Double-deck electric trains being introduced for services between Newcastle and Sydney have the greatest comfort and incorporate the most modern design features. Extensive carpeting, airconditioning, on-board toilets and public address systems are just some of them.

The ride is smooth and silent. Widevision, reflective windows on both upper and lower decks ensure passengers don't miss a thing passing by.

More than 70 of these world-class carriages are in service and another 80 are already rolling off the production line to enable their extended use on Newcastle-Sydney services.



The New Faces of Newcastle

Eight-car, double-deck electric trains, seating 832 passengers, will cut travelling times between Newcastle and Sydney significantly. The latest, improved version in the distinctive red, orange and yellow livery is to operate to Newcastle, along with the current blue-nosed electric.

3. SELF-PROPELLED DIESELS These are replacing the old loco-hauled trains between Newcastle, Maitland and Telarah. They offer a more comfortable and faster ride and better reliability. Services will be expanded on this vital commuter

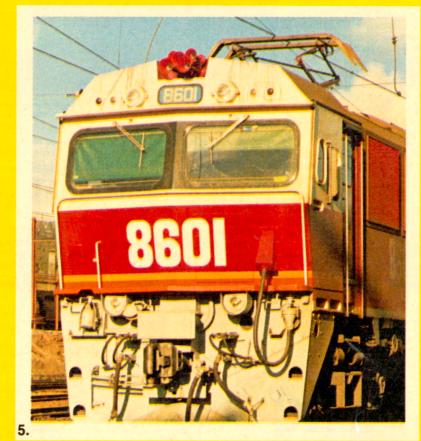
4. DOUBLE-DECK SUBURBANS Most of the double-deck trains used in Sydney for metropolitan services are Newcastle-built. A number of them will be used to operate shuttle electric services between Fassifern and Newcastle, giving passengers the latest in comfort and extra

5. 86 CLASS LOCOMOTIVE This is the latest and most in Australia. Fifty have been ordered at a cost of \$64 millio

and will be a feature of the Newcastle electrified network for both heavy freight haulage and some passenger trains.







The NSW Government is investing \$2,400 million over ten years in the expansion, modernisation and upgrading of the State's rail system.

Already the benefits are evident and there are

more to come. As well as new rolling stock, better signalling, communications, track and passenger facilities are coming on line. As a result, performance and reliability have improved. Try a train and notice the difference!

The Newcastle Herald

NEWCASTLE GOES ELECTRIC!



Sunday, June 3 – A Day Worth Celebrating!

Electric train services start in Newcastle this Sunday with completion of the electrified line from Sydney. This \$112 million project will result in:

Fast electric trains between the two biggest cities of

More services with more comfort.

A suburban electric train service with the latest doubledeck carriages between Fassifern and Newcastle. The replacement of loco-hauled trains between Maitland and Newcastle with improved, faster diesel self-propelled units and more services.

To mark these giant improvements, all train travel within the Newcastle area from 8 a.m. until midnight on Sunday is absolutely FREE!

See the first electric express arrive from Sydney in the afternoon. Join the celebrations and join the revolution



The main Northern Line

MAIN line electrification work completion dates — 27 August 1928: Central to Strathfield 21 January 1929: Strathfield to Hornsby 16 November 1958: Hornsby to Cowan 12 April 1959: Cowan to Hawkesbury River 24 January 1960: Hawkesbury River to Gosford 3 April 1982: Gosford to Wyong 3 June 1984: Wyong to Newcastle

Festival-style welcome for electric rail link A FESTIVAL atmosphere will overtake Scott St and Newcastle East End on Sunday when Newcastle welcomes the first electric train to travel straight through from Sydney



The Railway Institute Band will entertain

marquees set up on the State Rail Authority's East End land in preparation for what will be

a grand opening for a rail service that New-castle has waited years to get.

tation at 1pm when a competition will begin o find Newcastle's top rap dancers and break

Schools Band would then march past the station and entertain people while they made their way to the marquees on the East End rail

Speakers at the opening ceremony would include also the chairman of the SRA, Mr Alex Carmichael, Mr Wade, MLA Newcastle, and Festivities will begin outside Newcastle the Minister for Transport, Mr Unsworth, the spokesman said.

The electric rail service between Sydney

A massive 5-year \$112m project

Upgrading a major part of work

castle and Gosford was a massive project that took \$112mil-

The erection of stanchions to between Gosford and Wyong com- 190km of track was re-centred and carry the electric cables was only pleted in April, 1982. part of the project. Sections of Civil engineering works were a project. part of the project. Sections of track needed to be upgraded and re-centred, station platforms narrowed, overbridges and foot-

The project began in 1979 with to a State Rail Authority spokes- rect current. Performance of tonnes of extra ballast, according structed to supply the 1500 volt di-

new sleepers were used in the upgrading and realigning work required

FROM SYDNEY

9.14 a.m. (Broadmeadow) 0.10 a.m. (Broadmeadow) 1.11 a.m.

