

PATRONS!

Avail yourself of bottled beer chilled in the cartons Keeps cool for six hours.

Ideal for Parties

Delivered to your home

Welcome Inn

THIRLMERE

NEWSPAPER OF THE WOLLONDILLY SHIRE

ESTABLISHED 67 YEARS

PUBLISHED EVERY THURSDAY AFTERNOON

12 PAGES

Picton Post

Registered at the General Post Office, Sydney, for Transmission by Post as a Newspaper.

TALENT QUEST

THIS SATURDAY NIGHT

Welcome Inn

THIRLMERE

Good Prizes

Postal Address: 133 Argyle Street, Picton.
Telephone: Picton 7 1426

Thursday, June 27, 1963

PRICE 4d.

CELEBRATING OUR RAILWAY CENTENARY

VINTAGE TRAIN COMING

District residents on Saturday will turn their thoughts back 100 years in an attempt to recapture the great excitement which marked the coming of the Railway to Picton in the year 1863.

The main part of the celebrations on Saturday will be the arrival of a vintage train from Sydney at 2 p.m., with passengers dressed in period costume.

Two special buses will depart from the Council Chambers in Menangle Street at 12.30 p.m., conveying a party of official guests, former Railway employees and other passengers, who will join the train at Douglas Park.

About 100 members of the Australian Railways Historical Society will travel on the train from Sydney. The Shire President, Councillor R. E. Middleton, will extend a civic welcome to the passengers and other people assembled at Picton Railway Station after the train arrives.

A big crowd is expected to greet the arrival of the vintage train.

Members of the Berrima, Camden and Picton Historical Societies will be among the gathering.

The vintage train will be open for inspection until it returns to Sydney at 4.16 p.m.

Afternoon tea will be

served to the official party in the Shire Hall.

The special committee organising the celebrations, headed by Mr. Hilton Middleton (president), of Thirlmere, Mr. Jack Fisher (secretary), of Buxton and

SPECIAL SUPPLEMENT

A special supplement to mark the Picton Railway Centenary is included with today's issue of the "Picton Post."

Mr. Alan Gosper (treasurer) of Picton, have completed the programme arrangements.

The programme, beginning at 12.30 p.m. at Picton

showground, includes a display of vintage cars, an exhibition by Picton Boys' Club, woodchopping events and a junior football match.

Bowral District Scottish Pipe Band will provide music during the afternoon.

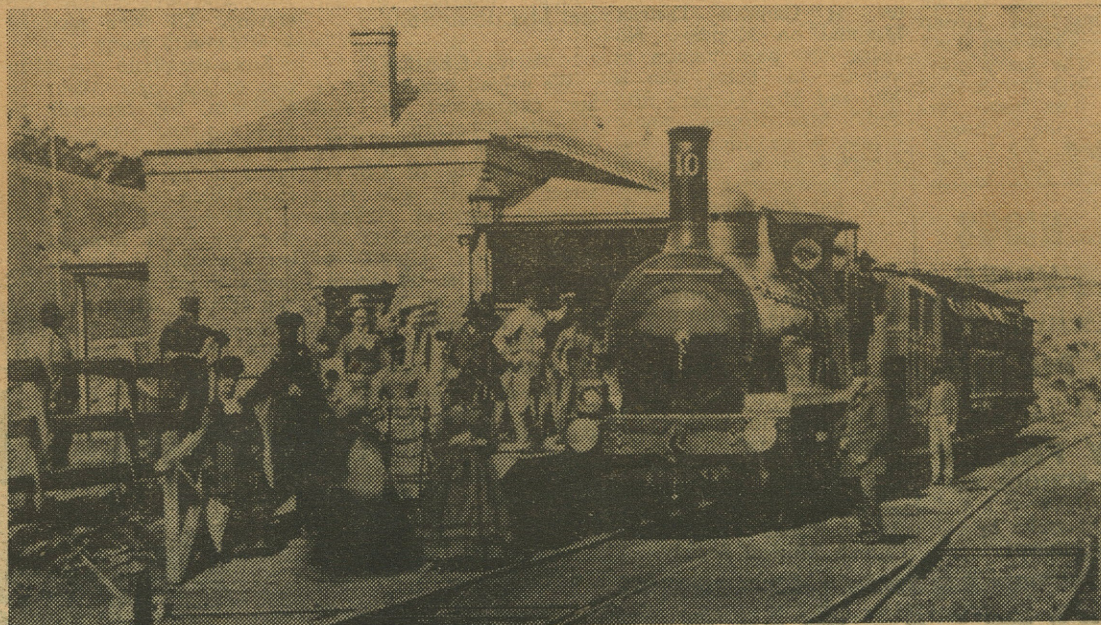
Special badges for the centenary are being issued by Picton Chamber of Commerce this week.

The main business section of the town is gay with bunting and festoon lighting, erected yesterday by Nepean River County Council workers.

An essay contest among school pupils and shop window displays in Picton also form part of the celebrations.

However, the railway working models were not available for display as originally promised.

The organisers are hoping for fine weather and a big crowd for Saturday's celebrations.



THIS PICTURE, taken in 1871, shows a train at Picton Railway Station. Built in 1863, the brick station building is still in use. The train is hauled by engine No. 10, the first built in New South Wales by the Railway Workshops, Sydney Yard. Our fashions have changed somewhat from the styles worn by people in this photo.

Service Station To Replace Picture Theatre

The picture theatre in Argyle Street, Picton, is to be sold to an oil company and will be replaced by a modern service station.

The Shell Oil Company has announced plans to purchase and develop the picture theatre land and two adjoining blocks.

Wollondilly Shire Council, at its meeting last Thursday, approved in principle an application by the Shell Oil Company to erect a service station on

the picture theatre site and one adjoining block.

The company does not propose at present to develop the third block, which is next to Lowe's Bakery.

A letter to Council from the company stated that lot A with a 30 ft. frontage and a depth of 180 feet, would be used for possible future extensions to the proposed service station, or possible resale for shopping sites.

The picture theatre land (lot 4) has a frontage of 66 feet and is 303 feet deep, while the adjoining block (lot 3), at present occupied by an old home, has a frontage of 67 feet and a depth of 330 feet.

Approval by the Department of Main Roads to the proposed service station is being sought by the company.

In its letter to Council, accompanied by a sketch plan, the company said the modern service station would:

- Provide a good entrance and exit and adequate off-street parking facilities for vehicles being serviced.

- Offer up-to-date service to both local and travelling motorists on the highway.

- Be used for the sale of petrol, oil, grease and all essential parts, accessories and tyres, also for servicing, washing and repairing vehicles, but not for panel-beating or heavy manufacturing.

The company said buildings occupying the subject land were "at the end of their economic life and will be no loss to the town."

The letter added: "We feel that the service station will improve the

amenities of the immediate neighbourhood."

Council agreed to approve the application after members had inspected the subject land during the luncheon adjournment.

"NO GROUNDS"

The President, Councillor R. E. Middleton, said the proposed service station meant development — perhaps not the ideal type of development in the main shopping area of Picton — and as the application complied with all requirements, including the town planning scheme, he could see no grounds for objection.

Councillor Middleton said the Local Government Ordinance required that a service station must be not less than 300 feet from a main road intersection.

However, he had been advised by a departmental officer that the Hume Highway-Menangle Street corner was a doubtful "intersection" and could be classed as a "junction."

TWO REASONS

Councillor S. W. Dogger (Picton) said he opposed the proposal to erect a service station for two reasons — it was too close to the road intersection and vehicles would cross the footpath in Argyle Street in two places.

Councillor J. Wharton (Oakdale) said a modern, clean service station would enhance Picton's business area.

CAR PARKING

He said not one service station in Argyle Street at present provided proper

YOUNG BOY HIT BY UTILITY

A 5-year-old boy suffered only minor injuries after being struck by a utility truck in Menangle Street, Picton, yesterday morning.

The boy, Graham Richard Page, is the son of Mr. and Mrs. S. Page, of 162 Menangle Street, Picton.

