

Wingello: 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: Buildings on Up platform at Wingello on 20 June 2018



Above: General view of Wingello station looking in the Up direction from the Up side of the line on 3 October 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

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 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:

- Wollondilly/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.

Information on the history of Wingello is 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) 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.^{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 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.

History of Wingello



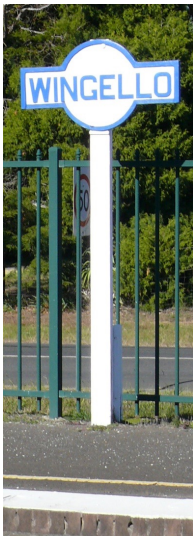
**Wingello station in single track days, circa 1900.
(Greg Watson collection,
Tallong Community Focus Group archive)**

Present day Wingello was identified as a potentially suitable site for a station when the Great Southern Railway was being planned as it was located at a place where the railway would intersect with the Old Argyle Road (the first major road through the area). However, when the railway opened between Moss Vale and Marulan on 6 August 1868 the then village of Wingello was about 10 km away to the west-north-west, on Thomas Mitchell's Great South Road.⁹ From a railway perspective the developments at present day Wingello were:¹⁰

⁹ Parr, L. (2009) "Wingello". ISBN: 0-9594611-1-6.

¹⁰ State Rail Authority of NSW Archives Section (2009) Op Cit.

- 1 June 1871: A crossing loop and siding opened, named Wingello Siding. The siding was a dead end extension of the loop at the Goulburn end.
- 1882: A platform was added on the Up side, opposite the crossing loop.
- 1882: A loading bank was constructed next to the siding and a porter's house, brought from Bowning, was re-erected.



- 1883: The station building with adjoining "out of" shed for parcels was built.
- 1 August 1885: The name Wingello was first mentioned in the timetable (the Post Office opened on the same date).
- 1888: A Signal Engineer's diagram showing the track layout in 1888 is on page 24.¹¹
- 24 July 1890: The station was interlocked (this prevents signals showing indications which conflict with settings of points).
- 12 September 1895: The yard was remodelled with a dead-end Refuge siding off the loop at the Sydney end.
- 1902: A new "out of" shed was built.
- 6 May 1910: A cabin with kitchen facilities for the officer in charge was added to the station buildings.

¹¹ NSW Track and Signal Diagrams, Ver. 4. ARHS, NSW.

- With the opening of the duplicated line on 19 December 1915, a new Down platform and station buildings were provided and a signal box was added on the Up platform (before this the levers operating points and signals at Wingello had been in the open).
- Two dead end refuge sidings were also provided. The refuge sidings enabled a slow train to be stowed to allow a faster train to overtake, but as trains had to back into them, putting them away was a slow process. A Signal & Telegraph Engineer's diagram showing the track layout in 1957 is on the next page.¹²
- With duplication, the goods siding was moved from its original location at the Goulburn end of the station to the Sydney end and across to the Up side of the line. A new loading bank was provided, but no goods shed. Originally the goods siding had a loop configuration with a dead end spur at the Sydney end adjacent to stockyards. This lasted until 2002 when the connection to the Up main line at the Goulburn end was removed.
- 1945: Electric lighting was installed at the station.

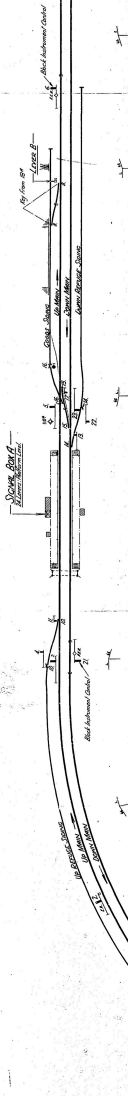
¹² NSW Track and Signal Diagrams, Ver. 4. ARHS, NSW.



POINTS	DETECTED BY NORMAL	DETECTED BY INVERSE	SMALL SIGNAL AGENS
10%	4	11	20%: 4, 10, 22
20%	11	18	30%: 5, 11, 17
40%	18	22	
60%	22	22	
80%	22	22	

— Longitudinal Scale: 2 Chs. - 11 inch. —
Dates: 5.9.12 13.20
Labels:
 18 Key box & 11 boards & 100 pad with lever reverse.

