



- The Sydney Railway Co. was the first private enterprise railway to be nationalised in the world.
- The Sydney Railway Co. did not go broke. The Government legislated to take over the assets of the Company. Shareholders were repaid cash for their shares or chose to have them converted to debentures on which the Government paid 7% pa.

## INTRODUCTION TO RAIL HERITAGE IN GOULBURN AUSTRALIA

The first steam railway in Australia was conceived, designed and built to run between Sydney and Goulburn. This is made perfectly clear in the Act of incorporation. The Sydney-Parramatta route was just the first stage. The Sydney Railway Company Incorporation Act of 1849 directed 'that the first of such railways... should commence at or near to the City of Sydney, and pass through the counties of Cumberland and Camden, to the Town of Goulburn in the County of Argyle'.

The line to Goulburn officially opened on 27 May 1869.



- The Sydney Railway Co. was eagerly promoted as a profitable investment. Rev. John Dunmore Lang was fond of giving the following response to questions about the railway being a secure and profitable investment: 'Mr Bradley alone spends 700 pounds a year on transport of his wool from Goulburn to the seaport'.
- Chatsbury pastoralist Charles Cowper was a founding director, president and manager of the Sydney Railway Co. He eventually became Premier of NSW. Member for Argyle in the NSW Parliament, Henry Parkes, described Charles Cowper as 'a man of quick insight, much good humour and tact in dealing with individuals and a political adroitness' coining the nickname 'Slippery Charlie'.

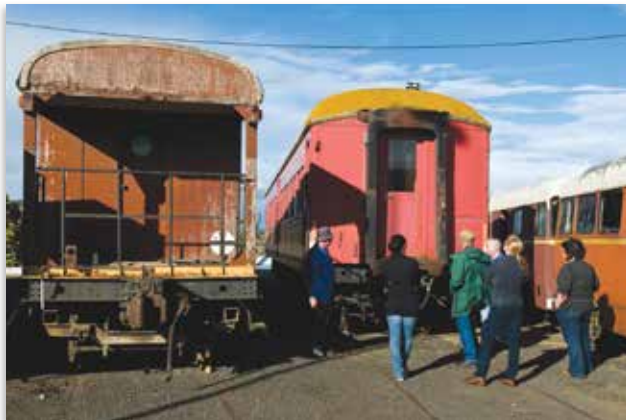
### GUIDED TOURS AVAILABLE AT:

Goulburn Rail Heritage Centre  
Goulburn Historic Waterworks

The Goulburn Visitor Information Centre offers a 'Rail Heritage Highlights' tour for groups that includes the Rail Signals Museum and Historic Waterworks – designed for those with a passionate interest in the history of rail and engines.

Guided city tours available for coach groups.

Self-guided walking tours are also available.



For further information contact:  
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P: (02) 4823 4492 / 1800 353 646  
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facebook.com/VisitGoulburn

Goulburn Loco Roundhouse  
Preservation Society Inc.  
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Sources: Ransome T. Wyatt's *History of Goulburn*  
Correct at time of print - June 2019



- Although there are three passenger platforms at Goulburn Station, only Platform 1 is in use.
- During its existence, Goulburn station has had its distance from Sydney varied three times (due to newer lines being built). The Station's current distance from Sydney is approximately 224.5km.
- Timed crossings were initially used to control traffic on the single line to and from Goulburn.
- The original type of rail line used into Goulburn was double headed rail 72lb per yard, supported in cast iron chairs and secured by wooden elm keys, dog spiked to the sleepers.
- The first recorded steam loco to arrive in Goulburn was an 0-6-OT belonging to the line's contractor Mr Favell on 12th March 1869.
- Four of the six directors of The Sydney Railway Company were from the Goulburn district. They were: Charles Cowper, Charles Nicholson, Daniel Cooper and William Bradley.

## MORE INFORMATION ABOUT THE FIRST STEAM RAILWAY IN AUSTRALIA AND GOULBURN'S RAILWAY HISTORY

## A SELF-GUIDED TOUR OF GOULBURN'S RAIL HERITAGE





1. William Bradley, founder of the Goulburn Brewery and first Member of Parliament for County of Argyle, was the founding Director of the Sydney Railway Co. He was a major shareholder heading the list of incorporated members of the company. When the company was established 20,000 shares were issued costing 5 pounds each. The original Railway Refreshment Rooms are now located at the Goulburn Brewery, and were once a notable feature of train travel. The Station was able to sell liquor under a special (more liberal) Governor's licence granted by the Crown.