Graham was treated at home by a doctor for abrasions to his face and a bruised ankle.

His condition is reported to be satisfactory.

Picton Police, who investigated the accident, said Graham was crossing the roadway in front of his home near the showground at about 8.25 a.m.

He was struck by a utility truck, owned by Nepean River County Council and travelling towards Argyle Street.

toilet facilities for motorists.

Councillor Wharton said Council should not be worried by the prospect of vehicles occupying the street near the proposed service station, because all business people in Picton at present parked their own cars in the main street.

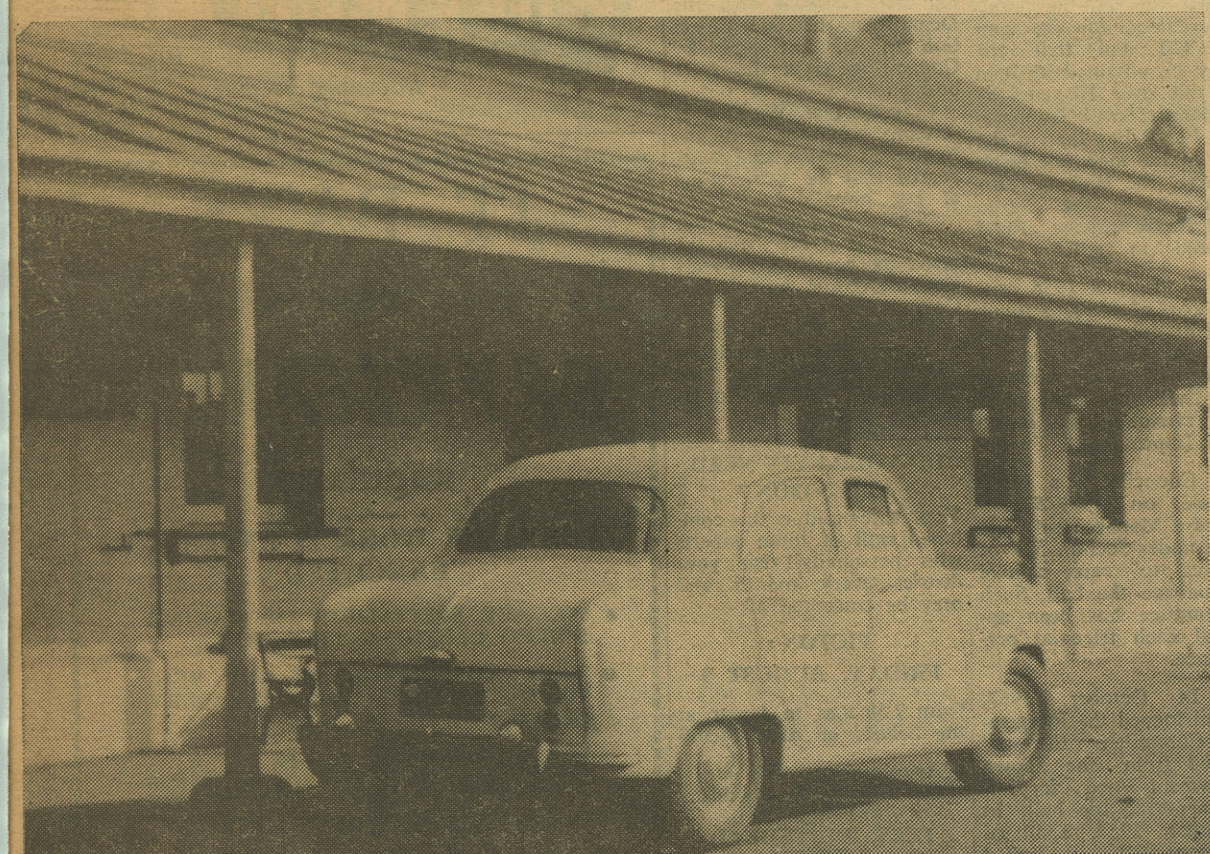
Councillor R. R. Hannaford (Wilton) said Council should not be influenced by reports of who would be likely to lease and conduct the service station.

DAMAGED VEHICLES

Councillor E. T. Hogan (Bargo) said he would hate to think that the service station land would be used for storing damaged cars and smashed vehicles similar to what he had seen in another town.

Council approved the application without dissent, but made a provision that the Shell Oil Company not use the premises for storing damaged vehicles, which would come within view from the front.

Picton Railway Station Today



Picton Railway Station, photographed this week, showing the main entrance and the original brick building.

PICTON RAILWAY CENTENARY

[1863-1963]

— SPECIAL SUPPLEMENT —

A "Picton Post" Feature

Exciting Days 100 Years Ago

The exciting days which followed the opening of the Railway at Picton 100 years ago will be revived on Saturday this week, when celebrations are being held to mark the important centenary.

The opening of the railway line to Picton on July 1, 1863, began a period of great development.

With the advent of the railway to Picton (formerly known as Stonequarry), the town became a place of rapidly increasing importance.

The first 13 miles south on the railway out of Sydney were on the main trunk line, used for suburban travelling, but at Granville (earlier known as Parramatta Junction) the southern railway system separated from the main line.

The extension to Liverpool (an old industrial town) was completed in September 1856, and the next 12-mile section to Campbelltown was opened for traffic in May, 1858.

The bridge across the Nepean River at Menangle, the oldest railway bridge still in use, was completed in July, 1863.

It took only six months to erect the structure, which was built with ironwork manufactured in England.

After completion of the line to Picton, the historic viaduct — still in use — was built at the southern end of the station across the deep Stonequarry Creek gorge.

A remarkable feat in early architecture and construction, the viaduct is a double line stone structure of five 40 feet arches. It was included in a contract let in August, 1862.

The viaduct is 276 feet long and has an extreme height of 78 feet above the creek bed.

FIRST TUNNEL

Just beyond Picton, the first tunnel ever built in the colony on a Government line was completed.

Cut through sandstone and shale and lined through

Big Mileages

All 40 class diesel electric locomotives in New South Wales have now passed the one-million mile mark. No. 4007 topping the list at the beginning of this year with 1,123,000 miles.

At that time, No. 4201 was also approaching the million mark.

out with brickworks and cement, the tunnel was 592 feet in length.

The tunnel, which was abandoned and closed after the line was re-routed some years later, is at present being used for growing mushrooms on a commercial basis.

The section of the southern line to Mittagong, via Thirlmere and Hilltop, was completed in March, 1867, and to Moss Vale nine months later. Goulburn was connected by rail on May 27, 1869.

The original main line section, known as the Pic-

Appreciation

The "Picton Post" acknowledges with thanks the co-operation and assistance of the New South Wales Railways Department for loaning many of the illustrations and supplying historical information used in this supplement and our regular publication today.

ton-Mittagong loop line, was replaced on July 13, 1900, when the double line via Bargo was opened to become part of the present day main southern line.

The new section was built to overcome the steep grades experienced via Hilltop on the original line.

BIG DEPOT

In the years which followed 1863, Picton became an important railway centre, with a big loco depot, where more than 100 men were employed in the 1900-1920 period.

The advent of diesel engines to replace steam locomotives in recent years has reduced the Picton loco depot to one of non-importance, with a skeleton staff of only five men.

Notwithstanding the many changes which have taken place during 100 years, the original brick railway station at Picton, built in 1863, is still in use today.

