

Marulan and Medway Junction: Railway History Notes



**Compiled for the 150th Anniversary of the opening of the
Great Southern Railway to Goulburn on
27 May 1869**

Compiled by Dugald and Janet Black

These notes were originally prepared on behalf of the Marulan and District Historical Society for an event held on Sunday 5 August 2018 to mark the 150th Anniversary of the opening of the Great Southern Railway to Marulan on 6 August 1868. They have been updated to include information received after this event, for internet publication by the Australian Railway Historical Society NSW Division as a contribution to marking the 150th Anniversary of the opening of the Great Southern Railway to Goulburn on 27 May 1869.

**Cover photo: Verandah post details, Marulan station,
25 June 2018.**



Station building on the Down platform. 24 July 2018.

Introduction

Construction of the single track Great Southern Railway (GSR) started at Liverpool in 1857 and was opened to Moss Vale (then called Sutton Forest) on 2 December 1867. Construction of the extension from Moss Vale to Goulburn was under way well before this date. At the time the NSW Government preferred to have the railways built by private contractors who were engaged to build sections of the line.¹

The result of this policy was that the temporary terminus at Moss Vale was in the middle of Section 5, which went from the Wingecarribee River to just before the present site of Exeter station. Section 6 went from there to before the crossing of Barber's Creek, while Section 7 included the crossing of Barber's Creek and extended to Goulburn. Thus, Marulan was part way through Section 7.

The contract for civil works in Section 6 was let to Messrs Robert Forster & James Roberts on 13 January 1864, while construction of the track (including the ballast) was covered by a contract let to Messrs Larkin & Wakeford on 23 May 1866, which extended from Mittagong to the end of Section 6.²

¹ Longworth, J. (2018) "Bundanoon on the Great Southern Railway – Part 1". Australian Railway History. Vol. 69. No. 970. Australian Railway Historical Society. August.

² Longworth, J. (2018) Op. Cit.

Section 6 included several culverts and timber bridges but no major structures.

The contract for Section 7, including track and ballast as well as civil works³, was let to Messrs Cain & Bloomfield on 20 November 1864 and was re-let to Mark Faviell on 28 December 1864.⁴ In contrast to Section 6, this section included several major bridges, including two over the Wollondilly River and one over Mulwaree Ponds, as well as the one over Barber's Creek near present day Tallong.

When the extension from Moss Vale to Marulan opened on 6 August 1868 the only intermediate stopping place was at Jordan's Crossing (now Bundanoon). Between Bundanoon and Marulan⁵ the following stopping places opened subsequently:

- Kareela.
- Penrose (2nd site).
- Cable's Siding/Penrose (1st site).
- Wingello.
- Uringalla Loop.
- Barber's Creek/Tallong.
- Morrice's Siding.
- Medway Junction.

³ Singleton, C.C. (1969) "The Centenary of the Opening of the Southern Line to Goulburn". Australian Railway Historical Society Bulletin. Vol. XX (New Series). No. 379. May.

⁴ Dept. of Railways Information Bureau (1967) "Main Southern Line Maps". Revised Edition. August.

⁵ Ibid.

The histories of Marulan and Medway Junction are described in this publication. Other publications in this set cover (1) Kareela, Penrose and Cable's Siding, (2) Wingello and (3) Uringalla, Barber's Creek/Tallong, Morrice's Siding and the bridges over Barber's Creek. Articles in Australian Railway History have been prepared by Mr Jim Longworth detailing the history of Bundanoon and nearby sidings.⁶⁷

As traffic levels on the Great Southern Railway grew it became necessary to duplicate the line, providing double track. The line was duplicated in short sections, not in any obvious order of priority. The dates the duplicated sections opened were:⁸

- From Bundanoon to Kareela: 13 September 1915.
- From Kareela to about 300 m before Tallong: 19 December 1915.
- From about 300 m before Tallong to Marulan: 13 December 1915.
- From Marulan to about 3 km before Carrick: 26 November 1913.

The timber bridges and the wrought iron bridges carrying the single line were replaced with steel bridges on brick piers or brick arch structures during duplication work.

⁶ Longworth, J. (2018) Op. Cit.

⁷ Longworth, J. (2018) "Bundanoon on the Great Southern Railway – Part 2". Australian Railway History. Vol. 69. No. 971. Pp14-21. Australian Railway Historical Society. September.

⁸ Dept. of Railways Information Bureau (1967) Op. Cit.

Histories of Marulan and Medway Junction

Marulan - Temporary Terminus

The site chosen for the Marulan temporary terminus was at the point where the Great Southern Railway and the Great South Road intersected, so it was a very convenient location for transferring passengers and goods from rail to road and vice versa. It remained the terminus until 19 May 1869 when the extension to Goulburn opened.

The temporary terminus was located about 3 km towards Sydney from the site of Marulan village at the time, which was at the intersection of the road to Bungonia and the Great South Road. This village had been gazetted on 10 March 1835.⁹ By 1850 it included two inns, a chapel, several stores, a post office, a police post and court house and a few bark huts. A National School opened in 1860, although evidently there were school facilities in existence well beforehand.¹⁰

Around the temporary terminus site the Terminus Hotel was in operation by 1867 and there was a camp, which included a shop, a bakery and an “accommodation house”, for the railway workers.¹¹

⁹ *New South Wales Government Gazette*, 18 March 1835, No. 159, p 148.

¹⁰ M. Eddy (1985) “Marulan. A Unique Heritage”. Compiled for “Marulan 150”. ISBN 0-9589811-0-8.

¹¹ Ibid.

On 12 August 1868 the Sydney Morning Herald reported:¹²

An important step in the progress of our railways was taken, on Thursday last, by the opening for traffic of the Great Southern line to Marulan, a point only eighteen miles from the city of Goulburn. The 6th of August was fixed upon by the Government for the opening of the line in honour of the natal day of our late Royal guest, the Duke of Edinburgh, and the occasion was made a general holiday. ...

Three special trains were laid on for Marulan ... one for the Ministers and their friends, one for the members of the Civil Service and one for the general public. ... Mr Byrnes [the Minister for Works] ... formally declared the line open – an announcement that was received with great cheering by the large number of people who had assembled to witness the occasion. The party then adjourned to a large marquee, erected close to the station, where they sat down to an excellent luncheon.

