

NSWGR General Passenger Traffic Workings

MSTS Modelling Guidelines – Version 2.0 November 2007

By Brian Bere-Streeter

This document came about as a series of notes that I wrote for my own information when creating and running trains on my MSTS NSWGR routes. As more information came to hand, I decided to make it available to the general MSTS NSWGR community, to enhance their enjoyment of running trains in MSTS over the great NSWGR routes that are available.

At present there are several NSWGR routes, generally available to MSTS users:-

- Coals to Newcastle [CTN] – By Peter Newell (co-authored by myself)
- Central West [CW] – by Chris Nelson (Chris Anderson)
- Tumulla Bank [TB] – by Chris Nelson (part of Team-Alco's 36 Class pack)
- Blue Mountains [BM] – by Mike Simpson
- Main Illawarra [NI] – by Brian Bere-Streeter
- Southern Illawarra [SI] – by Paul Woosley
- Southern Highlands [SH] – by Chris Nelson
- Southern Mainline [SM] – by Russell Beer

Routes under construction, but not yet released

- NSW North-West [NW] – by Chris Nelson

The great majority of comments in this document will relate to the CTN route, but other notes relating to the other routes will be included, as appropriate. Comments will be generally restricted to the prototype situation generally centred around the 1950-1960 period and for about five years or so either side of that timeframe.

Information in this document has come from authentic NSWGR documents, such as the Train Composition and Marshalling book, Working Timetables, Local and General Appendixes, as well as various 'authoritative' books by well known historical authors, and from a perusal of hundreds of photographs.

" Coaching Stock of the NSW Railways - Volumes 1 and 2 ", Cooke, Estell, Seckold and Beckhaus, Eveleigh Press, 1999 and 2003

" Time of the Passenger Train - First (and Second, and Third) Division" , Preston, Eveleigh Press, 2003 (and 2004, and 2006)

TCMB1958 = info from Train Composition & Marshalling Book 26th October 1958

MSTS Routes – this lists the available MSTS routes that a particular passenger train ran on and the start and end points on that route applicable to that train.

MSTS Consists – this lists a series of pre-made MSTS Consists for specific trains during specific time periods that can run over the available MSTS routes. Consists are made from all the generally available locos and rolling stock from various download sites. At some stage I might make available a 'Consists Kit' to assist other MSTS users to run authentic NSWGR passenger trains over their MSTS routes. However, there are a few minor Consists which use custom re-painted stock only used by me, feel free to substitute any locomotive or rolling stock item in my Consists that you don't have in your Trainset folders, particularly if you do not have the Team-Alco payware packs. To run your Consists, first select the required locomotive from the drop-down selector, and then select the required train number.

Locomotives

Passenger Locomotives

Whilst passenger locomotives were generally reserved for passenger services, once the impact of dieselisation made itself felt, 'surplus' passenger locomotives were then often used for goods services. The following ignores older minor classes:-

- 30 Class – 8 road numbers available
- 30T Class – 5 road numbers available (3 superheated, 2 saturated)
- 32 Class – 9 road numbers available
- 34 Class – Not yet available in MSTs
- 35 Class – 3 road numbers available
- 36 Class – 9 road numbers available (Team-Alco 36 Class Pack - payware)
- 38 Class – 6 (+10) road numbers available (+ Team-Alco payware pack)

Diesel Era

Diesel locomotives will be restricted to those generally in service by 1965 at the latest, and in the early liveries, i.e. original Green, or Indian Red.

- 40 Class – 6 road numbers available
- 41 Class – 4 road numbers available (minor departmental workmen trips only)
- 42 Class – 5 road numbers available
- 43 Class – 2 road numbers available
- 44 Class – 2 road numbers available
- 48 Class – 4 road numbers available

Electric Locomotives

- 45 Class – 4501 prototype, later re-numbered 7100
- 46 Class – 4 road numbers available

Express, Mail and Principal Passenger Trains

The following describes the main express, mail and principal passenger trains over the four Main Lines throughout the state.

Under the locomotive descriptions – **R** indicates this class is Rostered in the Working Timetable – **P** indicates photographic evidence of this class during this time period.

e.g. R38/P38 = rostered for a 38, photo evidence of a 38

Comments in brackets denote the destinations (Down) or origins (Up) of particular cars when they do not travel for the full length of the line – also train formations sometimes varied on different days, these are shown where known.

NOTE - Train times and train formations are shown only for typical Monday to Friday services – no attempt has been made to detail Saturday or Sunday workings.

Liveries – to shorten Consist names, liveries are abbreviated as: i=Indian Red, t=Tuscan and Russet, b=Blue/Cream, R&C=Red/Cream

The Main North – includes the North West lines and North Coast lines from Maitland, and the Short North – Sydney to Newcastle

The Brisbane Limited - TCMB1958

Down No1 dep Sydney 7:40pm – arr South Brisbane 11:46am

Up No2 dep South Brisbane 4:20pm – arr Sydney 8:46am

Locos – R diesel – P42, P43

Cars – Down - FS, FS, BS, MAL, MAL, MAL, MAL, MHO, MLV, MLV

Up - FS, FS, BS, MAL, MAL, MAL, MAL, TAM (attach Casino), MHO, MLV

MSTS Routes – CTN – Central to Gloucester

MSTS Consists –

Pre-1956	MN1-BLE-NACars-3642.con – 38 to Broadmeadow/36 to Brisbane
	MN1-BLE-NACars-3803.con
1956	MN1-BLE-NACars-4205.con – 42/43/44 Sydney to Brisbane
1960	MN1-BLE-RUB141-4204.con
	MN1-BLE-RUB141-4306.con
1961-62	MN1-BLE-RUB141+SS-4429.con

A Potted History:

Pre-1960 – non-air-conditioned cars as detailed above

1960 – used RUB sets 140/141 in Indian Red livery

1961-62 on – four (2xLAN & 2xNAM) stainless steel cars added, RUB cut back to 6 cars

The Brisbane Express - TCMB1958

Down No3 dep Sydney 7:45pm – arr South Brisbane 2:51pm

Up No4 dep South Brisbane 11:20am – arr Sydney 7:00am

Locos – R diesel – P42, P44 – P35

Cars – Down - FS (Murwillumbah), BS (Murwillumbah), FS, FS, BS, TAM, TAM (Casino), MHO, MHO (Murwillumbah)

Up - FS (Murwillumbah), BS (Murwillumbah), FS (workmen Casino Fri), FS, FS, BS, TAM, MHO, MHO (Murwillumbah)

MSTS Routes – CTN – Central to Gloucester

MSTS Consists –

Pre-1956	MN3-BrisbaneExp-3526.con – 35 Sydney to Brisbane
Post-1956	MN3-BrisbaneExp-4206.con – 42/44 Sydney to Brisbane
	MN3-BrisbaneExp-4422.con

The Brisbane Express (via Wallangarra) - TCMB1958

Down No17 dep Sydney 1:35pm – arr Wallangarra 8:20am

Up No18 dep Wallangarra 7:09pm – arr Sydney 12:35pm

Locos – R35/P35 – P36, P32 north of Armidale

Cars – Down - EHO (attach Singleton), CX (Muswellbrook Fri), CX (Werris Creek), FS, TAM, BS, MHO, HKL (Werris Creek to Glen Innes)

Up – HKL (detach Werris Creek), CX (attach Werris Creek), BS, TAM, FS, MHO

MSTS Routes – CTN – Central to Farley; NW – Farley to Armidale

MSTS Consists –

MN17-BrisExpW'garra-3535.con – 35/36 Sydney to Wallangarra

MN17-BrisExpW'garra-3633.con

MN17-BrisExpW'garra+MRC-3535.con

The Northern Tablelands Express - TCMB1958

Down No23 dep Sydney 7:55am – arr Armidale 7:37pm

Up No22 DEP Armidale 8:55am – arr Sydney 8:45pm

Locos – R38/P38, R36/P36, R35/P35 – R38 to Broadmeadow only, R35/R36 beyond

Cars – Down - 7-car RUB set PHS, SFS, SFS, SFS, RS, OBS, SBS

Up – SBS, OBS, RS, SFS, SFS, SFS, PHS (RUB sets 144 and 145)

MSTS Routes – CTN – Central to Farley; NW – Farley to Armidale

MSTS Consists –

Post-1955

MN23-NTE-RUB145-3616.con – 38 to Broadmeadow, 35/36 to Armidale

MN23-NTE-RUB145-3804.con

MN23-NTE-RUB145-4306.con – 43 Sydney to Armidale

A Potted History:

1951 – used RUB sets 142/143 in Tuscan & Russet livery

1951-1960 – used RUB sets 144/145 in T&R and post-1955 in Indian Red livery

The North Coast Daylight Express - TCMB1958

Down No27 dep Sydney 7:38am – arr Grafton 7:28pm

Up No26 dep Grafton 7:42am – arr Sydney 7:35pm

Locos – R36/P36, R35 - also R diesels P44

Cars – Down - 8-car RUB set PHS, SFS, SFS, SFS, OFS, RS, SBS, SBS

Up – SBS, SBS, RS, OFS, SFS, SFS, SFS, PHS (RUB sets 142 and 143)

