

AUSTRALIAN RAILWAY

\$10 (INC. GST)

AUGUST 2021
VOLUME 72 • NUMBER 1006

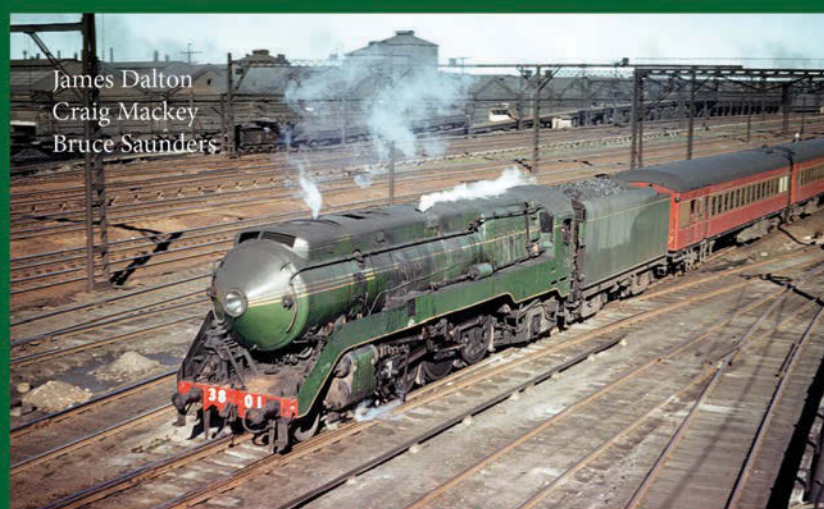
HISTORY

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SPECIAL



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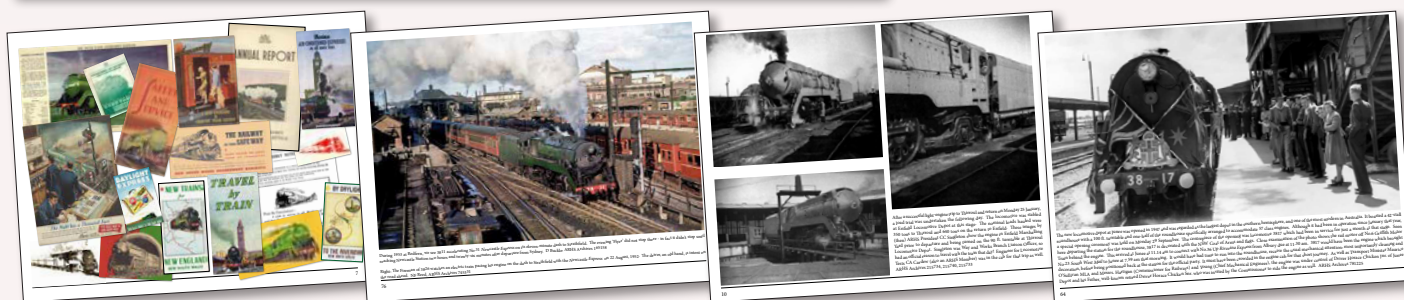
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Printing

Ligare Pty. Ltd.
Print Post Publication
No. 100000887

Newsagent Distribution

Ovato Retail
Distribution Pty Ltd

Subscriptions and Renewal

Subscriptions are available
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Additional thanks this month:

Rail Heritage WA, Simon Barber,
Rob Clark, Bob Gibson, Phil
Melling, Chris Walters and
Graham Watson.

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AUSTRALIAN RAILWAY HISTORY

August 2021

Volume 72, Number 1006



arhsnsw.com.au



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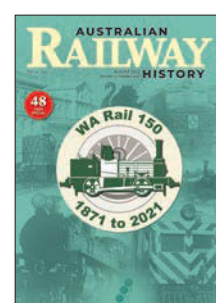
Next Month . . .

An Express Passenger Train – Part 2
NSWGR Timetable, 28 May 1972
8S Up to Charleville, *The Westlander*

↑ As part of the launch of Westrail, an open day was held at the Kewdale Freight Terminal on Sunday 19 October 1975. AB 1534 was one of four locomotives painted in the new livery of orange and blue (minus the white pin stripes) specifically for this purpose. Rail Heritage WA P07871

Cover: A unique collage of images relevant to Western Australia's railways has been chosen to celebrate 150 years of railways in the Wildflower State. Starting with the WA Timber Company's railway in 1871, the State's railway network has grown to be a vital asset of the State's economy which is still growing in 2021. Jeff Austin, Rail Heritage WA P01944 and P06246, ARHS Archives 203548, 042633, 296313 and 732513