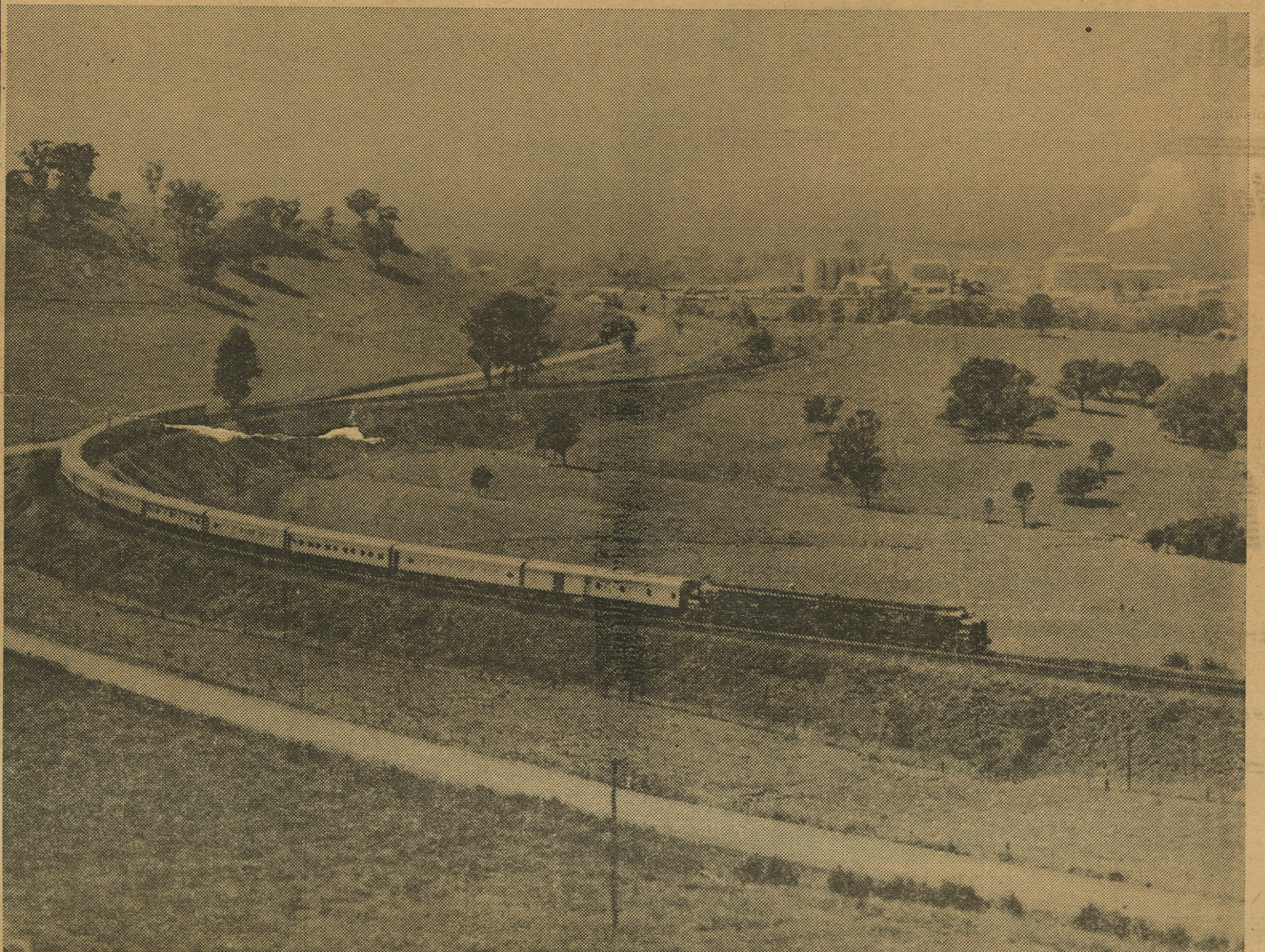
On Saturday next, when the vintage train pulls into Picton station, with many of its passengers dressed in period costume, a great event which took place 100 years ago will be re-enacted.

OUR TRAINS THEN



A REPRESENTATIVE TRAIN of the early 1860 years, very similar to the type first used on the Sydney-Picton line, after it was opened on 1st July, 1863.

... AND NOW — 100 YEARS LATER



THE ULTRA-MODERN SOUTHERN AURORA, which began its Sydney-Melbourne run early in 1962, when the standard gauge line was opened. This picture shows the 14-car train hauled by two powerful diesel locomotives, on the "snake" curve approaching Picton from Sydney, with the Maldon Cement Works in the background.

THE EXCITING SCENE IN 1850



THIS IS THE SCENE IN SYDNEY on 3rd July, 1850, when the "first sod was turned" to start the history of our Railway system in Australia. It is an artist's impression of a ceremony, witnessed by about 10,000 people and performed by the Governor-General's daughter, Mrs. Keith Stewart.

MIDDLETON'S RADIO

in our 18th year

AS THE DISTRICT'S LARGEST SUPPLIERS & SERVICE ORGANISATION OF RADIO, T.V. & ELECTRICAL APPLIANCES HAVE PLEASURE IN JOINING WITH THE OTHER BUSINESS HOUSES OF THE DISTRICT TO EXTEND HEARTIEST

Congratulations

TO THE

N.S.W. Railways

ON THEIR

100 Years

OF SERVICE TO PICTON

Middleton's

Radio - Electrical & Gift Store

ARGYLE STREET, PICTON

Phone 7 1518

(WHAT WE SELL — WE SERVICE)

STAFF AT PICTON

In 1875, the total number of traffic staff employed at Picton Railway Station

The traffic staff had increased to 18 in 1905 and to 26, in 1915, but the number gradually decreased to 10 in 1940.

Picton's present-day traffic staff numbers 13, while the total number employed in the traffic, loco and perway branches is 22.

The names and grades of the present-day staff are:

TRAFFIC

Station master, Mr. V. P. Cahill; assistant station masters, Messrs A. W. Quar-

by, S. W. Dogger, W. F. Gale.

Signalmen: Messrs E. J. Hitchenson, S. L. Maurer, E. C. Copas.

Station assistants: B. S. Garner, W. R. King.

Junior station assistants:

FIRST STATION MASTER

The first Station Master at Picton after the line opened in 1863 was Mr. J. Stafford.

Mr. Stafford held the position for at least 15 years, but the records beyond 1878 are incomplete and it is not known for what period he was Station Master.

The names of 11 Station Masters at Picton are recorded during the past 100 years.

Information is not available for the complete period from 1863 to 1963, so that the following list only covers the periods from 1863-1878, 1891-1905, 1915-1924, and 1925 to 1963.

J. Stafford, July 1863 to 1878 (last available return is dated 1878, and the next one is for 1891, so it is not known how long Mr. Stafford was station master).

D. Sheppard: Shown in 1891 to 1905 returns; H. Melville, shown in 1915 return; W. Bailey, shown in 1918 return; C. Dogger, shown in 1924 return; G. Williams, 28/2/1925 to 20/2/1932; J. Dries, 20/2/1932 to 20/10/1934; W. Hayward, 27/10/1937 to 9/3/1952; E. Fisk 8/3/52 to 8/5/1954; A. Kerr, 8/5/1954 to 30/10/1954; E. Cahill, 5/2/1955 to present day.



MR. V. P. CAHILL

B. Nicholson, L. G. Nolan, P. J. Doyle.

Guard: B. Fitzgerald.

LOCO

Driver: J. P. Grehan. Firemen: C. R. Fenning, H. Astley, M. Dixon.

Examiner: R. F. Cheetham.

PERWAY

Ganger: F. D. Isaac. Fitters: E. Oprey, A. J. McDonald, W. Dunn.

Record Load

A new record was set during the last wheat harvest, when 2,107-ton loads were hauled regularly between Moree and Werris Creek.

Equal in length to 73 four-wheeled wagons, this load was hauled by three 48 class diesel electric locomotives.

RAILWAY TO PICTON DUPLICATED IN 1892

Duplication of the railway line between Campbelltown and Picton was commenced in June, 1891 and the final section was completed on 1st July, 1892.

Following southwards from the Granville to Campbelltown section, duplication work was well in hand between Campbelltown and Picton.

But the completion of this section was somewhat delayed by two important regradings involving heavy earthworks at Glenlee and Spaniard's Hill.

These were in accordance with the Commissioner Eddy's policy of keeping the ruling grades near Sydney down to 1 in 100 in both directions.

South of Menangle, however, this was modified to cover the Up direction only, to the foot of the mountain section at Picton.

