



**Read below as Bob Newham, Loco Division Passenger Organiser, 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...**

## **June 1864**

Locomotive 1001 entered service in **June 1864** originally on railway construction work under the name "Pioneer" by its owners, Petro, Brassey and Betts and was sold to the NSWGR in June 1864 and given the number 9N.

In 1889 it was renumbered 394 and hired out to various private lines and later sold in 1909. In 1917 it found its way back into railway fold with the transfer of railway construction from the Public Works Department and continued in this work till 1925 when it was laid aside and eventually scrapped in 1929 after a life of 68 years.

It is a significant locomotive in the history of the New South Wales railways in that it demonstrated the usefulness of small 6 coupled tank engines in a variety of roles, even though it was itself somewhat underpowered for many of the tasks that came its way.



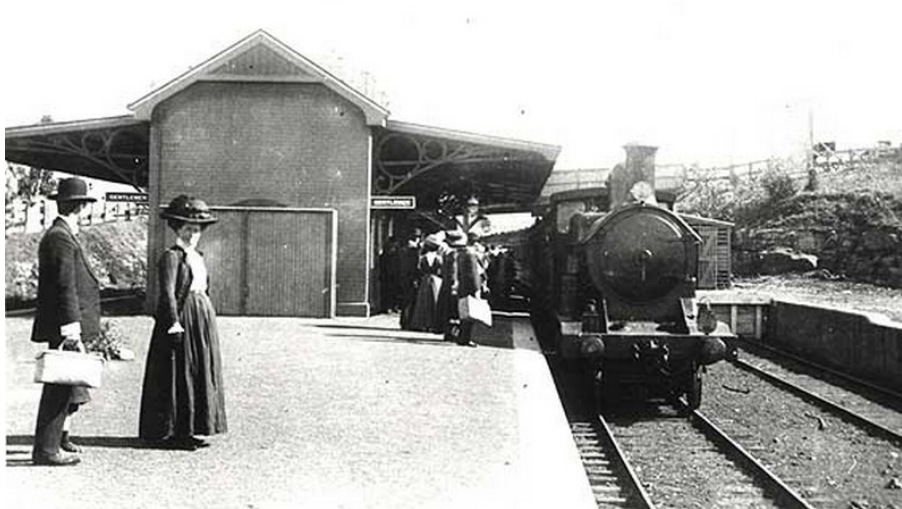


## June 1893

As a seaside town, Kiama was initially reliant on coastal shipping for its links to Wollongong and Sydney. The railway first arrived in the Kiama district in November 1887, with the opening of a new station at North Kiama (since renamed Bombo), on the town's northern outskirts.

The terminus was only a temporary arrangement, however: the NSW Government Railways had already signed contracts to further extend the railway south the previous year. Kiama was the northernmost station on that extension, built by firm of W. Monie & J. Angus between 1886 and 1893. The new station opened in **June 1893**. The station precinct included the passenger station building and island platform that exist today, plus a substantial goods yard to the south built to serve the local pastoral and dairy industries – though all that remains of the yard is a turntable, an ash pit and some remnant track.

The station building is significant in that it became the model for island platform stations built in NSW over the following 30 years.



A steam train arrives at Kiama station in 1926





## June 1917

The first Railway Refreshment Rooms were leased to private vendors. The earliest rooms were at Sydney, Mittagong, Penrith, Mount Victoria and Singleton. The direct administration of the Railway Refreshment Rooms by the Railway Commissioners began on **1 June 1917**. In 1938 the NSW Industrial Commission made the first comprehensive award for staff (mainly women) working in the Railway Refreshment Rooms.

Railway refreshment services developed and expanded over the next 40 years. In 1948, the refreshment room at Sydney's Central Station had acquired a gleaming new mobile service unit. Attended by two uniformed women, it served passengers on the platform. However, perhaps the unit didn't have reliable brakes, as it veered out of control onto the line. Under the headline 'Canteen is rail wreck' the Sydney Sun reported:

Railway Refreshment Rooms' new mobile canteen at Central station got out of control while being attended by two girls early today, and crashed on to lines where the Western Mail was expected. Railway employees ran to a signal-box, and the express was switched at the last minute to another platform. The canteen was wrecked, and will be out of commission for weeks.





Over the years, there were many complaints about the quality of the food. In 1954 the New South Wales railways fought back, releasing figures to demonstrate the significance of its task in feeding the travelling millions. As the largest catering establishment in Australia, with a staff of 1500, it controlled refreshment rooms, kiosks, milk bars and even full railway accommodation at six country stations.

“The department has a special sandwich room at Central Station, Sydney, which makes 1,750,000 sandwiches a year,” a railway correspondent (aka PR person) reported. Each year the Railway Refreshment Rooms also accounted for 95,000 lbs of bacon; 235,000 4lb loaves of bread; 120,000 lbs of butter; 40,000 lbs of cheese; 14,000 lbs of coffee; 37,000 lbs of eggs; 320,000 lbs of flour; 12,000 gallons of fountain syrups; 20,000 gallons and 750,000 buckets of ice cream; 200,000 gallons of milk; 260,000 lbs of sugar; 33,000 lbs of tea; 900,000 lbs of meat; 26,000 lbs of fish and 150 tons of potatoes.

Not to mention 150,000 gallons of beer and 100,000 dozen bottles of aerated waters.

This was not to last. With the introduction of diesel engines from the 1950s, trains no longer had to make frequent, lengthy stops. With no time to enjoy a meal en route, passengers made do with buffet cars on the trains. The railway refreshment rooms, with their white tablecloths and proper crockery, became unprofitable and closed down.



Railway Refreshment Room, Wynyard Station, Sydney, 1946





## June 1956

The 46 class was a class of mainline electric locomotive built by Metropolitan-Vickers and its partner Beyer, Peacock and Company in England for the New South Wales Government Railways. The first 46 class run was on **25 June 1956**.

The locomotives were purchased as part of the electrification of the Main Western line over the Blue Mountains from Penrith to Bowenfels. They hauled passenger services from Sydney Central including from 1970 the *Indian Pacific* and freight services from Rozelle and Enfield yards.

From January 1960 they also began to operate to Gosford following the electrification of the Main Northern line. This was later extended to Broadmeadow and Newcastle in June 1984.

From 1968 they hauled coal services from Glenlee Colliery on the Main South line and from January 1986 began to operate to Port Kembla following the Illawarra line being electrified.

The 40 members of the 46 class were the most powerful locomotives in Australia for many years, with a one-hour rating of 3,780 horsepower (2,820 kW) and ability to deliver more for short periods. They proved to be very reliable and were generally considered superior to the newer and more powerful Comeng 85 class and 86 class locomotives.





## June 2003

The fourth generation Millennium trains entered service from 1 July 2002. The Millennium train concept is an evolution of the Tangara concept however, the Millennium train introduced new features such as internal electronic destination indicators, automated digital voice announcements for upcoming stops, a return to reversible seating, surveillance cameras, wider stairways, a new safety yellow colour scheme, and push-button opened internal doors. The Millennium Train also introduced crumple zones to absorb impact in a collision.

The Millennium trains were criticised for having several technical problems and causing problems with the [CityRail](#) network; they were referred to in the media reports as The "Milemon" and as a result. Some of the problems were caused by insufficient power supply on the overhead to cope with the power demands of the more technologically advanced trains causing them to shut down. Software bugs also contributed to the trains' poor reliability.

The Millennium trains were withdrawn from service in April 2003 while the problems were being rectified and a full audit was carried out. They were subsequently reintroduced into service in **June 2003**.