Facilities at Marulan station and yard

The original layout of Marulan station is not recorded but it is unlikely to have been very different from the layout in 1888.¹³

Page 7 shows a plan of the 1888 layout at left, and a plan of the layout in 1961 (when it was about at its most extensive) on the

¹² The Sydney Morning Herald (1868) "Railways". Edition of 12 August, p4.

¹³ Singleton, C.C. (1969) Op. Cit.

right.¹⁴ A timeline of the development of facilities at Marulan is as follows:¹⁵

- 3 December 1867: A contract was let to G. Thead to construct a goods shed.
- 8 February 1868: A contract was let to F. Horn to erect a combined station building and station master's residence on the platform, which was on the Down side of the line. The building was built of brick.

The image of Marulan at the top of page 8 shows the side of the building facing the track originally had two roughly square structures at the corners of a central structure which had a double hipped roof coming to a point. The square structure on the right contained a ticket office and the one on the left a ladies waiting room, with a separate toilet block to the left of the ladies waiting room. The central structure contained two bedrooms and a parlour which were accommodation for the station master and his family. A separate document discussing the station building and its provenance in detail [is available on-line](#).¹⁶

- 1874: A verandah was added to the station building.

¹⁴ NSW Track and Signal Diagrams, Ver. 4. ARHS NSW Division.

¹⁵ State Rail Authority of NSW Archives Section (2009) "Station Information - A to M". 2nd Edition.

¹⁶ J and D Black and S Sharp (2019) "A Place of Mysteries – Marulan Railway Station". Prepared for the ARHS Luncheon Club. [Add URL](#).

| Number of hauls | <i>P. setiferus</i> (solid line) | <i>P. setiferus</i> (dashed line) |
|-----------------|----------------------------------|-----------------------------------|
| 1 | ~10% | ~5% |
| 2 | ~85% | ~15% |
| 3 | ~85% | ~25% |
| 4 | ~85% | ~35% |
| 5 | ~85% | ~45% |
| 6 | ~85% | ~55% |
| 7 | ~85% | ~65% |
| 8 | ~85% | ~75% |
| 9 | ~85% | ~85% |
| 10 | ~85% | ~95% |



| POINTS No | DETECTED BY NORMAL REVERSE | SMALL SIGNAL AREAS. |
|-----------|-------------------------------|---------------------|
| 5x | 7 | L- 20 20 |
| 8x | 9 | 50- 7 3 |
| 10 | 20 | |
| 15 | 30 | |

-Longitudinal Scale :- $2Ch_1 - 1/n$ - Ave-

14 Key for β_1, C (Wards 2-5th) at with lever reverse

Review of 102: Up Accept & Up Distant

OFFICE COPY



--- FRAME B ---

--- FRAME B ---

(3) Drawn Out

1 Key (Hds. 2-5) out with bare rebar.

" 2-Wingello — , 1 Guard's Key (Wards 2-5) C: kept at Wingello

Section - Marazion - Town - Auto.
2 Guards Motor Section N^o 4000 - Marazion (Mts. 4-6-9) Type C

N. S. WIRTS SIGNAL ENGINEER'S OFFICE
DRAWN BY: *EE* TRACED BY: *EE* DATE: *2-2-51*
AMENDMENTS *2-6-51 EE-46-57*
WORKING SKETCH.

RIKING SKETCH.
MARULAN
 40



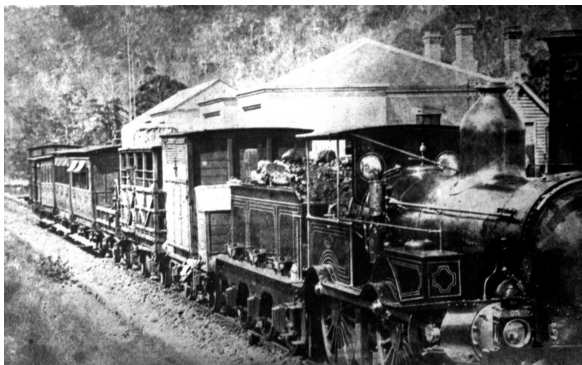
Marulan railway station (circa 1880) – from a photo montage of the village taken from vicinity of Station St looking south east.

**The verandah on the station building can be seen.
(Marulan and District Historical Society collection)**



Verandah detail. 3 July 2018.

- 1876: A kitchen was incorporated into the station building and a 10 tonne goods yard crane was provided.
- 1880: The 10 tonne goods yard crane was moved to Bundanoon and a 5 tonne crane was provided instead.



Identified in the past as being at Marulan in the 1870s¹⁷ but almost certainly at Bowral. Many differences can be seen between the buildings in this image and those in the image on page 8. Also there is no sign of the loop shown on the 1888 track plan. (ARHS NSW Railway Resource Centre No. 312714).

On 21 January 1882, when Mr J. Gannon MP “*visited Marulan for the purpose of seeing the local wants of the place*”,¹⁸ the railway station was one of the places the escorting local deputation took him where it was noted the platform was very narrow and low, being “*about a foot below the level of floor of a railway carriage*”.

The party also inspected the station master’s quarters which “*we found to be very small and crowded, and noticing a number of intelligent looking children we failed to comprehend how they contrived to live in such a close atmosphere, caused by such small and badly ventilated rooms.*”¹⁹

¹⁷ Singleton, C.C. (1969) Op. Cit.

¹⁸ Goulburn Evening Penny Post (1882) “Mr J.T. Gannon, M.P., at Marulan”. 24 January, p4.

¹⁹ Ibid.