On June 1, 1891, a duplication, 1m 29ch in length was opened between Campbelltown and Glenlee, the next duplication was opened on July 31, 1891 between Douglas Park and Douglas Park Ballast Siding (47m, 73c), to be followed in November that year by a duplication between Menangle and Spaniard's Hill Temporary Junction (43m, 72c).

On January 31, 1892, the double-track was continued from Douglas Park Ballast Siding into Picton.

A new practice was introduced in the Glenlee regrading, where the two lines were given separate formations on different grades. Easing of the grade was confined to the ascending sections only of each track, thus achieving a considerable saving of earthwork.

The Down regrading was completed on March 25, 1892 and the Up regrading on April 2, that year, permitting the opening of the 5m 5 c duplication between Glenlee Junction and Menangle on July 1, 1892, when Glenlee Junction was abolished.

Picton was then connected with Sydney, 53 miles by a continuous double track.

FIRST ELECTRIC

The first electric passenger train to operate in New South Wales was on 1st March, 1926, between Oatley and Sydney.

Centenary Celebrations Committee

A special committee was appointed at a public meeting held on February 15 this year to organise the celebration programme marking the Picton Railway Centenary.

Members of the committee are:

Chairman, Mr. H. Middleton (Thirlmere); secretary, Mr. R. J. Fisher (Buxton); treasurer, Mr. A. Gosper (Picton); Messrs B. S. Garner (Picton), K. Riley (The Oaks), J. Digger (Thirlmere) and B. McKay (Thirlmere).

The full programme arranged for Saturday's celebrations is published in today's issue of the "Post."

Death Of Former Commissioner

A former Commissioner for Railways in New South Wales, Mr. Thomas Joseph Hartigan, died on May 2, 1963, at his home in Moruben Road, Mosman, aged 85 years.

Mr. Hartigan had 56 years of service with the Department of Railways and was Commissioner for 16 years from 1932 until 1948.

Taking over in the depression, he built up the service to the point where it was able to handle the heavy demands of World War II. Mr. Hartigan is survived by his wife, two sons and two daughters.

The Nepean River County Council

and organisations similarly dedicated to community service offers

Congratulations

to the

Department of Railways

upon the attainment of its

100th Year

of service to the district.

THE PRESIDENT, COUNCILLORS, OFFICERS and STAFF of

Wollondilly Shire Council

support the celebrations marking the

Picton Railway Centenary

(1863-1963)

and offer

Congratulations

to the

NEW SOUTH WALES RAILWAYS DEPARTMENT

on its

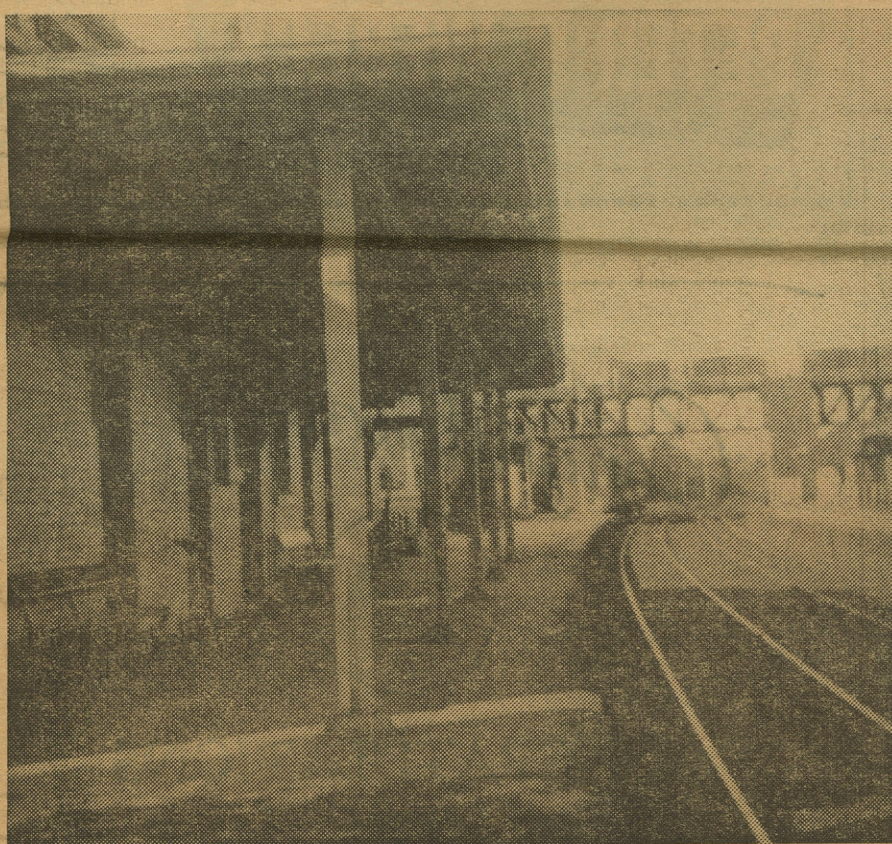
100th Year

of service to the Shire

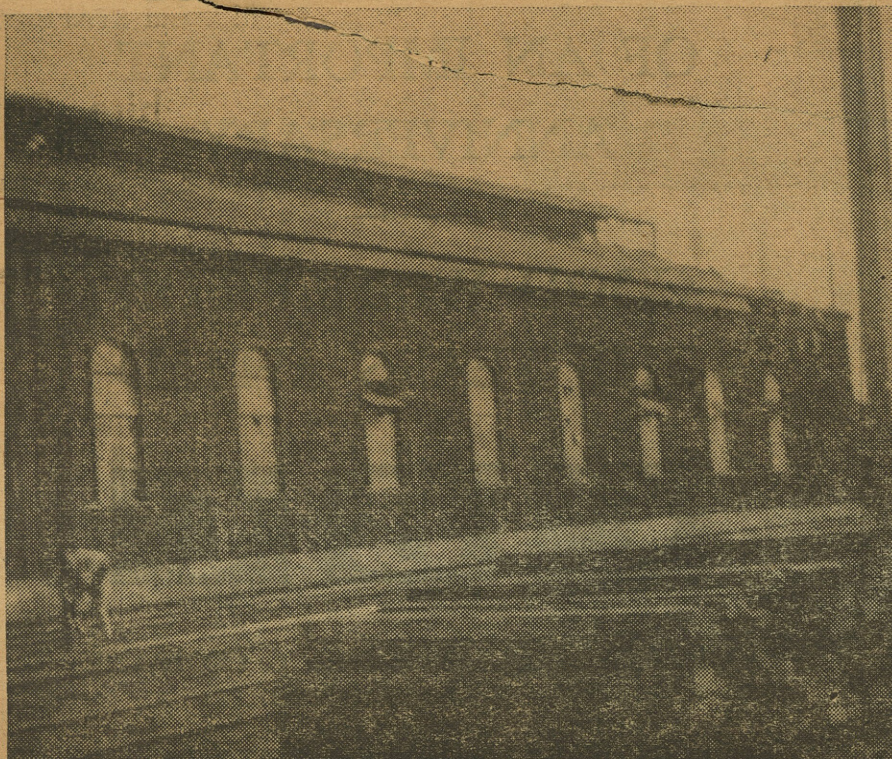
PICTON RAILWAY STATION TODAY



THE SIGNAL BOX at the southern end of the 'Up' platform.



THE 'Down' platform, looking towards the overhead bridge.



THE LOCO DEPOT, with Fetter Bill Dunn (sporting a beard grown for the centenary celebrations) in the foreground.

MESSAGE FROM SHIRE PRESIDENT

The President of Wollondilly Shire Council, Councillor R. E. Middleton, has issued the following message on the occasion of the Picton Railway centenary.

"In this day of the motor car and the aeroplane, one often overlooks the debt we owe to our railway system and take it for granted that there is a train when we choose to use one.

"However, in this, the 100th year of the railway in Picton, we saw the spectacle of a Cobb and Co. stage coach and despite a twinge of nostalgic for an era that was gone, the contrast in

conditions and comforts enjoyed (or perhaps not enjoyed) by our forebears was rather a shock.

