to be loaded with bananas but beans, tomatoes, cucumbers etc etc were also sent down to Sydney/ Flemington Markets as well as seafood and later roses. A gentleman by the name of Wally Miles?? would accept the goods. This pretty much all ended / coincided around the time of the withdrawal of the Mail Trains on the north coast of NSW. Below are some more pics and some pages from a consignment book of my dads. I’m 99% sure too that greyhounds were transported on the mail trains too!
NSWGR ANNUAL REPORT 1929-1930

During research for this newsletter we came across this fabulous document detailing the NSWGR operations in 1929-30. It lists everything you need to know about revenue, costs, station staffing levels, money earned, goods shipped and a lot more indepth thinking. It shows in 1929 the railways were worried at the expanding car and trucks on the road. See more at https://media.opengov.nsw.gov.au/pairtree_root/55/a5/cc/d5/ba/bc/45/94/6d/69/3b/bd/9e/ae/obj/GRT_1929_30.pdf

TOTTENHAM RAILWAY BRANCH LINE

HISTORY

The expansion into rural western NSW of the NSWGR railway line in the late 1800s saw nearly every town want a railway service. An innovative person in Trundle, Mr Thomas Looney began a push for a railway line to come to the town. Tom Looney had some ideas because of his time with the Victorian Railway. He had reached the position of station master before coming to the Trundle district in 1890. His railway background, his in depth knowledge of rail operations and endless enthusiasm was of significant benefit in the local resident's campaign to convince the NSW Parliament MPs and the government that a railway line should pass through the Trundle region.

As the railways expanded more and more in NSW, people of the town of Trundle in 1891 sought to enhance the district and they presented a petition to the Minister for Public Works, requesting that a proposed railway line from Parkes to Condobolin also include Trundle.

In August 1892, Mr Gillist, the Examiner of Public Works Proposals, reported that a direct line from Parkes to Bogan Gate and onto Condobolin would be best supported by the Government. The route passed through a massive 238,000 acres of Crown Land which would benefit from railway access.

During 1892 the residents of Trundle decided to form their Railway League to which each person aid a subscription fee of 1 pound. The role of this local League was to be active in lobbying the NSW Government to have the new railway line extension to go via Trundle rather than Bogan Gate. The members of Parliament
eventually decided that the most cost effective direct line route would be to keep heading west and pass through Bogan Gate. As the network expanded westwards, the railway branch line from Sydney reached Parkes in 1893 and Forbes soon after. It would be a few more years until Bogan gate saw its railway connection tho.

The line from Parkes kept growing and finally reached Bogan Gate, opening for services on December 15, 1896. This arrival of rail transformed Bogan Gate and the surrounding regions along with the agriculture as it allowed farmers in the region to sow and grow commercial wheat crops. The section extension to Condobolin opened on March 16, 1898.

In August 1892, Mr Gillist, the Examiner of Public Works Proposals, reported that a direct line from Parkes to Bogan Gate and onto Condobolin would be best supported by the Government. The route passed through a massive 238,000 acres of Crown Land which would benefit from railway access.

At this time the Bogan Gate railway station was the central focus of the community. It became very busy during shearing and harvest times. Intriguingly the small town had a period of growth in the immediate years after the railway station opened. Once Bogan Gate had its railway and the region was being transformed from the late 1800s through to the early 1900s... locals to the north of Bogan gate at Trundle, Tullamore and through to Tottenham began advocating for a rail service to their towns.

In 1898 Bullock Creek/Bulbodney (Tottenham) area settlers presented a petition to the NSW Government expressing their desire to pay out the difference between working expenses and revenue up to 1,275 pounds a year for five years if a railway branch line was built from Tullamore to Bulbodney (Tottenham).

With no luck or progress, by July 1899 the residents of Trundle reestablished their local Railway League. It was decided to appoint delegates from Trundle, Bullock Creek and Bulbodney (Tottenham) who would Sydney and discuss with the Minister for Public Works to seek early approval for construction of the Trundle to Bulbodney line extension. The members of the League paid an annual subscription of 75c and George Little was appointed as the delegate for Trundle.

The Minister sent their Railway Commissioners to report on the proposed Trundle to Bulbodney (Tottenham) line extension. After inspecting the route their verdict was a...“ no.” This result disappointed the local people and Trundle residents joined with those of Bullock Creek and Bulbodney to propose guaranteeing a contribution against loss. To gain the line to the region they were willing to fund, 2c per acre within five miles of the line, 1c for 5 to 10 miles and 0.5c for areas 10 to 15 miles away from the line. Another survey was made from Bogan Gate to the vicinity of Lansdale as a result of this proposal from the locals. The proposal was referred to the Public Works Committee by the Legislative Assembly on December 13, 1899. By July 1900 a Sectional Committee was sent to the Trundle area to seek evidence concerning the extension of the railway.

The Sectional Committee, in October 1900, found that: “it was expedient to construct the line conditionally on the landholders in the district who benefited by the line contributing annually towards the deficiency between revenue and the annual charges for interest and working expenses, 1.5d in the pound ($2) on the unimproved value of the land within 5 miles of the line... 1d (1c) in the pound ($2)... beyond 5 and within 10 miles... and 0.5d in the pound... beyond 10 and within 20 miles... such tax to be a charge on the land until the line becomes self-supporting.” The committee's findings were assessed and after much effort and political discussions, in 1902 the NSW Parliament Act approved an Enabling Act, No. 88. This was for the building of the railway line section from Bogan Gare to Bulbodney (Tottenham). See more at https://www.legislation.nsw.gov.au/acts/1902-88.pdf. Locals quickly urged that construction of the
extension should begin without any further delay. Their reasons was that the railway line was desperately needed and that the drought had reduced employment in the region.

In 1903 Tom Looney was presented with an illuminated address by residents of Trundle, Bullock Creek and Tottenham, as a mark of their appreciation for his efforts over the many years it had taken to encourage the government to build the railway line into the region. In 1904 a large meeting was held at Trundle with over 100 farmers pushing for the rail line to be built, as reported by the SMH, “A large railway meeting was hold at Bullock Creek yesterday, over 100 farmers attending, when it was unanimously resolved to use the utmost endeavour to urge the Minister immediately to commence construction of a railway and have it completed to Trundle for the wheat season. It was pointed out by many wheat growers that this season they had missed the best market, being unable to deliver owing to scarcity of teams”.

With works slowly progressing Trundle become a depot location to stock 10,000 sleepers for the works. However in 1904, news began to come into the region that indicated the NSW Government was about to not go ahead with this line work. The following article in The Earth, written by Thurgood.

"Yesterday morning we received the following wire from our Trundle Correspondent - Great indignation is expressed throughout the district at the action of the Government in offering for sale the sleepers cut for the proposed Bogan Gate to Bulbodney railway line. It is considered a direct breach of faith on the part of the Government. We can readily understand the intense feeling this contemplated action has caused amongst the residents of the district to be served by the line. If ever a people were unfairly dealt with by the Government they are. The line is duly sanctioned, the official turning of the first sod takes place, the Minister for Works is presented with a handsome souvenir for performing the ceremony, a large quantity of sleepers are cut and stacked ready for use, and any sane person would naturally suppose that the line would be in going order in a few months — But no, they have the O’Sullivan crowd to deal with. No start is actually made with the line, the sleepers are offered for sale and the people have been bull-dozed all along."

The locals didn’t take too well to this proposed sale of their towns rail infrastructure and the sale didn’t proceed ahead. Further delays were put in the way of progress however and it wasn’t until the contract for building the first section of the line was let in October 24, 1905 that things started to finally move forward. The works saw contractors come in and start construction on the railway station buildings at Botfield and Trundle, which were constructed by P. Herbert. Trundle’s railway station building and the grain shed was built by Allibone and Ringholm while the trucking yards by Thomas Loftus.

The contract for the second section on the line was let in March 1907. Messers Norman, Arthur and Edward Beuzeville obtained work to clear the land to Tullamore. In 1906 near The Troffs, a quarry was opened for ballast needs and the crushed gravel was transported by horse and dray to the construction site.

The first section from Bogan Gate to Trundle (15 miles 77J chains) was opened for traffic on August 6, 1907 with the capital cost being £52,047. The second section from Trundle to Tullamore (21 miles 69 chains) was opened on December 15, 1908.

In 1909 it turned out Trundle railway station couldn’t be accessed as it was on a private road. This matter was raised in Parliament. See more at https://trove.nla.gov.au/newspaper/article/15070635

Campaigning for an extension of the railway to Tottenham was of primary concern for locals, especially the Tottenham Progress Association. A visiting Sydney Morning Herald correspondent noted, “it was also felt a railway link to the town would open up the mine fields beyond that locality, in places like Nymagee and Shuttleton”. Like most country NSW towns, the people of Tottenham formed a railway league to push their case to parliament. The Tottenham railway league hosted the NSW Public Works Committee in 1909. An example of the impact of the need for railway access was offered by a writer in the Daily Telegraph:
“[the country which] runs parallel with but at a reasonable distance from that parody of a river known as the Bogan...is a stretch of country of which the only salvation lies with the railway... [it] must remain dormant—a sparsely settled sheep walk, with a few mining shows alternating between the hopeful and the hopeless, until roused to life by the whistle of the locomotive. After that anything is possible.”

The NSW Parliament Act for building the Tullamore to Tottenham railway line section in 1911. See more at https://www.legislation.nsw.gov.au/acts/1911-13.pdf. The proposal enacted was said to be for the extension of 33 miles and the estimated cost to be £124,385.

By 1912 after several years of campaigning and vague promises by politicians, tenders were finally called for the works needed to extend the railway line from Tullamore to Tottenham. In 1913 farmers and the railway league were pressing the NSW Government to hurry up the Tullamore to Tottenham railway construction so it would reach the town.