**Two views of the buildings on the Down platform before the platform was raised, covering the bases of the verandah posts, and before the chimneys were removed. 2 December 1983.
(G Dorman collection. ARHS NSW Railway Resource Centre No. 027096b and c).**



- August 1882:²⁰ Construction of a new station master's residence (facing George St) was begun. However, reportedly this house was initially used to accommodate the "area inspector".²¹
- 1882: The stockyards were divided for cattle and sheep, and new sheep races were provided, a road weighbridge was installed and signal levers were placed on the platform.
- 1883: A fire engine shed was built.
- 1885: New sheep yards and a post office were erected under contract.
- Circa 1886:²² After the station master and his family moved into their separate residence the station building was altered by extending it at the Sydney end to include a ticket office, a station master's office, waiting room and ladies toilet. A separate men's toilet was provided at the Sydney end. This enabled the original protruding structures to be removed and the platform to be widened.
- 1891: A weatherboard night officer's residence was erected next door to the station master's new house by Messrs Humphrey and Styles for £212.

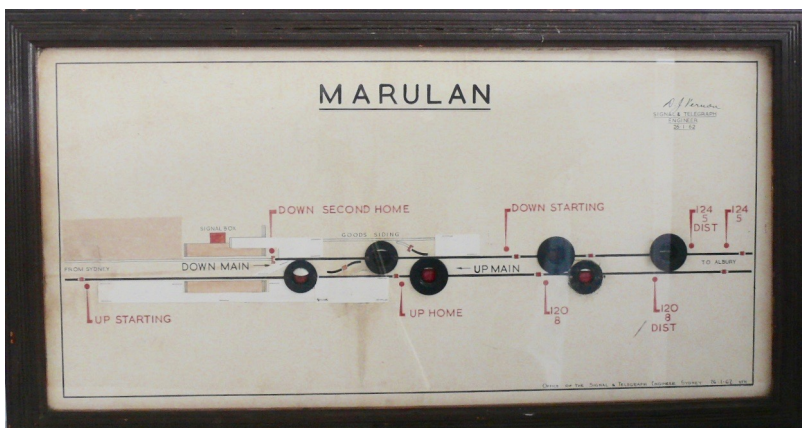
²⁰ Goulburn Evening Penny Post (1882) "Town Talk". 10 August 1882, p2.

²¹ M Eddy (1985) "Marulan. A Unique Heritage". Compiled for "Marulan 150". ISBN 0-9589811-0-8.

²² J and D Black and S Sharp (2019) Op. Cit.



Former station master's residence as it appeared on 25 June 2018. The building is now used as a private residence.



**Indicator panel from signal box.
(Courtesy Marulan and District Historical Society)**

- 29 August 1895: The station yard was fully interlocked, and controlled by an open lever frame on the platform.²³
- 26 August 1896: Dead end siding at Down end of loop extended.
- 10 June 1913: The trucking yards were relocated to a new site, and provision of an Up Refuge siding was ordered.



**Expanding opening at overbridge carrying present day George St
in preparation for track duplication. September 1913.
(Berrima District Historical and Family History Society)**

- 16 November 1913: Provision of a Down Refuge siding was ordered.

²³ Singleton, C.C. (1969) Op. Cit.

- 13 December 1915: A new Up platform and shelter shed were erected for duplication. Access to the new platform was by a pedestrian level crossing, as it is today. It appears the signal box was built, in the same place as the lever frame was shown to be in 1888, in conjunction with track duplication.²⁴
- 8 November 1924: A loading bank for lime traffic was built.



**Shunting through the Marulan goods shed. 28 August 1965.
(J Ward collection. ARHS NSW Railway Resource Centre
No. 540372).**

- 6 March 1965: The timber framed shelter shed on the Up platform was burnt down in the Chatsbury bushfire. Many sleepers and other railway infrastructure were destroyed or damaged in this fire, causing severe traffic disruptions.

²⁴ Ibid.

However, the fire damage in Marulan was minimal compared to the devastation this fire caused at Wingello (with loss of life) and Tallong.²⁵²⁶



**Original caption: “Railway workmen clearing debris from the burnt out waiting room at Marulan station. Splendid firefighting operations saved the rest of the town.”
(Goulburn Post photo, 9 March 1965)²⁷**

- A new shelter shed made of concrete blocks was erected later to replace the one burnt down.

²⁵ Goulburn Evening Post (1965) “Losses Rising in Local Fires”. 8 March, p1.

²⁶ Goulburn Evening Post (1965) “Aftermath of Big Fire”. 9 March, p6.

²⁷ Ibid.

- 2 March 1977: Tenders were called for the purchase, demolition and removal of the weighbridge (including filling the pit).²⁸
- Late 1970s: The Up platform was shortened at the Goulburn end by dynamiting the full length between the shelter shed and the original end of the platform.²⁹
- 25 November 1984: The Down Refuge siding was removed.
- 4 February 1985: The stockyards were removed.



Up Southern Highlands Express arriving at original full length Up platform. 13 June 1964. (J Ward collection. ARHS NSW Railway Resource Centre No. 548699).

²⁸ Railway Digest (1977) Item D15.119. Australian Railway Historical Society, NSW Division. Vol. 15. April.

²⁹ Paul Daly (2018) Pers. Comm.



**Shortened Up platform with concrete shelter shed.
2 December 1983. (G Dorman collection. ARHS NSW Railway
Resource Centre No. 027096a).**

- 16 April 1989: The Up refuge siding and associated signals were abolished. Access to the Goods siding from the main line and the layout of this siding were changed.³⁰
- 22 August 1992: The signal box was closed when mechanical signals were replaced with automatic signalling. Access to the Goods siding from the main line and the layout of this siding were changed (again).³¹
- 22 August 1992: Boom barriers, bells and “don’t walk” signs were provided at the pedestrian level crossing.³²

³⁰ Railway Digest (1989). Australian Railway Historical Society, NSW Division. Vol. 27, pp214-215. June.

³¹ Railway Digest (1992). “Signalling and Safeworking”. Vol. 30, no. 10, p394. October. Australian Railway Historical Society, NSW.

³² Ibid.

- 8 June 1996: A new facing crossover between the two main lines was brought into use.³³
- 2018: Much of the original station building is still standing, although much altered. Since 1983 the platform has been raised, covering the bases of the verandah posts, and the chimneys have been removed from the station building.



Station building on the Down platform, showing the roofline which indicates how much the building was extended in the mid 1880s. 25 July 2018.

