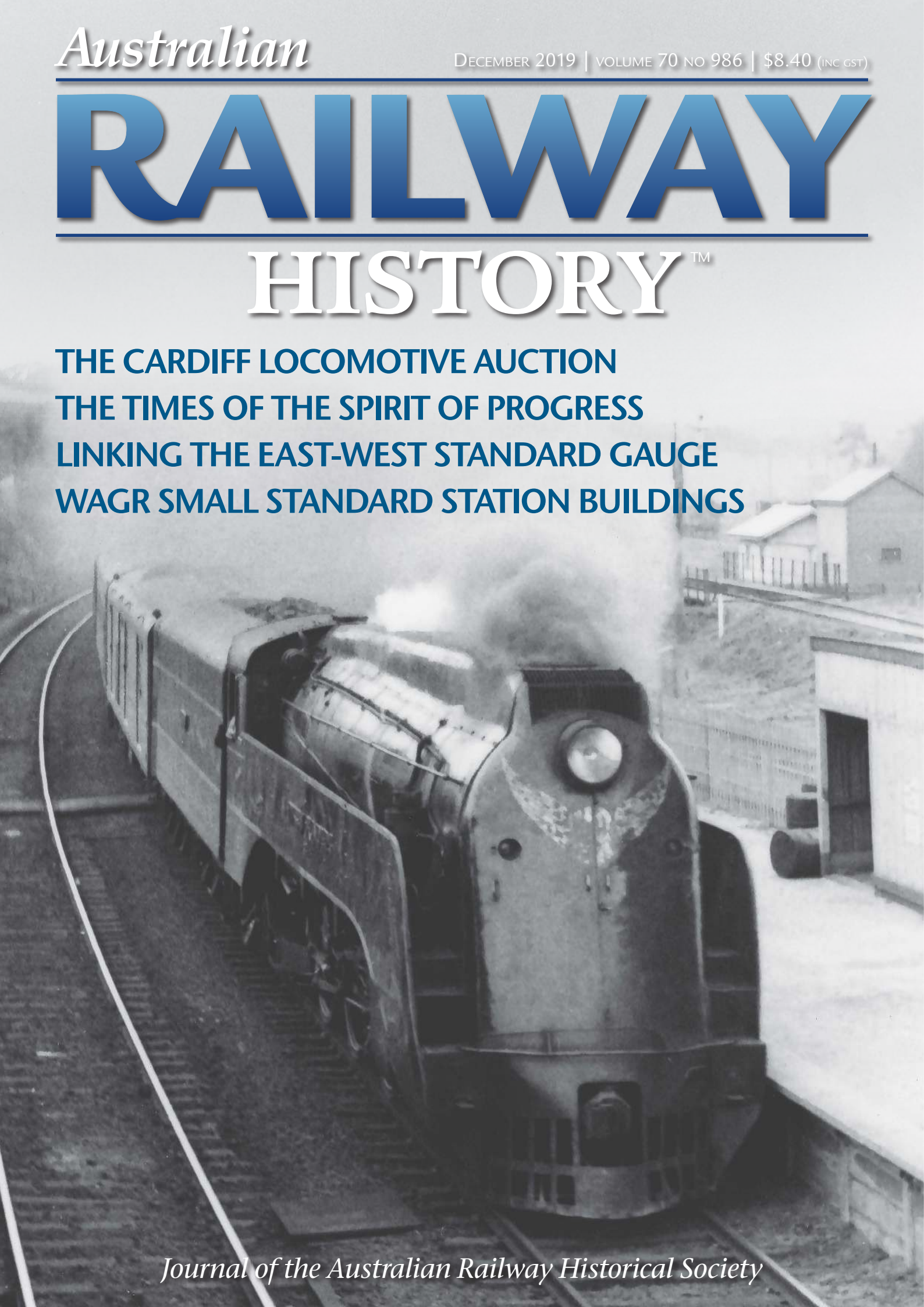
Australian

RAILWAY HISTORY™

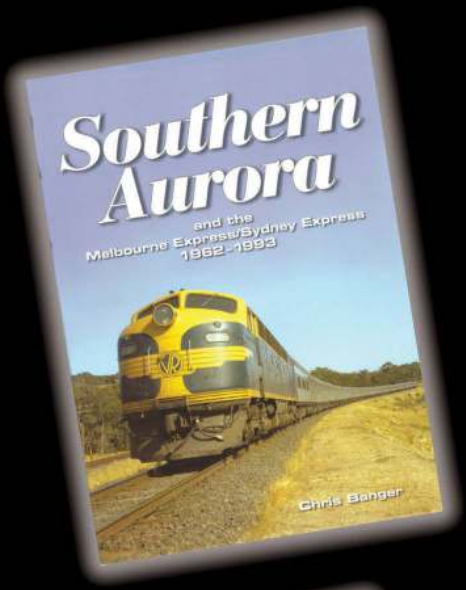
DECEMBER 2019 | VOLUME 70 NO 986 | $8.40 (INC GST)

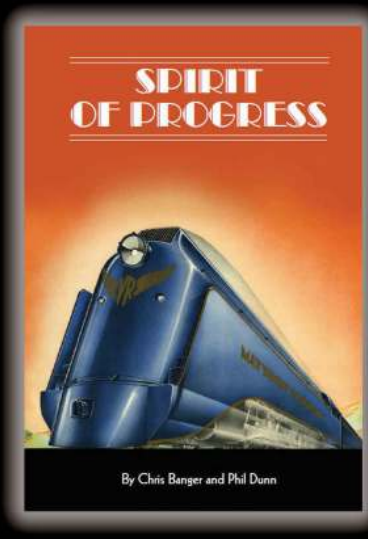
THE CARDIFF LOCOMOTIVE AUCTION
THE TIMES OF THE SPIRIT OF PROGRESS
LINKING THE EAST-WEST STANDARD GAUGE
WAGR SMALL STANDARD STATION BUILDINGS

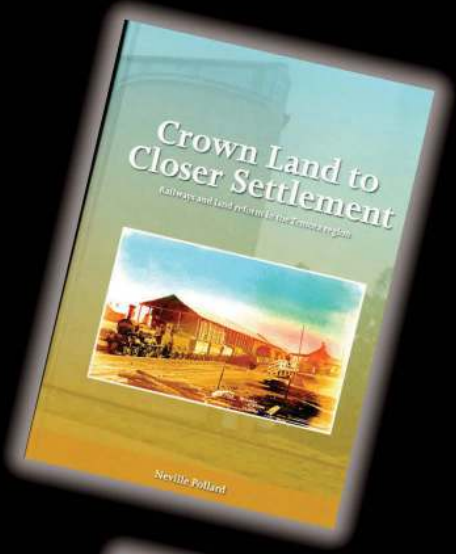


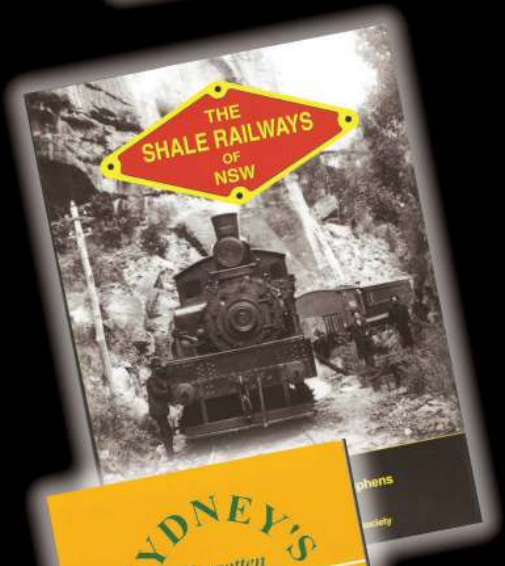
Journal of the Australian Railway Historical Society

Christmas Specials





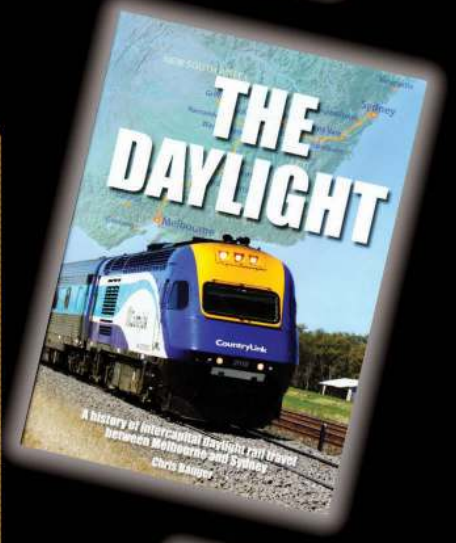


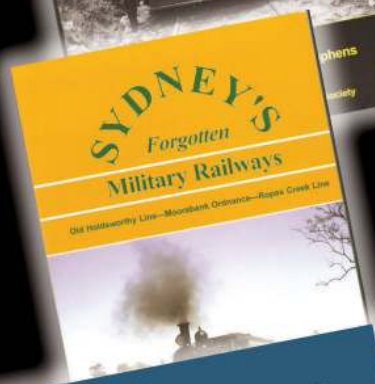


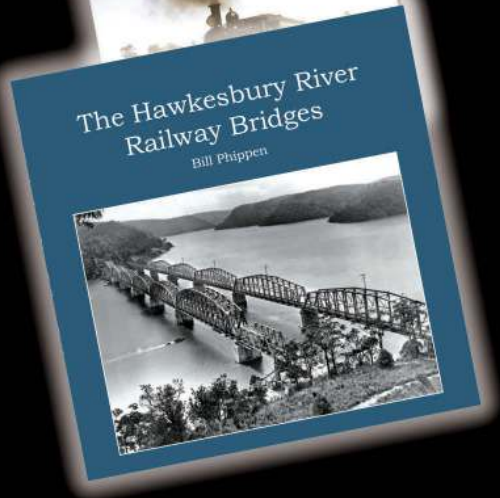
Members Only

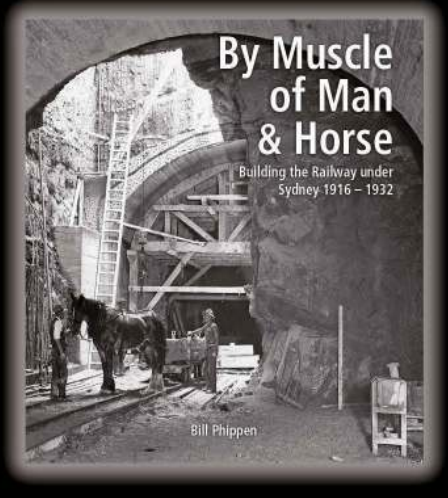
20% Discount on all ARHS NSW Publications

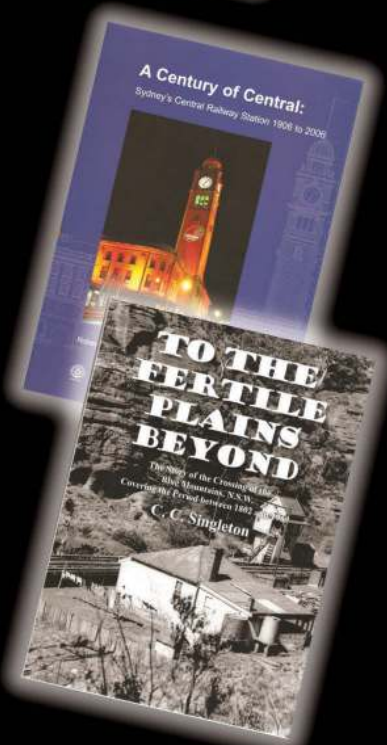
(Promotion available at The Railway Bookshop only)











Australian
RAILWAY HISTORY

December 2019

Volume 70 No 986

ON THE COVER: S300 *Mathew Flinders* is now less than an hour away from Spencer Street station as it races through Wallan, with the Up *Spirit of Progress*. A Lyell, ARHS Vic Div Archives 41515

ABOVE: Dogs and children have come from all around as Santa Claus hands out presents on the Trans-Australian Line. D Burke, ARHSnsw RRC 031786

CONTENTS

4 **The Cardiff Locomotive Auction**
Ben Barnes

12 **The Times of the Spirit**
Malcolm Simister

20 **Book Review**

21 **'It's through' Linking the East-West Standard Gauge Railway**
Col Gilbertson

23 **WAGR '1925 Small Standard' Station Buildings - Part 1**
Jeff Austin, Anne Murray and Graham Watson

29 **Explorer Page**

30 **Letters**

31 **Article References**

EDITORIAL

ARH shares a 'spiritual' bond with the *Spirit of Progress* as our first *ARHS Bulletin* was released in October 1937, one month prior to the *Spirit's* inaugural trip to Albury. Details of the *Spirit*'s predecessor the *Sydney Limited* and the *Spirit's* inaugural trip was covered in the following November and December editions. We celebrate 82 years since the first run with David Parsons' train performance records written by Malcolm Simister, as well as the Society's latest book release on page 20. We wish all our readers a Merry Christmas and thank you so much for all of your articles, letters, photos, research and most of all your readership. We are looking forward to Volume 71!

Stephen McLachlan
Editor

@AusRailHistory #ausrailhistory

Editor/Design & Layout: Stephen McLachlan

Editorial Team: Paul Scells, Col Gilbertson, Richard Mathews, James Dalton, Craig Mackey, Peter Sellars, Ben Barnes, John Brown.

Email: editorarh@arhsnsw.com.au

Website: www.arhsnsw.com.au

Publisher: Australian Railway Historical Society, NSW Division ACN 000 538 803

Printing: Ligare Pty. Ltd. Print Post Publication No. 100000887

Division and Branch Details: New South Wales Secretary: G Thurling **Phone:** 02 9699 4595
Newcastle Branch Secretary: J Barnes **Phone:** 02 4952 8637

Subscriptions: Subscriptions are available in both print and digital, please head to our website *arhsnsw.com.au* to complete your subscription and payment. **Subscriptions Renewal:** You can now renew your subscriptions on our website *arhsnsw.com.au*, head to the magazine page for options and payment.

Information and Research: Railway Resource Centre Manager: James Dalton **Phone:** 02 9699 2736
Email: *resources@arhsnsw.com.au* **Hours:** 9am–4pm Mon–Fri

Contribution Guidelines: Contributions to *Australian Railway History* are welcome. **Articles and illustrations remain the copyright of the author and publisher.** Please check the ARH Author's Guide on the ARHSnsw website prior to submission.

Articles may not be reproduced wholly or in part without the written permission of the editor and the author. Please do not submit photos or articles that have previously been published or submitted to other publications. All slides and photos will be returned to their owners at the publisher's expense. Views expressed in this magazine are not necessarily those of the editorial staff or publisher. Typed material can be sent via email to the Editor at *editorarh@arhsnsw.com.au* or via CD (Word document format only): The Editor, Australian Railway History, PO Box 206, Alexandria NSW 1435

Letters: We publish a selection of letters depending on space allowances. Letters should be kept to around 250 words and preferably be sent via email.