In early 1914 work had not started and some locals began to question how honest the government was about its intention to build this line. One Tottenham resident wryly observed that “as he is only a young man, and the climate is salubrious, he may possibly live to take his grandchildren to the opening of the Tullamore Tottenham railway”. Fortunately the construction work progressed and the Public Works Department (PWD) of the State Government suggested that £36,000 would need to be still spent on the line to Tottenham to finalise the perway works. As the line progressed towards Tottenham it attracted workers to the region. As a result of the extension, between 1914 to 1916, hundreds of construction workers arrived in the district to seek work to construct the new railway branch line. Early on in 1914, 14 railway workers, known as navies who had been clearing land between Tullamore and Tottenham for the railway branch line’s construction decided to cease their work and down their tools. The strike was due to the concerns of the workers that their time to walk to and from their camp was not being recorded in timesheets for wages. The head ganger of the works didn’t agree to their concerns as it was less than 1 mile distance and decided to hire new workers who wouldn’t complain.

In 1916 Tottenham economy was centred around railway construction, wheat production, animal grazing and copper mining. In July 1916 as the line construction work neared...
Tottenham, it became known that 12 miles of the perway had been built and laid with non standard workmanship and the quality of the line had suffered. The reworking of the track resulted in a delay of 3 months. The ballast and track were raised up to 8 inches.

After 3 decades of pushing for a rail service and many delays, the 119.49 km long branch line to Tottenham finally opened on 17 October 1916 to much anticipation, excitement and relief of the locals.

However, by the time the line works had reached Tottenham, the interest from mining businesses had dropped and they had instead focused on opening to the east of the proposed line. In 1918 a further £16,000 was spent linking the town with the nearby mines. This resulted in short branch lines being constructed off the branch line at Albert for the Iron Duke Mines Caroline Mine and Tottenham for the Mt Royal Mine.

**INFRASTRUCTURE**

**Bogan Gate railway station 483.080km Opened 15 December 1896 Still standing and reused**

The station is a Type 7 timber skillion roof station building dating from 1898 and the brick face platform still has some remains of the white gravel base. A 1921 era type 5 pre-cast concrete gable roof signal box is located on the western end. A timber “Out Of” shed is located on the east end and station sign. Strangely, the station was completed firstly and then the platform completed several years later in May 1902.

1984 view of the Comet arriving. Chris Stratton collection

Brett Leslies 1986 view, left, and right 1987 view of the Comet arriving.
Bogan Gate closed to passenger rail services on 18 November 1989.

Phil Buckley views 2013-2019
Bogan Gate seen in 2016 https://www.flickr.com/photos/29513280@N05/31682855921/

Bogan Gate at night time 2019 https://www.flickr.com/photos/mattyallenphotography/48469318561/

Botfield railway station 497.807km Opened 6 August 1907 Closed 23 November 1974

Botfield station was built in timber, possibly as a Type 11 design. It was named after the nearby property of S.L. West. Botfield railway station had a 27m long platform and on the opposite track was a goods loop with a loading bank. As services dropped off, the siding and loading bank were removed in 1963.

Undated photo of Botfield railway station.

Trundle railway station 508.460km 6 August 1907 Closed 1980s.

The station was built as a Type 8 design in 1907. The building was 52 ft long and housed a Ladies Waiting, Station Master room and a general waiting room. On the long platform an “Out ofs” shed was built. On the opposite track was a goods loop with loading bank.
Trundle railway station in the 1930s. Note the short platform.

Station master John Kershaw in 1967, right. (Mytrundle website)

Trundle railway station as it used to be, note the extended platform here. (MyTrundle website)

Adrian Compton took these superb views of the Trundle station sitting quiet in 1989.

https://www.facebook.com/NSWHRSI/photos/p.1676091042656543/1676091042656543/?type=1&theater
https://www.facebook.com/NSWHRSI/photos/p.1704454129820234/1704454129820234/?type=1&theater

Trundle railway yard area as seen from afar at the level crossing 2016. Phil Buckley
The Troffs railway station 519.795km Opened 15 December 1908 Closed 23 November 1974
This timber station was built as a Type 5 design with a 30ft long building which included a general waiting room and store room.

Kadungle railway station 527.780km Opened 15 December 1908 Closed 23 November 1974
This station building was a Type 8 design, 15 ft long and only had a general waiting room.

Phil Buckley photos.

Gobondery railway station 536.170km Opened 15 December 1908 Closed 23 November 1974
The station was built as a timber Type 8 design 16 ft long housing a general waiting room.

The platform sign still was in situ 1986 -
https://www.nswrail.net/locations/photo.php?name=NSW:Gobondery:1
Tullamore railway station 543.310km Opened 15 December 1908 Closed 1980s.

This timber station building was built as a Type 8 design and was 53ft long. The station comprised a station master room, out ofs, a ladies room and a general waiting room.

Right, a 1930s era view of the station with lorries unloading wheat into the S truck wagons. Credit State Records

Tullamore is seen in 1986
https://www.nswrail.net/locations/photo.php?name=NSW:Tullamore:1?iframe=true

2010 views of the remains https://www.flickr.com/photos/36583158@N06/4490835143/

Phil Buckley photos 2016 station sign/remains and yard layout.

Yethera railway station 554.601km Opened 17 October 1916 Closed 23 November 1974


Middlefield railway station 566.310km Opened 17 October 1916 Closed 25 January 1974

N/A

Albert railway station 576.820km Opened 17 October 1916 Closed 25 January 1974 possibly

Station is seen in 1968 at right, courtesy Tottenham History Society
Iron Duke Mine 581.360km Closed unknown

Minemoorong railway station 586.462km Opened 17 October 1916 Closed 23 November 1974
N/A

Caroline Junction

Caroline Mine 591.640km Opened 18 September 1918 Closed 18 June 1926

Tottenham railway station 597.440km Opened 17 October 1916 Closed 1989

The 50ft long timber station was built to a Type 15 design and housed a shelter section, ladies waiting room and a station master office. The ladies room was added in 1917 during expansions.

Tottenham station seen in 1918 (THS)

Left, First CPH railmotor in Totthenham in the 1920s (THS), right, Tottenham station seen 1930s (THS)
Late 1940s view of Tullamore station and yard with station master house right foreground. (THS)

Tottenham yard in 2016, Phil Buckley photos. The first photo shows the former goods shed remains on mid left and right side shows the former station area around the white box building.

**SERVICES**

Rail services from Bogan Gate through to Tottenham allowed passengers and goods to be moved from Sydney to the bush in a timely manner...and and vice versa. Rail ensured that no longer were the locals of
the Central West isolated from larger towns or the city. Places once only accessible by horse and cart now were served by reliable rail.

With passenger services steam hauled passenger carriages first appeared and in the early 1920s the first of the CPH railmotors appeared on the line. By the 1960s diesel locomotives started to replace steam across NSW more and more and they soon appeared on the Tottenham line.

The outwards goods from the region were predominately wool and wheat in the early years. With rail access it became a very attractive tool to move other local produce to the markers. Having two core agricultural incomes enabled farmers and the towns to look for a more stable economic outlook in the longer term, between between weather extremes. In 1918 the Railway Commissioners visited the Tottenham branch line on an annual inspection tour, using a special train containing the Commissioners, the heads of several departments and their assistants. The inspection shows that Tottenham railway station master Mr. Whitehead, had his station in good condition and his work "well in hand and attends to his duties faithfully and well”.

In 1921 during the peak of harvesting time, Tullamore railway yard was reportedly holding 40,000 bags of wheat.

In 1925 there was an accident on the branch line as reported by the The Argus Monday 19 January 1925

"Heavy rains caused a railway accident between Bogan Gate and Trundle, on the far Western line. A culvert collapsed when the train was half way across it, derailing 12 trucks mid leaving the two passenger carriages, containing the passengers, safely on the rails. A truck containing bulk wheat fell through the culvert, and, turning on its side, emptied the wheat on the ground. Three trucks containing cattle and a double decked sheep truck containing sheep were thrown off the rails, and, becoming bogged to the axles, came safely to a standstill, leaving the animals uninjured. The passengers were conveyed to Bogan Gate on a railway engine and in motor cars. The cattle and sheep were released into a paddock”.

By the 1920s the wheat trade was picking up in the region and at Trundle, its silos were full. The local district yields show how the region was growing. Back in 1920, when the farming year was good, farmers delivered 100,000 bags of bushells to Trundle silos. A massive 1112,7011 bags were delivered to four sidings within 13 miles of the town. By 1925, in another good agricultural season, the bushells grown and harvested totally outstripped 1920’s output with Trundle with 651,002 bushells, The Troffs 8768 bushells, Kadungle 42,011 bushells, Gobondry 57,708 bushells and Botfields 500 bushells.

George Berry wrote in the NSWAg. Gaz. in 1926, of the flowering of the wheat industry following the Opening of the railway: "Looking back over the records of the area under wheat each year, it is apparent that there was a marked expansion about the years 1904 and 1905, though actual figures are not easily procurable. In 1908 the area cropped for wheat in what is called the “Trundle police patrol' was 12,876 acres. In that year the yield was set down as 38,862 bushels, which does not look a very encouraging return. In 1909, however, the area lumped to 20,609 acres, and the yield reached 245,554 bushels or nearly 12 bushels an acre. The area then remained stationary till 1913, in which year it moved up to 260,000 acres with an average of nearly 15 bushels per acre”.