Back Cover: XP 2013 (with *Starlight Express* branding) and XP 2011 (trailing) power NT35 Down Grafton XPT through the locality of Tugrahakh (between Gloucester and Bulliac on the North Coast Line), Friday 10 December 2010. Chris Walters

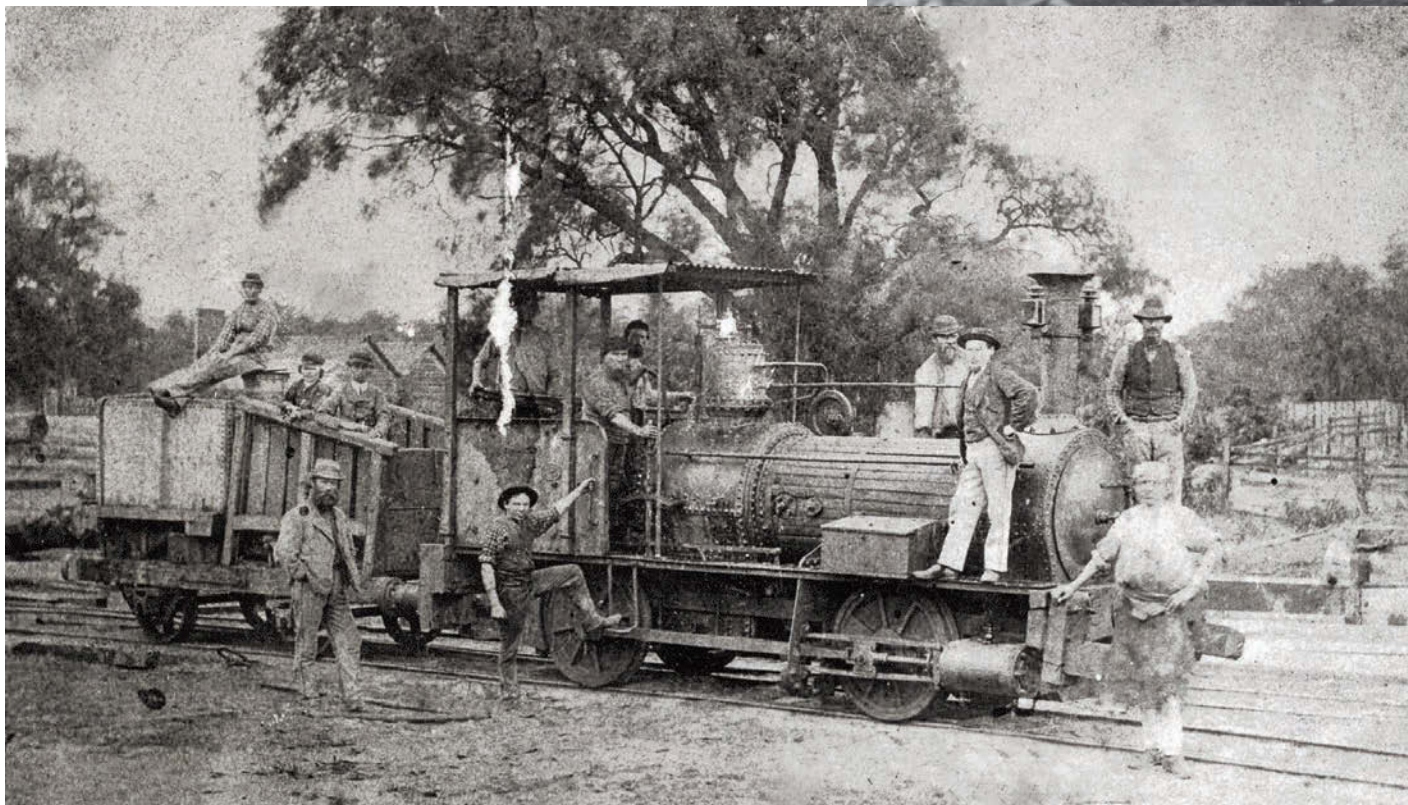
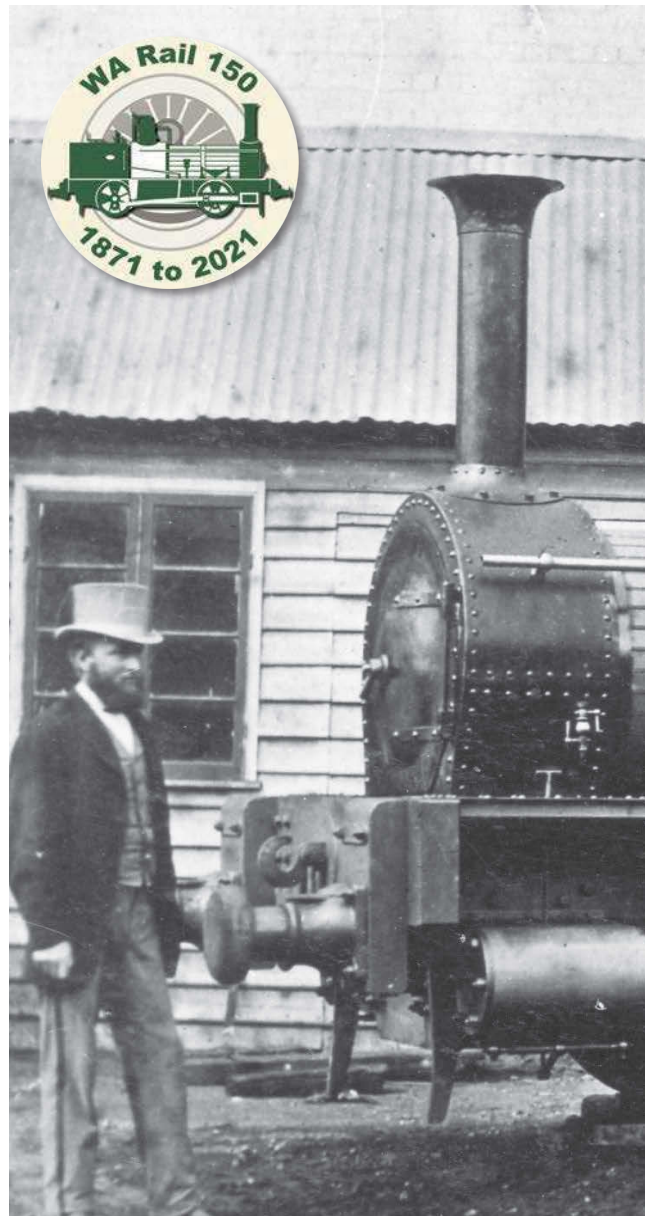


