

Rail History

RTBU NSW Locomotive Division



Read below as Bob Newham, RTBU Rail Divisional Secretary explores some of the incredible history behind rail in New South Wales. As you will discover, the month of November has many stories to tell...

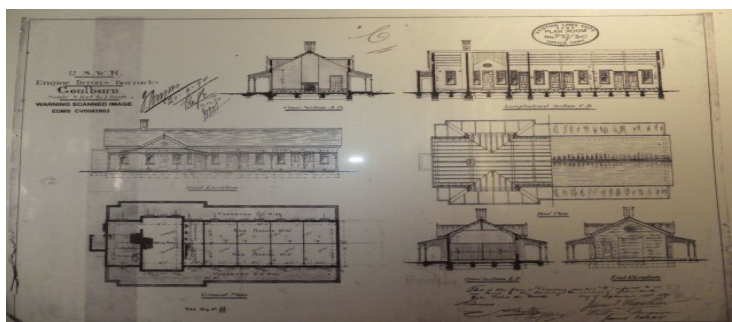
November 1935

Goulburn barracks was opened in 1935 to provide temporary accommodation for train drivers, firemen and guards between shifts and when they could not return to their 'home' on the same day.

One of the earlier caretakers at the Railway Barracks was Hilda McIntyre, who lived in Railway Cottage next door. She washed the linen and did housekeeping but the men cooked for themselves. Hilda was responsible for keeping the wood- burning stove going.

During the Second World War, the property was extended to accommodate further sleeping quarters and again in the early 1990s, it was extended to include a large common room.

In 2017 the property was refurbished to serve as a combined accommodation and function centre for large groups who are looking for a boutique venue for their event. It now also has a large entertainment deck featuring a train carriage to compliment its history and to continue the preservation of the historic Railway Heritage of Goulburn.



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November 1960

The **Z24 class** (formerly B55 class) was a two-cylinder, non-condensing, saturated 2-6-0 Mogul type steam engine built by Dübs and Company for the New South Wales Government Railways of Australia.

Following the success of the B205 class, in 1889 the New South Wales Government Railways ordered an additional 25 locomotives of a basically similar design from Dübs and Company. These locomotives had a deeper firebox, steel cab and weighed an extra nine tonnes. They were pooled with the B205 class in general working. The first locomotive entered traffic on 10 March 1891 and all were in service by August that year.

They took a generally unobtrusive part in main line goods traffic until displaced by the T524/TF939/K1353 class locomotives. They then moved on to branch lines until displaced by the C30T class locomotives which arrived in the mid-1920s.

As boiler renewals became due between 1929 and 1960, their numbers were depleted through either scrapping or disposal. Representatives found their way on to the private lines of such organisations as Bunnerong Power Station, Nepean Sand & Gravel at North Richmond and Hunter Region collieries.

The last locomotive withdrawn was 2413 in **November 1960**, following an enthusiast tour to Richmond. It joined 2408 and 2414 at Bunnerong Power Station until 1975



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November 1978

8001 entered service

The 80 class were built by [Alco](#)'s Australian licensee [Comeng](#) as an evolution of the [442 class](#). The 80 class were the first locomotives in Australia to feature factory-fitted cab air-conditioning and [fibreglass](#) body panels and the first in New South Wales delivered without [buffing plates](#). To reduce the need for repainting, the fibreglass panels were pre-coloured hence the class retained their original liveries for longer than had previously been the case.

An initial order of 30 was followed by an additional order for 20. The first order was delivered in Indian red livery while the second received the *reverse* livery with a yellow nose and Indian red wings. They were initially introduced on the [Main South line](#) before being transferred to the western region for use between [Lithgow](#) and [Broken Hill](#). They quickly spread and regularly hauled freight and passenger services on all main lines.



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November 2014

Dunmore railway station was located on the [South Coast railway line](#) in [New South Wales](#), Australia. It served the southern [Wollongong](#) suburb of Dunmore and indirectly [Shellharbour](#), opening on **9 November 1887**. The weatherboard station on Platform 2 dates from 1887.

As part of the electrification of the line to [Kiama](#) in 2001, the existing crossing loop was extended north and received a platform, albeit built out of scaffolding materials with most trains continuing to use the original platform. The loop also provides access to [Boral's](#) Dunmore Quarry. There was previously a level crossing immediately south of the station. This was closed in the late-2000s as part of improvement works to the adjacent [Princes Highway](#).¹

Dunmore station closed on **21 November 2014**, being replaced by [Shellharbour Junction station](#), located 800 metres to the north.



Original weatherboard buildings, platform 2