# Uringalla – Tallong – Morrice's Siding – Barber's Creek bridges: 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.

**Title page image:   Shelter shed on Up platform at Tallong, 16 July 2017**



**Above: Shelter shed on Down platform at Tallong, 13 July 2017**

# 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]

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[1] Longworth, J. (2018) "Bundanoon on the Great Southern Railway – Part 1". Australian Railway History. Vol. 69. No. 970. Pp17-28. Australian Railway Historical Society. August.
[2] Ibid.

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 works [3], 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 Marulan [5] the following stopping places opened subsequently:

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

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[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.

Information on the histories of Uringalla, Barber's Creek/ Tallong, Morrice's Siding and the railway bridges over Barber's Creek are given in this publication. Other publications in this set cover (1) Marulan and Medway Junction, (2) Wollondilly/ Kareela, Penrose and Cable's Siding, and (3) Wingello. Articles in Australian Railway History have been prepared by Mr Jim Longworth detailing the history of Bundanoon and nearby sidings. [6] [7]

As traffic levels on the Great Southern Railway grew it became necessary to duplicate the line. Duplication took place 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.

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[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 Uringalla, Barber's Creek/ Tallong, Morrice's Siding and the Barber's Creek railway bridges

## Uringalla

This was a passing loop and signal box which opened on 21 February 1910 to divide the section between Wingello and Tallong. The siding was on the Up side of the line, and was closed with the opening of duplication on 19 December 1915.[9] It was near where the present line crosses a creek by a low steel bridge on brick piers, beside the Old Wingello Road.

Only one record of staff based at Uringalla could be found. The following two officers were recorded as being based there in the Government Gazette[10] as at 31 December 1911: John O'Grady and Arthur Pooley (both Night Officers).

> **Train Hits Wombat: Locomotive Disabled**
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> Long after Uringalla closed, on 1 October 1983, as the Up South Mail passed through the Tallong-Wingello section, its diesel-electric locomotive struck a wombat. Serious damage occurred to the locomotive and it had to be replaced at Wingello by another locomotive taken from a following freight train.[11]

[9] Singleton, C.C. (1969) Op. Cit.
[10] Government Gazette of NSW (1912). No. 95, 21 June, p3976.
[11] Railway Digest (1984) Item D22.4. Australian Railway Historical Society, NSW Division. Vol. 22. January.

## Barber's Creek/Tallong[12]

Barber's Creek was the main source of locomotive water between Moss Vale and Goulburn, so it was important, especially before locomotives with large tenders came into service from the 1920s on. It retained its role until steam power was fully superseded by diesels in October 1969.

- 1869: A stopping place known as Barber's Creek Tank was opened as a place where steam locomotives could take on water.  Water was pumped up from a pool in the creek to a tank (58.5 kL capacity) adjacent to the track on the southern (Down) side. There was no passenger platform at this time.
- 16 April 1878: A platform named Barber's Creek was opened, located on the south (village) side of the line where the Tallong Down platform is now.
- April 1878: An additional water tank (63 kL capacity) was also added next to the original tank. The pre-existing water tank was near the Sydney end of the platform.
- 1881: The two original water tanks were replaced with two 50.5 kL tanks.
- 12 September 1890: A passing loop located on the Up side opposite the platform and a signal box on the platform came

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12 State Rail Authority of NSW Archives Section (2009) "Station Information - N to Z". 2nd Edition.

into use. A station master's office was provided at an unknown date.

- 3 August 1891: A waiting room was brought into use. [13]

- 17 January 1896: Barber's Creek closed (temporarily) as a location for crossing trains, and the Officer in Charge was withdrawn. [14] Various newspaper reports show this was one of a number of locations used as crossing loops only when traffic levels were high, such as during the grain harvest, and temporary closures like this happened quite often.

- 12 August 1896: An extension of the loop came into use.

- 6 March 1901: *"A very handy goods shed* [i.e. "out-of" shed]*, which was badly needed has been erected and completed within the last week."* [15]

- 6 March 1901: *"Preparations are being made for the formation of a siding. About thirty men are expected to be employed."* [16]

- 1901: A dead end goods siding was provided at the Sydney end on the Down side of the line. It was located parallel to the present day Highland Way between about Memorial Drive and Railway Parade.

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[13] NSW Railways (1891) Monthly Notice No. 9, November, p8.
[14] NSW Railways (1896) "Closing of Tablet Station at Barber's Creek". Weekly Notice – No. 5. Saturday January 25 to Friday January 31, p6.
[15] Goulburn Evening Penny Post (1901) "Barber's Creek." 6 March, p2.
[16] Ibid.

**Track diagrams for (left) Barber's Creek in 1890 and (right) for Tallong in 1953.** [17]

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[17] NSW Track and Signal Diagrams, Ver. 4. ARHS, NSW.