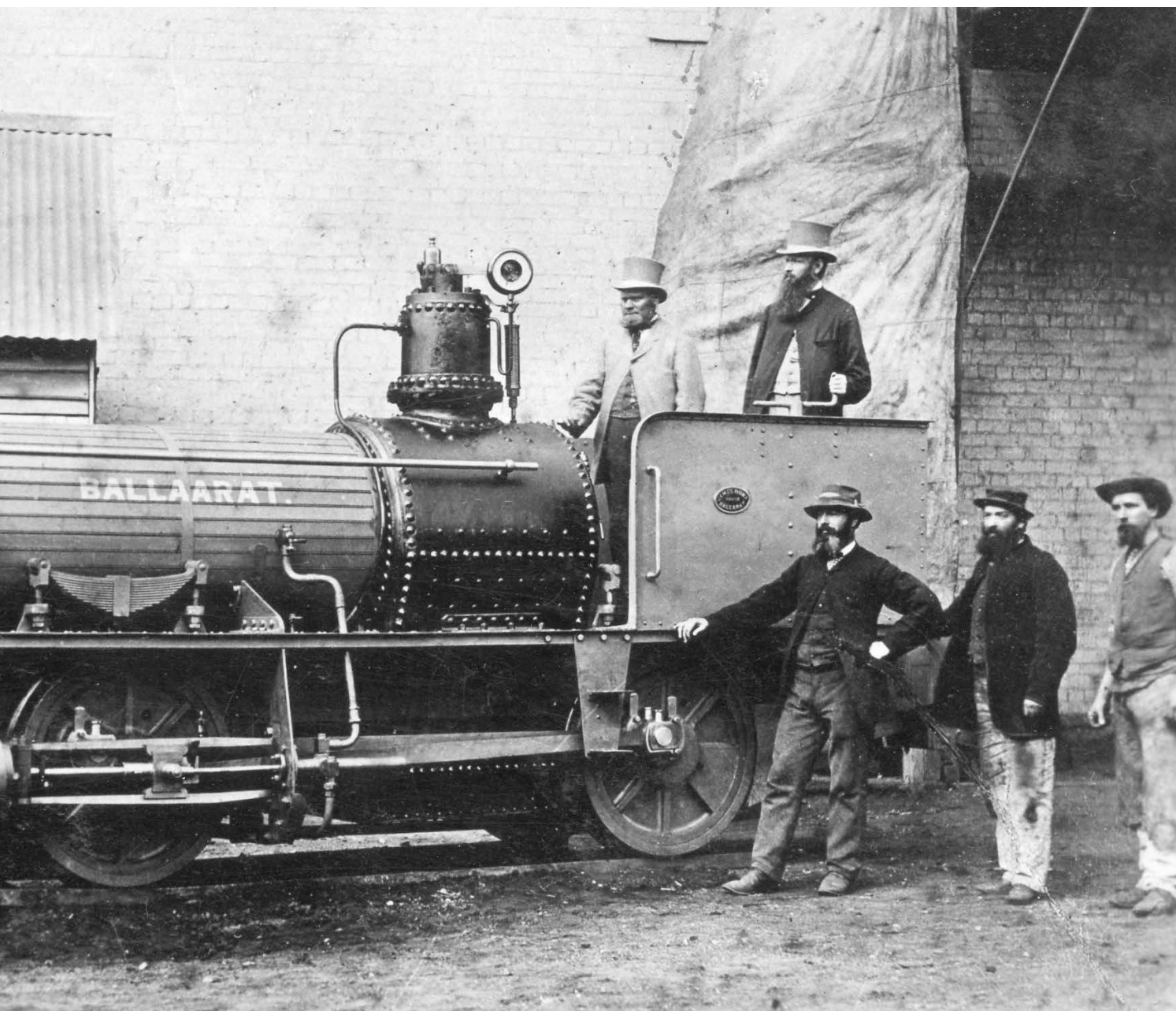
WESTERN AUSTRALIAN TIMBER COMPANY

150th Anniversary of the **‘Ballaarat’ Railway**

BY JEFF AUSTIN

In the early years of the Swan River colony the settlers could only marvel at the vast forests which lay beyond the Darling Range. The lack of finance, labour and shipping prevented an export trade and only small-scale sawmilling for local use prevailed.





In the 1850s this began to change with the introduction of convicts to the colony and additional shipping to support them. The markets for timber also opened up with the construction of railways in South Australia and Victoria. The trial shipments of jarrah (*Eucalyptus marginata*) sleepers by Marshall Clifton were initially rejected, but soon after the timber was accepted as an excellent timber for railway sleepers. Clifton's timber had been cut from coastal forests around Australind, near Bunbury, but the best quality timber was only to be found on the gravel soils beyond the Darling Range. This was a problem due to the wide sandy coastal plain which made transportation difficult and expensive. The only part of the west coast where this was not an obstacle was the western end of Geographe Bay where jarrah trees grew down to the beach. The early pioneers of the timber industry, like Henry Yelverton and Charles Keyser, established their mills in this area and through hard work and perseverance earned jarrah a reputation as one of the finest hardwood timbers for railway sleepers.

By the 1860s the word had spread through colonial contacts that not only were Western Australian (WA) sleepers much desired in eastern Australia but also in India, Ceylon and New Zealand. There had also been a successful display of WA timber at the Great Intercolonial Exhibition in Melbourne in 1866–67.

The problem for the colony in accepting large sleeper contracts was the limited production of the existing mills. Without considerable expenditure in machinery, railways and ports, it was never going to be possible to expand the industry and bring much needed prosperity to the colony.