Staffing

In 1869, the Station Master was John Goold and Charles M. Winniett was appointed Telegraph Operator from 19 January of that year.³⁴

³³ Railway Digest (1996). Australian Railway Historical Society, NSW Division. Vol. 34, p43. August.

³⁴ M Eddy (1985) Op. Cit.

In 1871, Traffic Branch staff on record as being based at Marulan were William Jarvis (Station Master), F. Liardet (Head Porter), S. Abbott (Watchman) and J. Cochrane (Porter).³⁵

On 20 February 1871, the wife of Mr Liardet wrote a letter to her brother which is difficult to decipher but the main message is clear enough: “ ... *I have been living nearly 2 years in this place. A country rly. station 115 miles from Sydney and the last station but one on this line ... icy ... very cold ... in winter. My abode [is] a slab hut ... My husband is head porter.*”³⁶

On Friday 25 December 1874, the “Empire” newspaper reported:³⁷ *The Marulan railway station-master, Mr William Jarvis, dropped dead suddenly at 12 o’clock on Wednesday night, at the Marulan station. He was a stout, and apparently healthy man, and the cause of his death is attributed to disease of the heart, accelerated by the extreme heat of the weather. As an old railway employee, he was well known and much respected.*

On 6 May 1878, Traffic Branch staff on record³⁸ as based at Marulan were A. Moodie (Station Master), W. Levinge (Telegraph Operator) and two Porters: James King and R. Nash.

³⁵ Public Works Department, NSW (1871) Report to Government, p20.

³⁶ Marulan and District Historical Society archives.

³⁷ Empire (1874) “Sudden Death at Marulan”, 25 December, p2.

³⁸ Government Gazette of NSW (1878). pp12 and 14.

On Tuesday 1 August 1882 it was reported that: *Mr Duncan, assistant station master at Marulan, met with an accident on Saturday, from which he had a very narrow escape of [sic] losing his life. The circumstances were that whilst a train was passing, the engine driver was handing the usual staff and not letting go quickly enough, Mr Duncan in taking it lost his balance and fell between the platform and the carriages. He sustained a severe shock, but except some bruises on his side and back, some scratches and injuries to one hand, was not further hurt.*³⁹

Traffic staff on record in Government Gazettes⁴⁰ as being based at Marulan from 1890 to 1938 (when the practice of Gazetting full staff lists every 3 years ceased), as at 31 December in the year shown, were:

1890: Wellington Allen (Station Master), P.B. Whiteford (Night Officer and Postal Officer), J. M'Cann (Porter) and John Berrisford (Temporary Porter)

³⁹ Southern Argus (1882) "Railway Accident". 1 August, p2.

⁴⁰ Government Gazette of NSW (various dates). No. 400, 24 June 1891, pp4741&4770; no. 424, 27 June 1894, pp4136&4143; no. 505, 28 June 1897, pp4536&4542; no. 551, 5 June 1900, pp4380&4387; no. 287, 3 June 1903, pp4153&4162; no. 174, 6 June 1906, pp41&50; no. 80, 17 June 1909, pp3350&3361; no. 95, 21 June 1912, pp3976&3993; no. 101, 4 June 1915, pp3284&3304; no. 80, 27 June 1918, pp2982&3002; no. 88, 20 June 1921, pp3632&3655; no. 81, 26 June 1924, pp3071&3073; no. 85, 28 June 1927, pp3133&3136; no. 154, 13 October 1930, pp4185&4187; no. 97, 26 June 1933, pp2228&2230; no. 104, 23 June 1936, pp2536&2538; no. 96, 27 June 1939, pp3163&3164.

- 1893: Wellington Allen (Station Master), Joseph Millson (Night Officer), Alfred Shoebridge (Porter), Mrs Follent⁴¹ and Mrs Bunker⁴² (Gatekeepers).
- 1896: Wellington Allen (Station Master), Michael J. Riley (Night Officer), John Field (Porter), Bridget Follent and Elizabeth Bunker (Gatekeepers).
- 1899: Samuel York (Station Master), Alfred Pavey (Night Officer), Andrew Latimer and Rowland Green (Porters), Bridget Follent and Elizabeth Bunker (Gatekeepers).
- 1902: Samuel York (Station Master), Alfred G. Pavey (Night Officer), Frederick W. Howe (Porter), Bridget Follent and Elizabeth Bunker (Gatekeepers).
- 1905: Samuel York (Station Master), Alfred George Pavey (Night Officer), Walter A. Lansdowne (Porter), Bridget Follent and Elizabeth Bunker (Gatekeepers).
- 1908: Samuel York (Station Master), Alexander J. Duff (Night Officer), William Adshead (Porter), Mary A. Jeffery⁴³ and Elizabeth Bunker (Gatekeepers).
- 1911: Frederick Smith (Station Master), James A. Lee (Night Officer), William G. Armstrong (3rd Class Porter), George W. Handley (Junior Porter), Elizabeth Bunker (Gatekeeper).
- 1914: William House (Station Master), Albert H. Krempin (Night Officer – later went to Wingello), Herbert H. Croker (Porter), Ernest C. Guymer (Junior Porter). At

⁴¹ Mrs Follent was actually located at Barber's Creek, 1893-1905.

⁴² It is thought Mrs Bunker was actually located at Carrick, 1893-1911.

⁴³ Mrs Jeffery (Mrs Follent's daughter) was actually located at Tallong in 1908.

this date Elizabeth Bunker is recorded as being the Gatekeeper at Carrick.

- 1917: John J. Culhane (Station Master), Henry J. Palmer and Daniel J. Coghill (Night Officers), Robert F. Robinson (Porter), Walter G.B. Jeffery (Junior Porter). At this date Elizabeth Bunker is recorded as being Platform Attendant and Gatekeeper at Carrick.
- 1920: Alfred Beck (Station Master), Reginald T. Matthews and Arthur J. Higgins (Night Officers), Joseph A. Johnson (Porter).
- 1923: Daniel Connors (Station Master), Reginald T. Matthews and Arthur J. Higgins (Night Officers), Walter E. Riley (Porter).
- 1926: William G. Jewell (Station Master), Reginald T. Matthews and Thomas F.H. Cook (Night Officers), Major F. Gray (Porter).
- 1929: William G. Jewell (Station Master), Reginald T. Matthews and Charles W. Gray (Night Officers), William Burrows (Porter).
- 1932: William G. Jewell (Station Master), Reginald T. Matthews and Ivor R. Thomas (Night Officers), William Burrows (Porter).
- 1935: Frederick O. Neve (Station Master), James I.A. Smith and Cecil C.S. Fisher (Night Officers), William Burrows (Porter).
- 1938: Frederick O. Neve (Station Master), Aubrey W. Quarmby and Cecil C.S. Fisher (Assistant Station Masters), Stanley J. Marriage (Porter).