**Railway station and village between 1905 and 1911. Pump house in foreground with house built for pump attendant next to it. (Tallong Community Focus Group collection)**

- By 6 April 1905 Barber's Creek had been renamed Tallong.[18]

- 26 October 1912: A new signal box (on the original platform) and also a new Up platform with waiting shed and "out of" shed came into use on the crossing loop, when the mode of operating trains through Tallong was changed to Down and Up working. The loop had been extended by a further 105 yards at the Goulburn end on 15 October 1912 in anticipation of this change. [19] The crossing loop was

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[18] NSW Railways (1905) "Alteration to Name of Barber's Creek". Weekly Notice – No. 15. Saturday April 8 to Friday April 14, 1905, p32. 6 April.
[19] NSW Railways (1912) "Tallong (South)". Weekly Notice – No. 42. Saturday October 12 to Friday October 18, 1912, p28.

incorporated into the Up Main line when the line was duplicated.



**Tallong station about 1910, before the 2nd platform was added. (Tallong Community Focus Group collection)**

- At various times between 1914 and 1916, [20][21] deputations from the Tallong Progress Association requested the Railways provide a loading bank at the goods siding and it was eventually built.
- 1952: The Down platform was renewed.
- 1954: Electric power was provided to the station.

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[20] The Scrutineer and Berrima District Press (1914) "Tallong." 13 May, p2.
[21] Robertson Advocate (1916) "Railway Works. Deputations." 27 June, p2.

**Railway station and village between 1920 and 1926.**
**(Greg Watson collection,**
**Tallong Community Focus Group archive)**

- 1987 & 1988: Photographic evidence [22] shows the buildings on the Down platform were still standing on 26 January 1987 but by 30 December 1988 the "out of" shed had gone and the waiting room had been partly demolished. The ticket office and signal box were still standing.

- 9 December 1991: The points giving access to the goods siding and for the crossover between the two main lines, and also the signals were placed out of use. By this time the

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[22] www.stationspast.net/nsw/main-south/tallong/. Accessed 18 May 2018 .

signal box had not been regularly used for some years.[23]
The siding, crossover and signals were later removed.



**Assistant Station Master Brian Daly and family on the Up platform circa 1958. The shed at the end of the platform was still in place in November 1974 but was removed sometime afterwards. (Courtesy Paul Daly).**

- Mid April 1994:[24] The signal box and ticket office on the Down platform were replaced with a cylindrical concrete shelter. By this time the station had been unattended for some years.
- 2019: The original waiting shed on the Up platform is still standing but the shed which was at the Goulburn end of the platform is long gone.

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[23] Railway Digest (1992) "Signalling and Safeworking". Australian Railway Historical Society, NSW Division. Vol. 30, no. 2, p 73. February.
[24] District Times (1994) "Shelter from the storm?" 20 April.

**Group of local identities in front of the building housing the station master's office and ticket office, circa 1917. (Courtesy Rumsey family)**



**Tallong station about 1980, before the buildings on the Down platform were completely removed (Courtesy Lewis family)**

**Looking in the Down direction from Tallong Down platform in the 1960s, showing the shed that was at the end of the platform. (ARHS NSW Railway Resource Centre no. 056099)**



**View in the Up direction on 11 March 1991, by which time the station master's/ticket office and signal box building was the only one left on the Down platform. (H. Anneveld collection. ARHS NSW Railway Resource Centre no. 141677)**

**Goods siding at Tallong in the early 1950s.**
**(ARHS NSW Railway Resource Centre no. 103144)**



**Looking in the Down direction from a vantage point part way along the goods siding at Tallong. 5 March 1988. (A. Swift collection. ARHS NSW Railway Resource Centre no. 385906)**

## Staffing

Traffic staff on record in Government Gazettes[25] as being based at Barber's Creek or Tallong up to 1938 when the practice of Gazetting full staff lists every 3 years ceased, as at 31 December in the year shown, were:

1890:   Thomas Casserley (Officer-in-Charge and Postal Officer), Michael Reilly (Night Officer), Mrs Follent (Gatekeeper)

1893:   Mrs Follent (Gatekeeper). [26]

1896:   Stephen Kissell (Porter), James Hickey (Junior Porter), Bridget Follent (Gatekeeper). [27]

1899:   Mary Knight (Platform Attendant), Thomas Amos (Signalman), Andrew Latimer (Porter), Bridget Follent (Gatekeeper). [28]

1902 & 1905:   Mary Knight (Platform Attendant), Bridget Follent (Gatekeeper). [29]

1908:   George William York (Station Master), Walter Lansdowne (Night Officer). Mrs Mary A. Jeffery

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[25] Government Gazette of NSW (various dates). No. 400, 24 June 1891, pp4741&4770; no. 424, 27 June 1894, p4143; no. 505, 28 June 1897, p4542; no. 551, 5 June 1900, p4387; no. 287, 3 June 1903, p4162; no. 174, 6 June 1906, p50; 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, p2982; no. 88, 20 June 1921, p3632; no. 81, 26 June 1924, p3071; no. 85, 28 June 1927, p3133; no. 154, 13 October 1930, p4185; no. 97, 26 June 1933, p2228; no. 104, 23 June 1936, p2536; no. 96, 27 June 1939, p3163.
[26] Mrs Follent is listed as being assigned to Marulan but is known to have been actually located at Barber's Creek.
[27] Ibid.
[28] Ibid.
[29] Ibid.

(Gatekeeper) is listed as being assigned to Marulan but was actually located at Tallong. (She was Mrs Follent's daughter[30] and took over as Gatekeeper from her mother. Her husband was Robert Jeffery, a Fettler).