"One of the engines coming to Picton on Saturday is 80 years old and in its day, was capable of speeds up to 70 miles an hour. In this jet age, this may not seem so remarkably fast, but let our imagination take us back to the day of the horse and bullock and it is

a different story.

"So much for the past — now for the future.

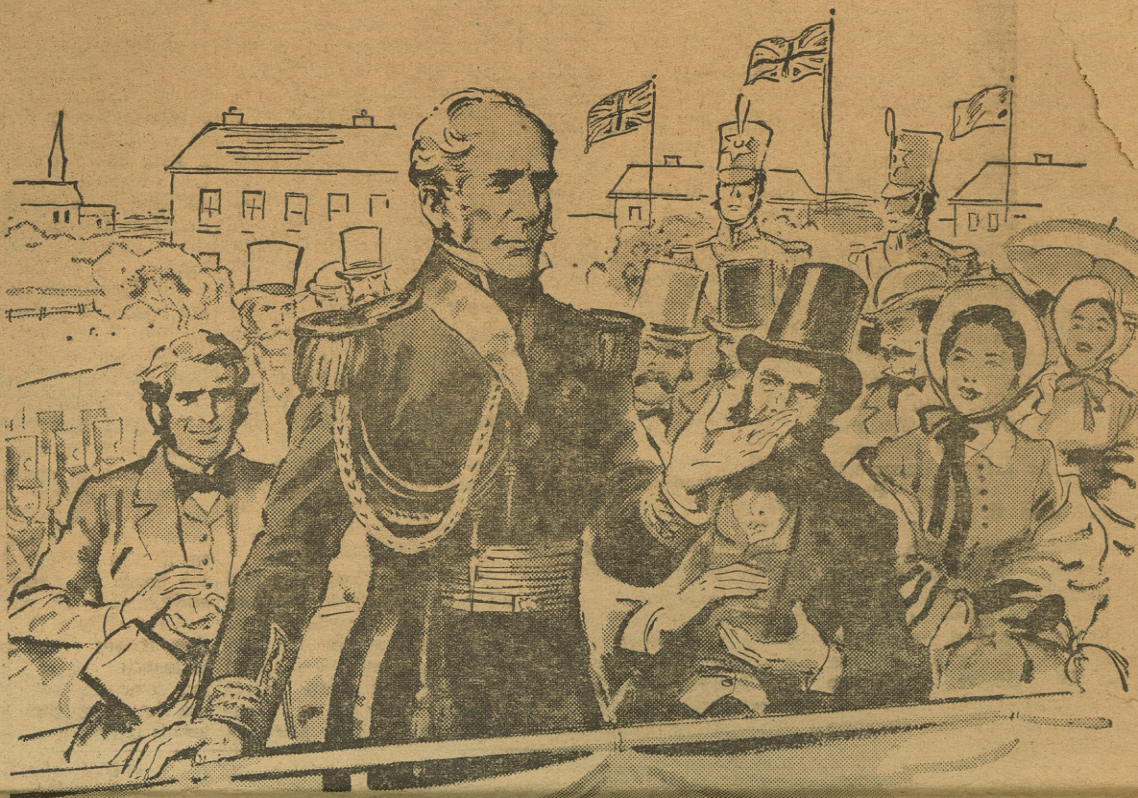
"The Council of Wollondilly Shire is proud to associate itself with the railways in this 100th anniversary of the first train to Picton.

"We admire the courageous and efficient way the Commissioner is modernising the system, ensuring that during the foreseeable

future, the railway will remain in the forefront of Australian transport."

Speed Of Trains

The speed of trains is computed by dividing 900 by the time, in seconds, in which the train runs a quarter mile, or alternatively, divide 3,600 by the seconds per mile.



A gift of prophecy...

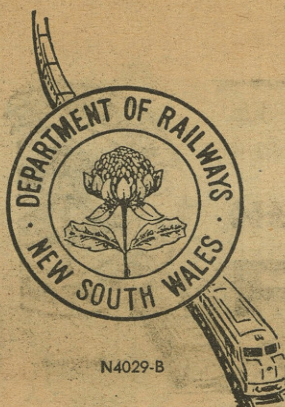
On 26th September, 1855 — the day on which he officially opened the first railway line in New South Wales — Sir William Denison, Governor-General of the Colony, displayed a gift of prophecy. He spoke of the future, "when the whole country would be covered with a network of railways which do so much to help develop the resources of the country and increase the value of the vast territory now lying waste."

In the years that were to follow, this is exactly what was to happen. From Sydney and Newcastle the Railway network reached out to bring the wealth of the land within easy reach of the ports. When in 1889, the Hawkesbury River Bridge connected by rail these two great cities, New South Wales came into its inheritance of greatness.

As towns and industries sprang up wherever the railway tracks touched so have those tracks, for over a century, nurtured and encouraged that growth, contributing, not a little, to the high standard of living we enjoy today.

NEW SOUTH WALES GOVERNMENT RAILWAYS

Railway support means prosperity for your state



N4029-B

RAILWAY STATION BUILT 100 YEARS AGO

The original brick Railway Station building at Picton, erected 100 years ago, is still in existence today, but some important changes have taken place at the station since the line was first opened in 1863.

The principal changes at Picton and intermediate stations south of Campbelltown over the years are contained in records compiled and made available by the Railways Department.

PICTON, (52m. 78ch.) had a long drawn out layout nearly half-a-mile in length, the goods yard and engine shed being at one end and the passenger station at the other adjacent to the viaduct.

The brick station building is still in existence without alteration being on the Up side and had its platform on the loop, as was usual, but the loop became the main line over the viaduct when the extension was opened to Mittagong, the through road passing over the viaduct to end as a shunting neck.

DOUGLAS PARK, named after Dr. H. G. Douglass, M.L.C., an early settler, was a conditional stopping place from the opening of the line. The platform, on the Sydney side of the level crossing, was not provided by the contractors until May, 1864, nor were the goods shed and station master's office until 1865. In 1875, a waiting shed was added and, in the following year, the present (incorrect) spelling "Douglas Park" was adopted.

GLENLEE (37m. 68c.) was represented by a short timber platform, without shelter, situated on the Down side and opened in 1886, primarily for the use of Wm. Howe of Glenlee House, nearby, though always a public stopping place.

MENANGLE PLAT. (39m. 59c.) was a small timber structure on the Down side, opened on 4th April, 1873 for private use, possibly for the customers of the adjacent Menangle ("Horse and Jockey") Hotel, whose business would be boosted by a nearby picnic ground on the river bank. The name was changed to North

Menangle on 1st October, 1889. This station must have been on the site of the old Menangle Temporary station.

WILTON (51m. 17c.) was opened on 1st October, 1889, having a timber platform on the Up side of the line, on the Sydney side of Wilton Road level crossing, although it was a long way to Wilton. On 1st September, 1890, it received its present name Maldon, named after Maldon in Essex, England.

ELABORATE YARD

MENANGLE (40m 48c) apparently had not been included in the original contract, for it is recorded that the tender of Thos. Parkinson was accepted for the provision of a brick station with residence at "Riversford." It was opened as Menangle towards the end of 1863 when it replaced Menangle Temporary station which was abolished. The building still exists on the present-day Up platform, for, in accordance with the Whitton tradition, it was placed on the loop, being on the Up side.

During duplication, Menangle was provided with a rather elaborate goods yard for such a tiny village, for it had a large goods shed, two end loading docks for road vehicles, and, to serve the back road, a long brick loading bank on which was erected the stock yards.

The Menangle Water-tank, at 40m 1c on the north viaduct was replaced by a new tank with jib at the Sydney end of the Down platform.

The Butter Factory sid-

ing was opened on the 19th February, 1901, and renamed Camden Park Milk siding in 1904. For a period the Menangle Sand Company's 2ft. gauge steam tramway unloaded sand from the river at shoots at the loading bank.