In January 1926 the Railway Commissioners approved the use of the CPH railmotor for passenger services on the Parkes to Tottenham to Condobolin sections with the services commencing around February. The CPH was to work to this timetable and provide a daily service from Condobolin. Tottenham gained a service from Parkes by either rail motor or mixed train on each weekday except Fridays, and from Tottenham to Parkes on each weekday except Saturday.
Down Journey, Fridays: Departure Parkes, dep. 9 a.m; Bogan Gate, arr. 9.54 a.m., dep.9.58 a.m.

Mondays and Wednesdays; 8.10 a.m., 9.0 a.m., empty; 10 12a.m. Connect with 9.5 a.m. pass.Parkes to Condobolin; due Bogan Gate 10 a.m. Tullamore, arr. 11.43 a.m., dep. 11.56 a.m.; Tottenham, arr.1.15 p.m.; Condobolin, arr. 11.30a.m.

Up Journey, Departure Condobolin, dep. 2.25 p.m. Fridays. Tuesdays and Thursday: Tottenham, dep. 12.10p.m, Tullamore, arr. 2.0 p.m., dep.2.15 p.m. Bogan Gate, arr. 3.45;3.57 (Fridays); dep. 4.0, 4.28 Parkes, arr. 5.0; 5.5 by either passenger or rail motor or mixed train and a triweekly service to Condobolin by either passenger or rail motor train.

A 1927 a new timetable introduced. The mail train from Sydney reached Parkes at 8 a.m. and left at 2.20 pm for Forbes. The passenger train for Condobolin on Mondays and railmotor for Condobolin on Wednesdays, Fridays and Saturdays connected at Bogan Gate with the rail motor for Tottenham on Mondays and Wednesdays and mixed train on Saturdays, left Parkes at 8.40 a.m. The 9:15am mixed train for Tottenham on Tuesdays, Thursdays and Saturdays will run on Tuesdays and Thursdays only and start at 10 a.m. The 9.50am mixed train on Mondays, Wednesdays and Fridays, and 1.25pm rail motor on Tuesdays, Thursday and Saturdays, for Narromine, will start at 10am and 1.20 pm respectively.

In April 1932 further alterations were made to the Tottenham line services.

ALTERATIONS. TOTTENHAM SUFFERS.

Railway Timetable.

When the winter timetable came into operation (about May 8) the mixed train on the Tottenham line was reduced from triweekly to bi-weekly. Down trains ran from Parkes to Tottenham on Mondays and Thursdays, and up trains from Tottenham to Parkes on Tuesdays and Fridays. The railmotor running between Parkes and Condobolin on Saturdays was discontinued and a mixed train ran from Condobolin to Parkes on that day. It was not proposed to alter the running of the rail motor between Parkes and Orange during the weekends.

1932 changes to connections to Bogan Gate upset locals. F. J. Bird, secretary of the Progress Association, received the following reply from the Transport Commissioner for Railways and Tramways, in answer to a request made for the continuance of the rail service between Parkes and Condobolin on Saturdays:

“Dear Sir, With further reference to letter of 26th, to Parkes-Condobolin train service, I have to advise, that the spacing of trains between Parkes and Bogan Gate in the present time table have been designed to meet the greatest convenience of passengers interests and while the running of a mixed train between Parkes and Tottenham on Mondays may be suitable to residents of Bogan Gate, I have to point out that the Parkes-Condobolin motor train on Mondays is largely availed of by residents of places between Bogan Gate and Condobolin returning from the eastern cities and also by commercial travellers who are enabled by the present arrangement to make their trip from Parkes to Condobolin and return on the Monday. I regret that no alteration can be made in the service at present but the matter of Parkes-Condobolin and Tottenham service will receive further consideration in connection with the summer timetable arrangements. Yours faithfully, A. Donnhi, Transport Commissioner, Railway and Tramway”

In 1939 alterations were made to the railmotor on the Tottenham branch. The railmotor shown as leaving Parkes on Thursday ran on Friday instead, returning from Tottenham to Parkes the same afternoon.

In 1941 passenger rail services for the Parkes to Tottenham branch line operated by CPH Rail Motor from Parkes were changed to run on Tuesdays, Fridays and Saturdays departing at 8.40 a.m., instead of leaving on Wednesdays, Fridays and Saturdays. A train leaving Parkes at 10.0 a.m. was operated on Wednesdays,
Thursdays and Saturdays. Tottenham departure for rail motors was set for Wednesdays, Fridays and Saturdays at 2.40p.m; instead of Thursdays, Fridays and Saturdays. A train leaving Tottenham at 8.25a.m on Tuesdays, Thursdays and Fridays.

By 1965 railmotor timetables were set for Monday, Wednesday, Thursday and Friday. They left Parkes 825am, arr Bogan Gate 917am and arr Tottenham 12.07pm. On Wednesday and Friday the railmotor at Bogan Gate divided and formed into a set to head towards Condoblin arr 10.24am. Tottenham had a Thursday departure at 8.00 am arr Parkes 11.28am. On Saturday the Tottenham service was a day return, departing Tottenham at 2.45pm and arr Parkes 6.10pm.

In the 1960s the steam and diesel hauled goods trains operated on Mondays leaving Parkes at 8.45am arr Trundle at 3.39pm at Tottenham. They would stable overnight and form a new train leaving Tottenham on Tuesday at 920am, arr Parkes arr 523pm....quite a long day for a small sector. On Fridays a goods train would depart Parkes at 845pm and wander towards Tottenham arr at 455am. It would then stable for a few hours and return to Parkes leaving Tottenham at 920am and arr Parkes 533pm. Prior to the country passenger cuts of 1974, a CPH railmotor was running to Tottenham two days a week and also to Condobolin two days a week.

For locomotive crews, Tottenham had a small barracks for them to stay in between shifts/runs. It is known that the Tottenham barracks was considered to be quite comfortable for the crews as it was close by to the town and the pub. The building had some space which meant a few crews could rotate in and out. It was primarily used by the CPH railmotor crews. Over the years there were regular crews at Tottenham and some planted peach trees in the garden and even in 1978 these trees were still visible to crews. A video showing a 2005 era grain train at Trundle [https://youtu.be/mEcpvDoqvQq](https://youtu.be/mEcpvDoqvQq)

**A DECLINE BUT LINE IS STILL OPEN**

People were the lifeline of the railways in country NSW regions and a story about a Trundle man highlights the hard work they did. He rose to be track inspector and worked until 1996 on the railway section on the Tottenham line. [https://www.parkeschampionpost.com.au/story/5425734/farewell-to-thomas/](https://www.parkeschampionpost.com.au/story/5425734/farewell-to-thomas/)

The cut backs of the 1970s to the country railway network and increasing car and truck use had an impact the country railway life. Trains became less and buses took over on the now forgotten routes.

Left, a view of Tottenham station from 1960-70s (THS), right, Tottenham railway station seen 1980s. It was demolished c.1989 as it was riddled with white ants. (THS)
REMAINS

By the 2000s the Tottenham line railway stations had all been removed except Bogan Gate. In late 2010s a further $13.8 million was spent on track maintenance for the Tottenham rail line. In 2016 the locals at Tottenham celebrated the 100th anniversary of the railway line coming to the town. On Saturday, 29th October, 2016 the local Historic Society members created 2 large prints showing the Tottenham railway station and yard from 1918. These were put on display at the Tottenham War Memorial Hall.

A petition was launched in 2019 to reopen passenger services along the branch line but few politicians appear to see a need to look seriously at the stated transport needs of Tottenham or other country residents NSW [https://www.change.org/p/upgrade-and-reinstate-passenger-services-on-the-tottenham-line/u/24370146](https://www.change.org/p/upgrade-and-reinstate-passenger-services-on-the-tottenham-line/u/24370146)

The sole remaining station on the line is found at Bogan Gate. It is an occasionally opened station nowadays serving as a community arts shop and open on weekends and public holidays (which fall on a Monday), from 10am - 5pm.

A local person, Diana Chase has written a detailed book on the history of the Bogan Gate to Tottenham rail line. It is on sale for $25 per copy. Books can be posted at an extra cost. The book is sold at the Tottenham Information Centre, Tottenham or can be ordered from the Tottenham Historical Society via the Secretary at [tottenhamhissoc@gmail.com](mailto:tottenhamhissoc@gmail.com).

HAY RAILWAY STATION REVIEW

HISTORY

Located at the 755.730km marker, the Hay station has been for many years a colourful, large and prominent terminus railway station. Nowadays, despite its closure it is a local iconic tourism structure.

During the 1870s local Hay agricultural and wool outputs were being transported out of the district by river steamers to Victoria. It was obvious that continued movement and loss of southern NSW trade to Victoria would cause long term harm to the NSW economy. By the 1870s the Deniliquin-Moama Rail Company decided to expand the Victorian gauge line across the border into Deniliquin. This took more NSW trade away. After seeing so much revenue drift to another colonial state, the NSW government examined plans to expand the NSW rail network into south western NSW. A proposal looked a new line branching from Narrandera heading towards Hay. The NSW Government also wanted to offer farmers and producers incentive by having attractive rates for movement of goods.
CONSTRUCTION OF THE LINE TO HAY

By the 1880s the NSW Government sent out tenders for plans to build the line to Hay along with constructing the stations on the line. In 1880 the New South Wales government awarded a contract for the construction of the railway to George Blunt. Hay railway station was designed during 1881 and is forever a confusing one, as local folklore has that it was built as a Grand Terminus. But also it was built as a junction to a potential line heading towards South Australia.

In January 1882 a contract for the station building, platform, station masters house, engine shed goods shed, gatehouse and pumphouse were given to Charles Hardy. By July 1882 the line from Carrathool was opened and the end was in sight.

Hay railway station and yard was built as a very significant transport site in the expanding Riverina railway network. The station building reflected the political rivalry and economic status and developments between 3 States. This tension created the grand building as we now know it.