1911:   Alfred John Wills (Station Master), Walter Lansdowne (Night Officer), Mrs Mary A. Jeffery (Gatekeeper).

1914:   John Driver (Station Master), Francis A.L. Nicholson (Night Officer), Mrs Mary A. Jeffery (Gatekeeper).

1917:   William T. Snushall (Station Master), Eli T. Hodder & Walter L. Bannister (Night Officers).

1920&1923: George V. Horner (Station Master), Walter L. Bannister & Volney S. White (Night Officers).

1926:   George V. Horner (Station Master), Volney S. White & Walter H. Sayers (Night Officers).

1929:   Herbert W. Appel (Station Master), Walter H. Sayers & Albert J. Harris (Night Officers).

1932:   Maurice J. Gallen (Station Master), Albert J. Harris & Oswald C. Haynes (Night Officers).

It was reported in May 1932 that the Station Master at Tallong, Mr George Henry Rose, who was on long service leave at the time, was about to retire, having joined the Railway service in 1888. He had transferred to Tallong from Towrang in 1930. [31]

1935:   Patrick W. Leahy (Station Master), Albert J. Harris & Oswald C. Haynes (Night Officers).

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[30] Barber's Creek News (1981). Nos 14 and 15. 18 & 25 September.
[31] Goulburn Evening Penny Post (1932) "Porter – Station Master." 19 May, p2.

On 20 June 1936[32] "*A very happy social was held at the Memorial Hall to farewell Mr and Mrs Bert Harris and family. Mr Harris, who has been railway officer here for nine years has been transferred to Menangle. Prior to coming to Tallong he was stationed at Wingello for some years. He and his wife have been good citizens, and will be greatly missed by the Tallong residents.*"

Oswald C. Haynes and Mrs Haynes were farewelled in early February 1938 by "*a large and representative gathering at the Tallong Memorial Hall*". [33] Tallong Public School records[34] show he had been at Tallong since September 1930.

1938:   Patrick W. Leahy (Station Master), Norman C. Walker & Michael F. Cunningham (Assistant Station Masters). Patrick W. Leahy left Tallong in early November 1940. [35]

Information on names of Traffic staff at Tallong station after 1938 is limited. However, Tallong Public School records up to 1983 give the occupation as well as the name of a parent (usually the father) of each child at the school[36] and, together with newspaper reports, provide useful material. Traffic staff based at Tallong from 1939 include:

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[32] Goulburn Evening Penny Post (1936) "Tallong. Farewell Social." 25 June, p1.
[33] Goulburn Evening Penny Post (1938) "Tallong. Farewell to Mr O.C. Haynes. Striking Tribute." 10 February, p2.
[34] Tallong Public School Admissions Register, 1907-2004.
[35] Goulburn Evening Post (1940) "Moved to Sydney. Tallong Stationmaster." 6 November, p5.
[36] Tallong Public School Admissions Register, 1907-2004.

1939:   Mr Burg: On the morning of 3 July 1939 a fire broke out at the station which the Night Officer, Mr Burg, was able to quickly put out with the help of two nearby residents. The building affected was only slightly damaged. [37]

1940-53: Rod McCaulay (Station Master). "*On Saturday evening Tallong said farewell to two very fine citizens who are leaving the district. The occasion was a tea party held at Tallong Memorial Hall in honour of Mr and Mrs Rod McCaulay. … Mr and Mrs McCaulay were leaving the district after a residence of nearly thirteen years …*"[38]

1940-43: John G. Biehler (Night Officer) had arrived by the start of the 1940 School Year and left in March 1943. [39]

1945:   From late July to the end of 1945, W. H. Collett was Assistant Station Master. [40]

1951-52: William Francis Gale (Assistant Station Master) had arrived by the start of July 1951, and left in April 1952[41] as he had "*received notice of his promotion and transfer to Picton. Bill* [was] *a keen member of the Marulan Rifle Club.*" [42]

1952:   Mr K. Daley (Assistant Station Master) was newly arrived in September of that year. [43]

[37] Goulburn Evening Penny Post (1939) "Railway Station Blaze." 6 July, p7.
[38] Goulburn Evening Post (1953) "Tallong Honours Two Fine Citizens." 25 March, p7.
[39] Tallong Public School Admissions Register, 1907-2004.
[40] Ibid.
[41] Ibid.
[42] Goulburn Evening Post (1952) "Marulan. Personal." 16 April, p5.
[43] Goulburn Evening Post (1952) "Newtown Side May Play Goulburn League Sunday." 10 September, p8.

1953:   As at 28 October 1953, Trevor Thompson was Assistant Station Master.[44]

1954-55: Cyril McGoldrick (Assistant Station Master) had arrived by 1 March 1954 and left in mid 1955.[45]

1955-58: Cecil Lyons arrived in June 1955 and left in March 1957.[46]

1956-58: N. Maney arrived in November 1956 and left in March 1958.[47]

Circa1956-early1959: Brian Daly (4th Class Assistant Station Master)[48]



**Assistant Station Master Brian Daly, his wife Audrey and eldest daughter Janette on the Up platform circa 1958. (Courtesy Paul Daly).**

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[44] Tallong Public School Admissions Register, 1907-2004.
[45] Ibid.
[46] Ibid.
[47] Ibid.
[48] Paul Daly (2018) Pers. Comm.