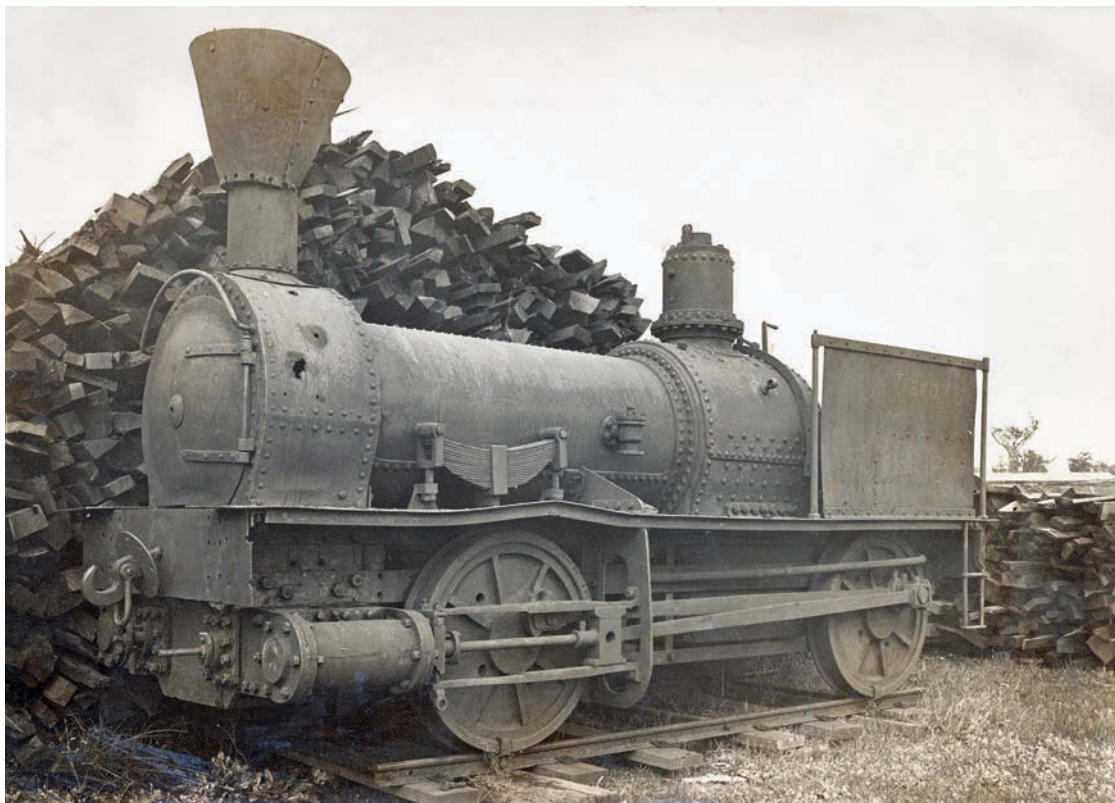
Western Australian investors

In June 1869 a group of WA businessmen, including Lionel Samson and Benjamin Mason, advertised a prospectus for 'The Western Australian Timber Company Ltd,'¹ offering 4000 £5 shares and hoping to raise £20,000 to develop a sawmill in the hills near Perth. This included the transport of sawn timber by railway to the Canning River and then shipping through the port of Fremantle. The scheme was, ▶

◀ **Ballaarat at Victoria Foundry, Ballarat, in March 1871.** Rail Heritage WA, P04717

◀ **Ballaarat in service with four-wheel wooden tender at Lockeville in 1875.** Rail Heritage WA, P04718

¹ *The Inquirer*, 23 June 1869.



however, very dependent on the Government doing its part by building improved port facilities at Fremantle. While the project was welcomed by the community, the amount of money to be raised appeared to be inadequate for the large enterprise that was required. The closing date for the purchase of shares was 31 August 1869 and this was later extended. By 25 August 1869 only 350 shares² had been taken up and the directors were divided over shipping through the port of Fremantle or Rockingham. All of this was reliant on Government support and nothing could be done until the arrival of the new Governor. Eventually the prospectus failed to get the required support and the project lapsed. The last time the prospectus was advertised was 20 October 1869. The plans of this company were eventually achieved when Benjamin Mason's Canning sawmilling operation received £20,000 of private funding from young Englishman, Francis Bird, in the early 1870s.

Victorian investors

Also during 1869, the prospects of sawmilling in WA came to the attention of a group of investors from Ballarat, Victoria. George Simpson came to WA hoping to find investment opportunities in mining.³ He was formerly the manager of the Buninyong mine near Ballarat and was drawn to the lead mines around Northampton. His attention was soon steered away from the mines to the forests of the south-west and the huge potential in sawmilling. He stayed for ten months acquainting himself with the quality and extent of the timber before returning to Ballarat. He promoted his plans to businessmen John Ditchburn, Richard Mitchell and James Oddie, and they were determined to be part of the venture after further examination of the timber country. Mitchell and

Simpson then travelled to WA and toured the forest country. Mitchell endorsed everything Simpson had promoted and they then visited the Colonial Secretary, Frederick Barlee, to ascertain what support the Government was prepared to offer their scheme. Barlee outlined certain terms and conditions but concluded that any final decision in relation to vacant Crown land had to be approved by the British Government. The offer by Simpson's syndicate to commence a timber trade was made to the Colonial Secretary on 5 October 1869⁴ and the two men returned to Ballarat to await a decision.

Governor Weld arrives

The new Governor of Western Australia, Frederick Weld, arrived at Albany on 13 September 1869.⁵ Weld had previously been the Premier of New Zealand and during his time he had become well-informed about timber production and the value of timber exports. His view was that the vast timber resources should be developed by bringing in outside capital and that this could only be achieved by offering large timber concessions on a long-term basis. Weld travelled widely by horseback and visited Henry Yelverton's sawmill at Quindalup on 27 January 1870.