During construction the Hay railway station buildings were built to a high standard of workmanship incorporating fine detailing on internal and external features. The station building utilized bonded brick to form a study structure. The roofing was corrugated iron including cast iron ridge decorations. Inside the station were assorted rooms laid out including general and ladies only waiting rooms, cloakrooms and men and women toilets at either end of the building. An unusual feature of the building is the central section on two levels, not dissimilar to Orange or Bowning station designs.

The design of these buildings make them among the most important railway structures found in NSW. Interestingly, and perhaps not so well known, is the fact that Hay railway station was the only 1st class railway station in NSW that was not located on a major junction or mainline.

OPENING OF THE STATION

By mid 1882 the Hay railway station building and surrounding yard infrastructure was complete and nearly ready to be opened for services. On July 4 1882 the railway line from Narrandera to Hay was officially opened. This opening was welcomed back in Sydney and in Parliament due to the growing influence of Victorian economic policy which was encouraging farmers to ship their goods via Victoria who offered farmers special rebates.
An interesting plan that was never developed was for the Hay line to be extended to Adelaide. In the 1920s the Commonwealth Railways were looking to build a standard gauge line from Port Augusta and Morgan in S. A and Wentworth in NSW and on to Hay. If built this line would have seen Hay become a locomotive yard for change of the trains to the NSW rail network.

**INFRASTRUCTURE**

The Hay railway station building is a type 5 first-class design made from brick. The brick platform dates from 1882. Located on the platform and supporting the verandah are cast iron columns. Located to the west of the station is a corrugated iron goods shed. The design incorporated a “through shed” operation and has an awning 60ft by 16ft over the side to provide coverage for wagons. Nearby is a jib crane. The former steam locomotive depot complex also included a 60ft turntable along with a timber framed riveted steel tank dating from 1881. In 1888 an engine shed with 3 roads was constructed in the western end of the rail yard. By 1891 the station and yard ground frames and signals were all interlocked for safety purposes. Opposite the station in Murray Street is the former stationmaster’s residence, a type 3 design brick building. It is well maintained and features a pyramid roof. This building was sold off in the mid 1990s and has been removed from station heritage plans.

**SERVICES**

When the line to Hay opened, services were a mix of passenger and goods services. By 1915 goods movement had increased along the line to support the building of further infrastructure in the Hay yard. A cattle race siding was erected along with a new unloading bank. A 1920s view of Hay railway station.
In 1930 with vehicle fuels increasing in usage, a Vacuum Oil siding was opened in the yard and soon after a Shell siding was also opened. CPH railmotors appear in the 1920s -30s operating on the line. Note the loco shed in background.

In 1936 looming changes to transport in Hay made the news:

“Transport Ban Will Hit Hay Severely FEARS IN TOWN

From E. M. WEBB, Special Representative of The Herald DENILIQUIN, Saturday. —

When the graziers and townpeople of Hay, 75 miles north of Deniliquin, learnt that Melbourne-Riverina road freight-services were not to be reprieved, they were dismayed for it seemed that they were to be isolated from the rest of the world. Although Hay has a railway to Sydney its market has always been Melbourne, because the distance is only about half that to the New South Wales capital. To be forced to buy and sell in Sydney would mean great inconvenience and much higher costs. The motor transport services are probably more important to Hay than to any other Riverina town. Wool from the district has been sold in Melbourne for many years, and the clips are known to buyers.

The road lorries pick the wool up at the shearing sheds and take it to the Melbourne stores without any further handling. Fat lambs can be loaded on Mondays at 2 p.m., and be in Melbourne for the side next day. Neither of these conveniences is possible with a co-ordinated road and rail service.

Already feelers have been put out by the Victorian Railways Department for some sort of co-ordinated service. Such a service was asked for some time ago by the Hay people, who suggested that the railways establish a through rate for a road service to Tocumwal and a rail service to Melbourne. At that time the department did not do anything, so the graziers turned to the road transports, which have saved them thousands of pounds.

Extra Handlings

The suggestion is made now that in place of the road services there shall be road delivery to Deniliquin and rail to Melbourne. This introduces four extra handlings and the Hay people do not want it. One reason is that the lorries could not profitably take wool to Deniliquin at the rate at which they take it to Melbourne. This would be a short haul over the worst section of the road. Most Riverina roads are good only in summer.

A few days ago a representative of the N.S.W. railways went to Hay, with the idea of assisting the Hay people to find a way out of their difficulties. He put up ideas for co-ordinated services and the Hay people received him politely and listened to him, but he could not undermine their desire for the direct road service.
It was pointed out to him that the transport rate to Melbourne was much less than the rail rate to Sydney, with a minimum of handling. It was also shown that to attempt to keep the motor lorries to a train time table with the Riverina roads in such a bad state was absurd. In wet weather these roads are sometimes impassable, or so difficult to negotiate that the lorries could not possibly keep to a timetable.

Fears For Bus Service

There is also a fear in Hay that the passenger bus from Melbourne to Hay may be stopped, and a co-ordinated service substituted. Residents of Hay and district are emphatic that such an arrangement would not be patronised. The present road service has carried many people to Melbourne who never thought of going there before, and who would not travel on a road-rail combination. Here again the state of the roads enters into the argument and prohibits the keeping of a regular time-table. One resident of Hay tried a co-ordinated road-rail service to see how it would work. He says that he will never use it again. There is no doubt that the road transports have given a splendid service to Hay which no combination of road and rail can hope to achieve. They have brought trade to Victoria, whereas co-ordination is likely to drive it away.

Charges May Rise

I talked with a man in Deniliquin today who, for very good reasons, has signed a freight contract with the Victorian railways. Before the road transports came he was paving more than £4 a ton freight to Melbourne. When the railways signed him up recently they reduced his freight to £2/10/ a ton, although the lorries charge only 35/ to £2. "I've got to use the railways." He said "but the road transports are indirectly saving me hundreds a year."

This man did not like to admit that if the road transports were prohibited his freights might go up again, but he could not find anybody who did not feel certain that with the lorries out of the way the railways would raise their charges."

An alteration to service included The Railways.

"Alteration to Time Table.

In respect to the summer timetable which comes into force throughout N.S.W. on Sunday, the principal alterations so far as Hay and Carrathool are concerned have to do with the times of departure of the trains. The trains for Sydney and intermediate places now leave Hay at 10.40 a.m. on Tuesday, Thursday and Saturday and at 1 p.m. on Wednesday. After Sunday, 6th inst., Tuesday's train will leave two hours earlier, viz., at 8.40 a.m.; Thursday's and Saturday's train will leave at 10.50, viz., ten minutes later; Wednesday's train, a rail motor, will leave at 2.15 p.m., viz., an hour and fifteen minutes later. At Carrathool, practically the same differences in the times of departure will be observed. Tuesday's outwards train is not likely to be availed of greatly by through passengers, as on that day there will be a wait at Narrandera from 3.24 to 6.45 p.m., three hours and 21 minutes. The other trains will have a wait there of 65 and 49 minutes respectively. All the trains are timed to reach Sydney at 7.40 a.m. instead of 7.18 as at present. The inwards trains will arrive at Hay 20 minutes earlier, viz 3 p.m., on Tuesdays, and at the same hour as at present, viz., 5.28 p.m. on the other days. The time of departure from Sydney will be 10.25 instead of 10.30 p.m. The fast night train for Sydney will commence on Friday, 9th December, and will leave Hay at 7.15 p.m.; Carrathool at 8.25 p.m and will be an express from Junee, arriving at Sydney at 10.3 a.m. on Saturdays."

Between 1940 and 1946, Hay town and the railway marshalling yard was an important military location as it became the site for Australian, Austrian, Italian, German and Japanese civilian internees along with Japanese and Italian Prisoners of War......with a total of 6,600 people placed into 3 camps during the war years. Each camp zone held 1,000 inmates each and these were guarded by the 16th Australian Garrison Battalion with 600 members deployed across the sites. The first internees to arrive were 1,984 German Austrian, who were mostly Jewish. They escaped Nazi occupied Europe and became refugees in Britain before being sent to...
Australia as internees. They became known as the "Dunera Boys", arriving in Hay on 7 September 1940 and were taken to Camps 7 and 8.

In 1942 more changes were made to trains heading to and from Hay.

"NEW TRAIN TIMETABLE"

Some Trains’ Altered Times,

The summer timetable of the NSW railways comes into force on Monday, when the trains into Hay will arrive ten minutes later on each day than at the present time. On the outward journey the Saturday morning train will leave the Hay station, 5.30 a.m. The rail motors on Mondays and Fridays, will leave at 2.30p.m. instead of 2.5. The Thursday ‘train (which connects as far as Naranda only), will leave at 11-50 a.m instead of 11-40. It should be especially noted that the trains from Sydney which leave on Sundays, Tuesdays, Thursdays and Fridays, connecting through to Hay on the following days, will now leave earlier than on the old timetable, viz., at 10-5. p.m. There is no mention of the Friday evening train from Hay and possibly this train will not run. In these times it would probably be unreasonable to expect it”.

CLOSURE

By 1961 the Hay yard steam locomotive engine shed had been demolished. This meant the days for steam on the branch line were slowly coming to an end. Diesels took over eventually in the 1960s on most NSW branch lines and this saw all steam infrastructure become redundant or demolished.

Peter McKenzie’s 1977 views of station
Bob Richardson 1978 views

In 1982 the Hay railway station had its centenary with the question being asked ... how much longer would it last as an operational site?. Unfortunately for passenger rail, the increase in car and bus travel allowed the anti public transport NSW Government to cut out passenger services to many NSW country towns during November 1983. A Chris Stratton view, right, of 1983 Hay station with railmotor.