MSTS Routes – CTN – Central to Gloucester

MSTS Consists –

Post-1956 MN27-NCDE-RUB141-3528.con – 38 to Broadmeadow,35/36 to Grafton
 MN27-NCDE-RUB141-3813.con
 MN27-NCDE-RUB143-4306.con – 43 Sydney to Grafton

A Potted History:

1953-1956 – used RUB sets 146/147 in Tuscan & Russet livery

1956-1960 – used RUB sets 140/141 in Indian Red livery

1960 onwards – used RUB sets 142/143 in Indian Red livery

The Newcastle Express - TCMB1958

Down No21 dep Sydney 9:00am – arr Newcastle 11:29am

Down No71 dep Sydney 12:50pm – arr Newcastle 3:24pm

Down No31 dep Sydney 5:00pm – arr Newcastle 7:28pm

Up No24 dep Newcastle 7:32am – arr Sydney 9:57am

Up No72 dep Newcastle 1:03pm – arr Sydney 3:40pm

Up No32 dep Newcastle 4:43pm – arr Sydney 7:14pm

Locos – R38/P38, P38+35, P35+35 – after Jan 1960 the Newcastle Express used 46 class electric locomotives between Sydney - Gosford, and the 38 class between Gosford - Newcastle

Cars – HUB sets 116/117 - Down - 7-car HUB set PFH, FH, RBH, BH, BH, RFH, HFH

Up – HFH, RFH, BH, BH, RBH, FH, PFH

MSTS Routes – CTN – Sydney to Newcastle

MSTS Consists –

Pre-1934 MN-SNE-CUB81-R&C-3277.con – 32 Sydney to Newcastle

Early 1940's MN-SNE-NAB112-3616.con – 36 Sydney to Newcastle

1948-1955 MN24-SNE-HUB117t-3801.con – 38 Sydney to Newcastle

 MN32-SNE-HUB117t-3830.con (35 or 36 when no 38 available)

 MN72-SNE-HUB117t-3808.con

 MN24-SNE-HUB117t-3528.con

1955-1960 MN24-SNE-HUB118i-3827.con – 38 Sydney to Newcastle

1960-1974 MN72-SNE-HUB118i-4623.con – 46 to Gosford/ 38 to Newcastle

 MN32-SNE-HUB118i-4429.con – 44 Sydney to Newcastle

A Potted History:

CUB sets 80 and 81 in Vermillion Red & Cream livery were used up until 1934 using 32

class: NAB sets 110, 111, 112 in Venetian Red & Cream livery during WW2 using 36 class

1948-1974 – used HUB sets 116/117 (118 after 116 transferred to Central West), initially in Tuscan & Russet livery and after 1955 in Indian Red livery

***The Cessnock Express* - TCMB1958**

Down No31a dep Sydney 5:03pm – arr Cessnock 9:10pm

Up No24a dep Cessnock 6:20am – arr Sydney 10:21am

Locos – R38/P38, R36, R35 to Broadmeadow, R30 class tank (chimney first) to Cessnock -
Up train 30 class tank (bunker first) to Waratah, 38/36/35 from there to Sydney

Cars – NAB set 110 1946-1955 in Tuscan & Russet livery, 1955-1963 in Indian Red livery -
Down – FS (Broadmeadow Fri), FS (Broadmeadow Fri), HFN, BN, BN, RFN, FN, HFN

Up –FS (Waratah Mon), FS (Waratah Mon), HFN, FN, RFN, BN, BN, HFN

MSTS Routes – CTN Central to Cessnock

MSTS Consists –

Post-1955 MN31a-CE-NAB110-3641.con – 36/38 to Broadmeadow,30 to Cessnock
 MN31a-CE-NAB110-3820.con
 MN31a-CE-NAB110-3112.con
 MN31a-CE-NAB110-3112R.con – 30 reversed Cessnock to Waratah

***The North-West Mail* - TCMB1958**

Down No7 dep Sydney 3:30pm – arr Moree 7:25am

Up No8 dep Moree 2:50pm – arr Sydney 6:34am

Locos – R35 – P38, P36

Cars – DOWN - Mon only - KP (Narrabri), MHO, FS, TAM, BS, ACX, CX – runs into
Newcastle, then train reverses car order for rest of run to Narrabri
Tue, Thu, Fri only – ACM (Walgett Fri), CR, TAM (Tue, Thu), MHO, EHO (Walgett Fri), KP
(Narrabri), MHO, FS, TAM, BS – runs into Newcastle, then train reverses car order for rest of
run to Narrabri, extra EHO attached in front of BS (Tue, Thu, Fri)

UP – Mon only – CX, BS, TAM, FS, EHO, KP (attach Narrabri), EHO (attach Narrabri) – Tue,
Thu, Fri – CX (Fri), ACX (Fri), BS, TAM, FS, TAM (Walgett Tue, Thu), CR (Pokataroo Tue,
Thu), MHO, KP (attach Narrabri), MHO (Narrabri Fri), MHO (Burren Tue)

MSTS Routes – CTN – Central to Farley; NW – Farley to Moree

MSTS Consists –

MN7-NorthWestMail-3528.con – 38 to Broadmeadow, 35/36 to W'ris Ck
MN7-NorthWestMail-3612.con
MN7-NorthWestMail-3817.con

***The North Coast Mail* - TCMB1958**

Down No11 dep Sydney 8:15pm – arr South Grafton 10:41am

Up No14 dep South Grafton 2:45pm – arr – Sydney 5:21am

Locos – R diesel P40 – P36

Cars – DOWN - Mon to Thu - FS, BS, TAM, MCE, KP, MHO – Fri only – FS, FS, BS, TAM, TAM, MCE, KP, MHO

UP – FS (Fri), FS, BS, TAM, MCE, KP, MCV (Fish), MHO

MSTS Routes – CTN – Central to Gloucester

MSTS Consists –

MN11-NorthCoastMail-3616.con – 36 Sydney to Grafton

MN11-NorthCoastMail-4014.con – 40 Sydney to Grafton

The Armidale Mail (the Glen Innes Mail) - TCMB1958

Down No13 dep Sydney 8:40pm – arr Armidale 10:30am Tue, Wed, Thu, Fri only

Up No12 dep Armidale 8:30pm – arr Sydney 9:53am

Locos – R36/P36, R35/P35 – P38

Cars – Down - EHO (attach Broadmeadow Wed, Thu), FS, TAM, BS, MHO, EHO (Barraba), CX (Barraba), ACX (Barraba) – Wed only - FS, TAM, BS, MHO, MHO (Tamworth), MLV (Moree), HKL (Werris Creek to Armidale)

Up – HKL (detach Werris Creek), EHO (Barraba Mon, Wed, Fri), CX (Barraba Mon, Wed, Fri), ACX (Barraba Mon, Wed, Fri), BS, TAM (Mon), TAM, FS, MHO

MSTS Routes – CTN – Central to Farley; NW – Farley to Armidale

MSTS Consists –

MN13-ArmidaleMail-3528.con – 38 to Broadmeadow, 35/36 to Armidale

MN13-ArmidaleMail-3633.con

MN13-ArmidaleMail-3813.con

Sydney to Werris Creek - TCMB1958

Down No9 dep Sydney 8:18am – arr Werris Creek 5:24pm Tue, Thu, Sat only

Up No10 dep Werris Creek 8:55am – arr Sydney 6:04pm

Locos – R35 – P38, P36

Cars – SIB sets 103/104 - Down – CX (Singleton), LFX (Singleton), FR, BR, RFR, FR, MHO

Up – CX (attach Singleton), LFX (attach Singleton), FR, RFR, BR, FR, MHO

MSTS Routes – CTN – Central to Farley; NW – Farley to Werris Creek

MSTS Consists –

MN9-WerrisCk-3535.con – 38 to Broadmeadow, 35/36 to Werris Ck
MN9-WerrisCk-3641.con
MN9-WerrisCk-3824.con

Sydney to Kempsey - TCMB1958

Down No5 dep Sydney 8:10am – arr Kempsey 6:36pm Mon, Wed, Fri only

Up No6 dep Kempsey 7:50am – arr Sydney 6:21pm

Locos – R36/P36, R35/P35 also R diesels P40

Cars – SIB sets 103/104 - Down - MCE, FR, BR, RFR, FR, EHO

Up – FR, RFR, BR, FR, MCE, EHO

MSTS Routes – CTN – Central to Gloucester

MSTS Consists –

MN5-Kempsey-3526.con – 35/36 Sydney to Kempsey

MN5-Kempsey-3611.con

MN5-Kempsey-4002.con – 40 Sydney to Kempsey

The 'Paper Train' – No 19 - TCMB1958

Down No19 dep Sydney 1:15am – arr Newcastle 5:45am

Up No84 dep Newcastle 6:30am – arr Sydney 11:00am

Locos – R32 – P38, P35

Cars – Down - (Tue, Wed, Fri) LFX, LFX, BX, VHO, EHO – (Mon, Thu) - FO, FO, BI, BI, FO, FO, BS (Mon), VHO, EHO (Thu)

Up - (Mon, Tue) FO, FO, FO, BI, BI, FO, FO, FO, EHO, LFX – (Wed, Thu, Fri) - FO, FO, FO, BI, BI, FO, FO, FO, LFX, EHO

MSTS Routes – CTN – Central to Newcastle

MSTS Consists –

MN19-PaperTrain-3827.con – 38 Sydney to Newcastle

Other Passenger Services

The great majority of general stopping passenger services over this line used standard formations of LUB sets (8 x end-platform cars) and LOB sets (6 x end-platform cars). Many sets had one or two additional cars added such as LFX, EHO, FL, FR, RG, MHO, VHO or MFE – refer to the Train Composition & Marshalling Book for specific services.