1961-63: Geoffrey Bruce (Station Master) had arrived by the
end of May 1961 and left in March 1963.[49]

1961-65 (Circa): According to the 1961 and 1965 Electoral
Rolls, John Edward Dare was Assistant Station Master in
this period.

1967-68: Lionel George Ryan (Assistant Station Master) had
arrived by the start of the 1967 School Year, and was
still at Tallong at the start of the 1968 School Year, but it
is uncertain when he left.[50]

1976-80: John W. Riley had arrived by the start of the 1976
School Year and left in November 1980.[51]

1978-79: Michael I. Hodgess (Assistant Station Master) had
arrived by late May 1978 and left in March 1979 to go to
Penrose.[52]

1978-83: Anthony G. Mathew (Safe Working Station Assistant)
had arrived by September 1978 and left at the end of
1983 or early 1984.[53]

Anthony G. Mathew is the last parent mentioned in the school
records identified as a railway employee. He would also have
been one of the last employees based at Tallong as the station
became unattended at that time, or shortly afterwards.

Information about Way and Works employees is also limited. In
the staff lists published in the Government Gazettes every three

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[49] Tallong Public School Admissions Register, 1907-2004.
[50] Ibid.
[51] Ibid.
[52] Ibid.
[53] Ibid.

years between 1890 and 1938, Way and Works staff were shown as being assigned to long sections of track or simply to an area, such as Goulburn Area.

Tallong Public School records[54] provide information about identities of some Way and Works employees living in Tallong, including indications of when they arrived and when they left Tallong. From these records many did not stay very long, a few months to about three years, especially in the early 20th Century. Robert Jeffery (Fettler, 1910 to at least 1919; his wife, Mary, was Gatekeeper), Andrew Hoare (Fettler, 1911 to at least 1917) and Edward Murray (Ganger, 1920 to at least 1943) are three exceptions. Way and Works employees in later years include Max James Bell (Fettler, 1947 to 1951), Thomas Priest (Fettler, June 1952 to February 1955), John Prest (Fettler, March 1954 to November 1962), Fred Roy Byrne (Fettler, February 1955 to March 1958), Ivan Lewis (Fettler, June 1957 to November 1963) and Robert Dix (Fettler, May 1970 to June 1976).

Electoral Rolls are another valuable source of information about railway workers living in particular places 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).

[54] Tallong Public School Admissions Register, 1907-2004.

From the 1913 Electoral Roll there were five men living in Tallong (out of a total male population enrolled to vote of 49) with an occupation which was clearly railway related, and where it could be said their jobs were actually at Tallong. At 1 September 1959 this number had risen to seven, and was reasonably stable at six at 6 July 1961. However, the number had declined to four by 18 September 1965. Two names are on the 1959, 1961 and 1965 Electoral Rolls, and these are Keith Leonard Allen and Charles Ernest Ogilvie (both Fettlers). Three names are on both the 1959 and 1961 Electoral Rolls, and these are Edward Charles Murray (Ganger), Ivan Edward Lewis and John Frederick Prest (both Fettlers), while John Edward Dare (Assistant Station Master) is on both the 1961 and 1965 Electoral Rolls.



**Waiting shed on Tallong Up platform, 25 May 2018**

## Development of village

Before the opening of the railway in August 1868 there was no population centre at Barber's Creek (as Tallong was then

known). By the end of 1864 there were several pastoral holdings in existence, both large and small, and a few isolated groups of cedar getters. Early census records are sketchy, but the total European population of the district is thought to have been no more than 200.

Station staff, fettlers and other railway employees provided a small but steady population around the station and a village started to develop on nearby private land. By the end of the 19th Century the village included a general store, a substantial fruit packing shed, a public school, a community hall and an Anglican church. The first community hall was replaced by the present Memorial Hall in 1920. The public school was replaced by the present school in 1914 (now much extended). The first general store was replaced by a brick structure in 1927 and after it was destroyed in the bushfire of 6 March 1965 it was, in turn, replaced by the present weatherboard building. During the 20th Century a Post Office and telephone exchange, and a fire shed were added.  The Post Office and telephone exchange closed in the 1980s.

From late in the 19th Century the railway helped in the promotion of Barber's Creek as a healthy place to visit with a number of Sydney businessmen establishing country retreats and a number of permanent residents offering boarding house

style accommodation. [55][56] Tallong was about as far from Sydney as was practicable for weekends away.

Several of the businessmen with their country retreats were instrumental in establishing the orchard industry in the area. By the end of the 19th Century, orchards growing apples, pears and stone fruit were becoming the major form of land use, and the resultant closer subdivision of the land also led to an increase in the local population.

It is unlikely that the industry would have developed to the size that it did in the late 19th and early 20th Centuries without the quick reliable transport system provided by the railways. In November 1917 the forthcoming season's apple crop for Tallong was estimated at 10,000 cases,[57] which was noted as being unusually prolific.[58] The industry was largely wiped out by the bushfire of 6 March 1965 but the last commercial orchard remained in operation until 2014. In addition, in the 19th and early 20th Centuries, the large amount of timber required for railway construction contributed greatly to the clearing of the area as well as the establishment of sawmills.