Copyright © Australian Railway Historical Society New South Wales Division 2019

THE CARDIFF LOCOMOTIVE AUCTION

A personal retrospective

Ben Barnes

The year 1994 would see the mass disposal of redundant New South Wales Diesel locomotives following the entry into service of the 82 and 90 Class by Freight Rail. So great was the volume of units no longer required that December that year would see a mass auction of redundant locomotives which would change the face of the New South Wales railway scene forever.

The 4 March 1973, and the 15 October 1987 – for many New South Wales rail enthusiasts these were life changing dates, the first when NSWGR steam operations finished and the second when the then lone NSW commercial steam operator, the Richmond Vale Railway (then owned by Coal and Allied Industries Limited), dropped their fires for the last time. These were the dates when commercial steam operations in New South Wales ceased to be and for many a crucial part of their lives passed out of existence.

However in my case the turning point in rail history and the death of an era I loved dearly was not these two dates. Whilst I was always interested in steam, to quote acclaimed United States railroad author Ted Benson, 'I was a child of the diesel era'. The diesel locomotive had always been my primary interest in the railway scene and the railway I grew up with died on Tuesday the 6 December 1994. For that day saw the auction of the largest collection of New South Wales motive power ever conducted and the mass purge of earlier ALCo classes including the 44 and 45 Classes was largely completed.

I spent my childhood living in Umina on the Central Coast of New South Wales. My grandstand view of the State Rail Authority network was provided on the eight kilometres of track that stretched between Woy Woy and Gosford. Whilst electrification had

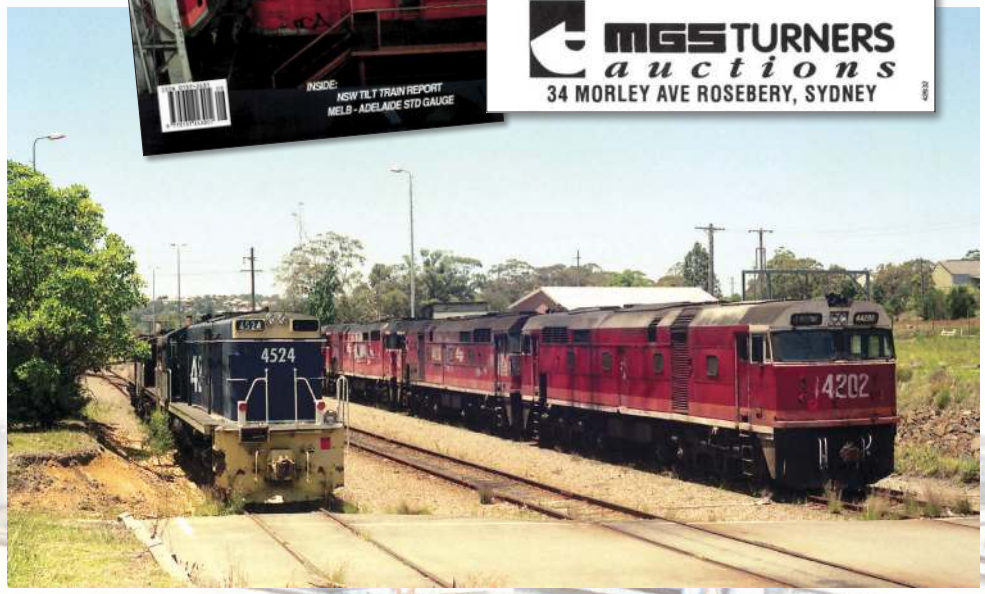
The conquerer surveys the vanquished. 8222 stands inside the main building of Cardiff Workshops undergoing train radio installation surrounded by the withdrawn 44 Class it replaced. 12 October 1994. LJ Ryan, ARHSNSW RRC 020203

been extended to Newcastle within months of our arrival on the coast, the Short North still had plenty of diesel working and much of it was powered by ALCos. The newer EMD 81 Class would be sighted occasionally on workings such as steel trains and the unique time a Bicentennial liveried 81 Class followed the Royal Train formed by an XPT in 1988. Much of the tonnage to roll past my childhood haunts was in the hands of either electric locomotives or members of the 44, 45, 442 and 48 Class. Treasured childhood memories would be formed with these classes ranging from pacing 44100 newly painted in the Red Terror scheme on the Pacific Highway to watching filthy 442 Class roll through Gosford on the CountryLink Grafton service from a wheelchair in a convenient garden within the grounds of Gosford Hospital. The ALCos were a cherished and cheering sight as I grew up.

Holidays with my Grandmother in Sydney bought further exposure to the ALCos ranging from 44 Class on the *South Coast Daylight* to lash ups of the backbone of the railways the 48 Class

ABOVE: Press advertisement of the auction as appeared in *Railway Digest* in the months leading up to the auction.

BELOW: Stephen Preston's evocative image graced the cover of the December 1994 *Railway Digest* - the age of the ALCo on the State Rail Authority network was in decline.



RIGHT: Once the pride of the system and now superfluous - 44202, two other 442 Class, 4524 and another unidentified unit stand at the eastern end of the Cardiff complex. The 442 Class were the most modern locomotives to be offered for sale at the auction. 44202 was a mere 23 years old when offered for sale. 6 December 1994. John Ward, ARHSNSW RRC 545330

on coal from Metropolitan Colliery and ballast from Bombo. Visits to DELEC would see older examples of the 44 Class laid up along with 73 and 46 Class as the Freight Rail era saw changing motive power priorities. However initially it seemed newer locomotives such as the 81 Class would continue to ply the coal roads leaving the older, and more appealing units for general freight work and a steadily diminishing roster of passenger services.

However, in 1992 a new breed of locomotive was to be ordered by the State Rail Authority. The business would for the first time have 4000 horsepower locomotives on the books. The ordering of the 4000 horsepower 90 Class and 3000 horsepower 82 Class would enable the cascading of 81 Class which hitherto had spent much of their time working Hunter Valley coal trains into general freight service. The creation of National Rail further redefined the New South Wales rail landscape and there would be no place for early locomotive types in the new New South Wales rail system.

From the middle of 1992 to the end in December 1994 the arrival of each new edition of *Railway Digest* and *The Railway News* bought fresh advice of the purge taking place across the network. Locomotives suffering accident damage were stored instead of being repaired. The loss of 4494 in a shunting accident at Grafton being well recalled as I lay in the Children's Hospital at Camperdown reading the September 1992 *Railway Digest*. In 1994 the arrival of the new classes saw a profusion of units withdrawn and by the end of that winter the era of the 44 and 45 Class in government service had all but passed. In some cases minor faults would see the older units withdrawn where in other cases the units were simply switched off as surplus to requirements. The railway I grew up with was changing beyond all comprehension. A move to Sydney reduced the chance of seeing the older ALCos but 4512 would be remembered shunting Rozelle Yard the new hub of Sydney freight, whilst Enfield yard was rebuilt.

1994 was a year of mass disposal for New South Wales railway equipment and brought about a new way of disposing of redundant assets. Previously Government owned railway equipment was disposed of by tender. However 1994 saw the end of locomotive hauled passenger service along with the mass locomotive withdrawals. The State

ABOVE: 4472 leads a line of withdrawn ALCo World Series units of the 44 and 45 Class at the western end of Cardiff Workshops. 4472 would emerge from the auction and commence a second career in commercial service before retirement into preservation. 5 November 1994. M Gardner, ARHSnsw RRC 020205

BELOW: A heavily stripped 4715 stands surrounded by ALCo World Series units, 4715 would be the only 47 Class to be offered for sale at the auction and would be cut up at Cardiff the following year. ARHSnsw RRC 132974

45 and 48 Class stand on the turntable road at Cardiff awaiting an uncertain fate. Of the 45 Class sold at the auction only two survive in 2019. 4504 has the distinction of being the last locomotive worked on at Cardiff Workshops prior to closure as a State Rail workshop. ARHSnsw RRC 132971

Rail Authority, given the vast number of carriages and locomotives to be disposed of, chose to have two auctions of redundant railway equipment. The coaching equipment would be subject to an onsite auction at Eveleigh whilst the locomotives would be sold at an auction at the recently closed Cardiff Workshops in suburban Newcastle. MGS Turner of Rosebery were retained by the Authority to conduct the auction. The date was set for Tuesday, 6 December 1994. A total of 129 locomotives were listed in the auction catalogue ranging from a diminutive X 100 Class rail tractor to a number of 2000 horsepower 442 Class. As always *Railway Digest* and *The Railway News* provided a teenaged diesel enthusiast with news of the auctions preparations

A pre-Christmas trip to Campbelltown in December 1994 to engage in my other transport interest, buses, brought a jarring reminder of the change taking place. As I stepped inside the town's newsagency I spied that month's *Railway Digest*. Stephen Preston's cover image of the ALCos lined up silently within the workshops complex brought me great sadness as a massive chapter in New South Wales railway history drew to a close. On the 6 December it took some three hours to conduct the disposal of over two million dollars worth of redundant locomotive assets. A small mark in time for machines which were once the subject of thousands of hours of labour over many years. Late afternoon would see the fate of units which had powered so much of the State's rail traffic determined. The auction marked a huge change not only in the State's railway network but was symbolic of the massive change to the rail industry in the Newcastle area. Cardiff Workshops had closed the previous year and Broadmeadow Locomotive Depot, which had been home to many of the auctioned locomotives would close 18 days later. The new 82 and 90 Class would be privately maintained at a new facility on Kooragang Island and Cardiff and Broadmeadow once icons in the Hunter rail network would pass into history. Cardiff Workshops would later pass to private enterprise whilst Broadmeadow would become a storage facility for heritage rollingstock. For hundreds of State Rail employees in the Newcastle area a new era of work began with old institutions consigned to the history books. I lost interest in the New South Wales rail scene by early 1995 and it was not until 2001 I began to take an active interest again as pockets of early diesel operation could be found in New South Wales. Ironically a career in the rail industry would see days working with some of the Cardiff auction units in locations as diverse as Werris Creek and Cronulla.

A small band of enthusiasts attended the auction not to bid but to pay their respects to the once revered workhorses.

Despite the great majority of locomotives passing to scrap merchants at the auction some units survive to this day. There was an active preservationist contingent at the auction and both private individuals and museum groups would acquire units at the auction. The era of third party access was commencing on the New South Wales rail network. With this in mind certain individuals acquired locomotives which would re-enter service with new rail operators such as Austrac and Lachlan Valley Rail Freight. Preservationists would find operators eager to hire motive power

An Indian Red 48 Class stands on the Sanding Road at the eastern end of Cardiff Workshop whilst 45, 48 and 442 stand on the arrival and departure roads prior to the auction. 6 December 1994. J Ward, ARHSnsw RRC 545325

BELOW: 44 and 45 Class stand with a pair of 35 Class at the western end of Cardiff Workshops. Taped off, missing number boards the time of these machines being flagships of the New South Wales Railways has truly passed. ARHSnsw RRC 132973

in this new railway landscape. Post auction negotiations with scrap metal firms would see locomotives such as 4833 escape the cutter's torch and pass into preservation with forays back into commercial service. Indeed 15 years after the auction a plethora of early diesel units then seen as uneconomic and no longer useful would be roaming across the nation undertaking commercial work. However the second coming of these veterans has just about passed with some of the Cardiff escapees now facing an uncertain future. Some of the Cardiff auction units have had multiple owners since the auction and have passed in some cases from preservation to commercial service only to be scrapped when replaced by more modern power. Given the changing rail landscape in Australia and concerns that locomotives sold may end up running for a competitor, a locomotive sale the size of the Cardiff auction will probably never be seen again with redundant locomotives now disposed of in small batches and many being scrapped, a product of the ever changing rail industry.

The assistance of Mark Newton, Trent Nicholson, Robert Parnell, David Porter, Stephen Preston and Chris Walters in the preparation of this article is gratefully acknowledged.

STATE RAIL LOCOMOTIVE AUCTION RESULTS - CARDIFF, NSW, 6 DECEMBER 1994

Lot	Loco	Price	Bidder	Current Status
48 CLASS				
1	4825	20,000	18 Silverton Tramway Co.	Scrapped (as 48s32) 2014 Parkes
2	4810	17,000	6 Simsmetal Pty Ltd	Scrapped 1995 Kooragang Island
3	4833	16,000	14 GJ Salvestro	Preserved (operational) by Goodwin ALCo Group - Thirlmere (NSWR Indian Red)
4	4836	16,000	21 S Sheerif	Owned and stored at Junee Railway Workshop (JRW maroon & white)
5	4829	17,000	18 Silverton Tramway Co.	Owned by SSR and in service as 48s33 (John Holland grey & red)
6	4822	16,000	6 Simsmetal Pty Ltd	Preserved (stored) DSR&M (NSWR Indian Red)
7	4815	20,000	18 Silverton Tramway Co.	Owned by SSR and in service as 48s34 (John Holland grey & red)
8	4814	18,000	21 S Sheerif	Owned and stored at Junee Railway Workshop (JRW maroon & white)
9	4811	28,000	18 Silverton Tramway Co.	Owned by SSR and in service as 48s36 (John Holland grey & red)
10	4844	17,000	6 Simsmetal Pty Ltd	Scrapped 1995 Kooragang Island
11	4843	22,000	18 Silverton Tramway Co.	Scrapped (as 48s35) 1995 Kooragang Island
12	4838	24,000	18 Silverton Tramway Co.	Owned by SSR and in service as 48s35 (Greentrains green and yellow)
13	4802	16,000	14 GJ Salvestro	Scrapped 1995 Dunheved
14	4817	17,000	6 Simsmetal Pty Ltd	Scrapped 1995 Kooragang Island
15	4821		withdrawn	Preserved (operational) Goulburn Loco Roundhouse Preservation Society (NSWR Indian red)
16	4816	19,000	21 S Sheerif	Owned by Junee Railway Workshop and stored Junee (JRW maroon & white)
17	4826	20,000	57 Australian National	Scrapped 2001 Port Adelaide
18	4831	15,000	6 Simsmetal Pty Ltd	Scrapped 1995 Kooragang Island
19	4813	19,000	57 Australian National	Frame/body rebuilt as DA7 - currently in 1,067mm service as 906 based at Thevenard (GWA orange & black)
20	4824	17,000	6 Simsmetal Pty Ltd	Scrapped 1995 Kooragang Island
21	4845	12,000	6 Simsmetal Pty Ltd	Scrapped 1995 Kooragang Island
22	4820	16,000	21 S Sheerif	Stored incomplete, has been progressively and completely rebuilt to modern standards at Junee
23	4839	9,000	2 Metal Recyclers	Scrapped 1995 Dunheved
24	4808	7,000	12 D Faulkner	Scrapped 1995 Chullora
442 CLASS				
25	44213	22,000	17 Morrison Knudsen Corp.	Scrapped 1996 Whyalla
26	44221	26,000	57 Australian National	Scrapped 1997 Port Adelaide
27	44229	26,000	21 S Sheerif	Rebuilt now CFCLA GL109
28	44202	29,000	18 Silverton Tramway Co.	In service owned by QUBE (QUBE silver & yellow)
29	44217	30,000	18 Silverton Tramway Co.	In service as 442s2 owned by SSR (SSR green & yellow)
30	44226	25,000	17 Morrison Knudsen Corp.	Owned by SSR and preserved on display at Junee Roundhouse (NSWSRA 'candy stripe')
31	44223	25,000	17 Morrison Knudsen Corp.	Owned by SSR and in service as 442s5 (SSR green & yellow)
32	44205	25,000	17 Morrison Knudsen Corp.	Scrapped 1996 Whyalla