2. The Railway Workshops in Braidwood Road succeeded the original Per Way Workshops (short for Permanent Way, referring to the railway lines) which were located near the Station.

3. The Loco Roundhouse (now the Goulburn Rail Heritage Centre and home to the Preservation Society) was built at South Goulburn during WWI to accommodate goods locomotives. Barracks for the enginemen were constructed opposite the roundhouse on Braidwood Road. Prior to the Great Depression, passenger engines were serviced in their own complex north of the station. To save money at this time, this service was transferred to the newer goods engine roundhouse on Braidwood Road.

4. To obtain a source of water for the railway complex, water was pumped from Mulwarree Ponds at South Goulburn by steam machinery into a treatment plant. Then pumped into two large concrete reservoirs on high ground located on the southwest corner of Garrorigang Road and Sloane Street. Treated water was then gravitated by pipes throughout the railway complex.

5. A good view of the complex of lines comprising the Goulburn terminus can be had from the Mundy Street overbridge.

6. Baxter's Boots have been worn by railway staff for many years. The factory was established on the present site by Henry Baxter in 1885, the original building was once a tannery by William Teece & Co. in 1850.

7. Wool stores became important depots for receiving and dispatching wool from district graziers onto rail. The Old Wool Store on the corner of Sloane and Clinton Streets was built in 1936 by Ray Bladwell & Coy, but is now converted into other uses. From 1849 the site was occupied by James Sinclair's Argyle Mills. In that year, The Goulburn Herald reported *"Mr Sinclair is to be highly commended for his enterprise. In a few years' time we hope that the locomotive train will drag quantities of flour to Sydney."*

8. Now subject to a heritage preservation order, these original Per Way Workshops are occupied by a produce merchant. The first railway tricycles made in NSW were manufactured here in 1895.

9. The Sydney-Goulburn line was established after a group of Goulburn businessmen decided that there was a need for a safer and more efficient way to get their wool and other produce to Sydney. They met to organise the establishment of the Sydney Rail Co. various times during 1846, first at the Royal Hotel (where Goulburn Workers Club now stands) and also at Mandelson's Hotel.

10. The Southern Railway Hotel was built as Clifford's in 1872. It became Henry Gordon's Railway Hotel in 1876 and later The Coolavin Hotel. There were four hotels in the Goulburn district that bore the sign 'Railway Hotel' in the 19<sup>th</sup> century. The first was D. McDurragh's Railway Hotel opened 1858 on the south-west corner of Grafton and Coles Streets long before the first train arrived in 1869. The others were Richard Byrne's Railway Hotel in 1865 at Carrick, Henry Gordon's Railway Hotel in 1876 in Goulburn and John Carney's Railway Hotel in 1884 at Tarago.

11. The Stationmaster's Residence is a gothic style cottage (some say erected facing the wrong way) on the right-hand side of the Goulburn Station. The residence was erected by local builder Frederick Horn c1869. The Station Master at Goulburn was a prestigious title because it was the only title of its kind in Australia appointed Queen Victoria's Royal Letters Patent.
12. The pedestrian rail yard overbridge at the southern end of the station uses diagonal side bracing. It is made of old double-headed rail lengths, which were once part of the original 1864 Contract 7 to lay a line down from Tallong to Goulburn. A good view of the yards and of the original goods shed can be had from here.

13. The terminus of the rail line in Goulburn was designed to be opposite William Bradley's father-in-law Captain Hovell's front door (now occupied by Woolworths Marketplace). This explains why Goulburn Station, unlike most other country stations, is not situated at the end of a street. The foundation stone was laid on 12<sup>th</sup> April 1868 by Mayor William Davies. The station building was completed on Friday 8 January 1869. Mr. Taylor was the station builder. The Railway Signals Museum (open by appointment ph. 4828 5811) now occupies the original Refreshment Rooms at the Goulburn Station.

14. Coffee Palaces sprang up along the railway lines in important centres as part of the temperance movement. The accommodation wing of the original Goulburn Coffee Palace still survives as the Alpine Heritage Motel.

15. The old (1847) Court House in Sloane Street, where inebriation cases (from the Railway Refreshment Rooms) were tried, has been restored to become The Argyle Emporium. Attached is the old Police Station and cells where those charged were held. The City's current courthouse is around the corner.

