

**REGIONAL HERITAGE
TRANSPORT ASSOCIATION - JUNEE INC.**

**A Guide to the Major Exhibits in Junee Roundhouse
Museum**

Mail Van KP 1942



is one of 11 built between 1912 and 1914 for overnight mail trains between regional New South Wales and Sydney.

Mail was picked up at stations and sorted as the train went along. The National Film and Sound Archive has excellent videos on these Travelling Post Offices (TPOs) at <https://aso.gov.au/titles/sponsored-films/australia-post-last-tpos/>

Photo: ARHS NSW RRC 017153



KP 1942 at Junee in 1993. Photo by K.H. Dougall
ARHS NSW RRC 020553



Sitting Car 7 VFW was built by Victorian Railways for use on their broad gauge. It was later converted to standard gauge and used on New South Wales main southern line express trains, including the Spirit of Progress.



7 VFW at Sydney Terminal in 1973. Photo: ARHS NSW RRC 067411

**Sitting car
SFX 1820**



is a second class corridor-type sitting car built in 1928.

The first car on this train is an SFX. The photo was taken at Goulburn in 1979.

Photo: ARHS NSW RRC 465174



Locomotive 4401



The first of 100 '44 class' main line diesel-electric locomotives built between 1957 and 1967 by A.E. Goodwin Ltd in Sydney. The 44s, more than any other class of locomotive, brought the end of steam power on main lines in New South Wales.

4401 is hauling the Sydney-Melbourne Daylight Express at Goulburn in 1958.

Photo: J.L. Buckland Collection, ARHS NSW RRC 015697



4401 is on loan from the NSW State Government moveable collection, administered by Transport Heritage NSW.



Locomotive 2413

is one of a class of 25 steam locomotives built by Dubs & Co. of Glasgow in 1891 and purchased by the New South Wales Government Railways for goods train working. 2413 represents goods train locomotives used extensively in the early years of the main southern railway through Junee to Albury, and later on branch lines.

2413 is seen here leaving Galong in 1947. Photo: J.L. Buckland Collection, ARHS NSW RRC 016310



S 25306 goods wagon



Ten thousand of these goods wagons, known as 'S Trucks', were built between 1910 and 1920. Many were still used in the 1970s and some persisted into the 80s. They were the mainstay of general freight traffic until superseded by bogie wagons.

This train consists largely of S Trucks, led by two 36 class locomotives at Yerrinbool on the Main Southern Line in 1969. Photo: I.W. Gray





MHG guard's van 11749

Two hundred vans of this design were provided for guards on goods trains across New South Wales between 1951 and 1987. They also had a compartment for passengers. MHG 11749 remained in general service until 1992. Most were built in England and delivered in kit form for assembly in Sydney. They were sometimes used on passenger trains – the last vehicle behind 44221 and the SFX in the photo above is an MHG van.



An MHG is at the rear of this typical Riverina branch line train behind locomotive 3056 (and 10 S-Trucks) during the twilight years of the steam era. The photo was taken near Barmedman in 1967 by J. Chapman and supplied by ARHS NSW RRC (number 473227).

Locomotive 44226



is one of the 40 442 class diesel-electric locomotives built by A.E. Goodwin Ltd in Sydney between 1971 and 1973. It was used on main line passenger and goods trains. It was in Junee frequently, being one of a few of its class to be fitted with a Victorian Railways (V-Line) radio for working through to Melbourne.



44226 with the Inter-Capital Daylight Express from Melbourne to Sydney on 21 July 1979. Photo: J.L. Buckland collection, National Library of Australia nla.obj-155160498

Locomotive 4872



represents the 48 class diesel-electric locomotives. 165 were built by A.E. Goodwin in Sydney for branch line service. Many were based at Junee from the 1960s.



In addition to goods and passenger trains on branch lines, 4872 also worked on main lines. Here we see it with the Goulburn day train at Moss Vale in 1983. Photo by J. Lunt, courtesy ARHS NSW RRC (Photo number 263715).