101
COMBUST. RES. 0622262 11-1-58.
about 5-1-58.
Division of N.S.N. Standard Black Marking
SAFE 57 732205 10-1-58



Section: TALLONG-MINGELLO

Section: WINGERS - MUSEUM: 1 Quarts Egg (Nests 2 & 5) - kept at Wingers

Section: MINGELLO - PENROSE: U.S.N. Standard Block.

WORKING SKETCH
WINGELLO
345



MAYPOLE DANCERS AT RAILWAY STATION, 1910. BACK ROW FROM L TO R: RENE BERRY, KATIE RICHMOND, EDNA KINGSTON, BERYL HANDLEY, GLADYS HANDLEY, BEATRICE GARBUTT, VIOLET GARBUTT, MAY GARBUTT, MILLIE WEBBER. STATION MASTER MR BERRY AT BACK AND FRONT ROW FROM L TO R: ALMA JEFFERY, ALAN RICHMOND, MAY JEFFERY

**Maypole dancers trained by Rene Berry, the station master's wife
(maypole dancing was a popular activity at the time)
(Courtesy Lorna Parr)¹³**

- 6 March 1965: Miraculously the station buildings survived the Chatsbury bushfire which devastated much of Wingello. However, the Assistant Station Master's cottage was one of many buildings in Wingello destroyed that day and the Housing Commission later built a replacement.
- 2 November 1986: Boom barriers, warning lights and bells were brought into use at the level crossing.
- February 2007: The manually operated signals at Wingello were replaced by automatic signals¹⁴ and on 23 February

¹³ Parr, L. (2009) Op. Cit.

¹⁴ Australian Rail Track Corporation (2007) "Moss Vale to Wingello Resignalling and Train Control Consolidation". SAFE Notice 2007. No. 2-408. NSW Track and Signal Diagrams, Ver. 4. ARHS, NSW.

2007¹⁵ the signal box was closed as it was redundant. The Up refuge siding was also removed.

- 2018: All the buildings on the Up platform and the waiting shed on the Down platform are still standing. The goods siding (without loading bank or stockyards) and Down refuge siding are also still in place, mainly for storing track maintenance machines.



Shelter shed on Down platform, 25 June 2018.

Staffing

When the passenger platform opened in 1882 the Porter in Charge was George Gibbons.¹⁶ In 1889, he exchanged places with Abraham Henry Le Mesurier from Coolac. However, Mr Le Mesurier stayed only a few months as Edward Evans took over as Officer-in-Charge in September of that year.¹⁷

¹⁵ Wingello Village Association (2018) "Glimpses of Wingello". ISBN: 978-0-646-98271-7.

¹⁶ Parr, L. (2009) Op. Cit.

¹⁷ Ibid.

Traffic staff on record in Government Gazettes¹⁸ as being based at Wingello at three yearly intervals between 1890 and 1938 (when the practice of Gazetting full staff lists every 3 years ceased), as at 31 December in the year shown, were:

1890: Edward Evans (Officer-in-Charge), Willis Cavanough (Night Officer)

1893: William Fulton (Officer-in-Charge), James Kelly (Night Officer)

1896 & 1899: Frank Mitchell (Officer-in-Charge), Thomas Porter (Night Officer), Mrs M. Johnson (Gatekeeper)

1902: Thomas Bingham (Officer-in-Charge), Minnie Johnson (Gatekeeper and Platform Attendant)

1905: Frederick Smith (Officer-in-Charge), Daniel Pauley (Night Officer)

1908: Frederick Smith (Station Master), Leslie Markham (Night Officer), Minnie Johnson (Gatekeeper)

1911: Philip Y. Berry (Station Master), Fred S. Barker (Night Officer), Minnie Johnson (Gatekeeper)¹⁹

In August 1912, Mr A. Duff is reported as transferring from Marulan, where he was Night Officer, to Wingello at the same

¹⁸ Government Gazette of NSW (various dates). No. 400, 24 June 1891, p4741; no. 424, 27 June 1894, p4136; 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, p41; 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, p3163.