16. The original Goods Shed still survives, as a freight depot. A lavish banquet for the Governor and VIPs was held in this shed to mark the opening of the Goulburn Terminus in 1869.

17. Behind the Court Houses is the old Morgue, which held the remains of many a railway worker and the occasional unfortunate passenger. This site was once the yard of the old Gaol, also where many criminals graced the gallows and gibbet next door from 1832. The last execution took place on November 29<sup>th</sup>, 1882.

18. The Lady Belmore oak tree still flourishes in the centre of Belmore Park. It was presented to the people of Goulburn to commemorate the opening of the line in 1869. Belmore Park here echoes the Belmore Park outside Central Station in Sydney. Each marks the Terminus of the first steam railway in Australia: the Goulburn – Sydney line.

19. Opposite Belmore Park in Market Street, more modern barracks were built to accommodate engine men and guards from other depots between shifts. These succeeded the original barracks, one of which was used as the guards' accommodation and can still be seen as part of the Railway Bowling Club (around the corner in Sloane Street).

20. This building next to the level crossing, originally was built as the Municipal Baths, was occupied by Conolly's Flour Mill from 1908. The mill was said to be one of the largest and most modern equipped units on the southern line. Different freight rates for Goulburn businesses (compared to Sydney businesses) were a constant source of complaint, and caused a significant limitation on local businesses profitability. Charles MacAlister in 1907 said: *"the centralising policy of the railway system and management has unduly penalised the country interests to buttress the commercial strength of Sydney"*.

21. During March 1867, the track for a railway through Goulburn parallel to Sloane Street was being fenced in. This would have cut off access for locals to the water pumps and creek on the Eastgrove side and caused great inconvenience. An application to Government seeking access succeeded in the level crossing being built.

22. Adjacent to this area the old loco divers' barracks still stand. Built c1891, the Goulburn Engine Drivers' Barracks is now the home of Gallery on Track. Rest houses, also known as barracks, were introduced to provide temporary accommodation. These were used by train drivers, firemen and guards between shifts when they could not return home on the same day. For most of the life of this building, railway personnel staying at each of the 12 small bedrooms would have looked up at a false ceiling. In 2008 the bedroom walls and the false ceiling were removed, exposing the elegant cathedral ceiling inside.

23. Early thinking decided an engine shed for Goulburn should be in line with the eastern bank of the Wollondilly River (located 5.8km north of Goulburn in dense bush of a private property – no public access) because the Wollondilly water was thought superior for steam purposes to that of the Mulwarree Ponds. After construction began more thorough samples of the two waters were tested and the result was contrary to what was first thought. Mulwarree Ponds water, although high in vegetable matter, was found to be better than water from the Wollondilly due to its high mineral content. As a result of these findings, all initial work on the original shed site and complex was abandoned. Construction of the engine shed and proposed workshops instead continued near Blackshaw's Road level crossing. At this depot a Transfer Shed was used to store the steam locos over pits for maintenance work to be carried out.

24. The piers of the original single line viaduct spanning Mulwarree Ponds are skewed. This was designed to minimise obstruction that would have been caused by floating trees, sheds, houses and the like during floods. In 1867 flood waters peaked at 1.2 metres below the pier tops. The final large wrought iron girder was hoisted into place on 14<sup>th</sup> February 1868.

25. The Crookwell railway line (1900) can still be seen at the end of Grafton Street where you can also get a good view of the viaduct on the main line. From this point you can also see the city's renowned War Memorial on Rocky Hill.

26. The railway made education more accessible for country people and great boarding schools were established in the City of Goulburn, such as St Joseph's College. Other famous schools serviced by the railway were Our Lady of Mercy College, St Patrick's College, Presbyterian Ladies College, and St Michael's Agricultural College.

27. Prisoners arriving by rail for incarceration in the new gaol, opened in 1884, were held in a prisoners' van. It was detached at Goulburn Station and shunted out along the Crookwell line to an earthen backed platform named Argyle, located opposite the prison main gates. Before the Crookwell line was opened, the prisoners were taken off the train at the North Goulburn station.

28. North Goulburn Station has a heritage order placed on it. A ticket to North Goulburn sufficed to ensure one's status as a bona fide traveller when drinking 'out of hours' at the Railway Refreshment Rooms Bar.