1.21 p.m. 2.04 p.m. (Broadmeadow)

7.13 a.m. 8.10 a.m. 9.04 a.m. 9.14 a.m. (Broadmeadow) 9.58 a.m. 10.10 a.m. (Broadmeadow) 10.53 a.m. 11.20 a.m.

11.20 a.m.
1.01 p.m.
1.20 p.m.
2.04 p.m. (Broadmeadow)
3.01 p.m.
3.08 p.m.
4.03 p.m.
5.21 p.m.
6.06 p.m.
6.33 p.m.
7.40 p.m.
8.19 p.m.
9.10 p.m.
10.28 p.m.
12.07 a.m.
2.37 a.m.

XG Change trains at Gosford XH Change trains at Hornsby

Further information available from your local railway station.

STATE RAIL AUTHORITY OF NEW SOUTH WALES

Monday to Friday

NEWCASTLE — SYDNEY

TIMETABLES

From 4 June, the number of train services between Newcastle and Sydney will be considerably increased. Many will be operated by fast

double-deck electric expresses; other trains will stop at most stations. Scheduled departures and arrivals (including XPT and other country

TO SYDNEY

.55 p.m. (XH)

5.34 p.m. (Broadmeadow)

ter-urban cars. Approximately cludes restructuring of existing railway facilities, including the repartially realigned as part of the

b-contractors.

Upgrading the track required and sectioning huts and a 66KV 180,000 new sleepers and 150,000 transmission line had been con-

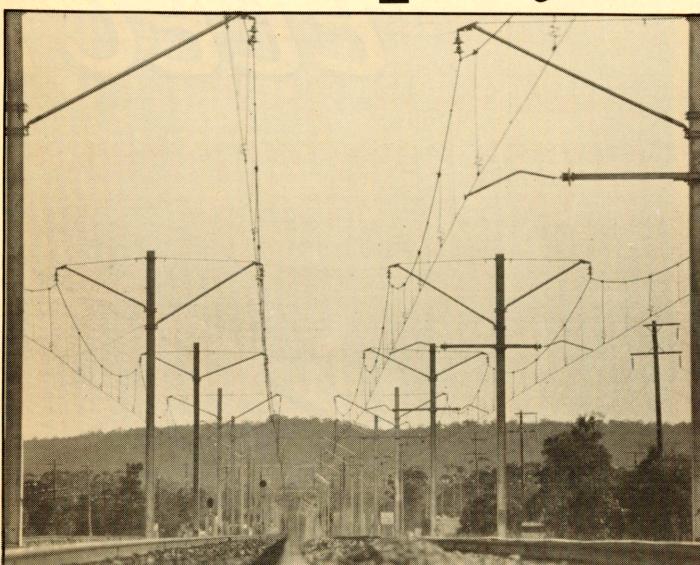
carriages, 14 station platforms needed to be reconstructed. Some station buildings were renewed and

Kotara tunnel cost \$4m Construction of a second tunnel

Kotara was necessary, costing 4.2million. The original Tickhole tunnel will remain in use for the

astle. Signal boxes at Awaba, Sulhide Junction, Adamstown and roadmeadow North and South became redundant with the com-pletion of a new Centralised Traf-Control Centre at Broad-

In all, 72 main-line semaphore ignals had been replaced with colour light signals. The level crossing boom barriers at Adamstown were controlled from the Broadmeadow Signal Centre with the aid of TV cameras and moni-



About 4000 steel masts support 220km of overhead wiring on the new rail link between Newcastle and Gosford

statistics

route kms track kms

galvanised steel masts electrical substations built station platforms improved new road bridges new footbridges 180,000 sleepers used 150,000 tonnes balast used tonnes copper wire used telephone exchange at Gosford



The journey to Sydney in new air conditioned double-decker electric carriages will be up to 30 minutes shorter than

North to benefit from a vastly improved service

into the 20th century on Sunday, 10 years after Newcastle was first promised an electric

carried an article on the erection of a lone steel girder at Broadmeadow Railway Station — the first of the thousands of stanchions that form the state of the \$112million electrification project between New-castle and Gosford [the cost figure does not include rolling stock].

In the stopping pattern and time as a result of the \$112million electrification project between New-castle and Gosford [the cost figure does not include rolling stock].

The spokesman said that from Monday the number of trips operating on week days between been increased by 522.

Maitland journey cut by 8 minutes

rail link between Newcastle and Gosford.