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[55] Sydney Morning Herald (1911) Advertising. Wednesday 17 May 1911, p3.
[56] Sydney Morning Herald (1922) Advertised under HOTELS AND HOLIDAY RESORTS. Saturday 28 January.
[57] Sydney Morning Herald (1917). The Apple Crop. 19 November, p5.
[58] Sydney Morning Herald (1917). Summary. 19 November, p1.

## Postal facilities at Tallong railway station

The first postal facilities provided in the area were a non-official Receiving Office which opened at the station on 15 February 1881, under the name Barber's Creek.  The Station Master was appointed Receiving Office Keeper. As Receiving Offices provided only the most basic postal facilities, such as receiving and sending mail, anyone needing banking, telegrams or money orders had to go to Marulan.

The Station Master or another railway officer continued in the role of Receiving Office Keeper until 21 March 1892 when the Receiving Office was upgraded to the status of non-official Post Office. A railway officer was appointed Post Master. This Office closed on 4 May 1892 when station staff were withdrawn.

The non-official Post Office was re-opened in other premises on 1 August 1892 but returned to the railway station in 1897 or 1898. It stayed there until 13 August 1913 when it again moved to other premises and never returned to the station.

## Railway Dam

In 1869, when Barber's Creek Tank opened, water was pumped from a waterhole in the creek. In 1883/4 a dam was built across the creek a little way upstream, at the present location. [59]

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[59] State Rail Authority of NSW Archives Section (2009) Op. Cit.

In 1912 the wall of the dam was raised to increase the capacity to 8,000,000 gallons (approx. 36 ML). In 1917 the wall was raised again and the silt was cleaned out. [60]



**Railway dam shortly after it was raised for the second (and last) time in 1917. (Courtesy Rumsey family)**

After the dam was damaged by floodwaters, most likely after a big flood in 1976, it was strengthened and the spillway was replaced with a larger one made of sheet piling.  A steel walkway was added after 2010 to provide safe access for maintenance crews.

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[60] Ibid.

**Looking south-west from a location on the northern bank of Barber's Creek approximately above the right abutment of the railway dam, in May 1969, showing (from left to right) the pump house, the station master's house and a private residence. At the bottom an intake pipe leading from the waterhole to the pump house can be seen. In the background the Vintage Train hauled by 1243 and 2705 can be seen disappearing towards Marulan. (R. McCarthy collection. ARHS NSW Railway Resource Centre no. 618882)**

From 1869 to 1911, steam powered pumps were used to pump water up to the tanks alongside the tracks. In 1911 these were replaced with oil powered pumps and they, in turn, were later replaced by electric pumps. [61]

The steam and oil powered pumps were housed in large shed built with a hardwood frame and galvanised iron cladding.

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[61] Ibid.

The electric pumps were housed in a new shed of similar construction next to the first shed. When the electric pump was renewed in the 1990s it was put in a new shed located between the dam and the railway line.



**Part of downstream face of dam as it appeared in early 2010, showing evidence of remains of outlet works. (courtesy Rob Randazzo)**

Evidence in the image above and in the images on the previous two pages suggests water was obtained by releasing it from the dam to the waterhole downstream before it was pumped up from the waterhole to the line-side tanks, up to 1916, or to the reservoir opposite the Tallong Memorial Hall (see next section) from 1916 on (rather than piping the water directly from the dam to the pump). This waterhole was the original source of locomotive water before the dam was built.

When the replacement electric pumps were installed in the 1990s they were connected directly to the dam via a pipeline running along the crest of the dam and into the water at about its deepest point.



**Railway dam in December 2017**

The first pump house, and the oil engine and pump in it, were sold to a Tallong resident; the sale was confirmed on 31 August 1988 and the pump house and equipment removed a short time later.

The oil engine has been preserved in working order, and the building which housed it has been re-erected on private property. The building which housed the electric pumping equipment was dismantled in about 1996 by the same resident and is in storage at the same property.

Pump attendants (officially known as Pumpers, who were in the Locomotive Branch – later the Mechanical Branch) on record in

Government Gazettes[62] were John Hildebrand (Circa November 1875 – 1905) and Arthur Rumsey.

 Of all the railway employees based at Barber's Creek/Tallong, Arthur Rumsey (left) stayed the longest – from 1905 to at least 1929. [63]

Arthur Rumsey continued to live in Tallong after he retired from the railways, and died in 1950, aged 75. [64]

When the first pumps were installed in 1869 a cottage was provided for the pump attendant next to the pump shed, as there was no other suitable accommodation available. Later this cottage was altered and became the Station Master's house.

### "The Pot" – water reservoir and associated water tanks

This concrete reservoir, known locally as "the Pot", which has a capacity of 300,000 gallons (about 1.35 ML) came into service in 1916. [65] It is across Memorial Drive from the Tallong Memorial Hall.