¹⁹ Minnie Johnson may have been based at (1st) Penrose at this date.

grade.²⁰ However, he evidently did not stay long, as he was not listed in the Government Gazette as being at Wingello in 1914.

1914: James Murphy (Station Master), Harold M. Johnson (Night Officer), Volney S. White (Junior Porter), Mrs Herminnie Johnson (Caretaker and Gatekeeper)

1917: James Murphy (Station Master), Harold M. Johnson and Henry Bushell (Night Officers), Walter Jeffery (Junior Porter – Supernumerary Staff), Mrs Herminnie Johnson (Gatekeeper)

1920: Aubrey M. Denning (Station Master), Henry Bushell and Sydney J. Goodall (Night Officers), Eric J. Penfold (Junior Porter), Mrs Herminnie Johnson (Gatekeeper)

1923: Samuel G. Potter (Station Master), Henry Bushell and William O. Cowe (Night Officers), Walter J. Wheeler (Junior Porter)

In September 1924, Henry Bushell transferred to Yass Junction, having been Night Officer at Wingello since about May 1915. He and his wife were given a big send-off at the Wingello Hall on Saturday, 13 September 1924. He had been active in the local community, as he had been involved in the Wingello Progress Association and at St Andrews Church of England, so his farewell function attracted a large crowd. People came from Marulan, Penrose, Canyon Leigh, Tallong and Goulburn to attend.²¹

²⁰ Goulburn Evening Penny Post (1912) "Marulan". 27 August, p4.

²¹ Goulburn Evening Penny Post (1924) "Popular Railway Officer. Farewelled at Wingello". 25 September, p6.

1926: Arthur G. Lainson (Station Master), Albert C. Nichols and Ronald J. Kingston (Night Officers), Frederick A.C. Wheeler (Junior Porter)

1929: John A. Devine (Station Master), Ronald J. Kingston and Eric J. Penfold (Night Officers), Frederick A.C. Wheeler (Junior Porter)

1932: John A. Devine (Station Master), Herbert T. Moore and Eric J. Penfold (Night Officers)

1935: Albert H.P. Krempin and Eric J. Penfold (Night Officers)

On 31 May 1937, Mr and Mrs Walter H. Sayers and family were given a farewell social at the Wingello Hall as Mr Sayers was transferring to Portland station.²² It is unclear what Mr Sayers' position was at Wingello, except he was "Traffic staff", and it is known he was at Wingello in October 1936.²³ He was also listed in Government Gazettes as one of two Night Officers at Tallong in 1926 and 1929.

1938: Cecil Hook (Station Master), Albert H.P. Krempin and Joseph M.W. Bizant (Assistant Station Masters)

Information on names of staff after 1938 is limited. However, it is known that in 1985 the Station Master was Mr Farrell and there were five employees at the station altogether.²⁴ In addition, it is known that when the signal box closed on

²² Goulburn Evening Penny Post (1937) "Wingello. Sayers Family". 15 June, p7.

²³ Goulburn Evening Penny Post (1936) "Long Service. Forty Years a Railwayman. Wingello News". 15 October, p7.

²⁴ Southern Highlands News (1985) "Centenary is a Surprise". 31 July.

23 February 2007, there were four staff at Wingello whose jobs were lost.²⁵

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

Newspaper reports are another source of information and a report from October 1936²⁶ shows that Arthur Jeffery was about to retire as a Ganger at Wingello, where he had been based since 1911.

On the eve of his retirement from the railway service, Mr Arthur Jeffery, Per Way Ganger, was tendered a presentation by his fellow employees and staff at Wingello station. Mr Jeffery, who is 64 years of age, joined the service at Bolivia [near Glen Innes] in 1894 and, after working in various parts of the State for 15 years, he was appointed ganger at Wingello in 1911, which position he has held ever since.

During his stay at Wingello Mr Jeffery made many friends and was extremely popular with everybody. His cheery smile and happy disposition will be missed by his fellow workmen, all of whom were in attendance to pay their tribute. ...