Now, several completion dates

Mr Unsworth said journey times between Newcastle and Sydney would be faster and services will be provided on week days 56 ser Newcastle will have, from later, the current Labour Government's commitment to the electrical decided interment's commitment to the electrical decided interment. Monday, a virtual hourly rail ment's commitment to the electriservice to Sydney and from Sunfication of the Newcastle-Gosford urban trains that would replace benefit from a more frequent diesel day a half hourly suburban service. The trip from Newcastle to
Sydney will be up to 30 minutes

Incation of the Newcastle-Goslota line is about to bear fruit.

The Minister for Transport, Mr Unsworth, said recently that the Comment had outlayed large climinated. Mr Unsworth said shorter and the service to Mait- Government had outlayed large eliminated,' Mr Unsworth said. and about eight minutes sums of money on upgrading the A State Rail Authority spokes-State's rail service.

on new locomotives and carriages, tween Sydney and Newcastle The Newcastle Morning Herald recorded on February 12, 1971, that the then Premier, then Mr Askin, promised 'electrification of the Newcastle-Gosford railway line within three years'.

The Newcastle Morning Herald bridges, track and station upgrading, bridges, track and station upgrading, would be at approximately hourly intervals. Each alternate train would be a fast train—the other making more stops. Travel time would range from two hours 11 within three years'.

The residents of Newcastle and training would be at approximately hourly intervals. Each alternate train would be a fast train—the other making more stops. Travel time would range from two hours 11 making more stops. Travel time would range from two hours 11 making more stops. Travel time would range from two hours 11 making more stops. Travel time would range from the property of the prope surrounding areas would benefit minutes to three hours, depending electric rolling stock and re-en-On October 7, 1975 The Herald from a vastly improved rail service on the stopping pattern and time electric rolling stock and re-engined diesel trains would result in

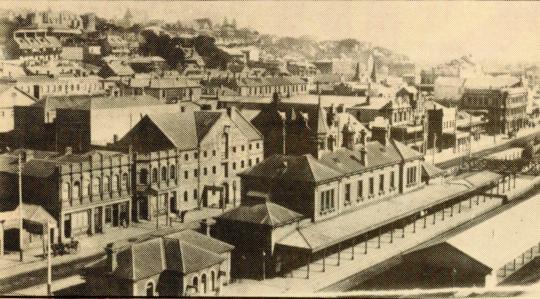
shorter.

Sunday's opening of the new rail system has been a long time coming.

State's rail service.

Sanday's opening of the new rook office in 1976, hundreds of millions of dollars have been spent on week days the services beging the rook of the new rook of the new

The changing face of Newcastle Station



Restored terminal, glancing up at airport-style a railway station it can be proud of,' Mr terminal backed by a smooth voice over a low key That setting is not taken from a European rail platform or air terminal. It to be is a look into the near future at what New-

castle Railway Station will be like when work on restoration and refurbishing is the restoration of a building that was once special chemicals to restore its original ap-Station into a bright, clean and charming building from where a slick suburban and inter-urban transport system will branch

which will never need painting. ternal refurbishing and many rail passengers have commented very favourably on the restoration, according to the project engineer, Mr Bob Timmins, of the Sydney

The \$600,000 project had changed glass in the lantern roof on one building, had been boarded over.

Looking towards Newcastle Station from the Market St railway gates in 1905.

'It is impossible to restore any building to brand-new condition. The best we can do is make a building look gracefully old, and I believe we have succeeded. Where possible original materials have Some very modern materials were used over No 1 platform.

in the transformation which created the According to Newcastle station master, The old brickwork was cleaned with and outside the station has been redone'. pearance and then sealed with silicone to as well as new seats, refuse bins, screens, been clad with colour coated metal panels the original did not include \$85,000 worth

Modern tiles have been used for the sur- the first of their kind in NSW, according to Mr Timmins, who worked on the restoration of Sydney's Central station, said the cated in strategic positions at the station, semi-circular windows, four panel doors Newcastle project had been done almost will not be installed for some time. Inforentirely with Newcastle tradesmen. The restorers found that some original shown on existing indicators until the new which define the corners of the buildings. parts of the station, such as the coloured ones arrive.

Another is a new low pollution public address system that has already been in- flat detailing, the spokesman said.

WAITING amid the pleasing sur-rounds of a newly restored 19th century building: I believe that Newcastle now has

Some of the bricks used to restore the main buildings were discovered when No 1 accommodate electric trains and shorten An SRA spokesman said the main sec the cast iron trusses supporting the awning

Mr Jack Wade, 'almost every facility inside New planter boxes have been installed Somethings the station will have that of computer-controlled indicator boards,

The airport-style indicators, to be lomation on arrivals and departures is being

vations as part of its contribution to preserving the National Heritage.