Some of the last views of passenger rail at Hay were taken by talented rail photographer Warren Banfield in 1983.
LAST PASSENGER TRAIN AND GOODS TRAIN

After 101 years of rail service, Hays last passenger train was on 25th of November 1983. Within the next 17 months the last train ever would go too... with April 1985 seeing the last goods train and other goods services to Hay cancelled. It is understood that in 1985 the Hay branchline was truncated back to Willbriggie yard. It might have been 1989... but we are open to correction. The branch line was further cut back to Whitten and then the Narrandera region by early 2010s as the last road bridge was cut up.

Right, Hay railway station in 1985. Chris Stratton collection

Sadly the end came a few years later on 18 November 1989 when Hay railway station officially closed. Hay station further changed post line closure and by 1995 the carriage siding dock was removal as was the dead end siding. The rail yard was also cut down in size and track lifted.

REMAINS

During 1992 Hay railway station was assessed and repainted from white and restored to its original heritage colours. After restoration the station housed the Hay Employment Training Centre.

Simon Barber view, right, of the station in 1996 new colours.

Hay railway station was added to the New South Wales State Heritage Register on 2 April 1999. This means it is a heritage listed railway station and it is hoped it has some limited protection from being demolished. The building is still owned by the Government on behalf of taxpayers in New South Wales. In 1999 a new local attraction was set up at the station and the Dunera POW & Internment Camp
Interpretive Centre Museum was established utilising former NSWGR air conditioned carriages situated at the platform. During 2003-04 Hay railway station underwent further works and the restoration of the roof exterior and paving of the platform was undertaken. To commemorate the restoration of Hay railway station a plaque was unveiled by the Mayor of Hay Shire, Michael Rutledge on 2 September 2005.

At the present time the Hay railway station building is subleased to the Hay Shire Council and houses the local community radio station, ZHAYFM along with the Dunera Museum. The Museum has, since opening, had around 50,000 visitors from 32 countries

Phil Buckley photos
KNOW YE STATIONS?

Did you know that in NSW out of 2 specially designed stations in the early 1900s, only one is left.

The Ac8 concrete design was built only for island platforms. These were built at Yeoval and Cumnock. The sole surviving example is at Cumnock. Cumnock needs to be saved, restored and preserved so this very special design lives on in NSW rail heritage. Come on Transport for NSW and John Barilaro….. do something good for the NSW bush town and fund the restoration…..just like Girilambone is being funded for reuse.

James Murphy view left, of Yeoval 1987 , right, Cumnock seen in 1986 by Australian Rail Maps.

OLD CENTRAL RAIL PLAN MAP

NSW NEWS

WANT TO FIX DECAYING HERITAGE RAILWAY STATIONS IN NSW?

Are you angry, upset and dismayed at how heritage railway stations across NSW country are underfunded and decaying?

Then you can do something about it to get them fixed. You can’t create the required change bottom up with politicians for more funding in NSW, it has to come from top down via the Premier. Unless her office and the transport minister is held accountable nothing will ever change.

The first step is to create an email, then contact the beneath people and departments and make your feelings known. Demand answers and demand to know when things will be fixed. Ask the Premier and the politicians why is there not enough funding and how these underfunded and unrestored railway station impact on business/economic and tourist impressions for rural towns in NSW. Add your own thoughts too if like.

Here are some of the useful email address to use:

Premier Gladys - willoughby@parliament.nsw.gov.au
Transport Minister Constance - beqa@parliament.nsw.gov.au
Transport minister - office@constance.minister.nsw.gov.au
Transport media to question / to know why things are as they are with broken stations etc - media@transport.nsw.gov.au
Your local MP - google online for their email address, they need to be held accountable for lack of funding in your area.
Also write to the opposition leader at leader.opposition@parliament.nsw.gov.au and the opposition transport minister at kogarah@parliament.nsw.gov.au. The opposition can raise the claims in parliament whereas we public cant so easily.

To ensure the message get through also add in your local newspapers editors, radio stations/hosts and more Sydney based media outlets. If media hear stories enough from angry rural people, the politicians dislike bad news in their electorates and they are forced in end to do something..... IE properly fund the rail services and fix the railway stations. If everyone who is passionate enough to make change, did this, you would see a change happening over time.... But if no one does anything your change won't happen.

People power is what gets voters results for public transport.

Here we see below what one person, Peter, did recently to make sure we as voters, hold our politicians accountable. He wrote to a MP in the bush, Steph Cooke, asking why she has taken so long to get moving on reopening the country branch line at Blayney to Demondrille. (Peter is happy for anyone to use his letter as a template for you to send to the Premier and other MPs). It is interesting reading....then see the follow up reply from the MP’s office...

“Dear Steph, I am currently visiting the town of Young, the first time I have been here in over 20 years. What a delightful place to visit! There is so much heritage, beautiful old buildings, a vibrant retail sector, lots of business and industry and surrounding farmland and so much to see and do. Sadly, I found that the railway line through the town is not in use. It was when I last visited. I dropped into the impressive railway station and saw
the large silos in the yard and was stunned that a town of this size does not have a functioning railway line! A rail service to enable residents of Young to get to either Sydney or Melbourne must surely be important?

And that same rail service could bring in so many visitors from the capital cities. And the freight that could be carried on this line would get the many trucks that I have seen off the local highways and roads. A search of the internet indicated that there have been a number of case studies commissioned to look into reopening this line but they’ve all been quietly shelved.

One seemed to intimate that it wouldn’t be economical to reopen the line but given the size of Young and Cowra, I simply don’t believe this. And with the main western line currently closed due to the impact of bushfires, having this line open would provide a much quicker route for freight to get through to Sydney and the ports. Your official website says this: NSWHRSI | Issue 22 47 “Steph is committed to fighting for our community and is not afraid to rock the boat if it means ensuring our region gets the services we deserve.” Getting the rail line reopened seems to be one fight that you are not making on behalf of your community. Can I ask that you get that boat rocking? Surely it’s embarrassing to have your office in the main street of Young but not be able to get anything happening to reopen the rail line?

Regards, Peter Watters”

OTHER NSW NEWS

Rail trailers are still determined to destroy the NSW operational and non operational rail network for dubious tracks for walking, riding horses and bikes on. See more news at https://www.bicyclenetwork.com.au/newsroom/2020/02/26/new-hope-for-rail-trails-in-regional-nsw/

NORTHERN NSW NEWS

ARMIDALE RAILWAY STATION

Planning is being undertaken to assess how to improve passenger / customer accessibility at Armidale railway station. As part of the planning process, preliminary investigations will be undertaken to help identify what upgrades will be required to make Armidale station fully accessible.

BROADMEADOW ROUNDHOUSE

With progression to wind down operations at Broadmeadow roundhouse, recent plans have begun to move 4 items from Broadmeadow to Chullora.
CASINO RAILWAY STATION

Planning is being undertaken to assess how to improve passenger / customer accessibility at Casino railway station. As part of the planning process, preliminary investigations will be undertaken to help identify what upgrades will be required to make Casino station fully accessible.

CASINO TO MURWILLUMBAH BRANCH LINE

In early 2020, the Tweed Shire Council staff spent time assessing design concepts for the rail trail from Murwillumbah to Crabbs Creek. Unfortunately the most likely rail trail plan will mean the removal of the railway tracks or covering them over. At this time such action will require the council obtaining a NSW Parliament change in railway legislation in order have the removal be considered legal. In late March 2020 this legislation was to be put forward to NSW Parliament for consideration. It would, if passed, formally allow the closure of the section of the railway corridor and then enable the complete destruction of the railway tracks ... for a hypothetically money earning rail trail.

GLENREAGH RAILWAY STATION

No news since late 2019 on progress to restore and preserve the station is available. The old railway station requires significant funding and either ARTC or the NSW Government seem keen to spend taxpayers money to ensure this happens. It is now 4 years since the project to resave was launched but lack of real progress leaves much ongoing local disappointment. Ongoing trespass by photographers who post their photos to certain facebook pages, is one potential reason why we see no involvement and supporting a site lease by the local council.

GLEN INNES REGION

It seems the northern mid centre NSW councils of Glen Innes region are determined to cut itself off from rest of NSW and not allow for rail transport, goods movements or rail heritage tourism. See the news in mid April 2020 at https://www.gleninnesexaminer.com.au/story/6721805/council-makes-a-unanimous-decision-to-close-rail-line/?cs=2799.

How much influence is the rail trail/bike lobby having on these council people to make them all vote yes, is yet to be seen.
GREAT NORTHERN RAIL LINE

Transport for NSW, via its outsourced CRN rail business operator, John Holland Rail (JHR) ...announced in February 2002 that they are working with the Heritage Council of NSW to assess the long term conservation development to “management approaches” for the assorted heritage listed Queen Truss timber railway bridges in northern NSW at they manage. As the CRN “agent”, JHR is required to maintain the Queen Truss Bridges in the Glen Innes Severn Local Government Area at Yarraford Rail Bridge and Dundee Rail Bridge. Transport for NSW has declared these railway bridges are redundant assets. As a result these assets require extensive maintenance and upgrade works in the future. Given the ongoing maintenance costs into the future it would surprise no one if these assets were, in time, demolished intentionally or by neglect. The area is being heavily pushed by the Glen Innes Council as a rail trail region which makes bridge survival even less likely

GUNNEDAH RAILWAY STATION

Planning is being undertaken to assess how to improve passenger / customer accessibility at Gunnedah railway station. As part of the planning process, preliminary investigations will be undertaken to help identify what upgrades will be required to make Gunnedah station fully accessible.