The Main West – Sydney to Bathurst and the West

General Notes – pre-electrification – Standard Goods banker leading from Valley Heights to Katoomba - post-electrification – 46 Class electric loco banker leading.

The Central West Express - TCMB1958

Down No31 dep Sydney 8:00am – arr Orange 2:14pm

Also noted in other documents - (pre air-conditioned days, with 36) dep Sydney 8:30am – arr Parkes 7:14pm – arr Dubbo 7:31pm - (air-conditioned days, with 46 & 38) dep Sydney 8:00am – arr Parkes 5:42pm / Dubbo 5:48pm (Note – runs to Parkes on Mon, Wed & Fri, to Dubbo on Tue, Thu & Sat)

Up No28 dep Orange 2:38pm – arr Sydney 8:58pm

Locos – P38, P36 – post 1957 P46 to Lithgow, P38 to Dubbo, P36 Orange - Parkes, P38+36 on Tumulla Bank, also post-steam P40, P42, P43, P44

Cars – Down – 5-car HUB set PFH, RBH, BH, RFH, HFH

Up- HFH, RFH, BH, RBH, PFH

Also noted in other documents - 1954 – 8-car RUB set Peony Red/Old Gold livery

MSTS Routes – CTN – Central to Lidcombe; BM – Penrith to Lithgow; TB – Perthville to Gresham; CW – end of track to Orange/Molong/Dubbo

MSTS Consists –

1951-1952	MW31-CWE-HUB117t-3642.con – 38 to Orange/Dubbo, 36 to Parkes MW31-CWE-HUB117t-3802.con
1956	MW31-CWE-HUB116i-4202.con – 42/43 to Orange MW31-CWE-HUB116i-4306.con
Late 1956	MW31-CWE-HUB116i-3813.con – 46 to Lithgow/38 to Orange MW31-CWE-HUB116i-4617.con

A Potted History:

Named 'Central West Express' in July 1941 – ran from Sydney to Dubbo & return.

Formed as: 36 class – FS (Bathurst), FS (Orange), FR, RFR, BR, BR, FR, EHO

1943 – changed from varnished livery to Tuscan and Russet livery.

1951 – to Parkes on Mon, Wed, Fri – 38 class to Orange, 36 class to Parkes

HUB Set 118 – PFH, FH, RBH, BH, BH, RFH, HFH (Tuscan and Russet)
to Dubbo on Tue, Thu, Sat – 38 class to Dubbo

RUB Set 144 – PHS, SFS, SFS, SFS, RS, OBS, SBS, SBS (Tuscan and Russet)

1952 – both trains now worked by RUB Sets 142 and 143

1956 – changed to Sydney-Orange-Sydney (Dubbo-Orange-Parkes by 'Comet' set)

42 or 43 class – HUB Set 116 (now in Indian Red lined Buff livery)

June 1956 – now worked by 46 class to Lithgow, 38 class to Orange

1966 – new 45 class shared with 46 / 38 class until 1967 – other diesels after that

On light loading days reduced to 5-car set – PFH, RBH, BH, RFH, HFH (some as 6-car)

Common additions – TRC or MRC added at head of Up train

EHO or MHO added at rear of Up and / or Down train

The Sydney to Orange Day Train - TCMB1958

Down No25 dep Sydney 10:30am – arr Orange 6:27pm (Tue, Thu, Sat)

Up No26 dep Orange 10:07am – arr Sydney 5:36pm (Mon, Wed, Fri)

Locos – P36

Cars – SAB sets 105/106 - Down - MCE, FR, BR, BR, FR, MFE (Bathurst Sat), EHO

Up – MFE (Mon), FR, BR, BR, FR, MCE, EHO

MSTS Routes – CTN – Central to Lidcombe; BM – Penrith to Lithgow; TB – Perthville to Gresham; CW – end of track to Orange

MSTS Consists –

MW25-Syd-OrangeDayTrain-3611.con

The Through Mail - TCMB1958

Down No59 dep Sydney 9:10pm – arr Dubbo 7:30am (Tue, Thu, Fri)

Up No58 dep Dubbo 8:30pm – arr Sydney 6:40am (Mon, Wed, Fri)

Locos – P38, P36+32 Wellington to Dubbo

Cars -- Down - Tue, Thu – FS, BS, TAM, CR, MHO, FS (Mudgee detach Wallerawang), VAM (Binnaway), MCE (Coonabarabran), MHO (Coonabarabran), CHO (Mudgee detach Wallerawang) – Fri – FS, BS, TAM, CR, MHO, FS (Mudgee detach Wallerawang), VAM (Binnaway), MCE (Coonabarabran), MHO (Coonabarabran), KP (attach Orange), MHO (attach Orange), TP (attach Orange)

Up – CR, TAM, BS, FS, MHO (Wed, Fri), EHO (Mon), TP (Bourke)

MSTS Routes – CTN – Central to Lidcombe; BM – Penrith to Lithgow; TB – Perthville to Gresham; CW – end of track to Dubbo

MSTS Consists –

MW59-ThroughMail-3612.con

MW59-ThroughMail-3827.con

The Coonamble Mail - TCMB1958

Down No45 dep Sydney 7:15pm – arr Dubbo 6:47am (Mon, Tue) – arr Coonamble 10:52am (Wed, Thu)

Up No46 dep Dubbo 5:45pm – arr Sydney 5:34am (Mon, Tue, Wed)

Locos – P38, P38+36 – P30T Dubbo to Coonamble

Cars – Down – Mon (to Dubbo) – MLV (Parcels Parkes), ACX (Mudgee), EHO (Mudgee), FS, SBR, EAM, FS, KP, EHO (Parcels), MHO, TP (Coonamble) – Tue (to Dubbo) – SFX, SBX, EAM, FR, KP, MLV, MHO, TP (Bourke), DH (Broken Hill) – Wed (to Coonamble) - ACX (Mudgee), EHO (Mudgee), FS, SBR, EAM (Dubbo), FS (Dubbo), KP (Dubbo), EHO (Dubbo), MHO, TP (Cobar) – Thu (to Coonamble) – SFX, SBX, EAM (Dubbo), FR (Dubbo), KP (Dubbo), MLV (Dubbo), MHO, TP (Bourke), DEH (Broken Hill)

Up – Tue – FS, EAM, SBR, FS, MHO, KP, ACX (Mudgee attach Wallerawang), EHO (Mudgee attach Wallerawang), TP (Coonamble to Orange) – Mon, Wed – KP, FR, EAM, SBX, SFX, MHO, VAM, CR (Cowra attach Blayney), EHO (Cowra attach Blayney)

MSTS Routes – CTN – Central to Lidcombe; BM – Penrith to Lithgow; TB – Perthville to Gresham; CW – end of track to Dubbo

MSTS Consists –

MW45-CoonambleMail-3641.con

MW45-CoonambleMail-3817.con

The Forbes Mail - TCMB1958

Down No49 dep Sydney 9:30pm – arr Forbes 8:30am (Tue, Wed, Thu, Fri)

Up No60 dep Forbes 6:05pm – arr Sydney 6:26am (Wed, Thu, Fri, Sat)

Locos – P36

Cars – Down Tue, Thu – FS (Parkes), TAM (Parkes), TAM (Parkes), BS, MCE, MHO, VAM (Cowra detach Blayney), CR (Cowra detach Blayney), EHO (Cowra detach Blayney), MLV (Parcels Bathurst) – Wed – MLV (Parcels Cowra detach Blayney), ACM (Grenfell detach Blayney), FS (Parkes), LAM (Parkes), TAM (Parkes), BS, MCE, MHO – reverses at Orange as MHO, MCE, BS, TAM, LAM, FS – Fri – FS (Parkes), LAM (Parkes), BS, MCE, MHO, ACM (Cowra detach Blayney), EAM (Grenfell detach Blayney), CR (Grenfell detach Blayney), EHO (Grenfell detach Blayney) – reverses at Orange as MHO, MCE, BS, LAM, FS

Up – Wed, Fri – MHO, MCE, BS, TAM, FS reverses at Orange as FS, TAM, BS, MCE, MHO + cars from Coonabarabran attached at Wallerawang, FS, VAM, MCE, MHO – Thu, Sat – MHO, MCE, BS, TAM (Parkes), TAM (Parkes), LAM (Parkes), FS (Parkes), reverses at Orange as FS, LAM, TAM, TAM, BS, MCE, MHO + cars from Coonabarabran attached at Wallerawang, FS, VAM, MCE, MHO

MSTS Routes – CTN – Central to Lidcombe; BM – Penrith to Lithgow; TB – Perthville to Gresham; CW – end of track to Molong

MSTS Consists –

MW49-ForbesMail-3633.con

The 'Paper Train' – No 9 Mixed - TCMB1958

Down No9 dep Sydney 2:55am – arr Orange 3:06pm

Up – unbalanced working – LFX, CX, VHO returned by other passenger trains

Locos – P36

Cars - Down – loco/goods wagons/ LFX, CX, VHO (Dubbo)