Information on names of Traffic staff at Marulan station after 1938 is limited. However, local knowledge and newspaper reports provide useful information. Traffic staff known to have been at Marulan after 1939 include:

Circa 1935-July 1941: Frederick O. Neve (Station Master) was farewelled on Monday 14 July before transferring to Berala (having been at Marulan since at least 1935).⁴⁴

Early 1940s: Noel Fisher (Station Master).

November 1940: A. W. Quarmby (Assistant Station Master) notified of transfer to Rooty Hill.⁴⁵

December 1940-January 1945: L. W. Harvey (Assistant Station Master) started at Marulan on 11 December.⁴⁶ He transferred to Narrandera in January 1945.⁴⁷

1941-Circa 1947: H. M. Percival (Assistant Station Master) commenced duty on 28 April 1941.⁴⁸ He was still at Marulan in November 1946.⁴⁹

August 1942: S. Dines (Station Master)⁵⁰.

August 1943: S. Dines (Station Master), H. Percival and Les W. Harvey (Assistant Station Masters).⁵¹

Circa 1948-1958: George Gray was Station Master.^{52 53}

⁴⁴ Goulburn Evening Post (1941) "Marulan. Stationmaster's Departure." 18 July, p1.

⁴⁵ Goulburn Evening Post (1940) "Personal." 13 November, p2.

⁴⁶ Goulburn Evening Post (1940) "Personal." 11 December, p2.

⁴⁷ Goulburn Evening Post (1945) "Personal." Marulan News. 29 January, p2.

⁴⁸ Goulburn Evening Post (1941) "Personal." 1 May, p4.

⁴⁹ Goulburn Evening Post (1946) "Personal." 7 November, p7.

⁵⁰ Goulburn Evening Post (1942) "Personal." Friday 7 August, p2.

⁵¹ Goulburn Evening Post (1943) "Personal." Marulan News. 2 September, p5.

1950: George Waters (Assistant Station Master) was farewelled on 15 June.⁵⁴

Circa 1954: George Ward - Assistant Station Master

Circa 1954-58: Jack Rippon – Assistant Station Master.

4 March 1953-22 July 1968:⁵⁵ Frank Monger (Assistant Station Master) – see next page for further information.



1958-91: Frank Jordan (Station Master). In March 1992 an article, including the photo at left, was published which described Marulan station's win in a State Rail garden competition, due to the efforts of Frank Jordan and his wife Ona. The article stated he had retired in 1991 after 32½ years as Station Master at Marulan.⁵⁶

⁵² Goulburn Evening Post (1948) "Big Hill Farewells Mr and Mrs Makepeace." 15 September, p2.

⁵³ Crossing of Trains (1958) Note from Marulan station records. 25 June.

⁵⁴ Goulburn Evening Post (1950) "Farewell at Marulan. Mr G. A. Waters." 19 June, p8.

⁵⁵ Goulburn Evening Post (1968) "Sudden Death. Railwayman, Sportsman." 22 July.

⁵⁶ Town and Country Magazine (1992) "Marulan takes coveted award." Vol. 7, No. 37, Week Beginning 31 March, p1.

Frank Monger⁵⁷⁵⁸

Frank Monger died suddenly of a seizure in the early hours of 22 July 1968, at his home in the No. 2 Railway Residence at Marulan. He was 42 years old.

Frank was born at Grenfell, NSW, and was educated in the Caragabal district, near Dubbo, where his family had pastoral interests. He started his railway career at Caragabal and was a Junior Porter there from 31 January 1941. He transferred to Taralga in 1944. He then held various positions in the Goulburn district, and was a Shunter at Goulburn in 1947.

After being Assistant Station Master at Gundagai he transferred to Marulan on 4 March 1953, and was a 3rd Class Assistant Station Master at the time of his death.

Frank was a keen sportsman. He was Bowls Secretary of the Marulan South Bowling Club, of which he was a foundation member. He played cricket at a representative level for many years, and was a member of the Southern NSW team which played the West Indies at Goulburn in 1961. He also played tennis and golf.

He was survived by his widow, Anne (nee McCormack of the Crookwell district), three daughters and three sons. He is interred at St Patrick's Cemetery, Kenmore.

⁵⁷ Goulburn Evening Post (1968) Op. Cit.

⁵⁸ Goulburn Evening Post (1968) "Obituary. Mr F. V. Monger." 29 July 1968.



Brian Daly was Assistant Station Master at Tallong in 1958 before he transferred to Marulan. (Courtesy Paul Daly)

1959-1988: Brian Daly (Assistant Station Master) retired in January 1988 “after nearly 30 years at Marulan”.⁵⁹

1963-Circa1980s: Michael (Mick) Green – Assistant Station Master, went to Toowoomba when he retired.

1969-Circa1971: Jack Undery took over as Assistant Station Master after Frank Monger died.⁶⁰

Circa1972-1980s: John Conway took over as Assistant Station Master, after Jack Undery went to Tarago.

Circa1970s-90s: Steve Winkler – Assistant Station Master, transferred to Newcastle area.

Circa1970s-90s: Robert Peden – Relief Assistant Station Master.

1980s/early 1990s: Paul Daly (Relief 2nd Class Assistant Station Master)

Circa1970s-1991: David Bush – Assistant Station Master.

Circa1970s-1991: Darryl Lea (Safe Working Station Assistant).

At the weigh bridge up to the late 1970s: Gary Anderson (1968 on) and David Dinning.

⁵⁹ Goulburn Post (1988) “Brian Daly Retires.” 19 January, p8.