HAWKESBURY RIVER RAILWAY STATION

Site work started in late 2019 and is ongoing. It is being undertaken to improve passenger / customer accessibility at Hawkesbury River railway station. Upgrades include two new lifts to provide access to the station platforms, a new accessible parking space a kiss and ride space, a new accessible pathway and pedestrian crossing to the Dangar Road car park, a new family accessible toilet and unisex ambulant toilet and improvements to CCTV and lighting to increase safety and security

MOREE RAILWAY STATION

Planning is being undertaken to assess how to improve passenger / customer accessibility at Moree railway station. As part of the planning process, preliminary investigations will be undertaken to help identify what upgrades will be required to make Moree station fully accessible.
NARRABRI RAILWAY STATION

Planning is being undertaken to assess how to improve passenger / customer accessibility at Narrabri railway station. As part of the planning process, preliminary investigations will be undertaken to help identify what upgrades will be required to make Narrabri station fully accessible.

NEWCASTLE BRANCH LINE

As much as the Newcastle branch line has been ruined by the closure in December 2014, we have to be just slightly glad the signal box at Newcastle station was not demolished. It is now a restaurant for people to visit. See more at https://www.signalbox.com.au

OURIMBAH RAILWAY STATION

Planning is being undertaken to assess how to improve passenger / customer accessibility at Ourimbah railway station. As part of the planning process, preliminary investigations will be undertaken to help identify what upgrades will be required to make Ourimbah station fully accessible.

TAREE RAILWAY STATION

Planning is being undertaken to assess how to improve passenger / customer accessibility at Taree railway station. As part of the planning process, preliminary investigations will be undertaken to help identify what upgrades will be required to make Taree Station fully accessible.
TENTERFIELD RAILWAY STATION

Update in the Tenterfield yard are underway with works on the 1890’s era old brick barracks. It is seen in February 2020 views. Phil Buckley collection.

In late March 2020 was work started on repairs to the beautiful 1890 era architecture brick barracks. Time, environmental factors and hungry termites have meant the museum has been unable to open this part of yard/precinct to the public. By late April 2020 the renovations to the barracks have been completed. A new coat of paint is needed. The works saw repair to the rafters and the old ceiling removed in the mess room. This ceiling has now been left open as it was originally for visitors to see the roofing. Photos below from TRS Museum.
WESTERN NSW NEWS

BATHURST RAILWAY MUSEUM

Opened on 22 February 2020, the Bathurst Rail Museum is a long term project to create new tourism opportunities for the city. Showcasing the city’s and region rail heritage via models, photos and exhibits it will become a valuable part of NSW rail heritage as it grows.

BINNAWAY RAILWAY YARD

The former barracks precinct has been upgraded in the last few weeks with new works to the pathways. See more at https://m.facebook.com/story.php?story_fbid=3200330340001262&id=983344658366519. Right, 2017 view.

BLAYNEY RAILWAY STATION

Planning is being undertaken to assess how to improve passenger / customer accessibility at Blayney railway station. As part of the planning process, preliminary investigations will be undertaken to help identify what upgrades will be required to make Blayney station fully accessible.

BLACKHEATH RAILWAY STATION

Planning is underway for an accessibility upgrade at Blackheath. As part of the planning process, preliminary investigations will be undertaken to help identify what upgrades will be required to make Blackheath fully accessible.
BOREMORE RAILWAY STATION

On 4 March 2020, NSWHSRI contributor Nathan Markcrow was visiting Borenore railway station and observed these works being undertaken. The signal box building appeared damaged, as sadly most of its windows appear smashed and all the glass was raked into a pile. Also some form of preparation work for repainting work was being done with scaffolding and building areas stripped of paint.
In late April 2020 while on a work trip Nathan sent these photos in showing some of repairs undertaken to Borenore railway station since his March 2020 visit.
The Broken Hill based project leader has advised NSWHRSI that plans to save the 1919 era NSWGR heritage railway station have not progressed much over the last few months and planning is temporarily on hold due to the Corona virus. Also limited time for locals to come together is limiting the reaching of goals. The local people have discussed approaching Broken Hill city council heritage personnel to seek help with funding assistance ideas. The locals also need to create a business case for restoring and preserving the historic station.

New history insights has come to light which shows the Broken Hill 1919 station was built with no foundation stone. Neither did it have an official opening ceremony, which is rather odd for such an important terminus location. Normally the end of line stations at major or significant locations, were fairly large buildings, utilising ornate features on the building’s exterior and
interior. This reflected the site's political and geographical status. For Broken Hill’s NSWGR railway station this recognition didn’t happen.

**DUBBO RAILWAY STATION**

Planning is being undertaken to assess how to improve passenger / customer accessibility at Dubbo railway station. As part of the planning process, preliminary investigations will be undertaken to help identify what upgrades will be required to make Dubbo fully accessible.

**ESKBANK RAILWAY STATION**

During January to April 2020 major work was undertaken which saw Eskbank’s railway station main up platform removed and reworked with a new concrete platform wall. A new concrete wall was also installed on the down platform. Ian Griggs has sent in his views below, showing prior work and during the works. Before works started in late 2019 views.
February 2020

March 2020
Ian created this then and now view showing early 1900s and a 2020 viewpoint. Note the changes in over a 100 years to the station buildings and infrastructure.
FAULCONBRIDGE RAILWAY STATION

Planning is underway for an accessibility upgrade at Faulconbridge Station. As part of the planning process, preliminary investigations will be undertaken to help identify what upgrades will be required to make Faulconbridge station fully accessible.

GIRILMABONE RAILWAY STATION

Since the announcement in June 2020 regarding the funding of a multimillion restoration and reuse, no further news had been forthcoming from the NSW Government. Finally in mid March 2020 work has finally started on the restoration of Girilambone railway station …nearly 9 months after it was announced. A large site fence was noted around the station precinct. Photo right, showing the fencing up, courtesy of Outback Radio 2 WEB facebook page. A news story in March was published giving further fencing insights – [https://www.thewesternherald.com.au/single-post/2020/03/18/Works-starts-on-Girilambone-Railway-restoration](https://www.thewesternherald.com.au/single-post/2020/03/18/Works-starts-on-Girilambone-Railway-restoration). Long term plans are to make the station into a visitor hub, which will include a: museum, café, art gallery, artist workshop and a free campsite.  Phil Buckley photo 2019 below.

MAIN WESTERN LINE

NSWRHSI contributor Robyne Ridge sends in these view of fire damage in from early 2020 around the Bell and Darling Causeway areas. “On 28th January 2020 we were in Penrith and came the long way home via Bell. These are shots of the railway line, mainly from the car. What hit me about it all was that there was fierce fire on both sides of the tracks. No wonder there was so much damage. I’ve
included a road photo that shows the melted signs. That’s on Bell’s Line Road. All the other photos are from the Darling Causeway. Bell railway station was lucky to have just survived and not being burnt down with fires licking at the corridor edge near it.”
**LAWSON RAILWAY STATION**

Alex Gooding tells us during late 2019, the old bridge and wooden sleeper arrangement over the pedestrian underpass on the up platform was replaced with concrete structures instead.

![LAWSON RAILWAY STATION IMAGES](image1)

**NEWBRIDGE RAILWAY STATION**

After nearly 5 years fighting the NSW Government to get their local heritage railway station reopened, the town of Newbridge, located in the central west of NSW, is still struggling to access public transport. The local National Party MP, Paul Toole has been quoted by local media as saying it will be too costly to restore the station for tourism and local uses. It is believed that to add in a stop there will unnecessarily slow down the very minimal passenger services in the central west. Paul has meanwhile had much personal/political publicity with the reopening of the stations at Millthorpe and Tarana - which has a population less than Newbridge. The stations of Newbridge and Georges Plains deserve to be equally funded ...not ignored. The people of Newbridge have regrouped in late 2019 and have a Facebook page to discuss their ways forward to station reopening and to make their MP be held accountable for public transport in their region. Join the page at [https://www.facebook.com/groups/2578664765516339/](https://www.facebook.com/groups/2578664765516339/)

**PARKES RAILWAY STATION**

Planning is being undertaken to assess how to improve passenger / customer accessibility at Parkes railway station. As part of the planning process, preliminary investigations will be undertaken to help identify what upgrades will be required to make Parkes station fully accessible.

![PARKES RAILWAY STATION IMAGES](image2)
RAGLAN RAILWAY STATION

In February 2020 a story was published in a Bathurst newspaper discussing plans to restore the Raglan station externally. It also pointed out access problems and long term site issues. See more at https://www.westernadvocate.com.au/story/6647111/draft-strategic-plan-put-together-for-raglan-railway-station-restoration/?cs=146

"Progress has been made on a push to restore the Raglan railway station to a consolidated state, with a draft strategic plan now in place for restorative works. The draft plan outlines a series of works required to restore the station to the state it was in at its 1988 closure, including a roof repaint, the rejuvenation of windows and doors and a clean out of the building. Bathurst Heritage Action Network convenor Sandy Bathgate said the works will aim to keep the history of the station alive for future generations."

"The station was in danger of disintegrating within 10 years, but John Holland Rail [the station's owners] stepped in to stabilise the building, which has bought us some time," Mr Bathgate said. "We're now in the process of liaising with John Holland Rail to put this strategic plan into place and if it's accepted, the station will be restored within the first half of the decade. "The three main goals are to restore the station, interpret its history, and promote the landmark's unique heritage to the wider community." Mr Bathgate said the big challenge facing restoration effort is the station's island platform design, with the only crossing across open tracks. There's active rail lines on both sides with trains charging past at high speeds," he said. "As a result, it's unrealistic at the present to expect the station to be reused as a physical public asset."