In a later speech at the Lockeville mill:

Mr Simpson acknowledged with gratitude the assistance he had received from the present Government, and he asserted that had it not been for Governor Weld, the company would never have had an existence...nothing would have induced him to engage in so costly an enterprise, to which so much risk and uncertainty was attached, had it not been for the ample concessions and encouragement he had received from the hands of His Excellency.⁶



➤ **Ballaarat stored at Midland Workshops in the 1920s.** Rail Heritage WA, P03403

➤ **Ballaarat displayed in Victoria Square, Busselton, in December 1954.** Jeff Austin

➤ **Map showing the WA Timber Company's railway and sawmills.** Matt Thomas

➤ **Ballaarat abandoned at Lockeville about 1910.** Jeff Austin Collection

² *The Inquirer*, 25 August 1869.

³ *Ballarat Courier*, 22 March 1870.

⁴ *The Inquirer*, 7 December 1870.

⁵ *The Inquirer*, 29 September 1869.

⁶ *The Inquirer*, 20 December 1871.

⁷ Votes & Proceedings, Paper No.4/1870 'Grants of Land... Cutting and Export of Timber'.

⁸ *The Inquirer*, 13 April 1870.

⁹ *The Inquirer*, 11 May 1870.



Syndicate agreement

A memorandum between the two parties was prepared by the Colonial Secretary and this outlined 16 terms for the proposal, including the grants of land and railway construction. This document dated 12 October 1869 was then forwarded on to the Secretary of State for the Colonies in London for final ratification. Earl Granville replied on 31 December 1869 with reservations regarding the granting of such large tracts of public land but he also recognised the great opportunity for introducing capital and labour into the colony. The scheme was approved.⁷

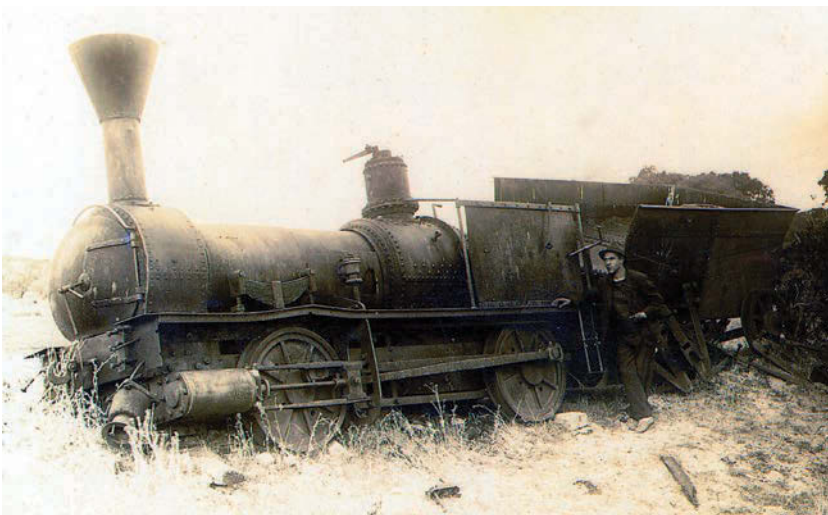
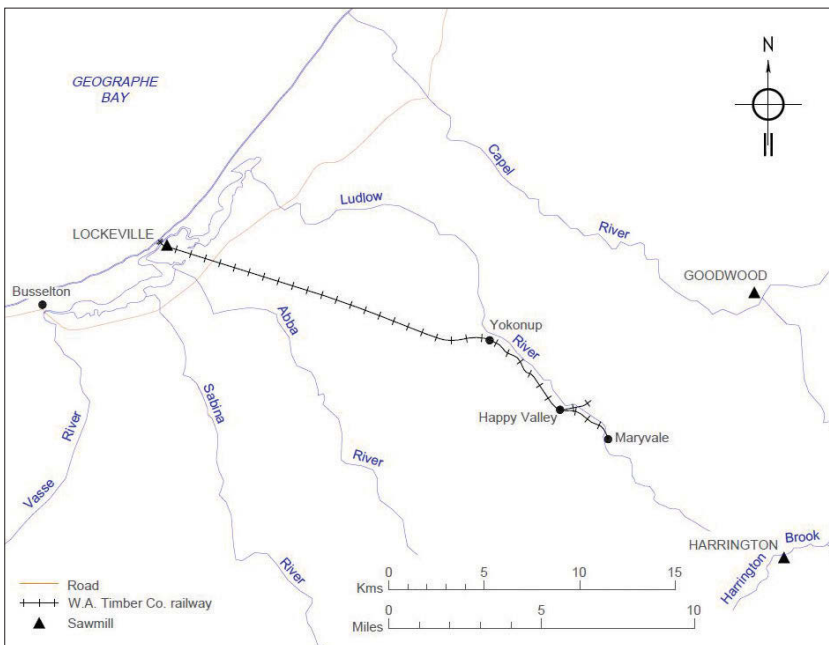
The Secretary of State had reason to question the land grants, for the terms of the concession were very generous and highlight just how eager the government was to proceed. The agreement as prepared for the syndicate contained the following conditions:⁸