33	44219	25,000	17 Morrison Knudsen Corp.	Scrapped 1996 Whyalla
34	44227	25,000	17 Morrison Knudsen Corp.	Scrapped 1996 Whyalla
35	44234	25,000	17 Morrison Knudsen Corp.	Scrapped 1996 Whyalla
36	44237		withdrawn	Scrapped 1998 Chullora
36A	44233	28,000	21 S Sheerif	Rebuilt now CFCLA GL107
37	44225	25,000	17 Morrison Knudsen Corp.	Scrapped 1996 Whyalla
38	44239		withdrawn	Scrapped 1998 Chullora
38A	44203	27,000	18 Silverton Tramway Co.	Scrapped 2014
39	44238		withdrawn	Scrapped 1998 Chullora
39A	44224	25,000	17 Morrison Knudsen Corp.	Scrapped 1996 Whyalla
39B	44220	31,000	18 Silverton Tramway Co.	In service as 442s1 owned by SSR (SSR green & yellow)
40	44231	30,000	17 Morrison Knudsen Corp.	Scrapped 1996 Whyalla
41	44214	18,000	17 Morrison Knudsen Corp.	Scrapped 1996 Whyalla
42	44210	18,000	17 Morrison Knudsen Corp.	Scrapped 1996 Whyalla
35/45 CLASS				
43	3518	18,000	6 Simsmetal Pty Ltd	Scrapped 1995 Kooragang Island
44	3527	19,000	14 GJ Salvestro	Scrapped 1995 Dunheved
45	3505	18,000	14 GJ Salvestro	Stored Junee Railway Workshops, initially rebuilt with a new cab. Incomplete with new cab displayed separately following cancellation of rebuild
46	3513	19,000	14 GJ Salvestro	Scrapped 1995 Dunheved
47	3507	19,000	14 GJ Salvestro	Scrapped 1995 Dunheved
48	4537	19,000	21 S Sheerif	Privately owned and stored Tailem Bend, SA - features a lowered short hood following overhaul by Austrac in 1995 (Patrick PortLink red)
49	4535	19,000	14 GJ Salvestro	Scrapped 1995 Dunheved
50	4523	19,000	14 GJ Salvestro	Scrapped 1995 Dunheved
51	4517	19,000	14 al Salvestro	Scrapped 1995 Dunheved
52	4531	19,000	14 GJ Salvestro	Scrapped 1995 Dunheved
53	4512	19,000	14 GJ Salvestro	Scrapped 1995 Dunheved
54	4511	19,000	14 GJ Salvestro	Scrapped 1995 Dunheved
55	4540	18,000	6 Simsmetal Pty Ltd	Scrapped 1995 Kooragang Island
56	4515	18,000	2 Metal Recyclers	Scrapped 1995 Dunheved
57	4526	18,000	6 Simsmetal Pty Ltd	Scrapped 1995 Kooragang Island
58	4504	18,000	2 Metal Recyclers	Scrapped 1995 Dunheved
59	4503	18,000	21 S Sheerif	Scrapped August 2017 Port Kembla
60	4514	18,000	6 Simsmetal Pty Ltd	Scrapped 2014 Werris Creek
61	4521	19,000	13 DSR&M Ltd	Preserved (stored) DSR&M (NSWSRA 'candy stripe')
62	4522	19,000	14 GJ Salvestro	Scrapped 1995 Dunheved
63	4516	18,000	14 GJ Salvestro	Scrapped 1995 Dunheved
64	4509	18,000	6 Simsmetal Pty Ltd	Scrapped 1995 Kooragang Island
65	4534	18,000	2 Metal Recyclers	Scrapped 1995 Dunheved
66	4506	18,000	14 GJ Salvestro	Scrapped 1995 Dunheved
67	4508	18,000	14 GJ Salvestro	Scrapped 1995 Dunheved
68	4524	17,000	2 Metal Recyclers	Scrapped 1995 Dunheved
69	4519	18,000	6 Simsmetal Pty Ltd	Scrapped 1995 Kooragang Island
70	4533	17,000	14 GJ Salvestro	Scrapped 1995 Dunheved
71	4539	18,000	6 Simsmetal Pty Ltd	Scrapped 1995 Kooragang Island
72	4529	17,000	2 Metal Recyclers	Scrapped 1995 Dunheved
73	4536	15,000	2 Metal Recyclers	Scrapped 1995 Dunheved
74	4538	15,000	2 Metal Recyclers	Scrapped 1995 Dunheved

44 CLASS				
75	4493	15,000	6 Simsmetal Pty Ltd	Scrapped 1995 Kooragang Island
76	4475	15,000	6 Simsmetal Pty Ltd	Scrapped 1995 Kooragang Island
77	4463	16,000	15 Carr Holdings Pty Ltd (C Richards)	Owned by QUBE and stored Goulburn ('red terror')
78	44100	15,000	2 Metal Recyclers	Scrapped 1995 Dunheved
79	4498	16,000	21 S Sheerif	Owned by QUBE and stored Goulburn ('red terror')
80	4487	15,000	6 Simsmetal Pty Ltd	Scrapped 1995 Kooragang Island
81	4486	16,000	29 Lachlan ALCo Loco Group	Preserved (operational) by Lachlan ALCo Locomotive Group - Eveleigh (NSWR Indian Red)
82	4458	15,000	2 Metal Recyclers	Exchanged for 4438 with C Richards following auction - Owned by QUBE and stored Junee (silver, yellow & black)
83	4495	15,000	6 Simsmetal Pty Ltd	Scrapped 1995 Dunheved
84	4485	15,000	2 Metal Recyclers	Scrapped 1995 Kooragang Island
85	4470	15,000	2 Metal Recyclers	Scrapped 1995 Dunheved
86	4446	15,000	2 Metal Recyclers	Scrapped 1995 Dunheved
87	4492	15,000	2 Metal Recyclers	Scrapped 1995 Dunheved
88	4472	17,000	21 S Sheerif	Privately owned and operational at Rothbury (silver and yellow)
89	4465	17,000	23 J Currey	Privately owned and stored Werris Creek (NSWSRA 'candy stripe')
90	4474	15,000	2 Metal Recyclers	Scrapped 1995 Dunheved
91	4454	15,000	2 Metal Recyclers	Scrapped 1995 Dunheved
92	4479	15,000	2 Metal Recyclers	Scrapped 1995 Dunheved
93	4456	15,000	2 Metal Recyclers	Scrapped 1995 Dunheved
94	4496	15,000	2 Metal Recyclers	Scrapped 1995 Dunheved
95	4438	16,000	15 Carr Holdings Pty Ltd (C Richards)	Exchanged for 4458 with Metal Recyclers following auction - Scrapped 1995 Dunheved
96	4448	15,000	2 Metal Recyclers	Scrapped 1995 Dunheved
97	4464	24,000	29 Lachlan ALCo Loco Group	Preserved (operational) by Lachlan ALCo Locomotive Group - Eveleigh (NSWR Indian Red)
98	4488	16,000	15 Carr Holdings Pty Ltd (C Richards)	Owned by QUBE and stored Junee (silver, yellow & black)
99	4461	16,000	15 Carr Holdings Pty Ltd (C Richards)	Owned by QUBE and stored Goulburn (red and yellow)
100	4489	15,000	2 Metal Recyclers	Scrapped 1995 Dunheved
101	4466	15,000	2 Metal Recyclers	Scrapped 1995 Dunheved
102	4467	15,000	2 Metal Recyclers	Scrapped 1995 Dunheved
103	4481	15,000	2 Metal Recyclers	Scrapped 1995 Dunheved
104	4480	15,000	2 Metal Recyclers	Scrapped 1995 Dunheved
105	4497	16,000	15 Carr Holdings Pty Ltd (C Richards)	In Service - Owned by QUBE (silver, yellow & black)
106	4473	16,000	29 Lachlan ALCo Loco Group	Preserved (operational) by Lachlan ALCo Locomotive Group - Eveleigh (NSWR Indian Red)
107	4491	15,000	2 Metal Recyclers	Scrapped 1995 Dunheved
108	4469	15,000	2 Metal Recyclers	Scrapped 1995 Dunheved
109	4499	15,000	6 Simsmetal Pty Ltd	Scrapped 1995 Kooragang Island
110	4484	15,000	2 Metal Recyclers	Scrapped 1995 Dunheved
111	4482	15,000	2 Metal Recyclers	Scrapped 1995 Dunheved
112	4451	15,000	2 Metal Recyclers	Scrapped 1995 Dunheved
113	4405	14,000	2 Metal Recyclers	Scrapped 1995 Dunheved
114	4494	10,000	12 D Faulkner	Scrapped 1995 Cardiff
115	4427	7,000	2 Metal Recyclers	Scrapped 1995 Dunheved

46 CLASS				
116	4640	5,000	6 Simsmetal Pty Ltd	Scrapped 1995 Mascot
117	4618	2,000	14 GJ Salvestro	Scrapped 1995 Lithgow
118	4619	2,000	14 GJ Salvestro	Scrapped 1995 Lithgow
119	4634	2,000	14 GJ Salvestro	Scrapped 1995 Lithgow
120	4633	2,000	14 GJ Salvestro	Scrapped 1995 Lithgow
121	4632	2,000	14 GJ Salvestro	Scrapped 1995 Lithgow
122	4631	2,000	14 GJ Salvestro	Scrapped 1995 Lithgow
123	4637	2,000	14 GJ Salvestro	Scrapped 1995 Lithgow
124	4636	2,000	14 GJ Salvestro	Scrapped 1995 Lithgow
125	4635	2,000	14 GJ Salvestro	Scrapped 1995 Lithgow
47 CLASS				
126	4715	800	12 D Faulkner	Scrapped 1995 Cardiff
73 CLASS				
127	7317	9,000	6 Simsmetal Pty Ltd	Rebuilt for 610mm gauge service by Bundaberg Foundry 1996 - in Wilmar Sugar service as QR4 *Carmila* at Plane Creek Mill (yellow)
127A		2,500	11 ARHS ACT Div. (engine)	-
127B		25	12 D Faulkner (engine block)	-
127D		25	12 D Faulkner (engine block)	-
X100 CLASS				
128	X102	2,500	13 DSR&M	Preserved (stored) DSR&M (yellow & black)
WAGONS				
129	flat	1,000	21 S Sheerif	-
130	L1199	900	12 D Faulkner	-
131	flat	1,300	12 D Faulkner	-
132	flat	1,300	12 D Faulkner	-
133	flat	500	12 D Faulkner	-

DSR&M - Dorrigo Steam Railway & Museum, SSR - Southern Shorthaul Railroad, CFCLA - Chicago Freight Car Leasing Company Australia, GWA - Genesee & Wyoming Australia

NOTE - 442 Class to Morrison Knudsen listed scrapped - some components used for RL Class.

Table compiled by Chris Walters

BIDDER & BIDDER NUMBER	NO. LOTS PURCHASED
*Metal Recyclers (2)	32
*Simsmetal Pty Ltd (6)	21
ARHS ACT Division (11)	1
SD Faulkner (Balcomb Scrap Metal) (12)	9
Dorrigo Steam Railway & Museum Ltd (13)	2
*GJ Salvestro - (Western Sydney based firm) (14)	26
Carr Holdings Pty Ltd (C Richards) (15)	5
Morrison Knudsen Corporation (17)	12
Silverton Tramway Company (18) •	10
S Sheerif (21)	11
J Currey (23)	1
Lachlan ALCo Locomotive Group (29)	3
Australian National (57)	3
Total lots sold	**136**

* Bidders were scrap metal merchants

7317 and 44220 lead a line up of withdrawn locomotives awaiting sale at Cardiff. ARHSNSW RRC 132984

The Parlor Car at the rear of a south bound *Spirit of Progress*, leaving Albury during August 1947. Note the flowers in the rear window; these were provided by the Fitzroy Gardens Conservatory from mid-1940. ARHSNSW RRC 405886

THE TIMES OF THE SPIRIT

Malcolm Simister

Logs of train performance have been published regularly in Britain for many years but in Australia are comparatively rare. Those recorded by David Parsons in Victoria in the 1950s are gems.

David Parsons' logs cover a wide area of the state but perhaps the historically most interesting log is that of the Up *Spirit of Progress* from Albury to Melbourne hauled by a streamlined S Class 4-6-2 in July 1953 during the transition from steam to diesel on the broad (5' 3") gauge train. Three more logs of this train hauled by an S Class were published in *ARHS Bulletin* No. 122, December 1947.

The Victorian Railways (VR) introduced the *Spirit of Progress* in November 1937, one of the first air-conditioned trains in Australia and, indeed, the whole British Empire; it ran until 1986. Until standardisation of the 190½ mile (306.6 km) long Melbourne-Albury line in 1962, from when it ran throughout between Melbourne and Sydney, the *Spirit* connected at Albury with a New South Wales overnight train from Sydney. The Victorian Up train was scheduled to leave Albury at 7.50 am and arrive at Melbourne Spencer Street at 11.30 am. The Down train was allowed 10 minutes more because of the longer northbound climb over the Great Dividing Range and departed Spencer Street at 6.30 pm, arriving at Albury at 10.20 pm to connect with the Sydney trains. Unusually in Victoria, the working timetable showed the times of the *Spirit* to half rather than whole minutes.

S300 *Matthew Flinders* storms out of Albury station, with the addition of a mail van to the normal *Spirit* consist in September 1938. S300 had been streamlined earlier in the year, on Friday 28 January. J Buckland, ARHS Vic Div Archives 18288

Firing an S Class on the *Spirit of Progress* was not an easy job. Depending on conditions, the fireman was required to shovel seven tons of coal into the firebox over a period of just under four hours, while maintaining his balance at speeds of 70 mph (112 km/h). Crews were rostered from Wodonga depot and generally worked three round trips per fortnight. North Melbourne, November 1948. Dr A Ogle, ARHS Vic Div Archives 21163

The scheduled consist was 10 vehicles for 515 tons tare although on David's run the load was only nine vehicles for 451 tons. On special occasions 11 vehicles for 565 tons were permitted. The consist included an observation car, dining car and first and second class corridor sitting cars, all presented in an art deco style with wood panelling interiors.

The VR allocated their four, three-cylinder, six-foot driving wheeled S Class Pacifics introduced in 1928 to haul the *Spirit*, strikingly streamlined, and painted them and the carriages in a distinctive royal blue livery with gold lining. The impact was stunning, stylish and modern (in 1937) and immediately attracted public admiration, as the VR intended.