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[62] Government Gazette of NSW (various dates). 1878, p10; no. 400, 24 June 1891, p4719; no. 424, 27 June 1894, p4117; no. 505, 28 June 1897, p4518; no. 551, 5 June 1900, p4357; no. 287, 3 June 1903, p4128; no. 80, 17 June 1909, p3308; no. 95, 21 June 1912, p3919; no. 101, 4 June 1915, p3195; no. 80, 27 June 1918, p2926; no. 88, 20 June 1921, p3565; no. 81, 26 June 1924, p2985; no. 85, 28 June 1927, p3029; no. 154, 13 October 1930, p4098.

[63] Goulburn Evening Penny Post (1905) "The Bunyip." 24 August, p2.

[64] Goulburn Evening Post (1950) "Obituary. Mr A.C. Rumsey." 8 June, p4.

[65] State Rail Authority of NSW Archives Section (2009) "Station Information - N to Z". 2nd Edition.

*Sir – Will some of your readers give me some information re the Australian Bunyip? We have here in the Barber's Creek dam something, either a bird or beast, with a body as big as a goose, a head as big as a diver's body, or, more correctly, a retriever's head. It dives like a porpoise, is black, and seems to have hair on its body, and a long neck like a crane. It has always been seen before at dawn or dusk, but yesterday while walking along with a gentleman from Sydney at noon we both distinctly saw it. It was also seen by another gentleman about the same time. I shall be glad of any information on the subject.*

*Yours truly*
*Arthur C. Rumsey*

*Tallong, 23 August*



**"The Pot" in 2014, 5 years after it was painted**
**(Tallong Community Focus Group collection)**

In addition to providing water for locomotives, since 1928 "the Pot" has also been used to provide water for the limestone quarry at Marulan South, a function it still performs. Water is pumped up from the railway dam and is conveyed by gravity to Marulan South.

Locomotive water was delivered from "the Pot" to two cast iron water tanks on the Down side of the line. The tanks are still standing, but are unusable.

The Paint-the-Pot Project was a Tallong Community Focus Group project completed in April 2009. Tallong Public School students provided visual ideas which featured the flora, fauna and landscape of Tallong. Regional artist Lynne Flemmons coordinated the overall design. The background colour represents the Tallong sky with the creek, gum trees and local birds and animals represented.



**Old water tank near Mulwaree Drive overbridge, July 2017**



**Old water tank near intersection of Railway Parade and Highland Way, July 2017**

### Recollections of a Gatekeepers daughter

The level crossing and Gatekeeper's cottage on the single line at Barber's Creek/Tallong were located about 750 yards (700m) west of the station.[66] With duplication the level crossing was replaced by the present overbridge (at 185.7km) which is about 300m west of the station.

Mrs Bridget (Birdie) Bunt was a daughter of Mary A. Jeffery, one of the Gatekeepers at Tallong and she provided the following recollections of life in the Gatekeeper's cottage:[67]

> Grandmother [Bridget Follent, nee Hatter] was the Gatekeeper at Barber's Creek (Tallong) and Grandfather [John Follent] a railway ganger.

> ...When grandfather retired from the railway they moved out to [their] selection and gran didn't like leaving the old home. She missed the company of people calling in and the sound of the trains.

> ...When gran left the gates, my mother took over as Gatekeeper and dad was the Ganger – she left the job as Post Mistress and Mrs Knight (later Mrs Arthur Rumsey) became the Post Mistress. Mr Arthur Coggan and Mr Rumsey

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[66] NSW Land Registry Services, '*Parish of Wingello, County of Camden'*, Parish Map, 9 February 1909.
[67] Mrs Bunt (snr), 'Memories of Tallong' *Barber's Creek News*, Vol 14 (18 September 1981), Vol 15 (25 September 1981), Vol 16 (2 October 1981).

attended the pump near the station. Trains took in water from the water supply and in [1908], it was the first time that the dam had almost become dry.

...There was a lot of activity in Tallong in 1914. There was only a single line there and work had started on another one and a train brought men and their wives and children. Tents and all the gear needed for the works were also brought. They had a blacksmith's shop near it too and tents were everywhere. They called it 'Calico Town'. Some children came to the school. We unlocked the gates at 6am and horses and drays came through at 7am. They finished work about 4pm. They had to blast a cutting out to make room for the line and we were told to stay inside when the fuse was ready and then stones and dirt would land on our roofs. We used to dig pipe clay from the cutting to boil up to whiten our fireplaces...A new bridge [viaduct] had to be made, also an overhead bridge. Men were working on the reservoir and a new school...

The ganger who worked on the new line and bridge, Mr Jim McGrath, was going to go home to Ireland when the job was finished. He and my dad had been friends for a long time. One morning, he came to say goodbye and he was going to leave the next day. He was on the end of the new bridge [viaduct] next morning when the paper train was going to

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Goulburn with school children and other passengers. It was a mixed train. He stepped from out of its way right in front of the Melbourne Express. The noise of the paper train drowned the noise of the Express approaching. Sovereigns were scattered along the track. It was sad for dad and his men working there later.