NEW SITES

DOUGLAS PARK (45m 45c), had its platforms established at a new site on the other side of the level crossing of the road leading to the Nepean ford about 17 chains on the Albury side of the original platform.

For the construction of the Cordeaux Dam, to augment the Sydney Water Supply, a siding was opened into a depot between the goods yard and the Nepean River on December 3, 1917.

From this depot, a Telpher cable conveyed materials across the river gorge to the terminus of a two foot 0 in. gauge steam tramway, which ran alongside the Douglas Park-Mount Keira road as far as the dam site. The sidings were abandoned in 1927.

MALDON platforms were established at a new site, at 51m. 21c, on the Albury side of the Wilton Road level crossing. The Metropolitan Portland Cement Company's siding was opened on July 11, 1955, with special working in an automatic signalling area.

MAJOR CHANGE

PICTON (52m. 78c) had its junction of double and single line immediately at the Albury end of the platform, and later the signal box containing an interlocking machine was provided on the Up platform

on September 13, 1898 at the Sydney end of the station building.

In 1912, a major rearrangement of the yard was carried out. This included an additional signal box, re-building of the engine shed and locomotive yard. The new North signal box was geographically south of the South box, as the box on the station had been renamed.

The original line, which became the Picton-Mittagong Loop Line, was carried round the spur overlooking the town alongside the deviation and made its junction with the main lines at the Albury end of the viaduct.

As this viaduct had to be left with its track on a grade of 1 in 40, in an otherwise ruling grade of 1 in 75, the visual effect, with a long goods train crossing the viaduct was rather startling, although the length is too short to affect the lifting of a full 1 in 75 load.

On December 20, 1919, the South box was replaced by the Picton box on the Albury end of the Up station platform.

SUBSEQUENT ALTERATIONS

In 1905, it was realised that the long spans of the Menangle bridge prevented the use of heavier engines on the Main Southern line, so it was decided to halve the spans by adding three additional brick piers.

To facilitate this operation, it was found advisable to institute single line working over the structure and use the spare track as a materials siding.

On May 14, 1914, the Menangle Park Racecourse Signal box (38m. 74c) was ready for traffic, to operate the connections to the platform and siding for the Menangle Park Racing Club. This box was little used in recent years and demolition of the main line connections and signal gear began in February, 1963, and the box has now been removed.

BEGG'S SIDING (47m. 42c) was opened on July 7, 1917, for use of a sawmill on private property and

was closed on February 21, 1927.

In 1920, further repair work on the Menangle bridge became necessary and it was also decided to replace the timber viaducts with steel spans on brick piers and to reduce the number of openings as the flood level had been greatly reduced by the provision of the dams in the tributaries of the Nepean River.

The No. 1 viaduct on the North side was reduced to eight 25ft. spans and one 50ft. span, and the Nos. 2

and 3 viaducts to 11 50ft. spans, a total reduction of 800ft.

TALANGA (47m 22c) was the name of a pair of stages for handling cream and milk cans from a local dairy, brought into use on December 11, 1922 and closed on September 28, 1940.

MENANGLE PARK (39m 4c), platform was opened on September 26, 1937 to serve a new subdivision, in place of North Menangle platform at 39m. 59c.

WOLLONDILLY SHIRE'S
MOST MODERN CHEMIST
CONGRATULATES
THE NEW SOUTH WALES GOVERNMENT
RAILWAYS DEPARTMENT
ON THEIR
CENTENARY
OF SERVICE TO PICTON

AS we did 100 years ago on their first birthday

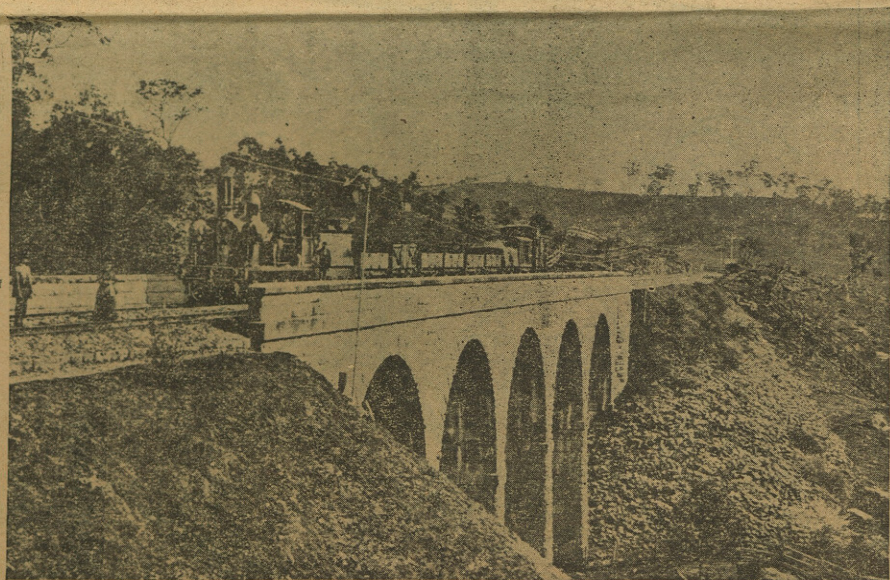
PETER R. WEBECK

* Dispensing Chemist



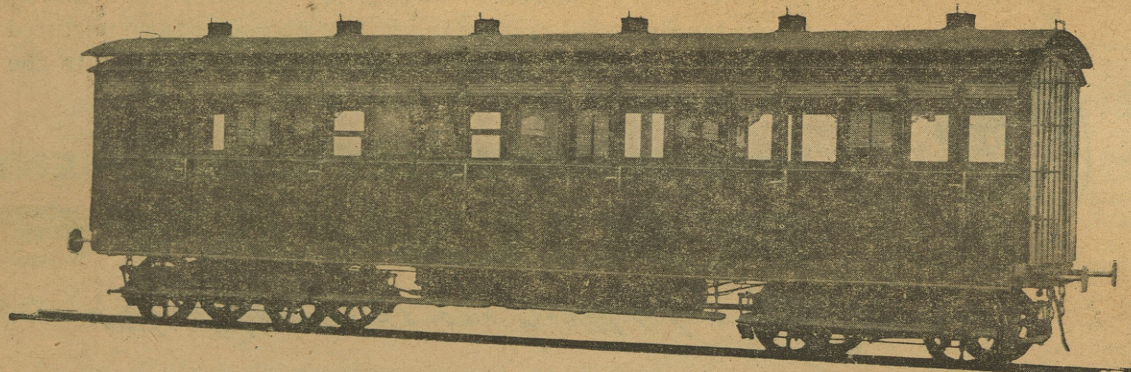
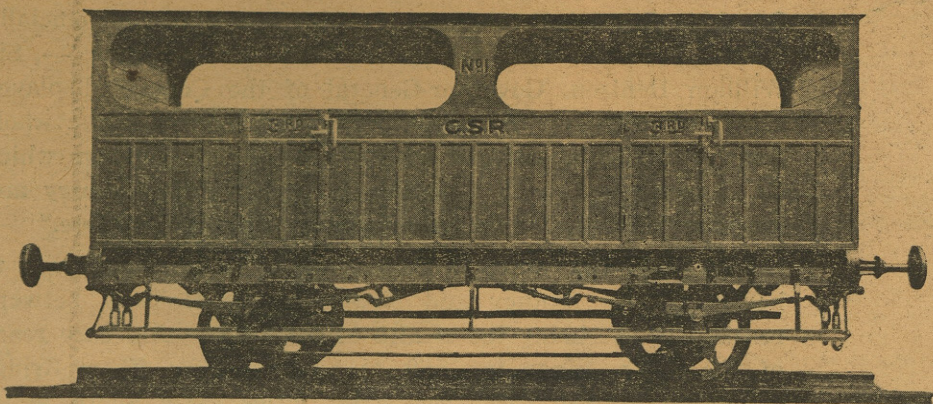
VIADUCT IN EARLY DAYS

Early trains on the Picton Viaduct, which was built and opened between 1863 and 1867.