The S Class were allotted to and maintained at Seymour so they could have attention lavished on them at the small depot rather than being allocated to North Melbourne where they may have been just another locomotive. They were swapped over in between the Up and Down trains at Melbourne, the locomotives working to and from Seymour for maintenance on other trains, including the *Albury Express*. To enable the engine to work non-stop for 190½ miles with 500 ton trains, the S Class had large 12-wheel tenders with a capacity for 12,600 gallons of water and eight tons of coal or, later, 2,000 gallons of oil.

S302 *Edward Henty* is nearing its destination as it steams through platform 1 of North Melbourne station with the Up *Albury Express* on 19 April 1949. The approach to North Melbourne Junction is a 1 in 125 rising grade. Work crews carry out awkward sleeper replacement work on platform 2 in the confined space of the pit. Note the condition of what passes for ballast, badly fouled by mud and the small particles from cast iron brake blocks deposited over the years. This problem began to disappear from 1956 when the blue Harris Trains were fitted with composition brake blocks. These eventually spread to the whole suburban fleet. RB McMillian, ARHSNSW RRC 011055

ABOVE: S300 *Matthew Flinders* roars past Benalla B box and the loco sidings on No. 2 road with its automatic staff exchanger lowered on the Up *Spirit of Progress*, 1947. The auto staff exchanging apparatus was located just beyond the footbridge. ARHSNSW RRC 406384

BELOW: The driver and fireman of S300 *Matthew Flinders* give a cheerful 'hello' shortly after their departure from Albury with the Up *Spirit*. The NSW styled Home signals, along with a fixed Distant, are for Albury South Box. The track closest to the camera is the standard gauge and the broad gauge head shunt is crossing the standard gauge in the background. Note that the streamlining has been reduced to the bottom edge of the headstock ahead of the cylinders and the original tenders were replaced in 1947 due to cracks developing. The replacement tenders featured welded and riveted sides. Circa early 1950s. ARHSNSW RRC 433433

Until 1951-2, the S Class were coal fired by hand. Imagine the firemen's task, especially on days when the ambient temperature approached 40°C, shovelling up to eight tons of coal onto the 50 sq ft grate on each trip. The Wodonga crews who worked the *Spirit* exclusively were made of stern stuff but by the time of David's run in 1953 the S Class, unsurprisingly, had been converted to oil firing making the firemen's life considerably less arduous.

The single-track line between Albury and Mangalore (122 miles) was equipped with electric staff for which the locomotives were fitted with automatic staff exchangers. The *Spirit* ran through No.2 road at each station – the through road – so reduction of speed wasn't necessary but woe betide anyone holding up the prestige train. I am told that a signalman at Kensington who one day inadvertently delayed the train was fined 10 shillings out of his wages, a lot of money at the time!

Given: 1) the stiff climbs, notably those over the Great Dividing Range for 28 miles from Seymour to Heathcote Junction at up to 1 in 50 and the two, three mile climbs mostly at 1 in 75 to milepost 170, near Chiltern, and to Glenrowan; 2) that the train normally weighed more than 500 tons; and 3) that the permitted maximum speed was 70 mph, I think the overall scheduled average speed of 52 mph (83.7 km/h) was good.

VR dieselised the train with new B Class double-ended General Motors 1,500 hp (1,119 kW) Co-Co diesel-electrics between 1953 and 1954, the last steam hauled *Spirit* running on 23 April 1954. However, the B Class could not keep time with the heavy train and were in turn replaced from 1957 with S Class single ended GM 1,840 hp (1,370 kW) Co-Co diesel electrics. Alas, all the S Class steam locomotives were cut up by 1954.

Today, the journey between Albury and Melbourne provided by the VR's successor, V/Line, is unimpressive which is not wholly V/Line's fault. The Australian Rail Track Corporation are responsible for the track and its condition could be significantly better. The maximum permitted speed for these trains is marginally faster than was permitted for the *Spirit* – 115 km/h (71 mph) - but because they stop at 11 intermediate stations and the route through the Melbourne suburbs is 10 kms longer (at 316.8 km) on the standard gauge, their overall times are slower than that of the *Spirit*. The fastest of the three daily trains averages 80.9 km/h and the slowest a pathetic 66.7 km/h. Slightly better are the twice daily NSW Trains' XPTs which use the same track but have only four intermediate stops and a top speed of 130 km/h. They average 91-94.2 km/h, still not wonderful in 2019.

To be fair, the *Spirit* was by far the fastest of the three daily trains between Melbourne and Albury in 1953. The *Albury Express* was also often S Class hauled, had 12 intermediate stops and was scheduled in 291 minutes at 39.3 mph (63.3 km/h), while the third train had 20 intermediate stops and took a lengthy 355 minutes at an average speed of only 32.2 mph (51.9 km/h). All the average speeds quoted include station dwell times.

The table on the right summarises the current situation in comparison with the *Spirit* and other trains in 1953.

To be fair, the Spirit was by far the fastest of the three daily trains between Melbourne and Albury in 1953.

As you will see in the following pages I have tabulated David's 1953 run with S300 *Matthew Flinders*, including the consist and the clock and elapsed times. VR (and V/Line's) rolling stock code was and still is: A – first class; B – second class ('Economy' today); C – guard & luggage; S – *Spirit of Progress* cars. Therefore, an AS is a first class and a BS is a second class *Spirit* car. David did not have a stopwatch so used his wrist-watch to time every milepost to the second (the 1950s were pre-metrification, of course).

In the table, where there is more than one speed in a row, the first is the speed at that location and the other speeds are the maximum and minimum before the next location.

Just over one month prior to David Parsons' trip S300 *Matthew Flinders* is on an Up *Spirit of Progress* service with 11 cars, south of Broadford on 28 August 1953. S300 was issued to traffic as an oil burner on 23 May 1951. However the end is less than a year away with B Class diesel-electric locomotives offically taking over hauling the *Spirit* from S Class steam locomotives on 23 April 1954. S300 lasted the longest as its last overhaul was in August 1952, and was scrapped on 17 September 1954. ARHS Vic Div Archives 21172

Comparison of 1953 Up steam hauled *Spirit of Progress* and other trains with today's diesel trains				
Operator	**Victorian Railways**	**Victorian Railways**	**V/Line**	**NSW TrainLink**
Train	*Spirit of Progress*	*Albury Exp & 1 other*	Standard V/Line	Sydney-Melbourne XPT
Traction	S Class 4-6-2	S Class or other	N Class Co-Co	2 x XPT power cars
Tractive effort/hp/kW	41,670 lbs	?-41,670 lbs	2,476 hp/1,846 kW	4,000 hp/2,984 kW
Train cars/weight	10/515 tons	Substantial	5/~220 tonnes	5-6/~224-272 tonnes
Distance kms	307	307	317#	317#
Scheduled time mins*	220	291-355	235/240/285	200/202
No. trains per day	1	2	3	2
No. stops	1	12/20	11	4
Overall average speed km/h*	83.7	63.3/51.9	80.9/79.25/66.7	95.1/94.2
# standard gauge, via Sunshine, * The multiple times and speeds shown represent each service run daily				

VICTORIAN RAILWAYS

Date: Friday 31 July 1953

Train No, time, name: No. 34, 7.50 am Albury-Melbourne, *Spirit of Progress*

Locomotive No & name, wheels: S300 *Matthew Flinders*, 4-6-2

No. vehicles/tons/consist: 9/451 tons/1CS+1BS+2BS+dining car *Murray*+16AS+1AS+ 3AS+15AS+parlor car *Norman*

Recorder: David Parsons

		CLOCK TIMES			ELAPSED TIMES			Maximum permitted
Distance	Location	WTT	Actual	Diff	WTT	Actual	Speed#	
miles		h:m:s	h:m:s	m:s	h:m:s	h:mm:ss	mph	mph
0.0	Albury	7:50:00	7:50:24	00:24	0:00:00	0:00:00		70
3.6	Wodonga	7:57:30	7:59:14	01:44	0:07:30	0:08:50	-/62	"
16.4	Barnawartha	8:11:30	8:14:07	02:37	0:21:30	0:23:43	50/62/38	"
21.9	Chiltern	8:18:30	8:21:00	02:30	0:28:30	0:30:36	62	"
30.5	Springhurst	8:27:00	8:29:04	02:04	0:37:00	0:38:40	60/67	"
						TSR	12	"
45.1	Wangaratta	8:41:00	8:47:07	06:07	0:51:00	0:56:43	34/62	"
54.6	Glenrowan	8:52:00	8:58:12	06:12	1:02:00	1:07:48	38/69	"
						TSR	16	"
63.2	Winton	9:00:30	9:10:30	10:00	1:10:30	1:20:06	53	"
						TSR	14/64	"
69.2	Benalla	9:07:00	9:18:00	11:00	1:17:00	1:27:36	61	"
76.7	Baddaginnie	9:14:30	9:25:06	10:36	1:24:30	1:34:42	64/72	"
85.3	Violet Town	9:22:30	9:32:54	10:24	1:32:30	1:42:30	58/72	"
91.8	Balmattum	9:29:00	9:38:50	09:50	1:39:00	1:48:26	64	"
96.7	Euroa	9:34:00	9:43:24	09:24	1:44:00	1:53:00	64/66	"
101.4	Creighton	9:39:00	9:48:03	09:03	1:49:00	1:57:39	56/69	"
105.8	Longwood	9:43:30	9:52:06	08:36	1:53:30	2:01:42	62/72	"
111.3	Locksley	9:49:00	9:57:10	08:10	1:59:00	2:06:46	58	"
114.7	Monea	9:52:00	10:00:27	08:27	2:02:00	2:10:03	63/66	"
118.4	Avenel	9:55:30	10:05:07	09:37	2:05:30	2:14:43	TSR 24/62	"
122.6	Mangalore	10:00:00	10:11:11	11:11	2:10:00	2:20:47	39*/62	"
129.2	Seymour	10:09:00	10:19:48	10:48	2:19:00	2:29:24	29*/54/36	"
134.5	Tallarook	10:18:00	10:27:17	09:17	2:28:00	2:36:53	50/67	"
143.8	Broadford	10:29:00	10:37:17	08:17	2:39:00	2:46:53	54/58	"
151.1	Kilmore East	10:37:30	10:45:23	07:53	2:47:30	2:54:59	51/47	"
156.1	Wandong	10:44:30	10:51:27	06:57	2:54:30	3:01:03	53	"
157.3	Heathcote Junction	10:46:30	10:53:08	06:38	2:56:30	3:02:44	41/64	"
161.0	Wallan	10:50:30	10:56:55	06:25	3:00:30	3:06:31	58	"
164.6	Beveridge	10:54:00	11:00:28	06:28	3:04:00	3:10:04	62/70	"
169.9	Donnybrook	10:59:30	11:05:18	05:48	3:09:30	3:14:54	62/69	"
174.3	Craigieburn	11:04:00	11:09:27	05:27	3:14:00	3:19:03	60/64	"
177.0	Somerton	11:07:00	11:12:11	05:11	3:17:00	3:21:47	59	"
180.0	Broadmeadows	11:12:00	11:15:14	03:14	3:22:00	3:24:50	50	60
181.6	Glenroy		11:16:54			3:26:30	58	"
183.5	Pascoe Vale		11:18:53			3:28:29	58	"
185.5	Essendon	11:19:00	11:22:04	03:04	3:29:00	3:31:40	39	50
186.2	Moonee Ponds		11:23:17			3:32:53	34	"
187.8	Newmarket		11:25:40			3:35:16	45	30
188.3	Kensington		11:26:39			3:36:15		"
189.4	North Melbourne		11:29:02			3:38:38	28	40
190.5	Spencer Street	11:30:00	11:32:16	02:16	3:40:00	3:41:52		"
Lateness clock & elapsed m:ss				02:16		01:52		
Scheduled & actual average speeds mph		52.0				51.5		

Speeds timed by milepost to the nearest second by wristwatch. WTT: working timetable. * Speed restriction

The Up *Spirit* races through Kilmore East climbing the Great Dividing Range in May 1939. ARHS Vic Div Archives 43553

The run was hindered by three Temporary Speed Restrictions (TSRs) for bridge repairs near Wangaratta (12 mph - 19 km/h), Glenrowan (16 mph - 26 km/h) and Winton (14 mph - 23 km/h) and one for track work at Avenel (24 mph - 37 km/h), while the maximum speed was 72 mph (116 km/h) at Baddaginnie, Violet Town and after Longwood. Apart from those minor transgressions, the maximum permitted speed was adhered to strictly (the locomotives had speed recorders). There were permanent speed restrictions to 40 mph at Mangalore for points and to 29 mph (47 km/h) through Seymour. Speed fell to 38 mph (61 km/h) on the three miles climb mostly at 1 in 75 to milepost 170 near Chiltern, to the same speed at the summit of the 1 in 75 at Glenrowan and to 36 mph (58 km/h) on the two miles mostly at 1 in 50 to Tallarook but S300 breasted the ensuing climb to Heathcote Junction, also at 1 in 50, at 41 mph (66 km/h).

Overall, the schedule was exceeded by almost two minutes which can all be attributed to the TSRs which resulted in the train being 11 minutes late passing Benalla and then again at Mangalore. Thereafter, S300 regained time, perhaps aided by a small amount of recovery time approaching the Melbourne suburban network at Broadmeadows, and arrived at Spencer Street only two minutes late at an average speed of 51.5 mph (82.8 km/h). Altogether, a very creditable run and one which David tells me he enjoyed greatly. Today's diesels and the XPT just aren't in the same class for ambience, comfort or entertainment.

My grateful thanks to Adrian Ponton and Chris Banger for assistance with historical and other information for this article.

ABOVE: Taken from the signal box at Wallan, the *Spirit* passes the turntable as it comes down the grade from Heathcote Junction. ARHS Vic Div Archives 2576

BELOW: An unidentifed S Class approaches Broadmeadows. September 1938. L.G Poole, ARHS Vic Div Archives 10779

18+

WHAT IS AVAXHOME?

AVAXHOME-

the biggest Internet portal, providing you various content: brand new books, trending movies, fresh magazines, hot games, recent software, latest music releases.