We carried water from the creek when our tanks were low and two tanks were left for us near our home on the line and the water train came and filled them up. Dad was kept busy with his railway work. He was Secretary of the Progress Association and had First Aid classes. He acted in plays. One foggy night he was called out to go on the engine as a pilot. The train crew had to learn the road and there were curves that they weren't aware of. One fireman had to be roped in. It was slippery on the footplate and going around curves they could be thrown out. Then there were washaways - all the men had to go out, messages were left at the railway [station] too. The driver would notice a burning sleeper, set alight by a spark from the engine and cracked rails. Dad would have to go and attend to it. We used to go on the trike with him on Sundays to inspect the tracks. We knew every train and their numbers…

When the overhead bridge was finished, we locked the gates for the last time and we felt sad about it as we had to leave the old home…

## Ballast Siding

Forsyth[68] mentions that a ballast siding was authorised at an unknown location, other than that it was at Barber's Creek, on 13 March 1891. The material to be extracted was intended to be used for re-ballasting the main line. No evidence has been found that the siding was ever built, possibly because the rock in the vicinity of Tallong is not suitable for ballast. On the other hand, monthly and weekly notices from the time[69] include timetables for working of ballast trains between the ballast siding at Bowral and Barber's Creek.

However, the remains of a quarry are known to exist on private property adjoining the railway on the down side at about 184.3km. This quarry has evidently been used as a source of building stone for houses in the area. It might also have been the source of the stone used to construct the piers of the first viaduct over Barber's Creek, but no documentary evidence to confirm this has been located as yet.

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[68] J H Forsyth, '*Vol 2, Historical Notes on Main Southern Railway from Granville to Albury*', State Rail Authority of NSW Archives Section, 1st edition 1989, Revised 2002, p78.
[69] NSW Railways (1891), Monthly Notice No. 11, November, p6.

## Morrice's Siding

Morrice's Siding was located 1.6 km (about a mile) west of Barber's Creek/ Tallong station, on the south side of the line, near the woolshed of *Glenrock*, which was then owned by Mr Morrice. [70] It opened in June 1875 and closed when the line was duplicated, on 13 December 1915. Its location can still be seen as a flat area next to the railway between where the Highland Way curves back parallel to the railway after leaving Tallong and Long Point Road.

## Catching the train to and from High School in Goulburn[71]

In 2014 Mrs Margaret Bishop, a long term Tallong resident, provided the following recollections of her journeys by train to and from High School in Goulburn in the period 1956-60:

> After year 6 we graduated [from Tallong Public School] to High School in Goulburn. There was no bus run during my high school years, so we caught the train.

> The 'paper train', duly named because it brought the Sydney papers to the country, was our mode of transport to High School. This was a steam engine freight train with one carriage for passengers and a guard's van on the end.

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[70] Singleton, C.C. (1969) Op. Cit.
[71] Margaret Bishop (nee Read), *Tallong School Memories: the 1960s*, Pers. Comm., 2014.

**No. 31 fast mixed (the 'paper train') hauled by 3827 approaching Tallong on 27 July 1968. In the mid to late 1950s the 'paper train' was known as no. 9 fast mixed, which ran from Sydney to Junee. In the Public Timetable of 27 February 1955 it was scheduled to leave Sydney at 1:45 am, reach Tallong at 7:07 am and arrive in Goulburn at 8:12 am. (J. Ward collection. ARHS NSW Railway Resource Centre no. 540589)**

Stops were made along the way to pick up children living a distance from a station. Our train arrived any time between 7am and 9am which meant we had to be at the track [near where Morrice's Siding had been] by 7 just in case.

In winter this meant literally sitting in the frost. As a result, we were [allowed] to light a fire to keep ourselves warm.

Between the smoke from the fire and the soot from the train, I'm sure I was a delight to sit next to in class! No one ever complained though.

Once the train arrived, we climbed into the guard's van; in those days trains always had one at the end. The guard's van had steps up but the carriages didn't. At the next station, Marulan, we transferred to the carriage. The carriages had two [*sic*] compartments; two at one end for boys and two at the other end for girls. The passengers (if there were any) had the 3 middle compartments. Each compartment had a toilet but no communicating corridors. Once in, that's where you stayed.

One day the carriage was a sleeping compartment [*sic*] instead of our box carriage. We had a very comfortable ride to school that morning!

Once we arrived in Goulburn, we had a fast 20 minute walk to the High School.

We were known as the 'train kids' and no teacher ever kept us in detention because they would then have to drive us all the way home. We also had to leave 5 minutes before the bell in the afternoon in order to catch the 5 to 4 train home.

This was also a freight train [No. 392 goods] and during the trip always had to shunt back onto a side line to let the fast

express past. This was either at Towrang or Marulan depending on the timing of the express. Usually there was a waiting time of anything from half an hour to an hour. Most days we arrived home around 6pm. A two hour journey instead of an hour!!

There was no heating on the train and I suffered badly from chilblains during the winter.

The year after I left a bus service was introduced.