MSTS Routes – CTN – Central to Lidcombe; BM – Penrith to Lithgow; TB – Perthville to Gresham; CW – end of track to Orange

MSTS Consists –

MW9-PaperTrain-3611.con

The Fish – changed to electric 10-car Interurban car set on electrification in 1957

Down No57 dep Sydney 5:15pm – arr Mt. Victoria 8:09pm

Up No10 dep Mt. Victoria 6:00am – arr Sydney 8:44am

Locos – P36

Cars – 10-car SOB set No102 - HR, FR, FR, RBR, BR, BR, FR, FR, FR, HR

MSTS Routes – CTN – Central to Lidcombe; BM – Penrith to Mt. Victoria

MSTS Consists –

Up to 1957 MW57-TF-SOB102-3636.con

Early 1957 MW57-TF-SOB102-4617.con

Late 1957 MW-TheFish-U-Set(8)+IHO.con

The Caves Express – to 1958

Down No21 dep Sydney 9:58am – arr Lithgow 1:33pm

Up No22 dep Lithgow 6:20am – arr Sydney 9:33am

Locos – initially Blue P35, later 36

Cars – Blue/Cream CUB set No86 1933-1936, Blue/Cream SUB set No108 to 1958

MSTS Routes – CTN – Central to Lidcombe; BM – Penrith to Lithgow

MSTS Consists –

1933-1936 MW21-TCE-CUB86-3647.con

1936-1948 MW21-TCE-SUB108b-3611.con

1948-1955 MW21-TCE-SUB108t-3616.con

1955-1958 MW21-TCE-SUB108i-3642.con

Other Passenger Services

The great majority of general stopping passenger services over this line used variable formations of N-type cars and R-type cars; at this time the use of end-platform sets was very rare. Many sets had one or two additional cars added such as FS, BL, FL, FR, EHO, MHO, VHO, MCE or MFE – refer to the Train Composition & Marshalling Book for specific services.

The Main South – Sydney to Goulburn and the South

***The Melbourne Express* - TCMB1958**

Down No1 dep Sydney 7:30pm – arr Albury 7:00am

Up No4 dep Albury 11:00pm – arr Sydney 10:55am

Locos – P38

Cars – Down - Mon, Wed – FS, TBC, MBE, FS, TAM, MLV, MHO, MLV (Wagga), MLV (Canberra), MLV (Cooma) – Tue, Thu, Fri – FS, TBC, MBE, FS, TAM, MHO, MLV (Mails), MLV (Parcels Wagga)

Up – FS, MBE, TBC, FS, TAM, MHO, MLV (Mails)

MSTS Routes – CTN – Central to Lidcombe; SH – Maldon to Moss Vale; SM – Harden to Kapooka

MSTS Consists –

Pre-1956 MS1-MelbourneExpt-3820.con

Post-1956 MS1-MelbourneExpi-3803.con

***The Melbourne Limited Express* - TCMB1958**

Down No3 dep Sydney 8:20pm – arr Albury 7:30am

Up No2 dep Albury 10:40pm – arr Sydney 9:00am

Locos – P38

Cars – Down – FS, FS, BS, TAM, MAM, KAM, MAM, TAM, TAM, MHO, CAM (Canberra Mon, Wed, Fri)

Up – FS, FS, BS, TAM, TAM, MAM, KAM, MAM, TAM, MHO, CAM (for Canberra Tue, Thu, Fri)

MSTS Routes – CTN – Central to Lidcombe; SH – Maldon to Moss Vale; SM – Harden to Kapooka

MSTS Consists –

Pre-1956 MS3-MelbourneLtdt-3804.con

Post-1956 MS3-MelbourneLtdt-4202.con
 MS3-MelbourneLtdi-3830.con

***The Sydney-Melbourne Daylight Express* - TCMB1958**

Down No65 dep Sydney 7:45am – arr Albury 5:07pm

Up No66 dep Albury 12:05pm – arr Sydney 9:25pm

Locos – P42, P43

Cars – Down - 8-car RUB set PHS, SFS, SFS, SFR, OFS, RS, SBS, SBS

Up – SBS, SBS, RS, OFS, SFR, SFS, SFS, PHS (RUB sets 146 and 147)

MSTS Routes – CTN – Central to Lidcombe; SH – Maldon to Moss Vale; SM – Harden to Kapooka

MSTS Consists –

1956-1960	MS65-SMDE-RUB143-3802.con
	MS65-SMDE-RUB143-3830.con
	MS65-SMDE-RUB143-4206.con
Post 1960	MS65-SMDE-RUB147-3820.con
	MS65-SMDE-RUB147-4204.con
	MS65-SMDE-RUB147-4429.con

A Potted History:

1956-1960 – used RUB sets 142/143 in Indian Red livery

1960 on – used RUB sets 146/147 in Indian Red livery

The Riverina Express - TCMB1958

Down No 15 dep Sydney 8:15am – arr Griffith 9:26pm (Mon, Fri), arr Albury 7:45pm (Tue, Wed, Thu)

Up No36 dep Albury 8:44am, Griffith 6:40am – arr Sydney 8:19pm

Locos – P38, P36

Cars – Down – 7-car RUB set PHS, SFS, SFS, SFS, RS, OBS, SBS

Up – SBS, OBS, RS, SFS, SFS, SFS, PHS (RUB sets 144 and 145)

Also noted in other documents – HUB set 118 was used up until 1950

MSTS Routes – CTN – Central to Lidcombe; SH – Maldon to Moss Vale; SM – Harden to Junee/Kapooka

MSTS Consists –

1949-1950	MS15-RE-HUB117t-3805.con
1956-1960	MS15-RE-RUB147-3808.con
	MS15-RE-RUB147-3813.con
1960 on	MS15-RE-RUB145-4306.con
	MS15-RE-RUB145-4429.con

A Potted History:

1949-1950 – used HUB set 118 in Tuscan and Russet livery

1950-1956-used RUB sets 140/141 in Tuscan and Russet livery

1956-1960- used RUB sets 146/147 in Indian Red livery

1960 on – used RUB sets 144/145 in Indian Red livery

NOTE: RUB set 140 in experimental Peony Red & Old Gold livery from 1952-1955

***The Southern Highlands Express* - TCMB1958**

Down No19 dep Sydney 5:06pm – arr Goulburn 9:37pm

Up No22 dep Goulburn 6:18am – arr Sydney 10:34am

Locos – P38, P36

Cars – Down – SEB set No100 HR, FR, BR, RBR, FR, FR, HR, EHO, LFX (Picton), LFX (Picton), CX (Picton), LFX (Picton) [set 100 until 1958, then set 102 until 1970]

Up – HR, FR, FR, RBR, BR, FR, HR

MSTS Routes – CTN – Central to Lidcombe; SH – Maldon to Moss Vale

MSTS Consists –

1945-1955 MS19-SHE-SEB100t-3813.con

1955-1958 MS19-SHE-SEB100i-3808.con

post 1958 MS19-SHE-SOB102-3804.con

A Potted History:

1931-1958 – used SEB set 100 in Tuscan & Russet, post 1956 in Indian Red livery

1958-1970 – used SOB set 102 in Indian Red livery

***The Temora mail* - TCMB1958**

Down No5 dep Sydney 8:25pm – arr Wyalong Central 9:49am (Tue, Thu, Fri)

Up No6 dep Wyalong Central 3:23pm – arr Sydney 5:50am (Mon, Wed, Fri)

Locos – 38?, 36? – P32

Cars – Down – MHO (Albury Thu), KP (June), MHO, MHO (Griffith), FS (Griffith), BS (Griffith), LAM (Temora), CR, ACM (Cowra)

Up – MHO, EHO (Mon), MHO (Griffith), FS (Griffith), BS (Griffith), LAM (Temora), CR, MLV (Temora to Cootamundra)

MSTS Routes – CTN – Central to Lidcombe; SH – Maldon to Moss Vale; SM – Harden to Cootamundra

MSTS Consists –

MS5-TemoraMail-3641.con

***The Cooma Mail* - TCMB1958**

Down No11 dep Sydney 8:40pm – arr Bombala 11:20am

Up No14 dep Bombala 3:15pm – arr Sydney 5:41am

Locos – ??