- 1) They construct a single line of railway, from Geographe Bay to the forest, a distance of about 13 miles (21 km), to a gauge not exceeding 3 foot 6 inches (1067 mm) and laid with 30 lb/yard (14.9 kg/metre) rails;
- 2) place on it a locomotive similar to that running on Sandringham pier, and undertake to carry passengers and goods;
- 3) construct a jetty;
- 4) construct sawmills;
- 5) exclusive rights to the timber in 320 square miles (829 square kilometres) of forest;
- 6) the whole of the land on which the railway is constructed is granted in fee simple, and they have fee simple of all lands on which they build wharves, jetties, buildings, sheds, machinery and storage room for timber;
- 7) fee simple, without charge, 2000 acres (809 hectares) for each mile of railway constructed, to be selected in whatever part of Western Australia they think fit (this clause limited to 50,000 acres (20,234 hectares))
- 8) if they wish to buy land, it will be at 10 shillings per acre;
- 9) the Government agree that no export duty shall now or at any future time be placed on the timber cut; and
- 10) no tax shall ever be levied upon any material, machinery or appliance they may require to carry out the enterprise.

The partners in the syndicate proposed to spend £40,000 to construct the sawmill, railway and jetty, with their main market for the timber expected to be India but also to trade with other Australian colonies. Despite the project not directly raising any revenue for the Government, it did secure real development of an industry long talked about and which it was said was inexhaustible and calculated to improve the colony at large.

Construction begins

By April 1870 the financing of the project had been finalised and the appointed manager, George Simpson, arrived from Melbourne.⁹ He proceeded to Geographe Bay and commenced the ►



preliminary operations in establishing a timber station. His attention was first directed to the location of the jetty and laying out the alignment for the railway, as well as ringbarking a large number of jarrah trees, with a view to properly seasoning them in readiness for felling.

Unusually, the site selected for the sawmill was near the beach, instead of in the forest. The knowledgeable local sawmiller, Henry Yelverton, questioned the location of the mill but Simpson, being of stubborn personality did not accept advice readily.¹⁰ The mill was located 0.5 km from 'Lockeville' farmhouse, built by J B Locke in the 1850s, and the locality was known by that name. The newspapers and locals, however, generally referred to the mill as the 'Ballarat Mill'.

The preparation work at the mill site was underway by July 1870 and tenders had been called for construction of the jetty. The survey of the railway had yet to be completed but it was reported '...Where the railway will pass, the settlers have offered their land free of any expense.'

By October 1870 the site was bristling with activity, as described by *The Inquirer* newspaper:¹²

West Australian Timber Company

The progress made by Mr Simpson's company now begins to show itself, and the ring of busy workmen now enlivens the scene of the new Timber Company. The schooner *St. Kilda*, now at Fremantle, brought most of the cutting machinery and plant, with supervisors for the railway works, boilermakers, etc. Another vessel from Melbourne is to follow ... with the remainder of the station plant and the engineers. The railway materials were purchased in England, and shipped per *Essex* to Melbourne, where they arrived last month, and will shortly be transhipped to this colony. The manager contracted for clearing 6 miles [9.7 km] of railway, and this work is making good progress, besides a large area for machinery and necessary buildings. The timber required for the construction of jetty, bridge and houses, is being carted to the spot ...

The Western Australian Timber Co. Ltd. was registered in Victoria on 17 October 1870, with the company office in Sturt Street, Ballarat, and John Dichburn as manager.¹³

With the exception of the railway iron, the whole of the machinery was manufactured in Ballarat. The brigantine *Star of the Mersey* arrived at Lockeville on 21 November 1870¹⁴ with sawmill machinery and the first load of 30 lb (14.9 kg) iron rails, and in late December, the ship *African Maid* delivered additional rails. The final shipment of rails arrived on the ship *Kassa* on 4 February 1871.¹⁵

In January 1871 the company advertised for axemen and carters to tender for felling and hauling 10,000 jarrah logs to the company's railway at Yokonup. Tenders closed on 14 January 1871 and all the logs were to be felled by 30 April

and delivered to the railway at Yokonup at a rate of 40 per day.¹⁶

Meanwhile progress on the mill and railway was well advanced, as reported on 1 February 1871:¹⁷