Unlimited satisfaction one low price
Cheap constant access to piping hot media
Protect your downloadings from Big brother
Safer, than torrent-trackers

18 years of seamless operation and our users' satisfaction

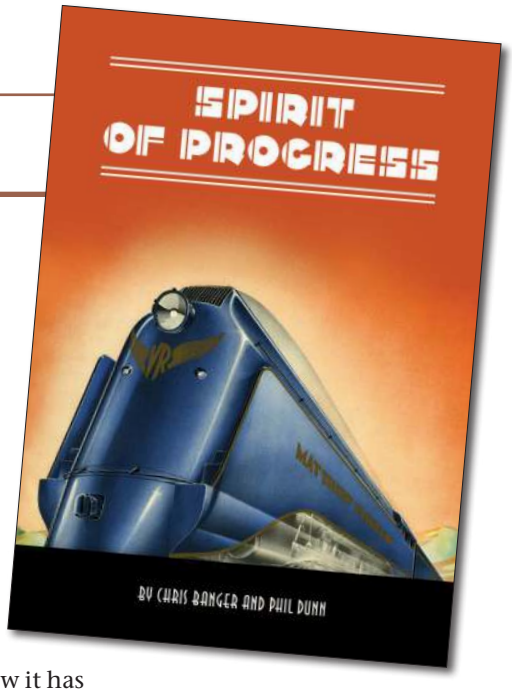
All languages
Brand new content
One site

AVXLIVE.ICU

AvaxHome - Your End Place

We have everything for all of your needs. Just open https://avxlive.icu

Book Review



SPIRIT OF PROGRESS

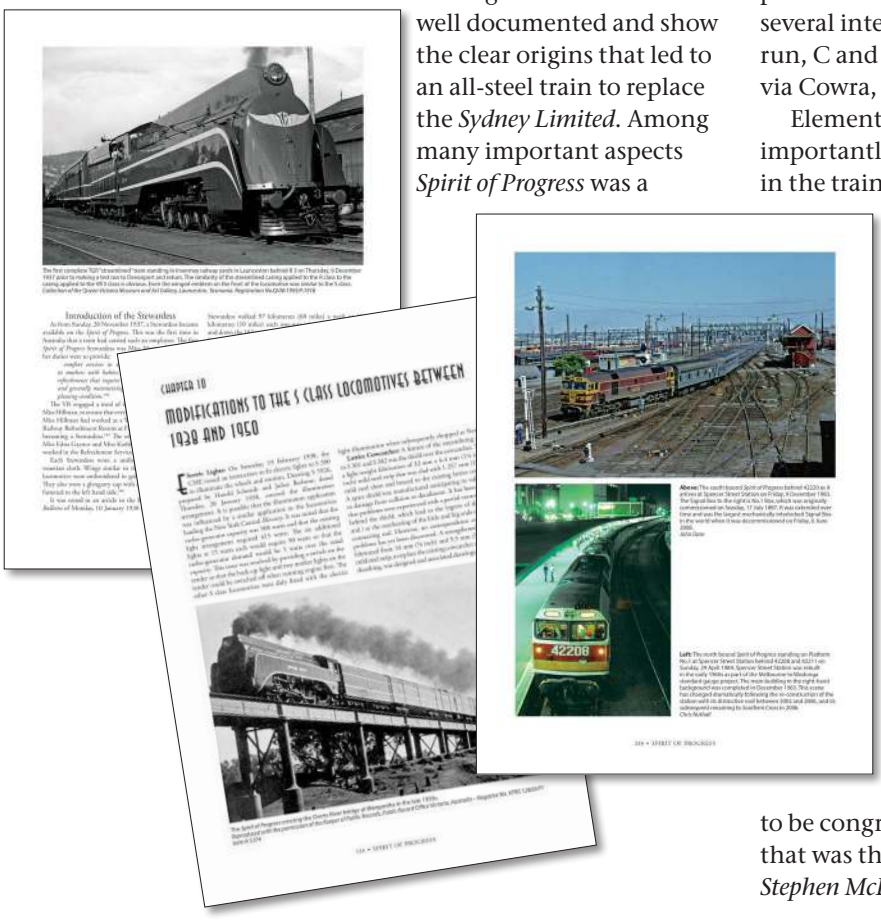
By Chris Banger and Phil Dunn

Published by the ARHSnsw, 2019, 376 pages, A4 size, RRP $79 plus postage.

Chris Banger and Phil Dunn have teamed up to produce a brilliant publication on the ever popular topic of the *Spirit of Progress*.

For many rail enthusiasts, artists, and historians the *Spirit of Progress* is automatically given a legend status. The *Spirit* captured the vivid imaginations of all who saw it thunder along the tracks as it was constructed in an age of extremes, after the booming 1920s and depression-ridden 1930s. A unique period where railways were the primary method of transportation. Shaped in the modern themes of Art Deco the train was artistically prided for its high level of craftsmanship and detail in every aspect.

The *Spirit of Progress* was the brainchild of Victorian Railways chairman of commissioners, Harold Clapp. As you will read the *Spirit* was born out of the evolution of all-steel passenger rolling stock as it offered far greater benefits than wooden rolling stock being used at the time. It is interesting to discover how there was decent collaboration between the Commonwealth, South Australian, New South Wales and Victorian Railways over the design of the new carriages. In 1934 Clapp left for a ten-month overseas tour to North America, Great Britain, and Europe to investigate developments in railway administration and operations. The findings of this tour are well documented and show the clear origins that led to an all-steel train to replace the *Sydney Limited*. Among many important aspects *Spirit of Progress* was a bold investment to prevent further loss of traffic that the VR had started to lose to other forms of transportation. A distinctive style of this book is how it has beautifully designed breakaway subjects that spin off the main topic. For example, the authors added a very interesting summarised history on the Tasmanian Railways 4-6-2 R Classes streamlining on page 82. The book offers brilliant detail on the *Spirits* design, including the four S Class 4-6-2 steam locomotives that led the train from its inaugural trip on 23 November 1937. You will probably not look at an S Class the same way again. The *Spirits* story does not finish when the S Class locos were scrapped. The train then launched into the diesel powered era which also led to noticeable changes to the typical daily consist including the removal of the Parlor car. The end of broad gauge operations came when the new standard gauge arrived through Victoria in 1962 and the service was made available directly through to Sydney. Further reading reveals timetable changes and the diverse loco power that hauled the train on both sides of the border and several interesting events including: 38 Class steam delivery run, C and GM Class diesel locos, robbery in 1977, diversions via Cowra, to name a few.



Elements that led to the trains conclusion in 1986 are importantly described with the same quality of detail shown in the trains evolutionary chapters. But the book's coverage still extends to the various anniversary trips of the *Spirit* and has extended carriage service records.

Chris Banger and Phil Dunn have both have contributed numerous articles to *Australian Railways History* as well as written several books. They are highly regarded for their quality detail and research. Their book is a vital addition to Chris Banger's other recent publications (also published by the ARHS NSW): *The Daylight* and the *Southern Aurora*.

Whether for research, reference, or a great book for the coffee table, *Spirit of Progress* is a well laid out publication that brings together so many independently owned photos and artefacts from the train that many have not seen before. *Spirit of Progress,* simply excites the readers who were not able to witness the train and revives valued memories for those who rode and saw the train grace the tracks. Chris Banger and Phil Dunn are to be congratulated on this quintessential guide to the legend that was the *Spirit of Progress*.

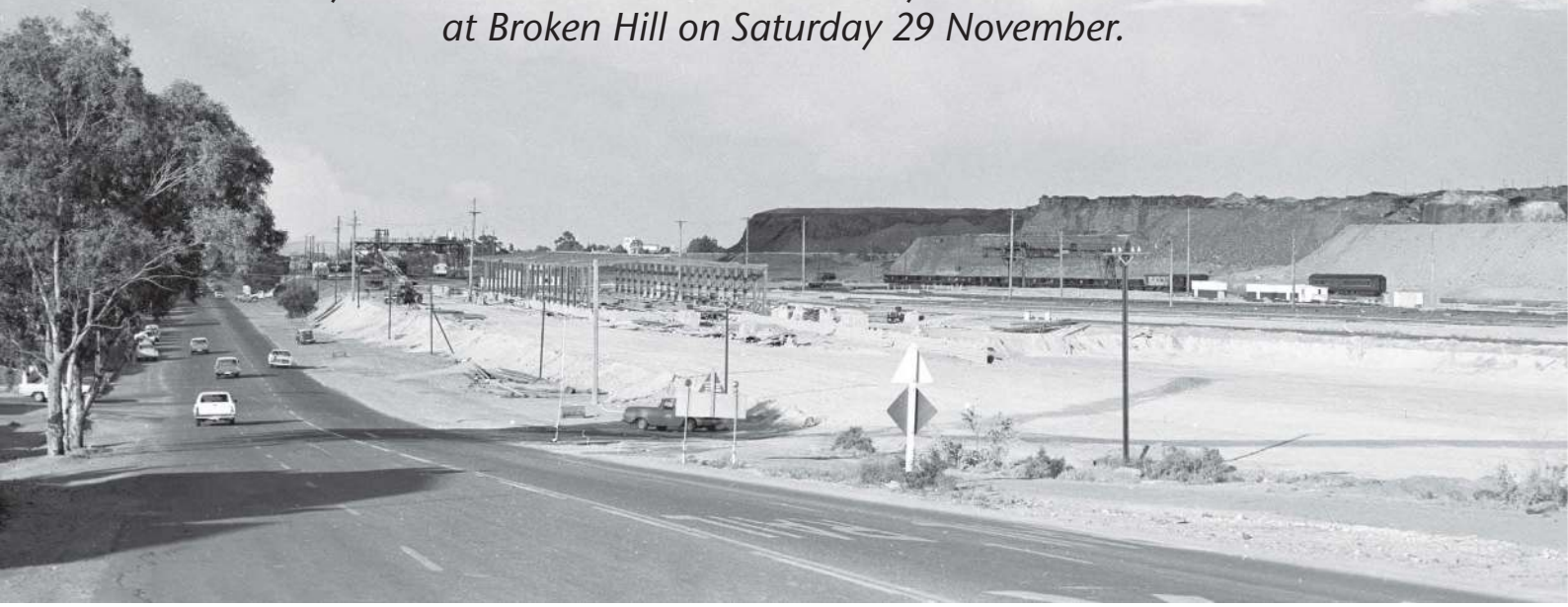
Stephen McLachlan

‘IT’S THROUGH’

Linking the East-West Standard Gauge Railway

Col Gilbertson

Completion of the standard-gauge line linking the east and west of Australia was finally achieved in late 1969. A ceremony to mark this event was held at Broken Hill on Saturday 29 November.



Looking east on Crystal Street, showing construction work of the new standard-gauge yard at Broken Hill. October 1969.
A Grunbach, ARHSNSW RRC 204451

Background

Work had commenced in Western Australia in November 1962 and the following April within South Australia. At that time, it was anticipated that all construction work would be completed by December 1968. However, in a series of announcements made during 1967, the completion date was eventually pushed back to ‘late 1969’. The principal reason for this delay was inaction by government on how to deal with the Silverton Tramway Company (Silverton), which operated the 35 mile (56 km) link between Broken Hill and Cockburn, on the South Australian border.

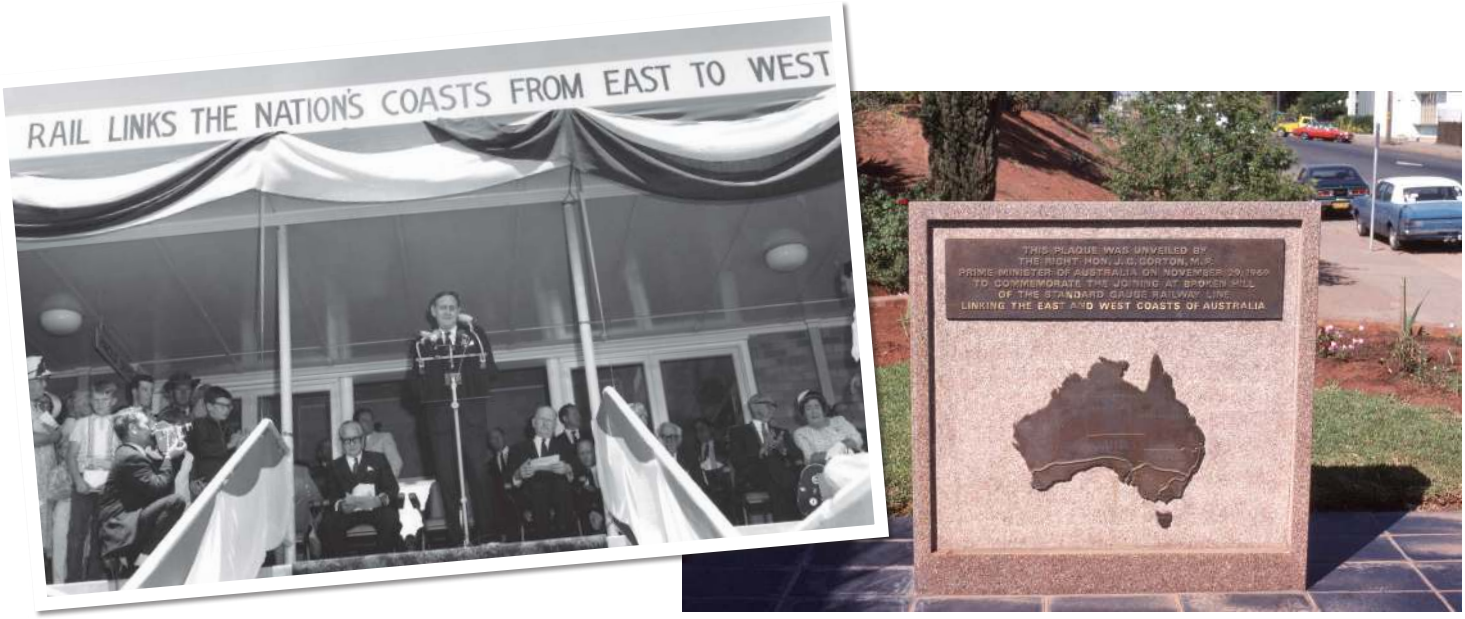
In November 1967, when he announced ‘completion by late 1969’, the-then Commonwealth Minister for Shipping and Transport, The Hon. Gordon Freeth let it be known that the new standard-gauge line linking Broken Hill and Cockburn would take a new route via the Pinnacles. The protracted negotiations with Silverton involved new enabling legislation, which also required similar Acts being enacted within the New South Wales and South Australian Parliaments, to facilitate the South Australian Railways (SAR) operating within New South Wales.

Eventually, in May 1969, the Federal Minister for Shipping and Transport, The Hon. Ian Sinclair made a final offer to Silverton of an ex gratia tax-free amount of $2 million, which was accepted two months later. As part of a separate arrangement between the NSW Railways (NSWR) and Silverton, the company was ceded responsibility to continue mine shunting operations within Broken Hill; this was a convenient arrangement to all parties, as neither the NSWR nor SAR wanted to pay the lead bonus to loco crews involved on mine shunting work.

With the Silverton issue finally resolved, the South Australian construction gangs moved across the border to extend the standard-gauge line to connect with the upgraded NSWR line from Parkes and this work was completed within six months. Concurrently, during 1969 the NSWR reconstructed the goods yard at Broken Hill and provided other new facilities, including a loco servicing depot and turntable, amenities and office accommodation, together with an air-conditioned barracks for the NSWR and SAR crews who would rest there.

Golden Spike Ceremony

On Saturday 29 November 1969, the Prime Minister, Rt Hon. John Gorton, was joined by the Premiers of New South Wales (The Hon. Robin Askin) and South Australia (The Hon. Steele Hall). Each of them drove a special dogspike (the Prime



LEFT: Prime Minister Gorton addressing the gathering in front of Broken Hill station for Golden Spike Ceremony. The NSW Premier, The Hon R W Askin is to the right of the Prime Minister (PM) and the NSW Commissioner for Railways, Mr Neal McCusker, CBE is to the left of the PM, while The Hon. WC Wentworth, MP is behind the decorated staircase. The NSW Minister for Transport, The Hon. Milton Morris, is just in view, seated behind the Commissioner. 29 November 1969. NSWGR, ARHSNSW RRC 002105

RIGHT: The plaque unveiled by the Prime Minister on the 29 November 1969 celebrating standard gauge railway linking east and west coasts of Australia. 26 November 1977. R Cook, ARHSNSW RRC 483860

Minister's was gold and the Premiers' ones were silver plated) and the Prime Minister unveiled a commemorative plaque.