Cars – Down – Tue, Thu – BS (Cooma), TAM (Cooma), FS (Cooma), MHO, MLV (Parcels Cooma), MHO (Canberra), MCE (Canberra), KAM (Canberra) – Fri – BS (Cooma), TAM (Cooma), FS (Cooma), MHO, EHO (Canberra), MCE (Canberra), ACX (Canberra)

Up – Mon, Wed, Fri – FS (Cooma), TAM (Cooma), BS, MHO (Bombala), KAM (Canberra), MCE (Canberra), EHO (Canberra Mon), MHO (Canberra Wed, Fri)

MSTS Routes – CTN – Central to Lidcombe; SH – Maldon to Moss Vale

MSTS Consists –

MS11-CoomaMail-3647.con

The South-West Mail (the Through Mail) - TCMB1958

Down No23 dep Sydney 9:50pm – arr Griffith 12:42am – arr Albury 11:31am

Up No10 dep Griffith 4:25pm – arr Sydney 7:17am

Locos – P38, P36, P34

Cars – Down – Thu, Fri – MHO (Albury), KP (Junee), EAM (Junee), BS (Albury), FS (Albury), MHO (Albury Fri), EHO (Narrandera), EHO (Griffith), FS (Griffith), BS (Griffith), TAM (Narrandera), ACX (Tumut Thu) – Mon, Wed – KP (Junee), MCE (Junee Wed), EHO (Narrandera), EHO (Griffith), FS (Griffith), TBC (Griffith), TAM (Narrandera), MLV (Cootamundra) – Tue – MLV (Narrandera), EAM (Junee), MBX, FS, CX, MHO

Up – Thu – MCE (Junee), TAM (Junee), EAM (Narrandera), TAM (Narrandera), TBC (Griffith), FS (Griffith), EHO (Griffith), EHO (Albury), KP (Junee), MLV (Albury) – Tue – TAM (Narrandera), TBC (Griffith), FS (Griffith), EHO (Griffith), EHO (Griffith), KP (Junee) – Mon, Fri – FS (Albury), BS (Albury), MHO (Albury), KP (Junee), EAM (Junee), TAM (Narrandera), BS (Griffith), FS (Griffith), EHO (Griffith)

MSTS Routes – CTN – Central to Lidcombe; SH – Maldon to Moss Vale; SM – Harden to Junee/Kapooka

MSTS Consists –

MS23-SouthWestMail-3611.con

MS23-SouthWestMail-3805.con

The 'Paper Train' – No 9 Mixed - TCMB1958

Down No 9 dep Sydney 1:40am – arr Albury 4:54pm

Up – unbalanced working – CX returned by other passenger trains

Locos – ??

Cars – Down - goods wagons, CX, LHG

MSTS Routes – CTN – Central to Lidcombe; SH – Maldon to Moss Vale; SM – Harden to Kapooka

MSTS Consists –
MS9-PaperTrain-3633.con

The 'Milk Train' – No 228 Passenger - TCMB1958

Up No228 dep Picton 10:55am – arr Sydney 1:11pm

Locos – R32

Cars – LFX, LFX, LFX, CX, EHO, various MLK's, MLV's (Milk traffic from Menangle)

Note: this train had a very un-usual working – at Menangle, the whole train (with passengers on board) was drawn forward on the Up Main, then reversed into the Milk Depot where the milk 'pots' were attached to the rear of the train. The train then resumed its normal working to Sydney, with the milk traffic being transferred to Ultimo.

MSTS Routes – CTN Central to Lidcombe

MSTS Consists –
MS228-MilkTrain-3333.con

Other Passenger Services

The great majority of general stopping passenger services over this line used variable formations of L-type cars, N-type cars and R-type cars; at this time the use of end-platform sets was very rare. Many sets had one or two additional cars added such as FS, BL, FL, FR, EHO, MHO, VHO, MCE or MFE – refer to the Train Composition & Marshalling Book for specific services.

The Main Illawarra – Sydney to Nowra (Bomaderry)

The South Coast Daylight Express – Note: Fri & Sat only - TCMB1958

Down No55 dep Sydney 9:25am – arr Nowra 12:39pm

Up No198 dep Nowra 2:00pm – arr Sydney 5:29pm

Locos – P38 (to Thirroul), P36, P32 Wollongong - Nowra

Cars – Down - FS, FS, RFM, BS, MCE, EHO – Sat extra MCE in front of FS

Up – EHO, MCE, BS, RFM, FS, FS – Sat extra MCE trailing FS

Also noted in other documents – Photo of HUB set+ BKD Prison Car

MSTS Routes – NI – Central to Wollongong; SI – Bombo to Nowra

MSTS Consists –

1930-1938	MI55-SCDE-CUB82-3647.con – 36 to Thirroul, 32 to Nowra MI55-SCDE-CUB82-3300.con
1938-1949	MI55-SCDE-SEB109-3243.con – 36/38 to Thirroul, 32 to Nowra MI55-SCDE-SEB109-3642.con MI55-SCDE-SEB109-3803.con
1949-1956	MI55-SCDE-HUB119t-3246.con - 38 to Thirroul, 32 to Nowra MI55-SCDE-HUB119t-3820.con
1956-1957	MI55-SCDE-HUB118i-3265.con MI55-SCDE-HUB118i-3801.con
1957 on	MI55-SCDE-NACars-3280.con MI55-SCDE-NACars-3824.con

A Potted History:

1930-1938 – CUB set 82 in Green and Cream livery

1938-1949 – SEB set 109 in Green and Cream livery

1949-1957 – HUB set 119 in T&R, post 1955 in Indian ed livery

1957 on – non-air-conditioned cars as described above

The 'Paper Train' – No 9 Mixed - TCMB1958

Down No9 dep Sydney 2:10am – arr Nowra 9:00am

Up No28 dep Nowra 4:45pm – arr – Sydney 10:32pm

Locos – 32 – the standard passenger locomotive on this line

Cars – Down - goods wagons, CX, EHO – also conveyed empty milk 'pots' for No120

Up – details unknown – info missing from TCMB1958

MSTS Routes – NI – Central to Wollongong; SI – Bombo to Nowra

MSTS Consists –

MI9-PaperTrain-3280.con

Passenger No 45 - TCMB1958

Down No45 dep Sydney 8:30am – arr Nowra 12:13pm

Up No196 dep Nowra 1:10pm – arr Sydney 4:52pm

Locos – 32 – the standard passenger locomotive on this line

Cars – Down - FS, FS, RFM, BS, MCE, EHO

Up – EHO, MCE, BS, RFM, FS, FS

MSTS Routes – NI – Central to Wollongong; SI – Bombo to Nowra

MSTS Consists –

MI45-Passenger-3256.con

Passenger No 105 - TCMB1958

Down No105 dep Sydney 2:50pm – arr Kiama 6:19pm

Up No236 dep Kiama 6:55pm – arr Sydney 10:17pm

Locos – 32 – the standard passenger locomotive on this line

Cars – Down - HR, FR, FR, FR, RBR, BR, HR, EHO

Up – HR, BR, RBR, FR, FR, FR, HR, EHO

MSTS Routes – NI – Central to Wollongong; SI – Bombo to Kiama

MSTS Consists –

MI105-Passenger-SUB108-3243.con

Fast Passenger No 137 - TCMB1958

Down No137 dep Sydney 5:45pm – arr Nowra 9:31pm

Up No96 dep Nowra 6:50am – arr Sydney 10:42am

Locos – 32 – the standard passenger locomotive on this line – P53 goods loco

Cars – Down - LFX (Wollongong Fri), CX (Wollongong Fri), HFN, BN, BN, FN, HFN, CHO

Up – LFX (attach Wollongong), HFN, FN, BN, BN, HFN, CHO

MSTS Routes – NI – Central to Wollongong; SI – Bombo to Nowra

MSTS Consists –

1936-1946 MI137-FastPass-CUB81-3265.con

Fast Milk No 120

Up No 120 dep Nowra 11:25am – arr Darling Harbour 4:47pm

Locos – 32 – the standard passenger locomotive on this line

Cars - Up – various milk wagons (MLK's, MLV's & BMT's) plus CX, FL, EHO

MSTS Routes – NI – Central/Darling Harbour to Wollongong; SI – Bombo to Nowra

MSTS Consists –

MI120-FastMilkTrain-3246.con

Other Passenger Services

The great majority of general stopping passenger services over this line used standard formations of LUB sets (8 x end-platform cars) and LOB sets (6 x end-platform cars). Semi-fast passenger services used variable formations of L-type cars, N-type cars and R-type cars. Many sets had one or two additional cars added such as CX, LFX, CHO or EHO – refer to the Train Composition & Marshalling Book for specific services.

Special Passenger Trains

Cemetery Trains

In the days before the motor car (and the motor hearse) became the all-encompassing transport that it is today, funeral trains were a common scene in Sydney and Newcastle.

In Sydney there were two cemeteries that were serviced by special trains - Woronora and Rookwood. A special departure station was built beside the main Sydney Terminal with access from Regent Street, and with private facilities to accommodate the deceased and their mourners. A fully covered roof enclosed the station and the platform area. Dedicated funeral trains ran from here to both Woronora and Rookwood, preserving the privacy of the grieving families, from the general travelling public.

The Woronora Cemetery line diverged from the main Illawarra line just beyond Sutherland, and ran a short distance to a single platform face with a small platform building and a run-around loop. Trains left Regent Street and travelled to the cemetery on a regular basis. When the railway traffic in burials declined due to road transport, there was still some passenger only traffic left, for the families of the deceased to go to the cemetery, mostly on Sundays. As the move to road transport accelerated, the traffic to Woronora further declined, and the line was closed and removed in 1949.

The cemetery at Rookwood ran from a kick-back terminal loop line adjacent to Lidcombe station. Trains ran into the terminal road, and then slowly reversed into the decorative sandstone Mortuary station within the complex – as the cemetery expanded, the line was extended with other small stations within the grounds. Once the funeral party de-trained, the train would draw forward again to Lidcombe, and the locomotive run-around the train. Then the train would draw forward to the Mortuary station again to embark the funeral party, reverse back to Lidcombe, then depart for Regent Street. The rail traffic to Rookwood declined in a similar fashion to Woronora and the line closed at the end of 1948, with the line being removed in 1949.