⁶⁰ Office of the Commercial Manager, Dept. of Railways, NSW (1969) “Commonwealth Portland Cement Co. Ltd: Freight Agreement.” 7 January 1969. Earliest dated document found bearing Jack Undery’s signature.

Information about Way and Works Branch employees is limited. In the staff lists published in the Government Gazettes every three years between 1890 and 1938, Way and Works employees were shown as being assigned to long sections of track or simply to an area, such as Goulburn Area. As with the Traffic staff, local knowledge and newspaper reports have provided useful information.

Circa 1932⁶¹-1948: Sam Batten (Fettler) *“had worked on the railway for many years and was stationed at Tallong and Marulan until his retirement eighteen months ago [i.e. in 1948], when his health began to fail.”* He died at Marulan on 2 November 1949.⁶²

1943-45: A. E. Armstrong was promoted from Fettler to Ganger in March, 1943.⁶³ He was guest of honour at a civic reception in the Marulan Hall in August 1945.⁶⁴

Other Railway employees known to have been at Marulan in the second half of the 20th Century include: Joe Kopek (Fettler), Drago Lorkovic (Fettler from about 1957), Reno Vespignani (Fettler), Theo Hogg (Fettler), Andrew Reive (Fettler) and Ray Prior (about 1967).

⁶¹ Government Gazette of NSW (various dates). No. 97, 26 June 1933; no. 104, 23 June 1936; no. 96, 27 June 1939.

⁶² Goulburn Evening Post (1949) “Obituary. Mr S. Batten.” 25 November, p4.

⁶³ Goulburn Evening Post (1943) “Railway Staff Changes.” 22 March, p2.

⁶⁴ Goulburn Evening Post (1945) “Marulan Pays Tribute to Mr A. E. Armstrong”. 21 August, p5.



Senior Way and Works officer on a motorised fettlers quad in the Up Refuge siding at Marulan, August 1933. (O.B. Bolton collection. ARHS NSW Railway Resource Centre No. 000044).

Electoral Rolls are another valuable source of information about railway workers when they list occupations as well as names (excluding the many men who gave their occupation as “labourer” as there is no way of knowing from the Electoral Rolls who they worked for).

The Electoral Rolls for 1954 and 1958 show 13 or 14 railway employees living in Marulan, but in 1963 and 1968 this number had declined to 10. Names on the Electoral Rolls in these four years, who have not been mentioned previously, are:

- Mervyn Anderson (1958-1968): Ganger

Santa's Train

Goulburn Post (1987) "Santa's Train." 1 December, p15.

In December 1987 the State Rail Authority ran a "Santa's Train" to bring a touch of Christmas to country children. Mulwaree Shire Councillor Maureen Eddy was asked by the Shire Clerk to ensure as many Marulan and district children as possible were available to see it. *"The train, complete with Santa and a glistening sleigh drawn by reindeer on a special flat top carriage, and a band of helpers"* was scheduled to be at Marulan for 15 minutes on 14 December 1987 while gifts were distributed to children.

- John Armistead (1958-1963): Fettler
- Neville Buckmaster (1954-1958): Ganger
- Clarence Burgin (1954): Fettler
- George Clack (1954): Fettler
- Stanley Clack (1954-1958): Fettler
- Charles Craigie (1954): Fettler
- William Faye⁶⁵ (1968): Fettler
- William Grocott (1958-1963): Fettler
- Alfred Hamlin⁶⁶ (1958): Fettler
- Ronald Hancock (1954-1958): Ganger
- Kenneth Holmes (1963): Assistant Station Master
- Donald Izzard (1954): Ganger
- Raymond Morris (1968): Fettler

⁶⁵ Gave his address as "Railway Camp".

⁶⁶ Gave his address as "Railway Tents".

- Robert Phillips (1954-1963): Railway employee
- Samuel Roberts (1963): Fettler
- George Rowley⁶⁷ (1958-1963): Fettler
- Allan Smith (1968): Fettler
- Leslie Woodward (1954-1958): Fettler

Recollections of a former fettler, by Drago Lorkovic⁶⁸

In April 1957, six men from Bonegila migrant camp arrived by train in Marulan to work as fettlers on the line between Marulan and Towrang. There were three Croatians and three Hungarians.

I joined Gang No. 8 with the other two Croatians and the three Hungarians joined Gang No. 9. My boss was Neville Buckmaster and second in charge was George Rowley. Reno Vespignani was second in charge of No. 9. They lived in Marulan and the Station Master was Frank Jordan, second in charge was Frank Monger.

When we arrived Reno was erecting tents next to the station for us “first timer” men to stay there. There was a shed called the “Mess Hut” where we cooked and ate our meals.

The beds in the tents were stretchers and our mattresses were made by Reno and was a hessian bag full of straw.

⁶⁷ Gave his address as “Railway Tents”.

⁶⁸ Lorkovic, D (2018) “My Story”. In Marulan and District Historical Society archives. June.

Reno then took us all up to Baldock's store and gave Keith our names so we then had credit to buy what we needed. On pay day we paid our bills. None of us could speak any English but we all got by with hand signals. Keith Baldock was good but his mother always knew what I wanted.

We had a three wheel trike that went along the line – one that you had to push back and forth to do our work. One day a train was behind us – we all worked very quickly – some even jumped off.

After work we would go up to the local pub for a drink and play darts.

I stayed on that job for ten months and then got a job at the South Marulan quarry. I still live in Marulan.

Three Generations of Railway Service – by Paul Daly

(Station Manager, Moss Vale)

My father, Brian Daly, joined the railways in 1944 as a Telephone Boy in the Sydney Metropolitan area. He worked in signal boxes at Sydney, Ashfield and many others in the area.

He advanced in grade when he transferred as Signaller/ Assistant Station Master at Polona, which is near Blayney between Bathurst and Orange. This was a big change as he was born and bred at Waverley in Sydney's Eastern Suburbs. [In 1951] he married Audrey Miller, who lived at

Bronte, and they moved to Millthorpe where they lived in a small one bedroom shed.