> tion of the station complex was designed inder the supervision of Mr John Whitton. Engineer-in-chief New South Wales Rail The station complex was built original inally in three parts - a centre two-storey

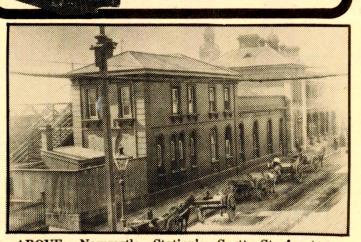
buildings survive relatively intact externally. A fourth was added later, which con

The original buildings were unified by The overall effect is of a restrained

> being quieter and without electric-powered train causes each week for service. xhaust fumes. The progress of



A Newcastle Herald Supplement, Friday, June 1, 1984



ABOVE: Newcastle Station's Scott St frontage pictured late last century. BELOW: The same view



Electric transport AT a time when economy diesel units are limited to the

of operation and the future of the environment are so important, the benefits of using ves considerable climbing, elecelectrification for transpor- tric units are faster than diese tation become self-evident.

ative breaking system which feeds back electric power into age and waste disposal at depots NSW is self-sufficient in generating electric power. Its vast

vantages of electric energy for construction of 80 cars which traction over diesel fuel. These will bring the total doublecost benefits are becoming more decked inter-urban fleet to 17 pparent as other fuels continue cars. These new trains, painted

When heavy loads have to be ditional seating capicity, new in those on the Newcastle route, lighting,

hauled on sever grades, such as terior colour scheme, improved electric trains make better use conditioning, wide vision tinted f their short-time rating by windows, air ride bogies for a drawing more power from the comfortable ride, automatic

A proud man behind the scenes

castle and Gosford at Newcastle Railway Station on Sunday. Being a self confessed fanation for cleanliness he will have ensured the station was spotless for Sun-Sunday directing rail traffic into and out of the station, including guiding to platform No 1 the in

the hub

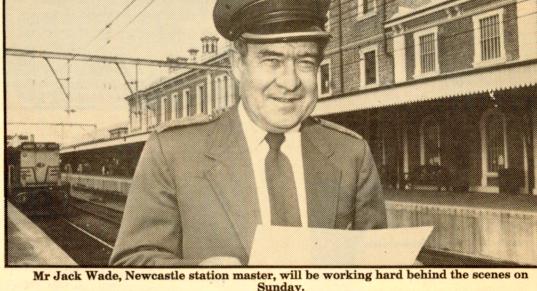
of area's

new rail

network

master at Newcastle. Sunday's opening ceremony will be the highight of his 42 years in the NSW

Ironically, Mr Wade remembers the erection of the first electrification stanchion between Newcastle and Gosford on the main while he was station master there



such an important time in the his- an asset to the city and boosts the days, about 87% on Saturdays and compared with the older engine 'I thought it was funny at the tory of NSW railways,' Mr Wade morale of the staff at the station.' almost 100% on Sundays,' Mr

time, having a stanchion for something that had only been talked about. But now it's a reality,' Mr Wade said.

'I've always been a fanatic when it comes to cleaning up. Before the station was restored we fore the station was restored we foreward to the new railway era that was to begin in a renewed building.

'I've always been a fanatic when it comes to cleaning up. Before the station was restored we couldn't see the results of our cleaning efforts but now that's all building.

'I've had to adjust the staffing as a junior station assistant at By-rock, near Bourke. He moved to quested six extra cleaning staff at Broadmeadow and five more station assistants at Newcastle district, then the Lith-gow district and has spent the past station assistants at Newcastle district.

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Mr Wade said to the extra load and have requested six extra cleaning staff at Broadmeadow and five more district.

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"I love old and historic build"I am very proud and honoured ings and to see this station reto be running such a fine station at stored is a fine achievement. It is crease approximately 79% on week "My staff have been trained castle eight years ago."

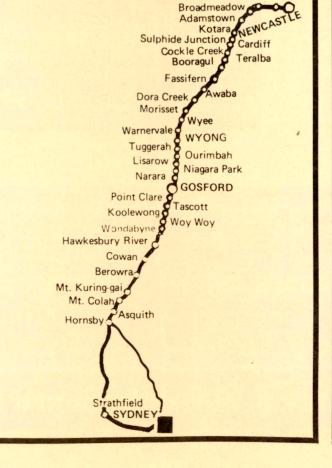
"We've estimated that train justments would be made as the movements at Newcastle will inneed arose.

Broadmeadow before being appointed station master at Newto be running such a fine station at stored is a fine achievement. It is crease approximately 79% on week "My staff have been trained"

station is in SRA uniform he or she should be able to produce a pocket uirer when and where to meet an rain going to or from the station. Electrification Task Force for month to assist with solving prob-

lems at Newcastle station. 'One of the improvements t Newcastle has been the introducthe station master's office, signal men and trains making train work more expedient,' Mr Wade said. the most notable improvements in ail services since he began working n the railways, Mr Wade said.

Sydney-Newcastle all-electric line



The Newcastle Hunter Valley rail system