EARLY TYPE CARS

TOP: The No. 1 passenger car, 3rd class, first used on the N.S.W. system.
BOTTOM: A typical passenger coach in use in the eighties.



Congratulations



CONGRATULATIONS
FROM THIS BANK
ON THE OCCASION
OF AN IMPORTANT
ANNIVERSARY

GOOD WISHES FOR
THE YEARS AHEAD

C B C

THE COMMERCIAL BANKING COMPANY
OF SYDNEY LIMITED
ESTABLISHED 1834
C.B.C. SAVINGS BANK LIMITED

HISTORY OF THE RAILWAY

The first move for the construction of railways in New South Wales originated at a public meeting held in Sydney on January, 29, 1864, when a Provisional Committee was appointed to collect information on the subject. On August 26, the Committee reported that apparently there would be sufficient traffic, between Sydney and Goulburn, to pay 8% per annum return and that the cost of construction should not exceed £6,000 per mile.

Later, a Mr. Woore was engaged to make a survey for a line to Goulburn, his report and plans being completed by January, 1848.

Eventually, after much activity, a company was incorporated by an Act of Parliament on October 10, 1849, to build a line from Sydney to Goulburn and if practicable, to Bathurst.

However, the expenses of the Company mounted, and it soon became necessary for them to apply for direct governmental assistance to carry on but events were such that the Company eventually passed into Government possession on September 3, 1855, about three weeks before the official opening of the line from Sydney to Parramatta.

The section of the route for the line between Campbelltown and Goulburn caused a considerable amount of ground to be covered by the surveying parties. The earliest proposal was that of Mr. Woore, who reported in January, 1848, that a suitable route could be obtained through Camden, The Oaks (near) Balmoral to Wingecarribee.

Later, in 1850, a route from Liverpool via Cataract to the Wingecarribee at Bong Bong was suggested.

On December 4, 1856, the Governor-General, Sir William Denison, minuted the Executive Council recommending that railways operated by steam locomotives be not extended beyond Campbelltown. Penrith, Richmond and Farley and that beyond these points a less expensive method of railway working, along roads and worked by horses, be introduced. However, John Whitton, the Engineer-in-Chief for Railways strenuously opposed the scheme, and was instrumental in obtaining Parliamentary authority for steam locomotive lines being extended to Picton and Singleton.

PLANS PREPARED
By 1860, Mr. Whitton had prepared plans for the

extension of the steam locomotive line from Picton to Goulburn (81 miles) at an estimated cost of £1,520,000 or £18,765 per mile.

This amount was considered by Parliament to be beyond the resources of the Colony, the population of which was 350,000 and in June, 1861, Sir John Young (Governor-in-Chief) directed Captain Ward RE, then Commissioner for Railways, to locate a route with 1 in 20 grades from Picton to Goulburn, to cost not more than £300,000 and suitable for being worked by small steam locomotives.

The Minister for Works, Mr. W. M. Arnold, referred the proposal to Mr. Whitton, who in a reply dated July 31, 1861, strongly opposed the suggestion, claiming that the line could not be built for that amount, and that any apparent saving would be wiped out by the greatly increased maintenance and operating costs. Mr. Whitton revised his estimates to £688,000 or £8,500 per mile, and was successful in obtaining Parliamentary sanction for his line.

BRIDGE CONTRACT
On March 24, 1859, a representative of the English firm of Peto, Brassey and Betts, arrived in the Colony and in accordance with a previous agreement, entered into contracts to carry out certain railways at agreed prices, under certain conditions.

The Government, however, had commenced construction of the line beyond Campbelltown on March 17, 1859, as an unemployment relief work, and in August, 1859, Peto, Brassey and Betts contracted for works on the formation from Campbelltown to Picton, with the exception of the Menangle Bridge and approach viaducts.

The actual contract for the bridge was under dispute for some time, the Government considering that the price submitted for an

iron bridge was too high, and substitute designs for a wooden structure were being prepared.

However, with a change of the contractor's manager, completion of an agreement for the construction of a masonry and iron bridge and timber approaches was made in June, 1861, the same month as Peto, Brassey and Betts obtained the contract for laying the track on the formation which had been constructed to Menangle.

In December, 1861, a contract for the ironwork of the bridge was accepted. This no doubt delayed the operation of trains as far as Picton, a year at least, the line reaching the north side of the Nepean River at North Menangle on September 1, 1862.

ROUTE TO PICTON
The route from Campbelltown to Picton, throughout its length, followed generally that of the old South Road and thus avoided the Razorback Mountain. It is a matter for conjecture why Surveyor-General Sir Thomas Mitchell located his new South Road over this elevation in the 1830's to the lasting dismay and discomfort of travellers.

It was not appreciably shorter than the old road and the town of Camden had not then come into existence around the Cowpastures bridge over the Nepean River.

It has been suggested that the Major had been rebuffed by the Governor of the day, who had vetoed another route and, made his location in a fit of pique.

The "Nineteen Countries Map" of Mitchell's shows an old track over the Razorback, which may have given him the idea.

The Main Roads Board, in later years, unwisely followed his lead by sticking to the Razorback idea, although deviating the worst parts, to their subsequent sorrow in periods of wet weather.

The railway location had

COMING TO PICTON

few examples of heavy earth works, without the need for any steeper grade than 1 in 70. It climbed out of Campbelltown along the valley of Bow Bowing Creek, a small tributary of Georges River, the final pinch up to its water parting being 1 in 18. Passing to the flats of the Nepean River through a small cutting, the line descended to the Menangle bridge.

SITE FOR STATION

The railway followed a route sufficiently far from the river to avoid the gullies cut by the short branch creeks on one side and the spurs of Donald's Range on the other. It ascended Spaniard's Hill on a grade of 1 in 70 and made a corresponding descent on the same grade to Douglas Park.

Spaniard's Hill took its name from the property of one D'Arietta, an early settler in the district, well known and peppery character.

Almost opposite the site of the latter day Maldon, the river takes an abrupt turn to the south but the railway continues westward to follow Stonequarry Creek to the site of Picton station, perched on the edge of the gorge that allows the waters of the creek to escape from the wide valley upstream.

The extension of the railway to Mittagong crossed the ravine on a grade of 1 in 40 by a typical Whitton stone viaduct, with five 40 ft. arches, capable of carrying double track before tunnelling through a projecting spur above the original private town of Picton.

A second Picton grew up around the station, half a mile from the first town. A third settlement developed in the Government subdivision along the South Road, a mile to the South.

Platelaying was completed to the north bank of the Nepean early in 1862 and was continued towards Picton, the river crossing being effected by a temporary track over a low level bridge, trucks being hauled up an incline on the south side by a steam winding engine.

With prospects of passengers for river picnics and local goods in view, the contractors were called upon to construct a temporary station and accommodation for a station master at a suitable site on the northern side of the river. The exact site of this station cannot be determined, but it is probable that it was on or very near the site of the North Menangle platform which came later.

The section between Campbelltown and Menangle Temporary station, 5 miles, 60 chains in length, was brought into use, as mentioned before on September 1, 1862, there being no intermediate stations or sidings.

OPENED IN 1863

As there was no water for locomotive purposes at Campbelltown, a large elevated tank, supported on high timber trestling, was provided on the western side of the north viaduct, about a chain away from the bridge. It remained in use until better facilities were provided at Menangle station on the South side.

On July 1, 1863, the railway was opened from Menangle Temporary Terminus to Picton, but the first named station remained in use pending the construction of the permanent one.

No mention of the opening day celebrations or any special train is made in the Sydney Morning Herald of the day.

VINTAGE TRAIN IS COMING TO PICTON

The Railway Department's vintage train will run from Sydney for the railway centenary celebrations at Picton on Saturday.

The vintage train was first used for historical purposes in 1960 and in March this year, it was taken to Singleton for the railway centenary celebrations at that town.