The main cemetery serving Newcastle was located on a short single-line branch, diverging from the Main North line just on the Newcastle side of Sandgate station. The line here terminated in a run-around loop with a long platform, and a long holding siding towards the Hunter river. Funeral trains came to Sandgate both from Newcastle station, and from Toronto. Unlike the Sydney services, the Sandgate funeral and passenger trains continued until the end of steam in the 1960's, but diesel trains continued the passenger traffic until the line closed in 1985.

Working the Sandgate line was an interesting sequence, especially with the family visitors on Sundays. The first train departed from Newcastle, lead by a 30 Class tank engine running bunker first – the train stopped in the loop line for the funeral party to de-train – the locomotive then ran-around the train, and reversed to the far end of the holding siding. Not long after, the second train from Toronto, also a 30 Class tank engine, would arrive, chimney first, and run into the now vacant platform loop. Once the funeral party de-trained, the loco ran-around and sat in the platform road until time to depart. After the Toronto train departed, the Newcastle train would draw forward to the platform loop line to embark its passengers for the run home again.

The funeral and passenger trains towards the end of the steam era, were mostly 30 Class tank engines (with 13 Class tank engines often working the services pre-war) hauling a four car end-platform set – when there were coffins to be transported, a special hearse van was attached to the train. On special Sundays, such as Mother's day, Father's day and

Christmas, the trains were strengthened to six or eight cars to accommodate the increased patronage.

Sporting Fixtures

One lucrative source of additional income for the railways was the provision of trains to main sporting events. Key matches for Football or Cricket often required special trains to carry the teams and supporters to the match venues. However it was the traffic for Horse Racing, Trotting and Greyhound Racing that had the most impact. Several major racetracks had rail access for members and punters.

In Sydney, rail access was available to Canterbury, Rosehill and a short branch line into Warwick Farm racecourses. Gosford on the Central Coast was a major course and had a special short branch line laid-in from Gosford station to the racecourse. Other places where regular race meetings took place were Wyong, Kembla Grange, Menangle Park, Wallsend, Cessnock and Lithgow.

The workings to Cessnock were interesting, in that the train departed Newcastle hauled by a NSWGR locomotive – the train drew into East Greta Junction, where the NSWGR loco was cut-off and an SMR 10 Class tank took over to Cessnock. The return working again had an engine change-over at East Greta from SMR to NSWGR.

Public race trains generally used end-platform sets, and for Greyhound meetings had an RG van attached for the dogs and their owners/trainers. For the smaller Horse meetings, a couple of horse boxes were attached instead, but if it was a major meeting, a separate train was often provided purely for transport of the horses and their owners/trainers.

For some of the principal meetings, conditional running paths were provided for in the Timetable, for example, a regular greyhound meeting was scheduled for Tuesday nights at Gosford, with a special train from Sydney to Gosford conveying an RG, and the return working late at night after the meeting concluded. However, most other meetings were organised on an 'ad hoc' basis and provided for with Special Train Notices (STNs), which detailed the working times and locomotives and stock required to suit.

Another popular sport, after the war, was rifle shooting, and on Saturday afternoons a special train ran from Sydney to the Anzac Rifle Range at Moorebank near Liverpool. The train used an unusual route, from Sydney via Meeks Road and the Metropolitan Goods Lines, through Enfield, via Chullora and Sefton Junctions, onto the Main South line to the branch just before Liverpool. The train usually comprised a six car end-platform set, but sometimes had an extra car or two from Eveleigh Carriage Works that needed to be 'run-in'.

Holiday Traffic

Before and after WW2, and before the influx of private cars, it was very common for vast numbers of people to visit their family and friends in the country on main holidays such as Easter, Christmas and Long Weekends. To handle the increased demand, many extra trains were scheduled, and many of the normal Express or Mail trains often ran as two divisions, with a relief train following the normal scheduled departures.

The heavy demand ensured that, literally, all available spare carriage stock was pressed into service, including carriages in the carriage works which may have been essentially complete, except for painting – it was not unusual for the carriage works to release several cars in undercoat just for the holiday period, then to be returned for final completion before entering regular revenue service.

There was very heavy traffic to the normally recognised 'holiday' centres such as the Blue Mountains, the Southern Highlands, and Gosford & the Central Coast. In this case, because of the close proximity to Sydney, some of these trains returned to Sydney for a second run. The avalanche of services started late in the afternoon, as workers knocked-off, and extending to around midnight or even later.

All available spare passenger locomotives were drafted into Eveleigh to haul the extra trains, and for some of the shorter trips, even goods locomotives were commandeered. To assist railway staff at Central, the locomotives were fitted with chalked numbers on boards fitted to the rear of the tenders indicating the train they were scheduled to work.

At the end of the holiday period, the pattern was reversed with an extraordinary number of arrivals, which necessitated swift action at Central to clear the platforms of now dormant stock and make way for the rest of the arrivals. The two main carriage sheds at Central, as well as Macdonaldtown, 'groaned' under the pressure to stable the spare stock, before they could be worked back 'home' the following day. In the same manner Eveleigh was 'flooded' with not only its own 'home shed' locos, but 'visitors' who had to have their fires and smokeboxes cleaned, then to be oiled, coaled and watered, before departing for their normal home sheds.

Picnic Trains

In the long gone 'halcyon' days of rail transport, it was common for large companies and industries to set-aside one day per year for the 'Annual Picnic'. Special trains were hired by the companies to transport all their employees and their families to popular picnic spots with nearby rail access.

The NSWGR assisted this with the application of a 'Picnic Special Trains Rate' – the railways issued the organisation with a block of specially marked tickets, which were counted onto and off the train by one or more railways appointed Ticket Collectors – the total number then being forwarded to Head Office for the normal accounting and payment procedures to be followed.

For obvious reasons, the most popular destinations were generally to places beside rivers and lakes, such as Toronto, Belmont, Gosford, Woy Woy, Hawkesbury River, and also to the popular large public parks and gardens in various townships along the Blue Mountains and the Southern Highlands. Many rural companies scheduled their annual picnic days to coincide with the local District Show, and transported their staff to a day out at the Show, or to the tree-shaded banks of major rivers in principal rural towns.

The picnic trains were generally formed from a set of spare end-platform cars with a 30 Class tank locomotive, but longer distances could see the use of older corridor cars like the L-Types and the 32 class passenger locomotives (where the destination allowed the locomotive to be turned).

The employment awards that the railways staff worked under also included a clause to allow one paid Picnic Day per year. Local District Picnic Committees organised days out, and away from the main Sydney Metropolitan Area, several adjacent railway centres would often share the same picnic venue, so that staff could meet not only new friends, but share some time with their older friends who had re-located to other depots.

Military Specials

Ignoring the obvious huge increase in rail traffic generated by the country during a state of war, the military continued to have a significant presence during peacetime as well.

It was very common for large numbers of troops to be moved by rail between the various military bases throughout the state. But more particularly, the large military base near Singleton was used for regular training camps, and trains were scheduled to travel from the nearest stations, to the normal 'home' of the military units, and run to Whittingham station near Singleton. After de-training the troops, the train would depart for Singleton, where it would be turned ready for another return load of military personnel back to their home bases. A common sight on these trains, showing the 'humour' of the troops, was long lengths of toilet paper streaming out of the windows.

The troop trains were made up of end-platform stock, but also usually had one or two older corridor cars or Express Lavatory stock - these were reserved for the officers - or a brake van, like an EHO, attached for any other equipment that the individual soldiers could not carry on board and fit into the luggage racks above the seats.

Because of the importance of these trains, and that they had to work to fast schedules with minimum disruption to normal timetabled traffic, they were usually hauled by locomotives such as 36's and 35's, with the occasional 38 or 32 also being used.

Other Special trains

From time to time special trains were run to suit specific events – for example, country people often supported functions in neighbouring towns, and sometimes hired special trains to transport all the attendees as a single group from one town to the other.

One of the most frequent special trains ran only on Good Fridays – a special event called the 'Via Crusis' was held at Maryfields, several miles along the Camden branch. A special train of eight end-platform cars hauled by a 20 Class tank engine would run in the early morning from Sydney to Campbelltown. Once at Campbelltown, the train would enter the sidings to the Camden branch line where another 20 Class was added to the front of the train, plus yet another 20 Class at the rear of the train.

The train would then storm off over the steeply graded 1 in 20 line towards Camden, with all three 20 Class tanks working at their hardest, until they came to the platform at Maryfields. Once the passengers de-trained, the train would then operate a short 'shuttle' service to and from Campbelltown for passengers from later trains. Once the religious ceremonies were over, the train returned passengers to Campbelltown, where some of them awaited other trains to their homes, whilst the original single engine and cars returned to Sydney.

Carriages Available

The following notes provide information about what carriages are available in MSTs. Suitable carriages can be found on the CTN website, under Downloads, Rolling Stock, or where not hosted on the CTN website, under Downloads, Stock Finder – this will provide links to the location where the carriages can be downloaded:-

In the earlier years, the passenger rolling stock was built mainly with Mansard style roofs (an almost flat top, with flat angular sides), then there was a period of Low Elliptical roofs (a flat top, with sharply curved sides) and the final roof shape was High Elliptical (a fully curved shape, domed slightly towards the centre), the HE roofs came with a variety of ends, straight ends, and canopied ends with and without gang ways. These roof shapes were often common identifiers to the type of passenger stock.