Locomotive 3609



is an express passenger steam locomotive which could be seen at Junee from time to time until it was withdrawn from service in 1965. The 75 members of the 36 class were the premier passenger locomotive in New South Wales from the mid-1920s until the mid-1940s. They continued to haul passenger trains as late as the 1960s. Most were built at Eveleigh Workshops, Redfern in Sydney. 3609 was one of few locomotives in New South Wales to be officially named, bearing the name 'Hawkesbury' for working Pullman Car express trains to Newcastle known as the 'Northern Commercial Limited' service.



3609 departs Moss Vale on 28 February, 1961.

3609 is part of the NSW State Government moveable heritage collection, administered by Transport Heritage NSW.

Photo by Weston Langford.

<https://www.westonlangford.com/images/photo/100432/>

36 Class locomotive boiler



Of the same type as 3609's, this boiler was adapted for use to supply to steam to machinery in workshops. It was later mounted on a wagon for movement to Junee for preservation.



Four 36 class stationary boilers were preserved at Eveleigh Workshops in Sydney.

Photo:
https://commons.wikimedia.org/wiki/File:Eveleigh_Railway_Workshops_2.jpg

While serving on a locomotive, this 36 class boiler is supplying plenty of steam as its fireman takes a breath of fresh air.

Photo: I.W. Gray



Steam Crane 1080



is one of five cranes built by Industrial Brownhoist in the USA during the 1940s and shipped to Australia by the US Army. Only two of the cranes reached Australia – the others were lost at sea. Those two remain – our 1080 at Junee and 1081 at the Dorrigo Steam Railway and Museum. 1080 can lift 50 tonnes. It was based at Junee from 1949 and formed part of the Breakdown Train.



1080 put derailed trains back on the track
Photo: RHTA Collection



and helped around the Roundhouse.
Photo: A. Robinson, ARHS NSW RRC

Junee Accident Van



was originally a 'TAM' coded first class sleeping car before conversion to become accommodation for the Breakdown Train crew when they worked away from Junee. Apart from the area converted for the preparation and serving of meals, it is largely in its original sleeping car condition. Fifty-one TAM sleeping cars were built between 1913 and 1937. They were the standard sleeping cars in New South Wales and were used on the major overnight express trains like the Melbourne Limited, as well as mail trains in company with Travelling Post Office mail vans like our KP 1492 described above.



The second car on this special train is a TAM. The first car is an SFX, the same as our exhibit described above. The photo was taken at Bangalow in northern NSW in 1969.

Photo: ARHS NSW RRC 459466

Bogie Water Tank Wagon 1171 (also known as a water jin, water jinty and water gin)



supplied water to Steam Crane 1080 when the Breakdown Train worked away from Junee. There were many of these wagons used to supply steam locomotives. A bogie water tank can be seen next to the locomotive in the photo under MHG guard's van 11749 above. These wagons were also used to supply townships in times of drought, perhaps most notably Broken Hill in the 1940s.



A bogie water tank standing at Roto in western New South Wales. Photo: I.W. Gray



LFX 1776 a 'dogbox' style, non-corridor, type of passenger carriage known officially as an 'Express Lavatory'

As new locomotives entered service in the 1890s, express trains could go further without stopping. At that time, only First Class carriages had toilets. Second Class passengers had to wait until the next station stop. So new carriages with a toilet adjacent to each compartment were built for Second Class. LFX 1776 was built in 1913 and continued in service until 1975.

A short train with 'dogbox' carriages departs Junee.

Photo: RHTA collection



LFX 1776 is on loan from the Transport Heritage NSW Moveable Collection.

Rail Motor No. 2 (code CPH 2)



is one of 37 vehicles which served branch lines throughout New South Wales, and some suburban lines in their later years. Also known as 'Tin Hares', they were built to replace steam-hauled trains on lines where traffic was light. They were built in the mid-1920s and were used into the mid-1980s. They were a common sight on southern branch lines.



CPH 1 crosses the Hume Highway on the Tumbarumba branch line at Tarcutta in 1972.

It travelled on to reach Tumbarumba at sunset.

Photos: I.W. Gray



More information about our exhibits and the Roundhouse is available in the Roundhouse Museum, at the Australian Railway Historical Society Railway Archives, in a book about the Roundhouse by Ray Love and Ian Dunn titled 'Byways of Steam 13' (published by Eveleigh Press in 1997) and on the NSW Office of Environment and Heritage website.