"However, with the recent opening of the Bathurst Rail Museum, Mr Bathgate said it could open up new possibilities for the station from a historical standpoint. "Drone flyovers and virtual reality tours are certainly a possibility and with the rail museum up and running, it could be the ideal location to facilitate such a project," he said. "It won't be a huge task to reinvigorate the building, and Bathurst Regional Council have offered to back us should we succeed in getting John Holland Rail on board. There's interest to restore the stations at Georges Plains and Newbridge, and we've seen the second Bathurst Bullet service bring attention back to Tarana and Rydal," he said. "Bathurst has a rather loyal group of rail buffs and if we're successful in ensuring the survival of the Raglan station, it could open up further avenues for tourism."

TARANA SIGNAL BOX

During April 2020 plans were made public of a project to restore the inside of the Tarana signal box. The box has been non-operational for many years and the lever frames are still inside but hidden behind vandal mesh on the windows.
SOUTHERN NSW NEWS

ARIAH PARK RAILWAY STATION

In some long overdue but wonderful and exciting news ..... In early 2020 it was announced that the Ariah Park community was finally granted a lease over its heritage railway station by the NSW Government. This means that local people can finish off its drawn out and delayed 4 year + restoration and now focus on maintaining the building for tourism needs. This restoration work is an important project for such a small, but vital, historical heritage railway station and has taken around 5 years of protracted efforts by local and intrastate people to obtain the lease. The Ariah Park Community Inc community group, manned by town volunteers, has been campaigning with state politicians to have the Ariah Park railway station building repaired, so the town could use the station for passengers to embark and disembark at this heritage railway on future passenger train tours and perhaps future Government passenger services. This would inject much needed tourism funds into the local small businesses.

After many discussions in 2017-2019, the Ariah Park volunteers managed to get the New South Wales Government... via their CRN agent, John Holland Rail.... to find some funding to repair the station and repaint the exterior. Sadly the funding didn't extend to finishing off the interior and this still has not been completed by the NSW Government.

In late 2019 after many months of negotiations, a draft lease agreement was prepared by John Holland Rail for Temora Shire Council to review and approve. In early 2020 Temora Shire Council agreed to the lease conditions at a cost of $500 a year to lease the station from the Rail Corporation NSW. The license now finalised, enables Temora Shire Council to utilise a 2,616 sqm area including the railway station building and
the dirt access road behind the station, which connects to nearby Coolamon Street. This dirt side access road will allow local people and rail visitors to access the station and to be transported to and from the town/homes. In more good news, in early 2020 Temora Shire Council was successful in obtaining $5,000 in funds from Round 1 of the Drought Communities Fund. This is for the final repairs to the interior of the Ariah Park railway station along with funds for the station fencing requirements. This work is to be undertaken by a special “Drought Team”...i.e. local people who are out of work because of the impact of long term drought.

Over the past 5 years NSWHRSI, has been working closely with Ariah Park and its key station stakeholders and providing some advice and assistance to help get this project approved and fully funded by the NSW Government. We are proud to have played a small part in making this happen. Keep an eye out for more news very soon on the project.

**BOMADERRY GOODS SHED**

In February 2020, the Bomaderry yard goods shed was reported to have had some work and be refreshed. The yard crane was to be next in line with some work to be undertaken on it.

**BOMBALA BRANCH LINE**

In what is seen as depressing news, the Snowy Monaro Regional Council is strongly backing converting the railway branch line from Queanbeyan to Bombala into a rail trail. The council is falling headlong into supporting a made up scheme which suggests $25million a year will come into the region from rail trail users. In April 2020 Mayor Peter beer said “Council has provided in-principle support for the proposed Monaro Rail Trail. This support is pending a report to be delivered by the NSW Government into the viability of reinstating the rail line from Queanbeyan to Bombala. When these recommendations are handed down and a further report comes before council detailing the ongoing costs of maintaining the trail, we will then determine our final position. The proposed trail from either Queanbeyan or Michelago to Bombala is expected to result in significant boosts to our economy of up to $25 million. The report outlines the trail would cost $48m unsealed or up to $63m sealed (a sealed service would potentially attract more users)”. 
CROOKWELL RAILWAY STATION

In March 2020 the Crookwell railway station was repainted for the NSW Government by CRN agent, John Holland Railway.

DAPTO RAILWAY STATION

Planning is being undertaken to assess how to improve passenger / customer accessibility at Dapto railway station. As part of the planning process, preliminary investigations will be undertaken to help identify what upgrades will be required to make Dapto fully accessible.

GIDGINBUNG RAILWAY STATION

In late 2019, the former Gidginbung railway station, a rare B1 design style, which had been in the past located 18km north west of Temora on the line to Lake Cargelligo, was acquired by the Temora railway station precinct project team. The former timber building was used from December 1903 until May 1975 when it was closed. The building has now been moved to Temora station and is set to be restored. See photos at links https://www.facebook.com/812654018866107/posts/1648784818586352/ and https://www.facebook.com/812654018866107/posts/1635113763286791/

GOULBURN RAILWAY STATION

Planning is being undertaken to assess how to improve passenger / customer accessibility at Goulburn railway station. As part of the planning process, preliminary investigations will be undertaken to help identify what upgrades will be required to make Goulburn station fully accessible.

GRIFFITH RAILWAY STATION

Planning is being undertaken to assess how to improve passenger / customer accessibility at Griffith railway station. As part of the planning process, preliminary investigations will be undertaken to help identify what upgrades will be required to make Griffith station fully accessible.
MICHELAGO RAILWAY STATION

Two local tradies spent their time over the summer of 2020 preparing and restoring the Michelago railway station back to near new. NSWHRSI visited in December 2019 when it was mid way through the repainting works. By March 2020 the final repainting and restoration work on the Michelago railway station was completed and the station now looks brand new.

MITTAGONG RAILWAY STATION

Planning is currently underway to improve accessibility at Mittagong station. Upgrades are to include two new lifts to provide access to the station platforms, improved amenities such as new ambulant toilets and a family accessible toilet, provision of a formal bus stop, upgraded accessible car spaces and kiss and ride bay and improvements to CCTV and lighting to increase safety and security.

QUEANBEYAN RAILWAY STATION

Planning is being undertaken to assess how to improve passenger / customer accessibility at Queanbeyan railway station. As part of the planning process, preliminary investigations will be undertaken to help identify what upgrades will be required to make Queanbeyan station fully accessible.

STOCKINBINGAL RAILWAY STATION

No official repairs have been conducted on the heritage Stockinbingal station since last newsletter update. In early March 2020 the office of Steph Cooke MP, contacted NSWHSI following up on a February 2020 inquiry, advising they were seeking an update from ARTC as to why no repairs have been undertaken in nearly 2 years since being promised (ARTC stated to NSWHRSI in December 2018 they were doing urgent works shortly). By the end of April 2020, nearly 1.5 years after NSWHRSI sought to seek answers to why ARTC has not maintained the station, we still have no repairs done. Sadly we also have had no reply from ARTC or Steph Cookes office since early 2020. This total lack of followup and repairs again illustrates why some NSW voters have a lack of respect for many of our state MPs and their Government, when they show zero respect towards voters or towards the NSW rail system heritage.
TARAGO RAILWAY STATION

TARAGO RAILWAY STATION PRECINCT
CONTAMINATION FEARS

This problem has recently been made known recently and it was discussed with me by a fellow rail enthusiast who owns a station masters house. The town of Tarago in southern NSW is now living with major lead poisoning fear after railway work disturbed lead dust. According to news reports it seems that since 2015, Transport for NSW knew of the lead contamination issue but no one was told until only this year. That is negligent some have said. The new owners of the Tarago Station Masters house have been evacuated to Goulburn due to lead testing showing 14x the normal background levels. Their young baby has also shown a high level. At the time of writing the parents don't know their levels. The question arises about the lead levels of the rail workers and other local residents levels in the nearby housing estates?

Read this story to see how far the contamination is in the rail corridor and potentially the surrounding area -

More news

TEMORA RAILWAY STATION

During mid January 2020, the signal box at Temora railway station suffered damage in a severe storm. Strong winds completely blew the roof off the signal box. Urgent repairs were undertaken to maintain the structure. See photos at https://www.facebook.com/812654018866107/posts/1706817189449781/
TUMBARUMBA RAILWAY BRANCH LINE

Rail trail weird things….the NSW Govt paid $5m or so for the former Tumbarumba railway line to be ripped up and converted into a new rail trail so people can walk, ride horses and bike rider. However, at the same time the local council included on the proposed opening day in April 2020, this very counter productive rail trail statement…."After the official opening on Friday, Saturday 4 April is a family funday starting at 8.30am with brunch available before riding/walking/scooter/running towards Rosewood. Buses and bike trailers will be available to pick you up if you get too tired." So the question is...why have the Council and NSW Government spent this amount of money on a brand new rail trail if people need to be rescued when they “get tired” from using it? This has to be totally counter productive to the whole purpose of a rail trail surely? It also raises questions about the legitimacy, location and length of rail trails in NSW, which are now ironically impacted by COVID-19 as people cant travel to rural NSW for “rail trails”.

SYDNEY REGION

ARNCLIFFE RAILWAY STATION

Planning is being undertaken to assess how to improve passenger / customer accessibility at Arncliffe railway station.

BANKSIA RAILWAY STATION

Planning is being undertaken to assess how to improve passenger / customer accessibility at Banksia railway station.

BEECROFT RAILWAY STATION

Planning is being undertaken to assess how to improve passenger / customer accessibility at Beecroft railway station. Facilities being proposed include two new lifts, new and upgraded access paths throughout the station precinct, a new kiss-and-ride zone and improvements to CCTV, wayfinding and lighting.
BEXLEY NORTH RAILWAY STATION

The Transport for NSW is looking to improve passenger accessibility as part of the Transport Access Program. Facilities being proposed include a new lift and upgraded station entrance, stairs and canopy, new accessible pathways throughout the station precinct, reconfigured and upgraded commuter car park, including two new accessible parking spaces and improved amenities such as accessible toilets, CCTV and lighting.