In his speech, Mr Gorton mentioned *'...the names of the late Sir Harold Clapp, the late Mr. Eddie Ward, the Minister for Transport in a previous Government, and I think above all, my own Ministerial colleague, Mr. Wentworth, come to mind. It was Mr. Ward who first started negotiating with the States in these matters, and it was Mr. Wentworth who chaired the Government's Parliamentary Committee on Standardisation... It is very fitting indeed, I think, that Mr. Wentworth should be with us at this ceremony'.* Ministers for Transport, other dignitaries, senior railway officials from all government railway systems and Silverton also attended the event.

Press Special Train

To enable representatives of the Sydney and regional newspapers, as well as other news media to travel to Broken Hill and cover the event, the Department of Railways operated a special train which departed from Sydney at 8.30 pm on Wednesday 26 November.

The consist of the train (which ran as W129) was Dynamometer car DMC 1902, VHO 1816 (which is preserved at Thirlmere), XAM 1829, MAL 614, dining car AB 92, MAL 212 and TAM 629. One half of the VHO brakevan was loaded with potted plants for use as decorations at Broken Hill station.

The train was hauled by 4631 to Lithgow, from where 42106 took over for the run to Broken Hill and return.

The next morning at Parkes, DMC 1902 was detached and lounge car BV 485 was added to the rear of the consist. During that day stops were made between Parkes and Broken Hill for the press party to inspect the upgrading works. The train arrived at Broken Hill at 7.19 pm CST.

On the Friday, inspections were made at Broken Hill and Cockburn. After the spike driving ceremony, the special train (W130) departed Broken Hill at 4.00pm CST, with an arrival back at Sydney at 12.50 pm on Sunday 30 November.

Motive Power Changes

In mid-1969, it was reported that in the lead up to commencement of the new through freight and passenger services, the twenty-five 45 Class locos on allotment to Bathurst would be replaced by GM units (initially to be the six 42 Class and ten 421 Class) and 42103 was transferred from Delec to Bathurst on 30 June. Because of local loading gauge 'issues', 42103's stay at Bathurst was very brief and it was returned to Delec in early July. The proposed allocation of the GM units to the Western Division was put on hold.

Subsequently, 42109 was transferred to Bathurst on 19 October for crew training and familiarisation, followed by 42103 three weeks later. By early December, the following units were allotted to Bathurst: 42101, 42103, 42106, 42108 and 42109, being joined by 42104 later that month.

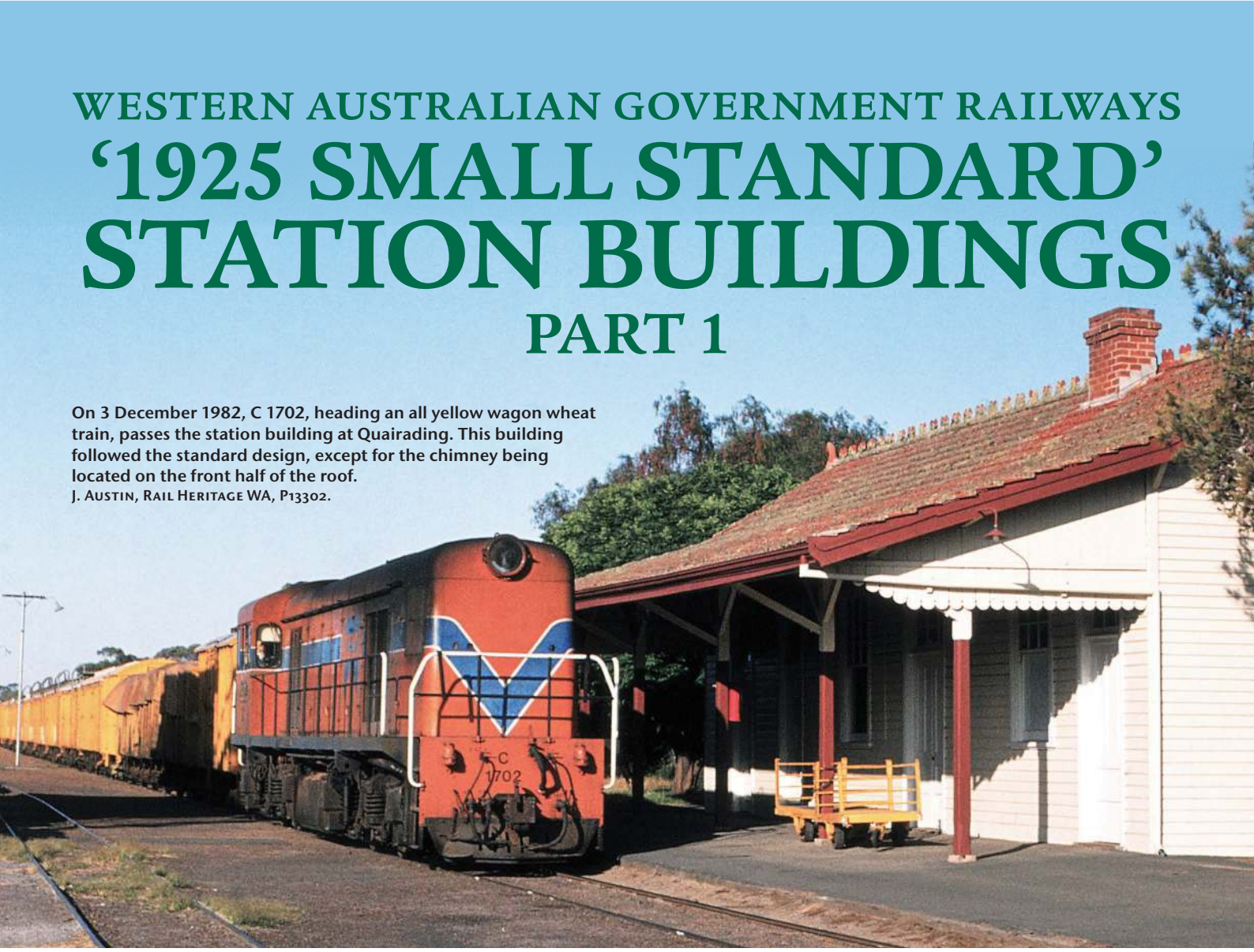
The 421s would play a significant part in the inaugural freight and passenger trains in January and February 1970.

Acknowledgements:

NSW Digest, various issues between 1968 and 1970;
Fearnside, GH, *All Stations West: The story of the Sydney–Perth standard gauge railway,* Haldane, Sydney, 1970;
Neve, Peter *NSWGR Allotment Lists 1964-1973,* Railmac; Publications, 1986; and
Personal records and recollections.

During the brief tenure of the 421 Class on the Western Division, the 49 and 421 combination was quite common. 42109 is seen here arriving at Bathurst West on an Up goods train assisted by 4905 on 5 December 1969. A Templeman, ARHSNSW RRC 117559

WESTERN AUSTRALIAN GOVERNMENT RAILWAYS
'1925 SMALL STANDARD' STATION BUILDINGS
PART 1



On 3 December 1982, C 1702, heading an all yellow wagon wheat train, passes the station building at Quairading. This building followed the standard design, except for the chimney being located on the front half of the roof.
J. Austin, Rail Heritage WA, P13302.

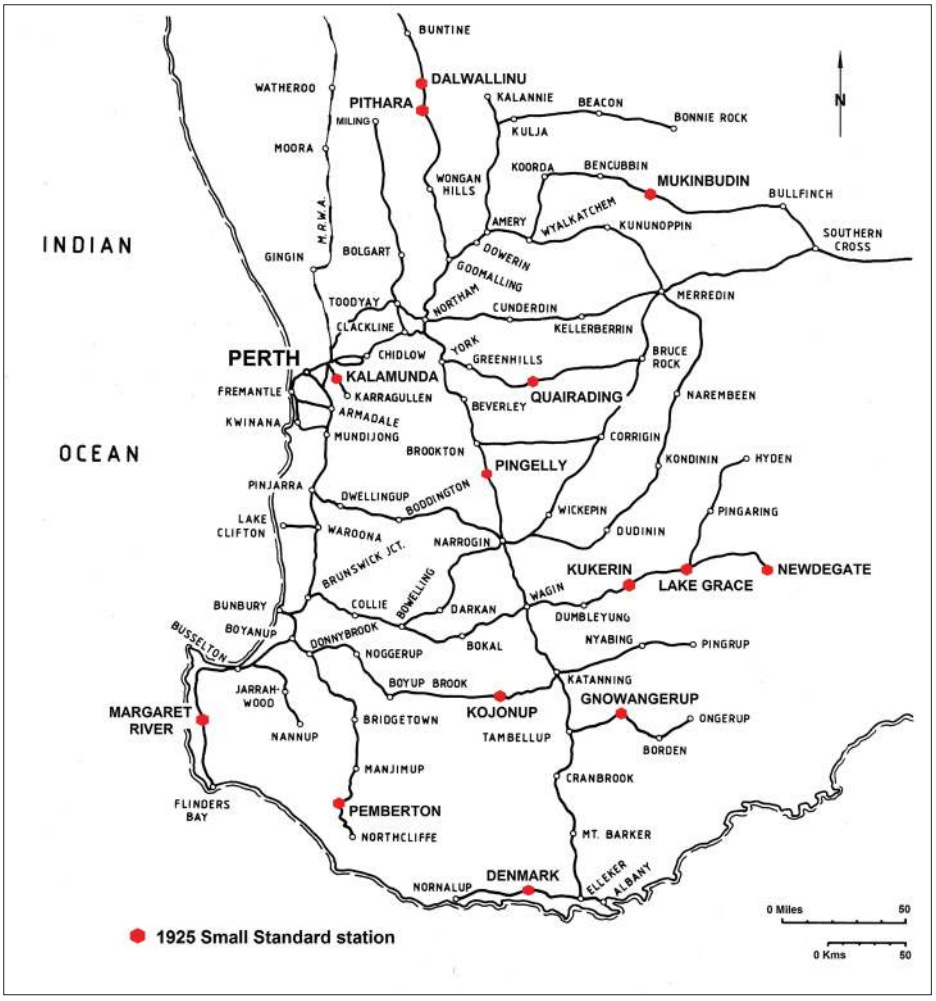
Researched and written by Jeff Austin, Anne Murray and Graham Watson

"...very hot and too small..." was the comment from the station master, Dalwallinu, to the Commissioner of Railways in December 1923 on the working environment at a small country station.[1]

Introduction

During the early 1900s the Western Australian government was encouraged to look beyond mining and develop vast areas of the wheatbelt for settlement and agriculture. The Public Works Department (PWD) investigated 'light railway' construction in the eastern states and proposed the construction of 'developmental railways', which aimed to keep the cost of rail construction down to about £1000 per mile. The specifications for these lines did not include station buildings at sidings. The first three 'developmental railways' were constructed in 1906–7 and it soon became apparent that a higher standard of construction was required, including better sleepers, ballasting and erecting station buildings.

A scene representative of WAGR operations on the lines east of the Great Southern Railway main line, XB 1004 double heading with XA 1413 on a wheat train through Lake Grace on 30 December1974, before the extension was added in 1975. This building closely followed the Kojonup pattern, except for the arrangement of the doors and windows.
J. Austin, Rail Heritage WA, P13178.



The PWD designed a series of small portable cabins which could be used for various purposes at stations and sidings, and these comprised:

- Passenger shelter – 12ft x 8ft (3.6 x 2.4 m) – with awning
- Out-of-Shed/Telephone room – 12ft x 10ft (3.6 x 3.0 m)
- Traffic and Parcels Office – 12ft x 10ft) (3.6 x 3.0 m) – used as station master's office
- Ladies Waiting Room – 18ft x 8ft (5.5 x 2.4 m) – with toilet and awning
- Staff & Instrument cabin/Lamp room – 12ft x 8ft (3.6 x 2.4m)
- Refreshment stall – 16ft x 7ft (4.9 x 2.1 m)

The sidings on new lines were provided usually with one or all of an out-of-shed, telephone room or passenger shelter. Larger stations with a station master had these cabins, plus a combination of the others depending on local requirements. For the comfort of the station staff, the traffic office cabins were often covered by a canopy roof. Though these buildings served their purpose and were easy to install, they gave the appearance of an uncoordinated group of site offices. For the station staff the office cabins were small and cluttered with little room to work and deal with

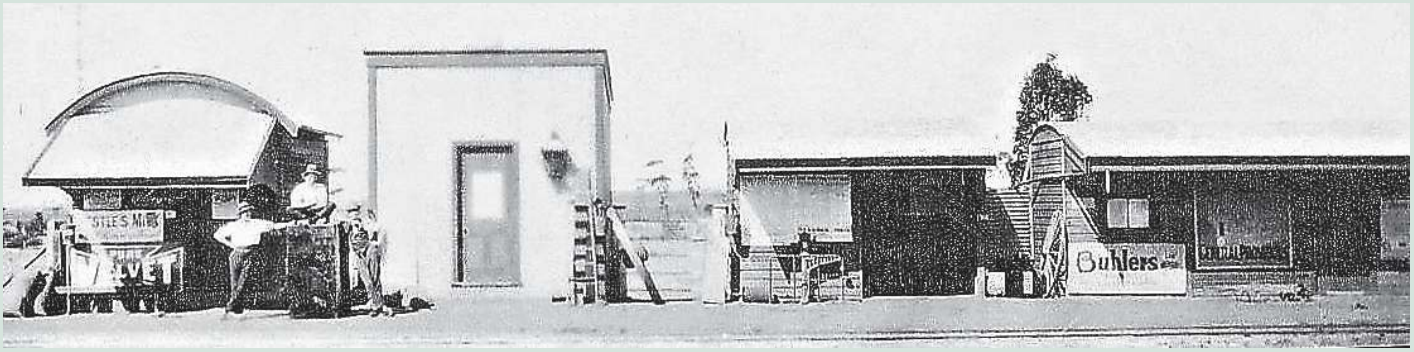
SMALL STATIONS

Dalwallinu

Famous for its springtime wildflowers, this small wheatbelt town is 182 rail miles (293 km) north-east of Perth. The railway opened in March 1915, and at the same time the first station master was appointed. By 1925 there were five cabins which served as offices for the staff and waiting rooms for the public. These were located on the east side of the railway but the new station was built on the west side.

The new station was completed in November 1927 and follows the original drawing. A rear door now opens onto the driveway but this is a later addition. The last station master was withdrawn in June 1985 and the station building is now the Rails coffee shop.