²⁵ Wingello Village Association (2018) Op. Cit.

²⁶ Goulburn Evening Penny Post (1936) Op. Cit.

Mr Hook, Station Master, paid a deserving tribute to Mr Jeffery's long association with the Railway Department. ... Others who spoke ... were Messrs W.H. Sayers and J. Penfold, Traffic staff and H. Jeffery, A. Dignam, T. Westbury and T. Halley, Per Way staff.

From the 1913 Electoral Roll there were seven men living in Wingello with an occupation which was clearly railway related (excluding men who gave their occupation as "labourer" as there is no way of knowing from the Electoral Rolls who they worked for), and where it could be said their jobs were actually at Wingello. At 1 September 1959 this number had risen to 15, and was stable at 16 at 6 July 1961. However, the number had declined to eight by 18 September 1965. Names which are on the 1959, 1961 and 1965 Electoral Rolls are Robert James Brown (Ganger), Kelvin John Costello (Assistant Station Master), Thomas William Halley and Robert Arthur Westbury (both listed as "Railway employee"). Additional names on both the 1959 and 1961 Electoral Rolls are Sidney Charles Maltby (Station Master), John William Carter (Assistant Station Master, who was living in Penrose in 1965), John Cotterill, John Reuben Garbutt, Joseph Hill Garbutt and Hamilton Alleston Robertson (all Fettleers), and Andrew Reive (listed as "Railway employee"). Additional names on both the 1961 and 1965 Electoral Rolls are Ernest John Collins (listed as "Railway employee"), John William Miller and John Muller (both Fettleers).

Postal facilities at station

In 1882, George Gibbons the Porter in Charge at Wingello platform wrote to the Postal Department asking for a Post Office to be established as he was getting and sending 15 to 20 letters per day. In March 1883 he was given the position of Receiving Office Keeper, with an increased salary.²⁷

In 1884, George Gibbons wrote asking for the Receiving Office to be upgraded to a Post Office so people could register mail instead of having to go to Marulan to do it, but his request was refused. In 1885, agitation increased when residents sent in a petition asking for a Post Office at the station, instead of a Receiving Office. The result of this, and representation from the local member of the Parliament, was that the Post Office opened, and George Gibbons was appointed Post Master on 15 July 1885.²⁸ From this date until 1 April 1911, when the Post Office was moved to separate premises, the highest graded Railway officer at the station was also the Post Master.

²⁷ Parr, L. (2009) Op. Cit.

²⁸ Ibid.



**Platform scales
25 May 2018.**



**Signage under verandah roof
25 May 2018.**

Development of present village²⁹

The railway was the catalyst for the development of the village of Wingello at its present location. Railway construction workers arrived in January 1865 and construction work provided a temporary source of employment. The timber industry, supplying sleepers for the railway, provided more permanent employment.

As late as 1883 there were doubts Wingello would survive once the timber was cut out. The population largely comprised railway workers and a few settlers while timber getters and bullock drivers were living at Bomballoway, about 4 km to the south.

²⁹ Parr, L. (2009) Op. Cit.

However, the village did survive, with the railway offering a steady source of employment from the time the station opened in 1882. In addition to the post office facilities described in the previous section, a school opened in 1885. By the early 20th Century there was a general store, a bicycle shop, a blacksmith and a butcher shop (only the combined general store and post office is still in business today). A Mechanics Institute Hall opened in 1902, across the road from the station, and an Anglican Church was built in 1914.



Level crossing with general store across the road. 2 April 2019.

Aided by the presence of the railway, by 1910 orchard and forestry industries had developed around Wingello. These thrived until the Chatsbury bushfire of 6 March 1965. This fire destroyed about 80 per cent of the houses in Wingello and caused loss of life. The village eventually recovered, as did the State Forest, but the orchard industry no longer exists. Today the village continues to thrive, but independently of the railway.



**Level crossing with Mechanics Institute Hall across the road.
2 April 2019.**



Down Goulburn Day Train (formed by an Endeavour DMU) at Wingello on 11 January 1997.