BIRrong RAILWAY STATION

Planning is being undertaken to assess how to improve passenger/customer accessibility at Birrong railway station. Planning is underway for an accessibility upgrade at Birrong station. As part of the planning process, preliminary investigations will be undertaken to help identify what upgrades will be required to make Birrong station fully accessible.

CENTRAL RAILWAY STATION

During March 2020 these views were obtained showing the stripping of the platform awning around platform 9-12 due to Metro conversion. Phil Buckley photos.
What the awning used to look like on platform 7/8, left, and on right, 9/10 its being stripped away.

Other Metro works in the South coast line concourse area in March 2020 saw ceiling panels missing.
April 2020 saw the platform area outside platform 10 and near the main ticket gates closed off with hoarding for Metro modification works. Right, Warren Travis photo. Under Metro transformation, Central railway station will undergo significant changes and this video released in April 2020 shows most of these changes. See more https://m.youtube.com/watch?feature=youtu.be&v=ADOCGHhCZoU

DENISTONE RAILWAY STATION

Planning is being undertaken to assess how to improve passenger / customer accessibility at Denistone railway station. As part of the planning process, preliminary investigations will be undertaken to help identify what upgrades will be required to make Denistone fully accessible. The upgrade may include new lifts, accessible pathways, and new accessible amenities such as a family accessible toilet.

ERSKINEVILLE RAILWAY STATION

Planning is being undertaken to assess how to improve passenger / customer accessibility at Erskineville railway station. As part of the planning process, preliminary investigations will be undertaken to help identify what upgrades will be required to make Erskineville station fully accessible.

EVELEIGH RAILWAY YARDS

Mirvac’s plans are to retain some heritage on the site and these plans have undergone external stakeholder /consultant reviews and feedback over the past 3 years. Editor Phil has been part of this process. In January 2020, a feedback session was undertaken to give detailed feedback from external stakeholders regarding what they wanted retained and improved on the site. During late 2019 and early 2020, work on the Eveleigh railway workshop building continued with roof work being observed to be undertaken across most of the structure. During late February 2020, the scaffolding was removed from the water tank.
FAIRFIELD RAILWAY STATION

During April 2020, Sydney Trains was installing new audio frequency induction loops on both the platforms and within concourse areas. Other works was to undertake upgrades to the public address and audio systems.

GRANVILLE RAILWAY STATION

During April 2020 work was being done to improve the condition and cleanliness of the station and enhance customer facilities with pressure washing floors and wall surfaces, removing graffiti and cleaning high access areas.

HORNSBY RAILWAY STATION

During February 2020 new heritage photos were installed on the main concourse and northern stairs concourse to remind people of the station's past.
NORTH EVELEIGH

With progression to wind down operations at North Eveleigh Paint shops, recent plans have begun to move 2 rollingstock items from Eveleigh to Chullora.

NORTH STRATHFIELD RAILWAY STATION

Planning is being undertaken to assess how to improve passenger/customer accessibility at North Strathfield railway station. A proposed metro station is to be built immediately to the east/around 20m away from the heritage station.
PETERSHAM RAILWAY STATION

Planned station upgrades are to include two new lifts connecting the existing footbridge to the Terminus Street station entrance and the station platform, a new access ramp and stairs from the Trafalgar Street station entrance to the existing footbridge, upgrade works to the existing footbridge and stairs, a new accessible parking space adjacent to the Terminus Street lift, a formalised kiss and ride area on Terminus Street, new bicycle parking on both sides of the station, improved amenities such as new male and female ambulant toilet, a new family accessible toilet and CCTV and lighting.

POWERHOUSE MUSEUM RELOCATION

In December 2019 new designs were released for the “new” Powerhouse Museum at Parramatta - https://www.smh.com.au/national/designs-revealed-for-parramatta-s-new-powerhouse-museum-20191216-p53kjr.html?fbclid=IwAR11ko8NOa6hIhS3hOUiUwPyh_XvfkNe3f-Bnhv7Jg2UoZjHOPOgGmTbA6o. Assorted rail heritage is currently on show in the current Powerhouse site. Ironically to showcase and preserve the history of NSW, the NSW Government is approving the demolition of a very well loved, respected and historic 1800s era house on the Parramatta site called “Willow Grove” and some equally old 1800s era terrace houses nearby. It is absolutely absurd to destroy unique historic buildings for a massive building to showcase NSW’s history...yet in 2020 that is what they plan to do. Money speaks and history loses out... yet again. In May 2020 the NSW Government was still pushing ahead with the publicly unwanted move.
PYMBLE RAILWAY STATION

Planning is being undertaken to assess how to improve passenger/customer accessibility at Pymble railway station. As part of the planning process, preliminary investigations will be undertaken to help identify what upgrades will be required to make Pymble station fully accessible. The upgrade may include new lifts, accessible pathways, and new accessible amenities such as a family accessible toilet. In February 2020 work started on the station with part of the platform taken up for this. In April 2020 works were observed with repainting of the stair way railings underway.
REDFERN RAILWAY STATION

As part of the planning process, preliminary investigations will be undertaken to help identify what upgrades will be required to make Redfern Station fully accessible. The upgrade may include new lifts, accessible pathways, and new accessible amenities such as a family accessible toilet.

In November 2019 new plans were released on the new southern footbridge walkway plans. Redfern railway station southern end is planned to undergo radical change with a new walkway and lifts to take up platform space. See more at https://www.smh.com.au/national/final-plansfor-100m-redfern-station-upgrade-reveal-new-liftsconcourse-20191104-p537ah.html

REVESBY RAILWAY STATION

During April 2020, Sydney Trains was installing new audio frequency induction loops on both the platforms and within concourse areas.
ROOTY HILL RAILWAY STATION

Planning is being undertaken to assess how to improve passenger / customer accessibility at Rooty Hill railway station.

ROSEVILLE RAILWAY STATION

Planning is being undertaken to assess how to improve passenger / customer accessibility at Roseville railway station. As part of the planning process, preliminary investigations will be undertaken to help identify what upgrades will be required to make Roseville Station fully accessible. The upgrade may include new lifts, accessible pathways, and new accessible amenities such as a family accessible toilet.

STANMORE RAILWAY STATION

Planning is being undertaken to assess how to improve passenger / customer accessibility at Stanmore railway station. As part of the planning process, preliminary investigations will be undertaken to help identify what upgrades will be required to make Stanmore station fully accessible.

ST PETERS RAILWAY STATION

Planning is being undertaken to assess how to improve passenger / customer accessibility at St Peters railway station. As part of the planning process, preliminary investigations will be undertaken to help identify what upgrades will be required to make St Peters station fully accessible.

SYDNEHAM RAILWAY STATION

Metro works to the north east end of the station has seen the platform covered over with a massive awning.
WAHROONGA RAILWAY STATION

Planning is being undertaken to assess how to improve passenger / customer accessibility at Wahroonga railway station. Construction is underway for an accessibility upgrade at Wahroonga Station. The upgrade may include a new lift, accessible pathways, and new accessible family accessible toilet.

WAITARA RAILWAY STATION

Planning is being undertaken to assess how to improve passenger / customer accessibility at Waitara railway station. As part of the planning process, preliminary investigations will be undertaken to help identify what upgrades will be required to make Waitara station fully accessible. The upgrade may include new lifts, accessible pathways, and new accessible amenities such as a family accessible toilet.

WARATAH RAILWAY STATION

Planning is being undertaken to assess how to improve passenger / customer accessibility at Waratah railway station. As part of the planning process, preliminary investigations will be undertaken to help identify what upgrades will be required to make Waratah station fully accessible. The upgrade may include new lifts, accessible pathways, and new accessible amenities such as a family accessible toilet.

WARRAWEE RAILWAY STATION

Planning is being undertaken to assess how to improve passenger / customer accessibility at Warrawee railway station. Facilities being proposed include a new lift and entry points, accessible pathways, formalised kiss and ride zones, accessible parking and new accessible amenities such as a family accessible toilet. In February 2020 work started on the new lift with part of the platform taken up for this. Photos April 2020.
YOUR SAY - HERITAGE PHOTOS

Every issue NSWRSI 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 supplied view of Bredbo railway station and yard, left 1980s and right May 2019.
Left, Ivanhoe railway station 1960s by Alex Avenarius, right Brian Blunt Loftus railway station 1970.

Left, Brian Hill Oberon line Snake Bridge 1963, Right, Mullengudgery railway station, 1974 Chris Gillespie.

Left, Hugh Campbell view of Berrigan railway station 1974, Right Ravensworth railway station early 1900s.

Toronto railway branch line memories -
https://www.facebook.com/media/set/?set=a.2880439205376888&type=3
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 and http://www.artc.com.au/Article/Detail.aspx?p=66np=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

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 :)

HERITAGE RAILWAY STATIONS PROJECTS - A variety of NSW volunteer run heritage railway stations projects are online with websites and facebook pages. All of these projects have links to their actual website
on the facebook pages to enable readers further into their projects and news. Join their facebook too if you're interested.


Other pages of interest

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

Like to learn a very indepth history of the NSW railway system this link may appeal -


Railcorp state heritage register listings of stations and detailed information -

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

NEXT ISSUE

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

- Perways in Flood – Infrastructure damage from the 1940-1950s
- Rail career interview with Mark Brady
- Narrabri to Walgett railway branch line review
- 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

Darling Harbour former goods shed.