ABOVE: Dalwallinu followed the standard design. The rear door was fitted after its use by the WAGR and this serves its new life as a café, as photographed on 14 October 2015. A. Murray



BELOW: Maybe the station master at Dalwallinu was understating his working conditions as he could have added 'too cold and not much protection from inclement weather in winter.' Lost Dalwallinu Facebook page.

the public. In 1911 several stations were upgraded and received a brick Traffic Office (*Australian Railway History,* No.898, August 2012). These buildings were a significant improvement for station staff at a limited number of small country stations, but for the majority, they had to persevere with cabins for many years.

In 1919 the government appointed Colonel Harold Pope as Commissioner of Railways. He planned a number of major projects for the Western Australian Government Railways (WAGR), including new station buildings, but was prevented from commencing this work due to the serious financial situation and post-war recession. In time, the finances improved and preliminary design work got underway.

The dimensions of the 'Small Standards' were based on the New

Kojonup was the first location where these attractive structures were erected and serves as the standard against which all the others can be compared. This image taken in 1927 shows the building in the original wood stain. It also shows the uneven spacing of the veranda posts, the ornamental ridge capping, the finials and the chimney on the rear side of the roof. A. Murray Collection

Kojonup

Established as a military outpost in 1837, the town of Kojonup is located 159 miles (256 km) south-east of Perth on the Albany Highway, and was 230 rail miles (370 km) from Perth on the Donnybrook to Katanning railway. This station was the terminus of a 'developmental railway' opened in April 1907 and constructed without buildings. After the railway was extended to Boyup Brook in May 1912 and a station master appointed in September 1912, a group of four cabins were provided for the station staff and passengers.

The 'Small Standard' building was completed on 6 June 1925,[2] with separate cabins for a ladies waiting room and out-of-shed. The building follows the drawing WW 25153. Apart from painting, the building was little changed over the years. The railway closed on 3 June 1982 and since 1993 the station has been part of the heritage precinct used by the Kojonup Tourist Railway.

This photo taken of Kojonup in the 1970s shows the paraphernalia of a working railway station with the platform scales, hand trolleys and what appears to be a tarpaulin littering the yard, but shows little has changed in the intervening 50 years to the basic structure of the building. L. Englund, Rail Heritage WA, P14017.

The station building at Lake Grace was the only one of these buildings which had extensions made to it for a guard's room and an open fronted cover over the lever frame. This photo taken on 24 September 1993 shows that the scroll finial was reused when extending the roof, but unfortunately the decorative ridge capping was not added to. J. Austin

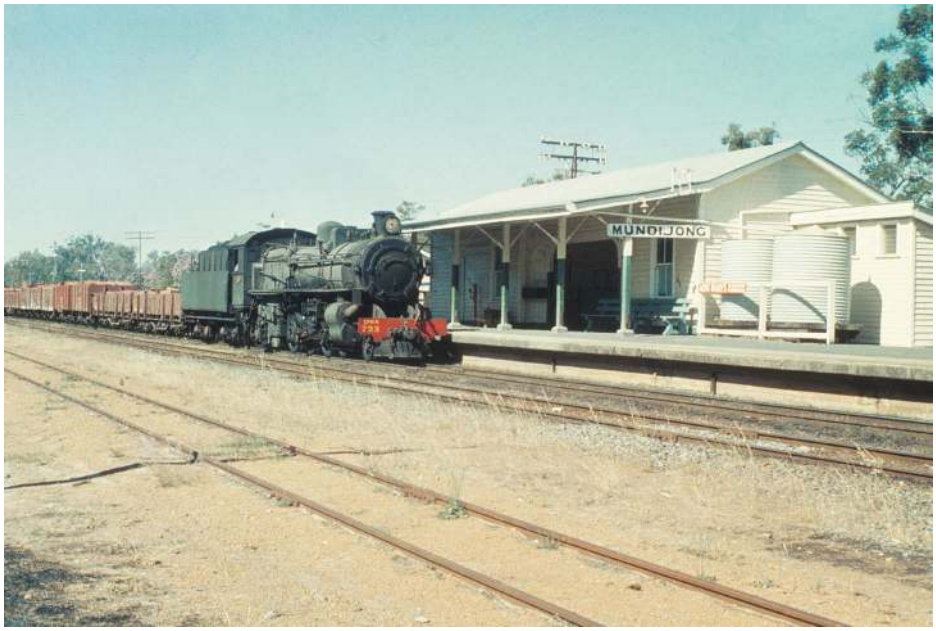
Lake Grace

Lake Grace is a prosperous Great Southern wheatbelt town, 267 rail miles (430 km) south-east of Perth. When the railway opened from Kukerin to Lake Grace in November 1916, this station was provided with a telephone room and passenger shelter. As the town grew and the railway to Newdegate was under construction, a station master was appointed in January 1925.

The new station was completed in December 1925. The building had a different arrangement of doors and windows to that at Kojonup and Gnowangerup. This was the only 'Small Standard' to be extended. Completed on 1 May 1975, the addition to the east end enclosed the signal frame and created a crew sign-on room.[3] This addition required two more support posts for the verandah. The station master was withdrawn in July 1987 and the building is now owned by the Shire of Lake Grace for community use.

Zealand Railways '4th Class' station buildings introduced by CY O'Connor as Engineer-in-Chief of the Western Australian Public Works Department in 1891. These buildings were constructed at various stations around Western Australia in the 1890s, especially the South Western Railway from East Perth to Picton Junction, and with only minor changes by the PWD to suit local conditions. During 1923–24, drawings were prepared showing proposed layouts for both small and large country stations (WW 22703, dated 3 April 1924)[3]. The final design comprised the traffic office, passenger shelter and instrument room in one building, while leaving the ladies waiting room and out-of-shed (goods shelter) as separate buildings (WW 23185, dated 28 September 1924).[4]

As work got underway on the construction of the first of these buildings, their importance was



PMR 733 hauling No.37 Goods past the 1893-built station at Mundijong on 2 March 1968. This building was a NZR 4th Class station design and the same dimensions were used for the 1925 Small Standards. P. Hopper, Rail Heritage WA, P09989

Pemberton

Pemberton has a long history of sawmilling and is today a popular tourist town. The railway to Big Brook (Pemberton) was originally built as a timber line by State Saw Mills in 1914, but in 1926 the line was upgraded and handed over to the WAGR. A station master was appointed from the opening in October 1926 and the new station, 216 rail miles (348 km) south of Perth, was completed in May 1927. Unlike the other stations which were built by the WAGR, Pemberton and Denmark were built by the PWD as part of the railway upgrade. Pemberton is the only building of this type to be fitted with a corrugated iron roof, but in all other ways it follows the original design. The out-of-shed, which was also provided, is of unusual weatherboard construction. The station master was withdrawn in July 1985 and the railway closed in November 1993. The station is now used as a ticket office and reception for the Pemberton Tramway Company.

Margaret River

Margaret River was connected by rail from Busselton in October 1924. The station was 186 rail miles (299 km) south of Perth and originally had a passenger shelter and out-of-shed. Today it is one of Australia's premier wine-growing areas but in the post-World War I era the town was surrounded by group settlement farms and the railway played an important role in the development of the region. The first station master was appointed in January 1927 and the new station building was completed in May 1927.[5]

The building is based on a 'Small Standard' but is only 26 ft (7.9 m) long and 15 ft (4.6 m) wide. It cost £419/3/9 to build.[6] The building only has three support posts for the verandah and two doors at front (one a double door). All the other standard features, like the decorative ridge capping on the roof and chimney, are present. The railway closed in July 1957, but oddly the station remained attended until June 1982. Shortly after closing, the station building was relocated to the Whistlestop Miniature Railway at Yoongarillup (near Busselton). This site has been closed for some years but the current owner is maintaining the building in good condition.

ABOVE: On 24 February 1983, F 40 at Pemberton passes the only one of these building which did not sport a tiled roof but a corrugated iron roof, hence no scrolled finials or decorative ridge capping, but did retain all the other features, including the end valances under the ends of the roof and a brick chimney. J.Austin, Rail Heritage WA, P13301.

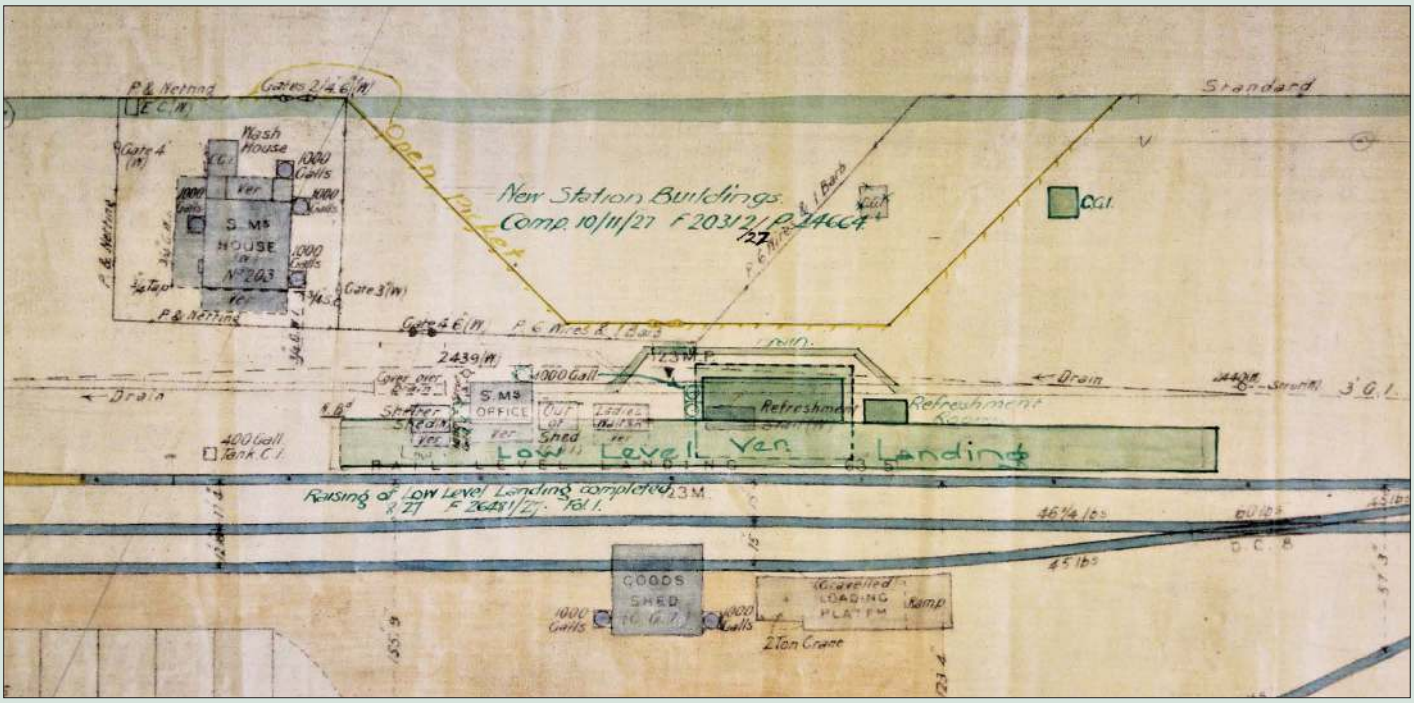
BELOW: After its relocation, this view of Margaret River taken in the 1990s shows that the owner retained the integrity of the building so this view shows that the rear of the building was kept intact. G.Dorman, Rail Heritage WA, P08408.

Quairading

This small wheat and sheep town was connected by railway from Greenhills in April 1908. Located 123 rail miles (198 km) east of Perth, Quairading quickly replaced Dangin as the major town in the region. The first station master was appointed in December 1910 and the station was earmarked for a brick Traffic Office in 1911. This did not eventuate, and instead a goods office from Golden Gate (Kalgoorlie suburban) was erected as the station master's office. By 1925 there were five cabins, including a refreshment stall.

The new station was completed on 10 November 1927, at a cost of £640. Along with the additional cabins for the ladies waiting room and out-of-shed, a refreshment room cabin was also provided. A rear door now opens onto the driveway but this is a later addition. The station master was withdrawn in June 1985 and train services on the railway were suspended in June 2009. The station building is now the Quairading Visitor Centre, with tourist information and a wood sculpture display.

The Quairading community did not want such a useful and conveniently located building go to waste, so in common with many of these buildings a new purpose was found for it, as this view from 25 August 2016 shows. A. Murray



Quairading progress plan showing arrangement of the cabins and the position of the new Standard Station building, Plan EEl23069, 1 August 1924. State Records Office of Western Australia

What difference does an extra veranda post make? In the case of the Denmark station it meant a lengthened structure to incorporate both ladies and gents waiting rooms, which was no doubt appreciated by the travelling public as the weather in the deep south of Western Australia can be very inclement in winter.
Photo courtesy of the Denmark Historical Society.

Denmark

With its origins in the timber industry in the 1890s, the picturesque town of Denmark has had over the years three railway stations, the last being part of an ambitious plan to build a railway from Denmark through to Pemberton. The upgrading of the railway from Elleker to Denmark required a major deviation of the main line and relocation of the station yard to near the mouth of the Denmark River. The former station had been a simple layout of three cabins and the first station master was appointed in August 1926.

The new station, 356 rail miles (573 km) south of Perth, opened in conjunction with the new railway on 27 May 1929. This building was larger than the standard design, incorporating ladies and gents waiting rooms and requiring six support posts for the verandah. The railway closed in September 1957 and the station building was relocated to become the Denmark Bowling Club rooms. These rooms were replaced by a new building in 2017 and the old station building demolished.

Kalamunda

The Upper Darling Range railway was built in 1891 as a timber railway for the Canning Jarrah Timber Company. It was purchased by the Western Australian Government and handed over to the WAGR in July 1903. The township of Kalamunda was along this railway, 20 rail miles (32 km) east of Perth. A station master was appointed at the same time and over the next few years four cabins were provided.

The new station was completed on 10 November 1927. This building is on a raised platform and the steep slope of the site required tall stumps to support the rear of the building. The railway closed in July 1949 and the station building was then vested in the local shire council. In 1970 it was handed over to the Kalamunda & Districts Historical Society and is now part of the Kalamunda History Village, with displays of the town and sawmilling history, and the WAGR steam locomotive G 118.

Although all of these buildings were supported on stumps, Kalamunda easily had the longest as it was built literally on the edge of the Darling Escarpment, and the terrain slopes down from this point to the coastal plain. This view, taken on 13 January 2017 from the street which runs immediately behind the building, highlights the height of the stumps. A. Murray

described by Colonel Pope in the *WAGR 1925 Annual Report*:

> Station buildings of design and with accommodation suitable to the business to be transacted are required at many stations: the staff carry on in the portable cabins originally provided, but it cannot be said that these are more than makeshift at places where important traffic has to be dealt with in large quantities.

During 1925 the WAGR constructed the first of the standard station buildings at Kojonup, Gnowangerup and Lake Grace. These buildings were principally to improve the working environment of railway employees, while the travelling public continued to use the cabin accommodations. Over the following years, 13 of these buildings were completed across the WAGR system, and remarkably many are still in existence today.

