

# Local Railway Formations

By [stanford](#) - Posted on 30 September 2011

With my dad visiting from fair Melbourne town, the opportunity presented itself to do some exploring of the local railway scene of the region we moved to.

The present operating railway scene for the region consists of a miniature railway at Corowa, which runs when the Market is operating, and there seems to be a tourist railway which operates the Lil Red from Rutherglen.

The Corowa / Rutherglen / Wahgunyah region has a rich railroading history, and there are various railway structures and formations still intact. Around Wahgunyah, there is a break of gauge between a roughly 16 inches gauge stretch of track and the old broad gauge track still embedded in the road, as shown in the following photo.



*Above: Wahgunyah - Under the grass there are 4 sidings!*





*Above: Steel sleepers at Wahgunyah*

Some photos of the railroad structures and formations at Rutherglen follow.



*Above: Rutherglen yard (actually the remains of the yard) and silos*



*Above: At the Rutherglen station, looking towards Wahgunyah. The railroad track between Rutherglen and the Uncle Tobys factory at Wahgunyah has been replaced with what seems to be a very well made bike track*



*Above: About 100 metres south of the Rutherglen station, looking towards Springhurst.*



*Above: Rutherglen station*



*Above: Crossing gates about 100 metres south of Rutherglen station*

The railway structures and formations at Corowa are the central features of the RSL park. An information sign near the station says this about the Corowa railway:

The construction of the railway line from Culcairn to Corowa commenced in October 1890 and was officially opened on 3 October 1892.

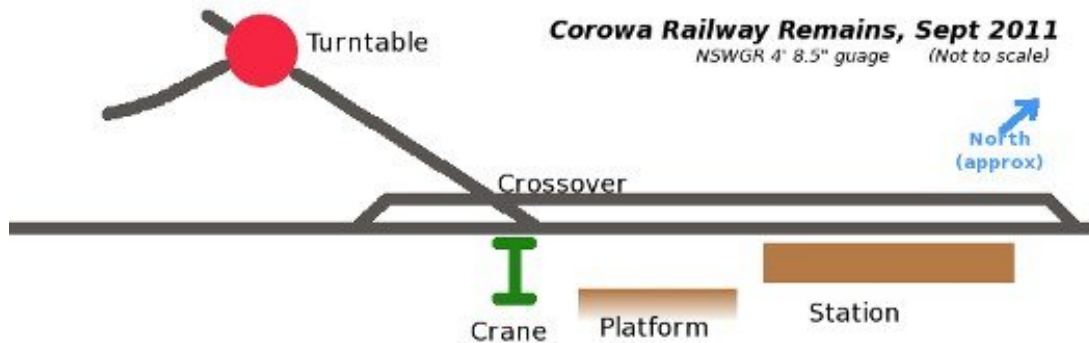
The station building was built of brick laid in English bond, with an iron roof and general and ladies waiting rooms. Also built as part of the station complex were a carriage dock, goods warehouse, gantry, coal storage, engine shed with a pit, turntable and water tank. A separate matching lantern

building was erected along the platform and the Railway Department purchased a pre-existing brick cottage which had been erected in 1888 as a station master's residence. Of these structures the station building, lantern building, station master's cottage, gantry and turntable exist today.

Ten months after the opening the new line was used to convey the NSW Parliamentary Party delegates to the Corowa 1893 Federation Conference. These delegates arrived at the station at 12.25pm on Monday, 31st July 1893. As the Corowa Federation Conference had already commenced in the Court House no official reception took place for the NSW Parliamentary delegates. Instead they drove to the Royal Hotel for lunch and attended the afternoon sitting of the conference.

To mark the Centenary of Federation State Rail carried out refurbishment of the interior of the railway station, platform, water tank, fencing and painted the exterior of the railway station and lantern building.

Because the Corowa station and formations have been incorporated into a public park, the structures and formations are in better condition and generally easier to find than the railway features at Rutherglen and Wahgunyah. From investigating the area around the station, I was able to draw a map of the existing features.



An interesting feature is the crossover from the main track to access the turntable from the main track! This sort of track arrangement has apparently been done before in New South Wales. I have heard that Gerringong on the South Coast line near Wollongong had a similar track arrangement for a spur that served a factory / dairy there. Following are some photos of the railway structures and formations at Corowa.



*Above: Railway station buildings and platform*



*Above: Extra platform at station.*



*Above: Gantry crane*



*Above: Gantry crane mechanisms*



*Above and below: Turntable*



*Above: Large bolts for the turntable pivot.*