He took another advancement in grade when he went to Harrington, near Taree, and that is where Janette, my eldest sister was born. Around 1956 he transferred to Tallong as a 4th Class Assistant Station Master. In 1959 he transferred to Marulan as a 3rd Class Assistant Station Master, and he remained at Marulan until he retired in 1988, raising a total of four children with Mum, living at 45 George St.

[On 16 February 1975],⁶⁹ my Dad was crushed whilst shunting a train in the dock at the Goulburn end of Platform 2. He managed to call out and with the assistance of the Guard was placed in the family car. The Guard went and called Frank Jordan, the Station Master, and Frank drove Brian home. Mum then drove him to Goulburn Base Hospital (this was on the old highway) and he was admitted. It was found he had broken his pelvis in six places and he was in hospital for six months. He recovered, but afterwards the cold weather played havoc with his hips and, after retirement, went to Coffs Harbour.

I started on the Railway in 1978, straight out of school and was employed as a Junior Station Assistant at Sydney

⁶⁹ Goulburn Evening Post (1975) "Tragic Road Smash". 17 February.

Terminal. I transferred to a junior position in train control in 1980 and took a promotion as a Station Assistant at Goulburn in 1981.



Audrey and Brian Daly at the time of Brian's retirement.⁷⁰

In 1982 I was promoted to Safe Working Station Assistant at Exeter, working the signal box and also working in the upgrading team as a Traffic Officer. In 1984 I went up a grade again when I became Relief 2nd Class Assistant Station Master at Medway Junction, and also worked at many other locations in the Goulburn District from Glenlee to Bombala and Cootamundra, either on the stations or signal boxes, or on the track. During this time my family continued to live in Marulan, while I travelled away for various periods.

⁷⁰ Goulburn Post (1988) "Brian Daly Retires." 19 January, p8.

In 1993 I successfully applied for the position of 1st Class Assistant Station Master at Moss Vale, and in 1996 I was promoted to the grade of Special Class Assistant Station Master. In 1999, when there was a review, I took on the position of Station Manager, Moss Vale, which I currently hold. In this position, I have worked Sydney Terminal and Melbourne, and most places in between, as well as working as Acting Area Manager, Main South.

My daughter Jennifer has now joined the Railway as a Senior Passenger Attendant in Goulburn, and she has been employed for two years.

Railway gardens

There was a long standing practice of keeping the station master's and night officer's residences surrounded with pleasant and well kept gardens. Frank Jordan (Station Master, 1958-91) and his wife Ona maintained the tradition, being winners of the award for best Station Master's garden in NSW for many years.⁷¹

In the 1980s and 1990s the gardens on the side of the cutting between the station building and the Sydney end of the Down platform were also maintained by Frank Jordan and his wife.⁷²

⁷¹ M Eddy (1985) Op. Cit.

⁷² Town and Country Magazine (1992) Op. Cit.



**Lorraine Lorkovic and gardens at the station in the 1980s.
(Marulan and District Historical Society)**

Postal facilities at station⁷³

A Post Office was operating the original site of Marulan in the late 1830s. By 1866 a large camp of railway workers had formed near the site of the station and the Terminus Hotel had been built. Agitation for a Post Office to be opened in the hotel building was very strong. This Post Office opened on 1 March 1868, under the name “Mooroooolen”.

In 1869 the Post Office was moved to the railway station with the Station Master, John Goold, in charge. He complained he was already overworked which led to the Railways appointing Charles M. Winniett as Telegraph Operator from 19 January. Post Office business was conducted in one half of the ladies waiting room.

⁷³ M Eddy (1985) Op. Cit.

A small separate Post Office building was later built at the rear of the station, about 30 m from the platform with T. K. Kinnear as Post Master. After the railway opened to Goulburn business fell off and the Morse telegraph facilities were withdrawn.

On 9 February 1871 the Station Master, William Jarvis, was appointed Post Master. The Post Office was re-located to a new structure attached to the back of the station building to facilitate the running of both by Mr Jarvis. At this time the Post Office was still known as “Mooroooolen”, while the station name was Marulan. For the Post Office, “Mooroooolen” officially became “Marulan” on 1 September 1878.



**Structure at the back of the station building which was the Post Office premises from 1871 to 1885.
10 April 2018.**

During 1885 a new building for the Post Office, with a Post Master’s residence attached, was erected by the Railways Department about 140 m from the station and separate staff were employed for it, so separating the two businesses.

In October 1895 it was reported that the building had become too small for the then current requirements and that tenders were to be called for constructing two additional rooms.⁷⁴ The building remained in use as the Post Office until 2010.



Post Office building constructed by the Railways Department, and later extended, as it appeared on 30 July 2018. The building is now used as a residence and shop.

Development of present township

Present-day Marulan was originally a private township which had been laid out and marketed under the name Moorooowoolen before the railway opened.⁷⁵ After the railway opened, settlement progressively moved from the original site of Marulan to the new location and by 1895 the original village site was “in a state of ruin”.⁷⁶

⁷⁴ Goulburn Herald (1895) “Marulan & Its Suburbs”, 18 October, p3.

⁷⁵ Sydney Morning Herald (1867) “Advertising”, 4 December, p7.

⁷⁶ Goulburn Herald (1895) Op. Cit.

A Presbyterian (Uniting) Church opened in 1873 and the Anglican Church opened in 1878, but the Roman Catholic Church did not open until about 1930, replacing the church at old Marulan which had opened in 1863. A second hotel, the Royal Hotel, was established in 1880. A Masonic Lodge started in 1878, and a police station was in operation by November 1877.⁷⁷ A school was established at Moorooloolen in 1870, but the school at old Marulan lingered on until 1877. The name of the new school changed to Marulan Public School in 1880.⁷⁸

In October 1895 it was reported Marulan had an Oddfellows Hall (also used as a court house), a School of Arts, two butchers' shops, two blacksmiths and two wheelwrights, as well as three general stores and two hotels.⁷⁹

In 2019, the population of Marulan is growing and new businesses are opening up, largely due to the expansion of quarrying activities in the surrounding area.

⁷⁷ Goulburn Herald and Chronicle (1877) "Goulburn Police Court", 17 November, p3.