Passenger rolling stock falls generally into a number of broad types, and a three letter code was created to describe the different combinations of cars used in each set formation:

* **'End-platform American Suburban' Tourist stock** (based on conversions of the early American end-loading suburban stock) - the LUB (8 car) and LOB (6 car) sets - these were the mainstay of most local services right up to the end of steam - the Tourist cars were converted to have electric lighting and toilet facilities for all passengers - most conversions retained Mansard roofs. Also available in this category are the RG (racing greyhound) cars - and the special Email Westinghouse Exhibition cars.

The American Suburban cars were constructed over a long timeframe from the late 1870's to around the time of the First World War. They were built with four basic roof shapes, the clerestory roof, the Mansard roof, the low elliptical roof and the high elliptical roof - these models represent only the Mansard roof types.

These coaches had a very long and varied life - initially they were designed to service the Sydney suburban network. When that was electrified in the mid-1920's, the coaches were then used on outer suburban and shorter distance country services outside the Sydney metropolitan area.

In the 1930-'s a program of rebuilds and upgrades commenced, many were rebuilt into what became known as Tourist cars.

The conversions mainly entailed the addition of separate Male and Female Lavatories in the centre of the car, the addition of Tourist Class seating, upgrading of air braking systems and electric lighting as necessary, re-coding of coach types as FO, BI, HFO and formation into new coach sets as necessary. These Tourist sets lasted into the post-war years, even past the end of steam in 1973, the last set being withdrawn in the mid 1970's.

Typical set formations include:

Indian Red livery -

LUB set 55 - 8 car - HFO, FO, FO, BI, BI, FO, FO, HFO

LUB set 55+RG - 8 car set + Racing Greyhound Van

LUB set 43 - 8 car - HFO, FO, FO, BI, BI, FO, FO, HFO

LOB set 46 - 6 car - HFO, BI, FO, FO, BI, HFO

LOB set 54 - 6 car - HFO, FO, BI, BI, FO, HFO

LEB set (no-number) - 5 car - HFO, BI, BI, FO, HFO

LAB set (no-number) - 4 car - HFO, BI, FO, HFO

Tuscan and Russet livery -

LUB set 50 - 8 car - HFO, FO, FO, BI, BI, FO, FO, HFO

LUB set 39 - 8 car - HFO, FO, FO, BI, BI, FO, FO, HFO

LOB set 37 - 6 car - HFO, BI, FO, FO, BI, HFO

LOB set 45 - 6 car - HFO, FO, BI, BI, FO, HFO

There is also a HFO (HFOnn) with plain end platform shield without a Set Number, this can be used to make up any other passenger train formations the user requires.

Once assembled, the sets generally worked as complete sets - only occasionally, individual cars were changed for repairs or upgrading.

The Racing Greyhound car was attached to existing coach sets, to carry the Racing Greyhounds and their Owners/Trainers, to designated Greyhound Race Meetings in various parts of the state. A regular race meeting was set in Gosford on Tuesday evenings, and the Sydney-Gosford train N149 and the Gosford-Sydney train N146 serviced this meeting, a LUB set with the RG next to the locomotive, the RG car was usually set so the passenger windows faced the platforms, and the kennel boxes faced the centre of the main lines.

Please note the formations and car set numbers are correct for the post-war period up till the early 1960's, however, there is no detail of which livery the set was in at that time - I have assumed the lower numbered sets may have still been in the Tuscan and Russet livery before repainting in the Indian Red livery. Most of the included set numbers worked in the Sydney to Newcastle area, during this period.

During 1957, Email Westinghouse received, on loan from NSWGR, two American Suburban cars for use as a travelling Exhibition train. These were BB 674 and BB 1028, and they were painted in a special Westinghouse livery, and were fitted out to display a range of new electrical products from the Westinghouse Company. These cars were used only for a few years, up till the early 1960's.

The cars were generally stored on a siding adjacent to St. Leonards station on the North Shore line when not being used for exhibitions. During this time, Email regularly staged a series of exhibitions throughout the country areas of NSW, principally in major population centres, but also occasionally in smaller towns.

When required for exhibitions, a loco (diesel – generally a 41 class) and brake van were sent from Enfield, through Redfern and via the suburban electric route under the city and across the Harbour Bridge to St. Leonards. The train returned via the Harbour Bridge to Alexandra yard, where it ran-around, and then proceeded to a designated platform at Sydney Central station, where the cars were left to await forwarding by a scheduled passenger train. The diesel loco and brake van then returned to Enfield.

The Westinghouse Exhibition Cars were generally attached to the rear of a scheduled passenger train going to the main area served by the Exhibition. The cars were then uncoupled and placed in a suitable siding, accessible to the public, where the Exhibition could take place. Instructions were issued that the cars were NOT to be loose or rough shunted. When required to be moved to the next location in the Exhibition itinerary, they were generally attached to the rear of any convenient goods train, just in front of the brake van (and where the train is NOT assisted in the rear). When the Exhibition had concluded, the cars were attached to a suitable scheduled passenger train back to Sydney Central, where a similar special movement would return the cars back to store at St. Leonards.

Special Train Notice No 66 of January 1960, details the working of the loco and brake van from Enfield to St. Leonards, back to Central, and then the loco and brake van return to Enfield, on Thursday 28th and Friday 29th 1960.

Special Train Notice No 104 of 10th February 1960, details the workings of the cars between Temora, Wyalong Central, (back to Temora) and Griffith, between 20th February and 11th March 1960, with the departure and arrival dates and times and the Train number to which they were to be attached.

*** Express Lavatory stock** - the "LFX" style cars - side loading stock for medium distance country services - introduced lavatory facilities for all passengers - were often run as un-coded sets between the wars, but post-WWII, were not run in defined sets, but simply used as "strengtheners" on many passenger trains - many were converted into the later R-Type corridor cars. In the post-war era on the SN, just about every secondary train had an LFX or BX (or two) attached - mainly Mansard roofs, but later builds had some LE and HE stock included.

The Express Lavatory cars were constructed over a long timeframe from 1902 to 1915, a total of 424 cars of BX, CX, and LFX type were built.

The EHO brakevans were built separately, but to the general design of the Express Lavatory cars, and were contemporary with them.

They were built with three basic roof shapes, the Mansard roof, the low elliptical roof and the high elliptical roof - these models represent only the Mansard roof types.

These coaches had a very long and varied life - initially they were designed to service the longer distance country train workings, and provided lavatory facilities for all passengers.

In the 1930-'s a program of rebuilds and upgrades commenced, many were rebuilt into what became known as the R-Type Corridor cars (HR, CR, FR, BR, RFR, and RBR).

During the 30's, 40's and early 60's a few cars of mixed types were converted into HCX first/second composite brakes, for use on secondary branchline services.

These Express Lavatory cars were worked initially as sets, but as newer and better cars became available between the wars, the sets were broken up into independent cars.

Most country trains still had a few of these old Express Lavatory cars attached, particularly the EHO brakevans, up till the early to mid 50-'s. All the main passenger cars were gone by 1962, but some of the HCX's and EHO brakevans lasted until the late 70's.

In the post-war era, on the Short North between Sydney and Newcastle, many secondary passenger trains were made up of LUB or LOB sets with one or two LHX's attached and many were LUB sets with an EHO brakevan at the rear, the other types of cars managed to find their way as 'strengtheners' into most long distance country trains.

*** The "L-Type" stock** - the CUB (6 cars) sets - the first centre-aisle gangwayed stock built for country services - the CUB sets also introduced Buffet services with interconnecting gangways within the train, but not to adjoining stock at the end of the set - these cars were conversions of old pre-1890 Express suburban stock and retained their Mansard roofs. (also available as Team-Alco payware stock).

The L-Type centre aisle cars were constructed between 1929 and 1940, a total of 84 cars of BL, FL, RFL, and HFL type were built, all as conversions from older 1890 type Express cars. They were built from existing cars with a basic Mansard style roof shape. The original underframe and roof were retained, with new sides, ends and interiors.

These coaches had a long and varied life - initially they were designed to service the medium distance country train workings, and provided Buffet facilities for all passengers via interconnecting gangways between cars. The brake seconds at the outer ends of the set had 'blind ends', so if any extra cars were attached, they were not able to access the buffet facilities.

These L-Type centre aisle cars were worked generally as sets, set 80 was broken up in 1957 and set 86 in 1963, the remainder lasted in one form or another until the late 1970's and early 1980's.

All sets comprised: HFL, BL, BL, RFL, FL, HFL and were coded as CUB sets.

Set 80 – Newcastle express services 1929-1934 then general service – originally in Red and Cream livery, repainted Tuscan and Russet 1937, set broken up 1957

Set 81 – Newcastle express services 1930-1934 then general service – originally in Red and Cream livery, repainted Tuscan and Russet 1937

Set 82 – South Coast Daylight Express 1930-1938 then general service – originally in Green and Cream livery, repainted Tuscan and Russet 1948

Set 83 – Wollongong services No135/66 1930-1938 and during WW2 then general service – Tuscan and Russet livery

Set 84 – general service – Tuscan and Russet livery

Set 85 – general service – Tuscan and Russet livery

Set 86 – The Caves Express 1933-1936 then general service– originally in Blue and Cream livery, repainted Tuscan and Russet 1939, set broken up 1963

*** The "R-Type" stock** - the SUB sets (7 car) - these were improved side-corridor gangwayed stock built for the more important country services - they were conversions of Mansard roofed Express Lavatory stock - the sets had gangways at the end of the set so adjoining corridor cars had access to the Buffet facilities.