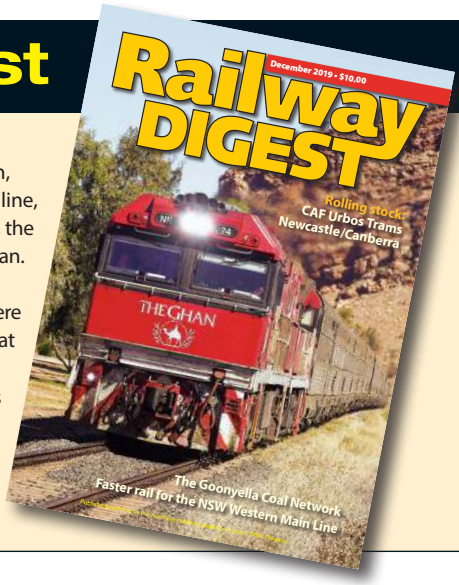
To be continued in the January 2020 edition.

The fate of the Denmark station building after the closing of the line was for it to be relocated in the town as the club rooms for the bowling club. Despite the additions to the structure, this photo taken on 22 November 2004 shows that the origins of the building can still be discerned. G.Watson

In this month's **Railway Digest**

The Goonyella Coal Network
The first railway to serve coal deposits west of Mackay in Queensland's huge Bowen Basin was officially opened by Governor-General Sir Paul Hasluck on 5 November 1971. The railway linked a new export shipping terminal at Hay Point to Goonyella coal mine – joining two locations almost unknown at that time. However, within a few decades the word "Goonyella" would become synonymous with one of the world's largest and most heavily-trafficked coal carrying rail networks. John Hoyle takes a detailed look at a system that, today, comprises a total of 1,021.3 track kilometres, hosting trains that typically consist of 126 hopper wagons hauled by three 4000 kW locomotives.

Faster rail for the NSW Western Main Line
The three main lines out of Sydney, Northern, Southern and Western, and the South Coast line, all have alignment problems. Of these routes, the Western line has always been a bit of an orphan. Crossing the Blue Mountains, where severe gradients and curvature were unavoidable, there followed around 250 km of rolling country that was not conducive to good alignment. As a result, Western passenger trains have always been slower than those on other mainlines. Philip Laird and Max Michell examine some upgrading options for the NSW Main Western line between Lithgow and Orange.



Explorer Page

Tamworth Showground Platform and Train Services

Tony McIlwain

I enjoyed Neville Pollard's detailed account of the special train services to the Wagga Wagga Show Ground and the background story of the importance of the annual show to rural communities in the 20th Century in the November 2019 edition of *Australian Railway History*.

I grew up in Tamworth, which like Wagga Wagga and Orange had a showground platform for the annual special show trains. The Tamworth Showground platform was located on the Barraba branch line at West Tamworth, unlike the main line locations in the other two provincial cities, so it remained relatively intact for long after the annual show trains ceased.

The platform was opened under that name in 1919 and officially closed as West Tamworth Showground in 1975. It was last used on 11 March 1972, when the Vintage Train ran from Tamworth to the showground platform to commemorate the 100th Anniversary of the Tamworth Pastoral & Agricultural Association.

Prior to the opening of the platform, special show trains ran from as far afield as Armidale, Quirindi and Barraba to West Tamworth, but it was a long and dusty walk to the grounds. The show society agitated for a platform on the southern boundary alongside the Barraba Branch. The Railway Commissioners approved a £100 grant towards the construction of the platform on 5 March 1919, and the show society found the balance to complete the platform and the associated entrance gates. The work was very quickly completed for the opening of the 1919 show on 25 March.

The Weekly Notices for 1919 do not show any special trains to this new platform, though they were comprehensively recorded for 1920 in Weekly Notice 9 of that year. Trains did however run in 1919, and these last-minute arrangements were recorded in the local press.

The main day of the three-day event was Wednesday 26 March 1919 when a special return train ran from Manilla, together with three trains from Tamworth station to the new platform, and two return workings. The Tamworth services also ran on the following day. These were guaranteed special trains so the show society was liable for any operational loss.

The 1920 arrangements reported in the Weekly Notices repeated these special trains, along with an additional special train from Armidale to the showground and return. These workings required a lot of empty carriage movements between Tamworth, West Tamworth and Tamworth Showground, complicated by the need to propel empty trains between the showground and West Tamworth yard.

I was surprised by the suburban nature of the local Tamworth trains in what was then a rather small though spread out town. My mother lived in Tamworth between the two World Wars; she remembered going to the shows on the train and recalled that they were well patronised. It was of course a time before local bus services and widespread car ownership and roads were poor.

I haven't established when the last regular show trains ran to Tamworth Showground but like Wagga Wagga they may have continued for a short time after World War II. They were still running as late as 1936, according to a local press report, which ominously also reported on the congestion caused around the grounds by the large number of parked cars.

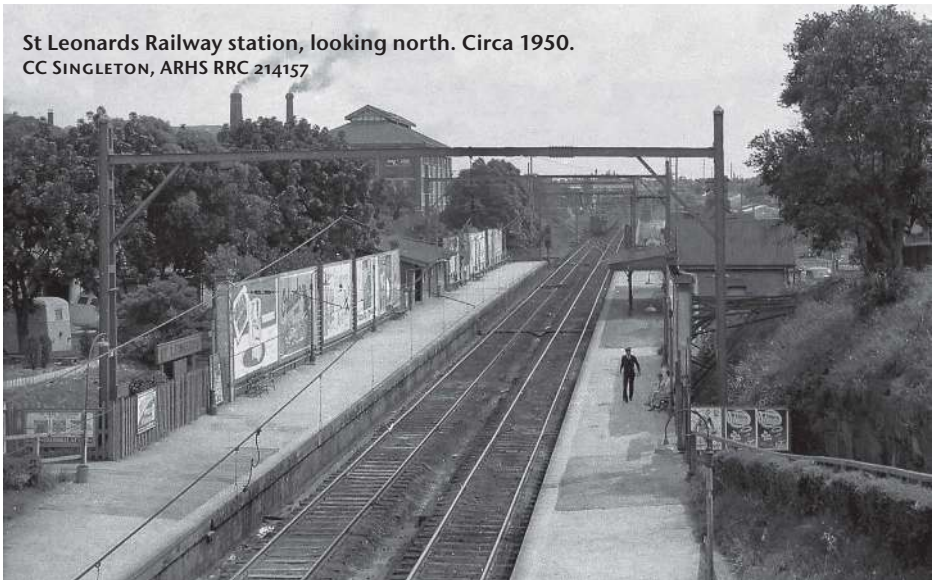
ABOVE: With 176, leading 381 and 3526, the Vintage Train departs West Tamworth for the short run to the Showground platform, to celebrate the 100th West Tamworth show on Saturday 11 March 1972. ARHSNSW RRC 359443

BELOW: Photograph of the West Tamworth Showground platform, circa 1971. TONY MCILWAIN

Letters

Question for the readership

I have been re-reading the excellent article on St Leonards in *ARH* April 2009. It strikes a particular chord with me as I grew up in Artarmon, NSW in the 1940s and used to hear the train chugging up the hill to Chatswood. The question which your readers may be able to answer - I do not recall a signal box at St Leonards station. Was there one or what were the signalling arrangments at St Leonards? I certainly remember the levers in Chatswood station. A second question - what was the arragement of the Fast Electric Parcel Train service along the North Shore line? I certainly recall seeing the single unit ripping around during my time. I would be



St Leonards Railway station, looking north. Circa 1950.
CC Singleton, ARHS RRC 214157

November 2019, Contents page image

I saw the Contents page image with great interest, and I thought that readers may be interested in more information about this train and location.

This Muja (Centaur) Mine and Muja Power House shunter train ran once a day and serviced the mine sidings (lead loco and empty coal wagons) and the Muja Power House construction site (second loco and the wagons immediately behind carrying supplies and equipment for the power house). The train ran combined out to the junction at Muja, and then down the Muja Mine branch line to Power House Junction. At that point the train would be split; after the power house section left to shunt the power house, the lead loco would couple up to the empties and go down to the Muja Mine to drop them off and pick up a full load. This loco would turn at the mine, to be able to return engine first, and the trains would be recombined at Power House Junction. There were no turning facilities at the Power House so that loco would come back in the opposite orientation to the way it went out.

The Muja shunt trains ran with numbers 9, 11, 13, 15 and 17. The Power House shunter was usually attached to No 11 (about 9.30am out of Collie), but by the end of 1968 it was usually on No 9 (6.30am out of Collie).

On the subject of the consist of the train, the F and Fs Class locos that operated the service always ran with a water tank coupled up to the tender; there were no watering facilities at either the Centaur Mine or at the Muja Power House. For a while the instructions were that a shunter would accompany the train, and would deal with shunting at the Power House, while the Guard handled the Mine shunt. Later a guards van was added, and while the Working Timetable only specified a shunter to accompany the train, I believe that it was usually a qualified guard. This would enable the trains to return separately if the working necessitated it, each complete with Guards van and full crew. By mid-1965 I can only remember locos running back to back on the outbound journey, resulting in them both returning facing forward. That orientation was certainly useful if they ever did have to return separately, as each separate train would then not involve tender first running.

Peter Hopper
Ellenbrook, Western Australia

ABOVE: Taken in almost the same position as the photo on page 3 of the November edition. Showing the locos back to back on the outbound journey, and with the second Guards van in place for the Power House section. 1966. Peter Hopper

BELOW: G 51 crossing the Collie River bridge on 18 March 1981 shows the water level. Jeffrey Austin

interested to learn of its workings. I remember going to the goods shed at Chatswood from time to time to collect a case of apples which my uncle used to send from the country.
Rob Walter

October 2019, page 14 – Bypassing the Great Zig Zag

Recently on a cold Tasmanian winter's evening I came across a YouTube site, **NSW Railways - The Ten Tunnels - Lithgow NSW.** In association with the October Edition's extremely informative article on *Bypassing the Great Zig Zag*. I then sat down and revisited the YouTube vision once again, now with a greater appreciation of the construction history. Hope that this will be of interest to others.
youtube.com/watch?v=8PUPBeMhKEM,
(This has been placed on the *ARH* Facebook page)
Bob Quinn
Launceston, Tasmania

Corrections

May 2019 Special Edition – The Great Southern Railway 1846-1869

Table 6 was omitted and is now avaliable on the ARH section of the ARHS website, under Web Extras.

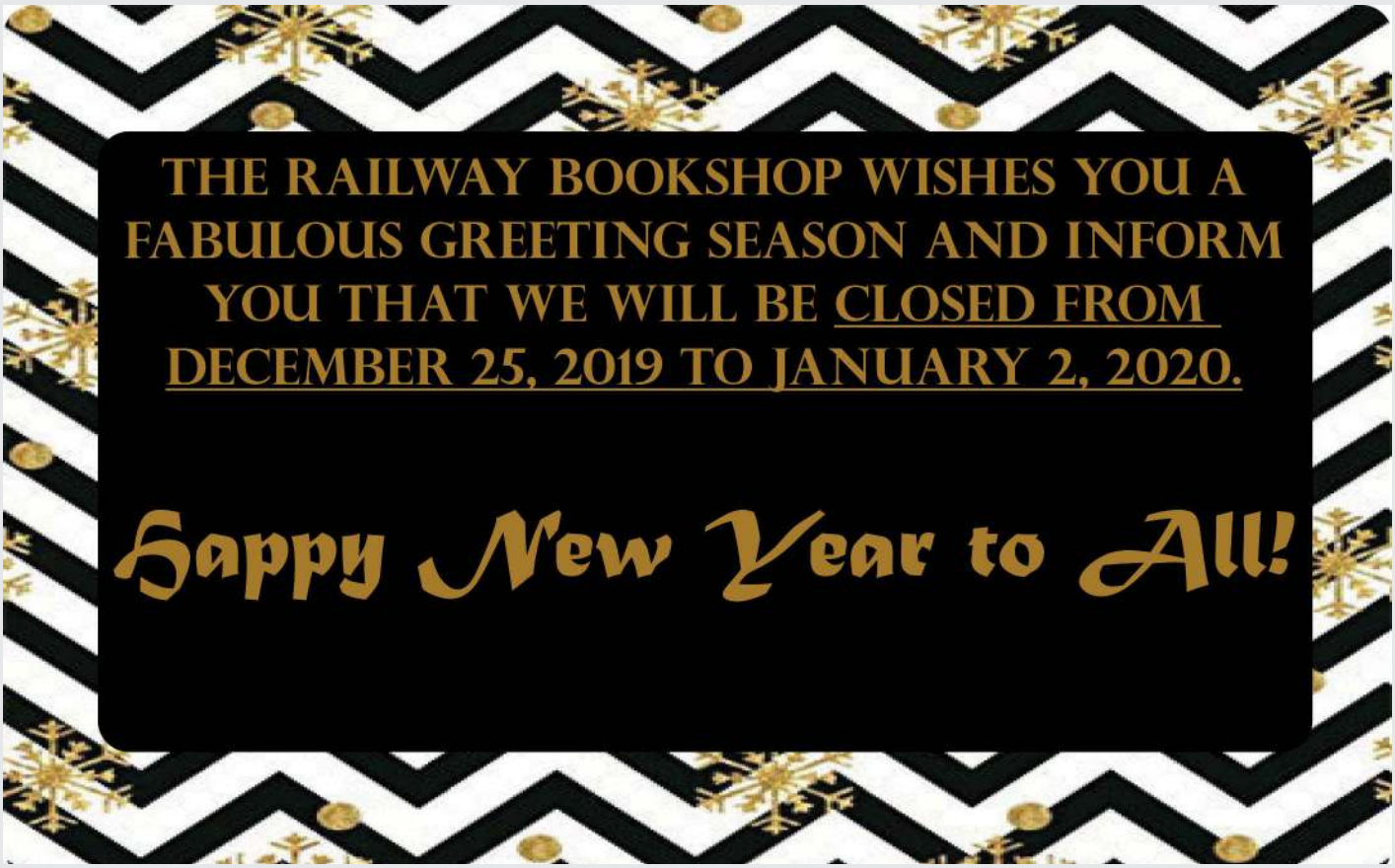
October 2019 – 'Hellfire Jack' an engineman of the early days

In 1856 Adolphus Beverley was actually born in Ipswich, New South Wales as the separate colony of Queensland didn't come into existence until 6 June 1859.
Ken Cowen
Biloela, Queensland

Article References

Page 23 - Western Australian Government Railways '1925 Small Standard' Station Buildings

[1] State Records Office of Western Australia, CONS4810/CE37212 Pt. 1 p. 44.
[2] State Records Office of Western Australia, CONS1781/12851A, EEL 12851.
[3] State Records Office of Western Australia, CONS1781/23200, CCE 66885A.
[3] State Records Office of Western Australia, CONS1781/22703.
[4] State Records Office of Western Australia, CONS1781/22703.
[5] State Records Office of Western Australia, CONS4810/CE37181 p. 115.
[6] State Records Office of Western Australia, CONS4810/CE37181 p. 114.



ISSN 1449 629-1

442 Class and 48 Class locomotives awaiting sale, Cardiff.
ARHSNSW RRC 132978