⁷⁸ M Eddy (1985) Op. Cit.

⁷⁹ Goulburn Herald (1895) Op. Cit.

Medway Junction (and branch line to Marulan South)

The privately owned branch line from Medway Junction to Marulan South was built to serve the Marulan South limestone quarry. Its original owners were Southern Portland Cement and it is now owned by Boral. More information on this line is available in other articles.^{80 81}

There is some uncertainty about the date the line opened. Two sources say the opening date was 17 May 1928^{82 83} and a third source says it was 17 August 1928⁸⁴. Other documents provide more information:

- 17 May 1928: “ ... to enable the Permanent-Way Branch to proceed with the construction of the Southern Portland Cement Company’s Siding, a new Dead-end Siding, laid in off the Down Main Line ... between Tallong and Marulan, will be brought into use, and will be used for Construction purposes only.”⁸⁵

⁸⁰ Oberg, L. (1980) “Limestone Railways of the NSW Southern Highlands”. Australian Railway Historical Society Bulletins, Vol. XXXI, nos 508 & 509. February and March.

⁸¹ Black, D. (2016) “Marulan South and Peppertree Quarries.” Railway Digest. Australian Railway Historical Society, NSW Division. Vol. 54, no. 8, pp32-39. August.

⁸² Dept. of Railways Information Bureau (1967) Op. Cit.

⁸³ Oberg, L. (1980) Op. Cit.

⁸⁴ Singleton, C.C. (1969) Op. Cit.

⁸⁵ NSW Government Railways (1928) “Between Tallong and Marulan (South) – Provision of Temporary Construction Siding at Mileage 118.9”. Weekly Notice – No. 20. Monday May 14 to Sunday May 20, p20.

- 27 November 1928: *"The Southern Portland Cement Company is pushing on with their line through Glenrock and has almost completed it."*⁸⁶
- 3 December 1928: *"... from Monday, 3rd December, 1928, that Siding will be known as MEDWAY ... The Trailing points in the Down Main line and the Catch-points in the Siding are worked from Frame "A", fixed near the points in the Down Main line. ... The Southern Portland Cement Company Limited has built a line for a distance of 5 miles to their works ..."*⁸⁷
- 13 November 1929: Detailed instructions issued for working trains at Medway Junction, including the signal box, with detailed descriptions and a diagram showing the facilities provided. These instructions superseded the instructions dated 3 December 1928. Therefore, the official opening date of the signal box was 13 November 1929.⁸⁸

The signal box at Medway Junction was located mid-way along the length of the three loop sidings provided, which were used for exchange purposes when opened.⁸⁹

⁸⁶ Goulburn Evening Penny Post (1928) "Pars from the Country - Tallong". 27 November 1928, p5.

⁸⁷ NSW Government Railways (1928) "Between Tallong and Marulan (South) – Provision of Siding for Southern Portland Cement Company". Weekly Notice – No. 49. Monday December 3 to Sunday December 9, 1928, p17.

⁸⁸ NSW Government Railways (1929) "Medway. Signalling and Interlocking Arrangements". Circular No. 573-41. In: NSW Track and Signal Diagrams, Ver. 4. Australian Railway Historical Society, NSW.

⁸⁹ Singleton, C.C. (1969) Op. Cit.



Medway Junction signal box, 17 February 2001 (I.K. Winney collection. ARHS NSW Railway Resource Centre No. 109800).

On Saturday 16 August 2003, control of Medway Junction was transferred to the Southern Rail Management Centre at Junee and Medway Junction Signal Box was closed.⁹⁰

Originally the branch line was 6.5 km long but when Peppertree Quarry was being constructed in 2011-2013, part of the branch line was deviated to accommodate the Peppertree Quarry train loading plant. This involved bypassing a horseshoe bend known as “suicide bend” and providing a more direct route to Marulan South which shortened the distance by about 1,500 m. The horseshoe bend was incorporated into a balloon loop for Peppertree Quarry.⁹¹

⁹⁰ Railway Digest (2003) “Signalling and Safeworking”. Australian Railway Historical Society, NSW Division. Vol. 41, No. 10, p 46. October.

⁹¹ Black, D. (2016) Op. Cit.

Typically, this branch line has eight or nine trains in and out per day, with Peppertree Quarry and Marulan South generating about equal numbers.



The rear of an empty train, with a locomotive at both ends, heading for Peppertree Quarry loading plant (visible in the distance) disappears around the balloon loop. The other two tracks are (from left) the new route to Marulan South and the usual exit route from the balloon loop. 10 November 2015.

Staffing

Traffic staff recorded in Government Gazettes up to 1938⁹² as based at Medway Junction, in the year shown, were:

1929: Edward McDermott (Night Officer)

⁹² Government Gazette of NSW (various dates). No. 154, 13 October 1930, p4185; no. 96, 27 June 1939, p3163.

1938: Clifford R.F. Cook (Assistant Station Master). Cliff Cook was still based at Medway Junction in 1943.⁹³

On 3 December 1984,⁹⁴ Paul Daly took up a position as Relief 2nd Class Assistant Station Master at Medway Junction, but also worked anywhere in the Goulburn District as required.⁹⁵

John Koslowski was based at Medway Junction in the 1980s and 1990s. Other staff at Medway Junction about this time included David Dinning, Chris Grant, Graham Bryen and John Lang.⁹⁶



**Train about to start loading at Peppertree Quarry loading plant
10 November 2015.**

⁹³ Goulburn Evening Post (1943) "Personal." Marulan News. 2 September, p5.

⁹⁴ State Rail Authority of NSW, Operations Division (1984) "2nd Class Assistant Station Masters Training School No. 2 – Sydney – 8/10/84/to 30/11/84. Final Movements." Office of the Principal Staff Officer – Operations, 23 November.

⁹⁵ Paul Daly (2018) Pers. Comm.

⁹⁶ Paul Daly (2018) Pers. Comm.



Loading hard rock product at Peppertree (left) and loading limestone at Marulan South (above). 10 November 2015.



Limestone train from Marulan South bound for the cement works at Berrima passing under the conveyor belt bridge at Peppertree. 22 January 2016.