The R-Type corridor cars were constructed between 1931 and 1946, a total of 109 cars of BR, CR, FR, HR,

RBR and RFR type were built, all as conversions from older Express Lavatory cars. They were built from existing cars with a basic Mansard style roof shape. The original underframe and roof were retained, with new sides, ends and interiors.

These coaches had a long and varied life - initially they were designed to service the medium distance country train workings, and provided Buffet facilities for all passengers via interconnecting gangways between cars. The brake seconds at the outer ends of the set had connecting gangways, so if any extra corridor cars were attached, they were able to access the buffet facilities.

These R-Type corridor cars were worked generally as sets. As the sets got older, carriages beyond repair were taken out of the sets without replacement, and the remainder of the cars lasted until the late 1970's and early 1980's.

SAB – 5c – Sets 105/106/107 – FR, BR, BR, RFR, FR
SEB – 6c – Sets 100/101/109 – HR, FR, RBR, BR, FR, HR
SIB – 4c – Sets 103/104/120/121 – FR, RFR, BR, FR
SOB – 7c – Set 102 – HR, FR, FR, RBR, BR, FR, HR
SUB – 5-7c – Set 108 – HR, BR, RBR, BR, FR, FR, HR

Set 100 - SEB – Southern Highlands Express till 1958, then Set 102 till 1970 – varnished till 1953, then Tuscan and Russet until repainted Indian Red 1958

Set 101 - SEB – spare set and No 61 Picton/Moss Vale service till 1958, then Set 109 till 1960 - varnished till 1952, then Tuscan and Russet until repainted Indian Red 1960

Set 102 – SOB – The Fish till 1958, then Interurban Electric cars took over

This set was increased to 10 cars in 1947 - HR, FR, FR, RBR, BR, BR, FR, FR, FR, HR
- varnished till 1955, then repainted Indian Red

Set 103 – SIB – Kempsey/Tamworth Day trains till 1963, then diesel railcars took over - varnished till 1940, then Tuscan and Russet until repainted Indian Red after 1955

Set 104 – SIB – Kempsey/Tamworth Day trains till 1963, then diesel railcars took over - varnished till 1953, then Tuscan and Russet until repainted Indian Red after 1955

Set 105 – SAB – Nos 25/26 Orange Day train till 1960 - varnished till 1943, then Tuscan and Russet until repainted Indian Red after 1955

Set 106 – SAB – Nos 25/26 Orange Day train till 1960 - varnished till 1943, then Tuscan and Russet until repainted Indian Red after 1955

Set 107 – SAB – standby spare set - varnished till 1943, then Tuscan and Russet until repainted Indian Red after 1955

Set 108 – SUB – Caves Express/Mt. Victoria service till 1958, then Western & Illawarra services – Oxford Blue and Light Buff till 1948, then Tuscan and Russet until repainted Indian Red 1956

Set 109 - SEB – South Coast Daylight Express till 1949, then Illawarra services till early 80's - Green and Cream till 1949, then Tuscan and Russet until repainted Indian Red 1954

Set 120 – SIB – general service - Tuscan and Russet until repainted Indian Red after 1955

Set 121 – SIB – general service - Tuscan and Russet until repainted Indian Red after 1955

Set 122 – SIB – general service - Tuscan and Russet until repainted Indian Red after 1955

*** Heavy 6-wheel bogie & 4-wheel bogie stock** - between the wars a variety of heavy stock was built for general country and express services - some were built with wooden bodies (the MBE and MFE series – on 6-wheel bogies) and some with steel bodies (the BS and FS series – on 4-wheel bogies) all with HE roofs, mostly with full or modified canopied ends. These types of cars spawned many variations, including various Buffet and Sleeping cars, most cars were not run as matched sets. (also as Team-Alco payware)

*** The N-Type stock** - the NAB sets (6 car) - these were constructed new just before WWII - they were designed for the main country express services, and were the last of the non-air-conditioned stock, and were fitted with HE roofs and a pressure-ventilation system (which ultimately proved a problem in the Summers) - were used in most principal expresses until supplanted by the HUB and RUB sets.

The N-Type corridor cars were constructed between 1938 and 1939, a total of 35 cars of BN, FN, HFN, and RFN type were built, all as new construction. They were the last of the non air-conditioned stock, but had a pressure ventilation system installed. This proved to be a problem in the hot summers when inadequate cool air supply heated the interiors of the cars, so additional roof ventilators and lift-up windows were fitted. A second contract for 25 extra cars was issued in 1943, but these were modified slightly, and built as the HUB sets, the

first passenger stock with air-conditioning.

These coaches had a long and varied life - initially they were designed to service the principal medium distance country train workings, and provided Buffet facilities for all passengers via interconnecting gangways between cars. The brake seconds at the outer ends of the set had connecting gangways, so if any extra corridor cars were attached, they were able to access the buffet facilities.

These N-Type corridor cars were worked generally as sets. As the sets got older during the 60's, carriages were taken out of the sets and converted to other types, the remainder of the cars lasted until the late 1970's and early 1980's.

NAB – 6c – HFN, FN, RFN, BN, BN, HFN

NIB – 7c – HFN, FN, RFN, BN, BN, FN, HFN

NOB – 5c – HFN, FN, BN, BN, HFN

NUB – 6c – HFN, FN, FN, BN, BN, HFN

Set 110 – NAB – Newcastle express services during WW2; Cessnock Express from 1946-1963

Set 111 – NIB – Newcastle express services during WW2; general service afterwards

Set 112 – NIB – Newcastle express services during WW2; Western line services afterwards

Set 113 – NAB – Illawarra services until 1948; Western line services afterwards

Set 114 – NOB – Illawarra services until 1964; conversion to mail cars afterwards

Set 115 – HFN, FN, FN, HFN – Western line services until 1958; Southern line services afterwards

*** The HUB (7 car) sets** - the first new air-conditioned express passenger cars for the principal daytime expresses, including two sets 116 and 117 dedicated to the Newcastle Express services - also used on the Central West Express, the South Coast Daylight Express, and the Riverina Express.

There were four 7-car HUB Sets, numbered as Set 116 – 117 – 118 – 119

Sets 116 and 117 were initially allocated to the Sydney-Newcastle Express (117 and 118 until 1974)

Set 118 was originally allocated to the Riverina Express until 1950, then re-allocated to the Central West Express until 1952

Set 119 was originally allocated to the South Coast Daylight Express until 1957

After these dates, the 'spare' sets 118 and 119 were used on various trains, including set 116 re-allocated to the Central West Express from 1956, set 118 was transferred to the Sydney-Newcastle Express to replace set 116. The spare sets often deputised for newer RUB sets, when they were temporarily sent for servicing or repairs. Set 119 was occasionally seen on the Sydney-Newcastle Express.

The HFH cars (Car 1) were always marshalled at the Sydney end of the train, and the cars were then consecutively numbered through to the PFH cars (Car 7) at the Country end of the train. Therefore for running on appropriate routes in MSTs, there should be a different consist for UP trains (towards Sydney), and DOWN trains (away from Sydney) – ie. One consist should be in the reverse car order, from the locomotive, to the other consist.

*** The RUB (7 car) sets** - the second contract for HUB set cars was actually built with some additional modifications as the RUB set cars - the RUB's being used on other main daytime expresses, like the Melbourne Express, Northern Tablelands Express, and North Coast Daylight Express. NOTE: the RUB set type coaches are not yet available for MSTs users, but will be released in a forth-coming C38 Class pack from Team-Alco.

Set 140 – 1950 Riverina Express; 1956 North Coast Daylight Express; 1960 Brisbane Limited Express

Set 141 – 1950 Riverina Express; 1956 North Coast Daylight Express; 1960 Brisbane Limited Express

Set 142 – 1951 Northern Tablelands Express; Central West Express; 1956 Melbourne Daylight Express; 1960 North Coast daylight Express

Set 143 – 1951 Northern Tablelands Express; Central West Express; 1956 Melbourne Daylight Express; 1960 North Coast daylight Express

Set 144 – Central West Express; Northern Tablelands Express; 1960 Riverina Express

Set 145 – Northern Tablelands Express; 1960 Riverina Express

Set 146 – 1953 North Coast Daylight Express; 1956 Riverina Express; 1960 Melbourne Daylight Express

Set 147 – 1953 North Coast Daylight Express; 1956 Riverina Express; 1960 Melbourne Daylight Express

After the late 50's and early 60's, the HUB sets and RUB sets were often interchanged on the principal expresses, until the newer fluted stainless-steel sided stock was built.

Also available - are a range of miscellaneous coaching stock vehicles, such as Sleeping Cars, Mail Vans, Prison Van, Passenger Full Brake Vans, and other Passenger Rated vans, such as MLVs, MLKs and Refrigerator vans (MRC and TRC).

VHO – Full Brake Gangwayed
MHO – Full Brake Non-Gangwayed
CHO – Full Brake Ventilated
EHO - Full Brake High Roof
KL – Mail Van
HKL – Mail/Brake Van
KP – Mail Sorting Van
BKD – Prison Van

Further details of these different types of passenger rolling stock, is available in the "read-me" files accompanying the MSTs download files from the various MSTs file libraries.