The train is normally composed of three sitting cars, CBC 1089 and 1090, HX 2, together with the small state car AC. This train is hauled by locomotives 1243 and 1709, both of which were built in the 1877-84 period for express passenger train working.

The complete train weighs 286 tons, and has a length of 359 feet. The cars make up a weight of 150 tons and the whole train can operate up to 70 miles per hour, where allowed.

THE STATE CAR

The state car was built for the then State Governor, the Earl of Jersey, in October, 1891, in the Railway Workshops at Eveleigh, for a total cost of £3,009/15/1. The car enabled the Governor to travel to and from his country house at Sutton Forest, now known as Moss Vale, and was used in this service until the introduction of a larger and more comfortable car "SG" in 1913.

The interior of the car is panelled with silky oak and cedar and in places is softly padded in a quilted design. The floor is carpeted in a grey-blue hue and pom-pommed camel coloured velvet curtains cover the windows.

The car is made up of three compartments, a ladies' boudoir, fitted with full-length mirror and three seats; a saloon compartment with three arm-chairs and side seating and a gentlemen's smoking compartment.

All the fixed seats can be converted to sleeping berths. The car is also fitted with electric fans and lights, one of the earliest cars to be so equipped.

SITTING CARS

The three sitting cars have accommodation for 200 passengers and although not as old as the state car, they represent the old American style of Pullman cars used during the latter part of the last century as sleeping cars on the New South Wales Railways.

Each of the cars is 70 feet long and has a tare weight of 37½ tons and is mounted on six-wheel bogies. The cars are of wooden construction, fitted with end loading platforms and have clerestory roofs.

Car CBC 1089 and 1090 were constructed at Eveleigh Workshops for a cost of £3,187 each and were placed in service in October, 1902, as first class corridor cars.

Car HX 2 was originally built as "AD 1006" at Eveleigh in October, 1899 as an imitation Pullman sleeper and in 1934, it was re-recorded as "BAM 2." The car was rebuilt as a 60 passenger sitting car in October, 1934 and again re-recorded at "HX 2."

THE ENGINES

The train was drawn by a Z12 and a Z17 locomotive, which were built in the 1877-84 period.

The Z12 class representative is No. 1243 and until November, 1961, had done 1,183,089 miles. Its total weight is just over 62 tons and it carries 4½ tons of coal and 2,000 gallons of water. The engine has a maximum speed of 70 miles per hour. The original cost was £2,653.

The Z17 class engine is

The 27 class engines were built in 1913 for the Public Works Department, to be used on construction work and were transferred to the Railways Department with other plant in 1917, when the Department became the constructing authority.

These engines have since been fitted with 25 class standard boilers, and old D50 class tenders, which has considerably altered their appearance. All were still in service in the Narrabri district in 1955.

LATEST ADVICE

Latest advice states that engines 2705 and 1243 will have the vintage train to Picton.

YOUR URGENT PRESCRIPTIONS ARE OBTAINED OVER - NIGHT

By courtesy of

The Railways Department at Picton

(Branches throughout N.S.W.)

PETER R. WEBECK

* Dispensing Chemist



Middleton Bros. Pty. Ltd.

of Thirlmere

who conduct

THE LARGEST GENERAL STORE IN WOLLONDILLY SHIRE

are happy to have shared in the service provided by the

Railways Department in New South Wales

Congratulations

on the

CENTENARY OF THE RAILWAY COMING TO PICTON (1863-1963)

May the remarkable progress made during the past

100 Years

continue in our district.

"Picton Post," Thursday, June 27, 1963 — 11

WHEN YOU THINK WORK BOOTS
THINK **PRICE'S STORE**
SEE THE FAMOUS VULSEAL BOOTS



"VULSEAL" it's tough

69/6 pr.

- RUGGED WEAR.
- VULCANISED SOLE.
- LEATHER UPPERS.
- EXTRA WEAR.
- GUARANTEED

For work on the farm or on the factory - for truck drivers too. Choose the best - CHOOSE VULSEAL at . . .

PRICE'S OF PICTON

PHONE 7 1408

**MR. McCUSKER**

The Commissioner for Railways, Mr. N. McCusker, who has achieved outstanding results in modernising the New South Wales railway system since he took office a few years ago.

He commenced his career in the Railway service as a junior porter in the country and has risen through the ranks to reach the pinnacle by sheer ability.

The control of the New South Wales Railways by Commissioners dates back to the year 1855, when Captain E. Ward was appointed Chief Commissioner, assisted by Commissioners Baker and Kemp.

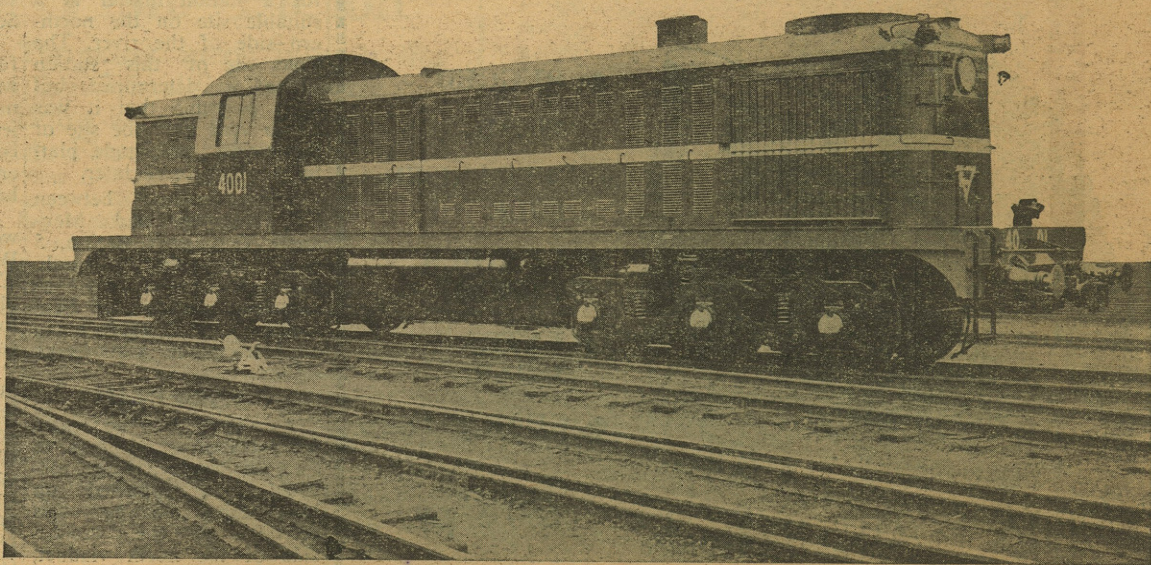
In December, 1858, an Act was passed substituting the Board management by one Commissioner.

The century-old Railway viaduct at the southern end of Picton station, spanning the deep gorge of Stonequarry Creek. One of three historic viaducts built in the early pioneering years, the Picton structure has stood the test of time and is still regarded as a great feat in constructional design. It is a double-line stone structure of five 40-foot arches and was included in a contract let to Mr. Crowshaw in August, 1862. Still in use, it is 276 feet long and has an extreme height of 78 feet above the creek bed.

**Phone 71 427****OLIVERS****Argyle St.,
Picton**

To mark the 100th year of Rail Travel to Picton we are displaying this week in our window, some historic photos of old Picton together with a range of good hard wearing work and industrial wear for winter.

- ★ Can't tear-em shirts and trousers guaranteed 3 months.
- ★ King Gee combination and Bib & Brace overalls in all sizes up to 9½.



A modern day Alco deisel engine.

- ★ Warm, tough flannelette shirts - 16/11 and 19/11.
- ★ Strong Woollen Gloves - 8/6. Astrachan - 16/6 and 21/-
- ★ Work Berets - all sizes.
- ★ Tough Mighty Zealon Sox - 10/6.

- ★ Chillproof Fleecy Exacto Underwear.
- ★ 'Doctor' Flannel Undeshirts.
- ★ Plastic Leather Fleecy Lined Jackets.
- ★ Pure Wool Scarf - 19/11