**Melbourne to Brisbane freight operated by Specialised Container Transport approaching Tallong, 14 December 2017.**



**Down empty limestone train from Berrima Cement Works to Marulan South, in the mist, 2 November 2017**

## Barber's Creek bridges

The first bridge built to carry the line over Barber's Creek consisted of five 60 foot (18.3 m) spans supported on piers and abutments made of sandstone blocks. Each span comprised two wrought iron girders 4 feet 7 inches (140 cm) deep and 13 feet (4 m) apart connected by a number of cross girders.[72]
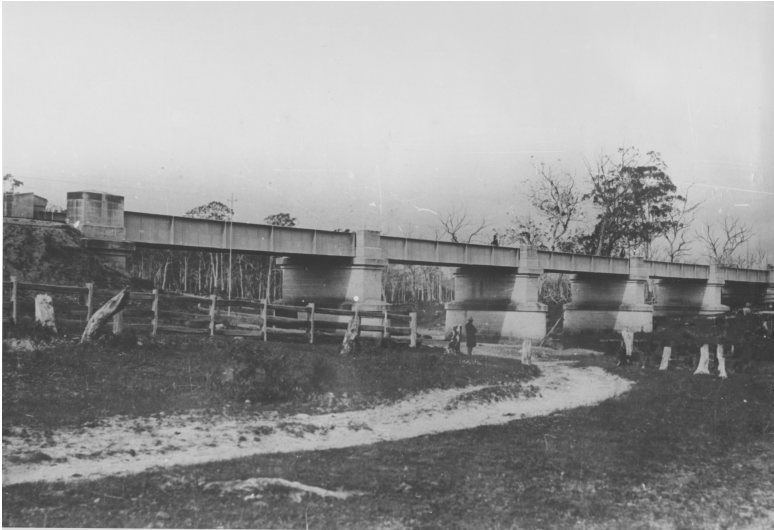


**First railway bridge in original condition, looking in the Down direction. (ARHS NSW Railway Resource Centre no. 034303)**

In 1892 the bridge was strengthened to carry the heavier trains then coming into service by adding a central girder and deeper

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

cross girders to each span. To support the central girders a slot was cut into the end abutments and each intermediate pier. [73]



**First railway bridge in original condition, looking in the Down direction. The track in the foreground is now Barber's Creek Road. (ARHS NSW Railway Resource Centre no. 034304)**

The original bridge was replaced in 1915 when the railway was duplicated. The remains of the abutment at the eastern (Sydney) end are still visible and the slot cut into it for the central girder added in 1892 (and the extra stonework added to support its end) can be clearly seen. The bases of the piers near the creek can also been seen. According to local information most of the stone from the piers was taken to Goulburn and reused to build one of the churches there.

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[73] Ibid.

The second (and existing) brick arch bridge was built to carry the line when it was duplicated and came into service when the duplication from Tallong to Marulan was opened on 13 December 1915.



**Eastern abutment of first railway bridge in July 2017 showing the slot and extra stonework for the central girder added in 1892.**

The second bridge consists of nine 25 feet 9 inch (7.85 m) openings and is situated about 40 feet (10 m) north of the old one [74] (on the Up side). The eastern abutment of the old bridge has been used as part of the eastern abutment of the new bridge, which accounts for its survival when most of the rest of the old bridge has not.

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[74] Singleton, C.C. (1969) Op. Cit.

**Second railway bridge, looking in the Down direction, with the base of one of the piers of the first bridge in the foreground. (Tallong Community Focus Group collection)**



**Second railway bridge, looking in the Down direction. 18 September 2018.**

## Workforce on first bridge

An indication of the number of men employed on constructing the first bridge over Barber's Creek, their living conditions and their resourcefulness, is available from correspondence about establishing a 'National School' at Barber's Creek.[75] A petition to the Board of National Education (as the education authorities in NSW were then known), dated 18 July 1865, was appended by 75 signatures (the non-Railway population of the area at the time was about 100). The petition stated:

> 'We the undersigned workmen employed in the erection of a viaduct at Barber's Creek, Great Southern Railway, considering the time we shall be employed here, feel the great inconvenience of being too far from a National School … , we have erected a school house adjoining the works … and secured the services of a teacher and his wife who we believe have both passed examination under the National Board, and they are at present imparting instruction to over thirty five children daily. … we trust that you will … grant a salary for the teacher as the fees received … from the parents are quite inadequate for his support.'

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[75] 'Tallong History' (1981) *Barber's Creek News*, Vol 8, 17 July.

The petition was followed up with a formal application and this resulted in a visit from a schools' Inspector who sent a report, dated 23 August 1865, to the Board which stated:

1.  The want of a school at this place arises solely from the fact of extensive Railway works being carried on in the neighbourhood, and the existence of three camps of huts occupied by men employed upon them. The largest camp is at Barber's Creek over which a viaduct is in the course of erection. This is not expected to be finished in less than eighteen months. The other camps are about a mile distant in opposite directions. There is no school nearer than the National School at [the original site of] Marulan which is five miles away.

2.  The building has been erected for the purpose of the school. It is wholly of bark, and is quite equal, if not superior to the other huts. Its dimensions are sufficient and, considering that its use will cease with the completion of the Works, it has been made as comfortable as could be expected. At present there is not enough furniture and there are no books except those brought by the children from their homes.

3.  On the day of my visit there were 29 children present, as many as 46 belong to the school. … The teacher

conducts an evening school which is attended by some of the men. ...

The Board approved the Inspector's recommendation and the school officially opened on 8 September 1865. It closed at about the time the works were completed. Three other Public Schools were opened on different sites between 1883 and 1914. The present, and fourth, Public School in Tallong opened at the start of the 1914 school year, while railway duplication works were in progress, which caused another temporary population influx.