The object of the Western Australian Timber Company has been to connect the forest land with the sea-coast, by a permanent line of railway...In order to effect this object a bridge had to be thrown over the Vasse Estuary, and a jetty, extended some 300 feet [91 metres] into the bay, erected. This work is now completed, and the railway laid down on a substantial flooring the whole distance. The entire line of railway has been cleared and leveled, and 7½ miles [12 km] of earthworks completed, and about 3 miles [4.8 km] of permanent way laid ... Some 7,000 sleepers have been already prepared... Powerful machinery has been imported...the bricks for the stack (which will be 60 feet [18 metres] high) are on the ground and bricklayers and masons are at work...the great drawback to the rapid progress of the works is the want of skilled and unskilled workmen, although the company have offered very fair wages...The company have built a store, in which all necessaries can be obtained...As soon as the mill is completed, workshops, storerooms, offices, etc, will be at once erected...

By April 1871 the mill site at Lockeville, which had only months before been dreary sand dunes, had been transformed into a bustling little township. There was a store and boarding houses and once the mill commenced operation, huts were to be erected for the employees. The machinery in the mill, including the 90-horsepower (67-kW) engine, had been erected under the superintendence of Mr Wallis of Ballarat. At the other end of the railway, Yokonup was located in the dense jarrah forest and that district now resounded to the sounds of the timber faller's axe and the cry of the bullock drivers, with about 70 men employed.

It was fully intended that the works would open on 1 June 1871 and be turning out 250,000 feet (76,200

✚ A section of 30 lb rail found on the Goodwood spur in 2005. Jeff Austin

✚ Ballarat under cover and behind a fence in Victoria Square, March 2010. Jeff Austin

¹⁰ Calder, M, *Big Timber Country*, Rigby, 1980, page 34.

¹¹ *The Inquirer*, 15 June 1870.

¹² *The Inquirer*, 5 October 1870.

¹³ Victorian Government Gazette, No.70, 21 October 1870, pages 1559, 1578.

¹⁴ *The Inquirer*, 7 December 1870.

¹⁵ *The Inquirer*, 8 February 1871.

¹⁶ *The Inquirer*, 4 January 1871.

¹⁷ *The Inquirer*, 1 February 1871.



steepest grade of 1 in 70 and sharpest curve of 800 metres radius. At the 16 km point the railway entered the quality jarrah forest and wound through two long sweeping curves to the terminus. A log landing was located on the south side at 17.5 km and the landing at Yokonup was at 18.5 km. The timber station was on the south side of the line, inside a 50-acre (20-hectare) lot (Sussex Loc.113) which was owned by the WA Timber Co. The Ludlow River flowed through this block, 200 metres north of the station, and a 400-gallon (1818-litre) overhead tank was fed by pump from a well, three metres deep. By the time the railway reached Yokonup it had climbed 55 metres above sea level.

Lockeville mill

With the sawmill up and running the small township grew with all the required amenities. As well as the company store, a post office, school and public house were also constructed. In December 1871 the company was granted permission for goods destined for the WA Timber Co. to be unloaded at the Lockeville jetty, therefore bypassing Busselton. This independence led to hostility from the Busselton population who had expected trade with the mill to increase prosperity in the town. However, the animosity was mainly because of the company's origins in the eastern states. The extent to which the company aided development of Busselton and surrounding districts was obvious. It introduced capital which stimulated a new industry, brought ships to the bay and created a considerable labour market. In a short time there were 150 people living within two miles (3.2 km) of the mill. The feelings of the townsfolk were not helped by the forceful personality of the manager, George Simpson. He was frequently at loggerheads with the Resident Magistrate, J S Harris, and often complained of poor treatment by the Government.

Governor Weld's visit

On 7 December 1871, Governor Weld visited the mill. After viewing the steam engine and saws at work, the party had lunch and then went for a ride along the railway, as described:

The small locomotive and three trucks were standing in readiness, and no time was lost in making a start. The vice-regal carriage was decorated and covered with an awning, and plentifully supplied with cushions, but in the absence of springs, it was impossible to expect the trucks to run very easy. They travelled over the ground, however, without as much jarring and jolting as might have been expected, but with a peculiar tremulous motion, which kept every passenger on the shake, and caused some amusement. The 'Ballarat' [sic] was under the skilful pilotage of W Watson, the Company's engineer, and did very good work; steaming along with perfect ease at an average speed of fifteen miles an hour [24 km/h], but in some places going much faster.²⁴

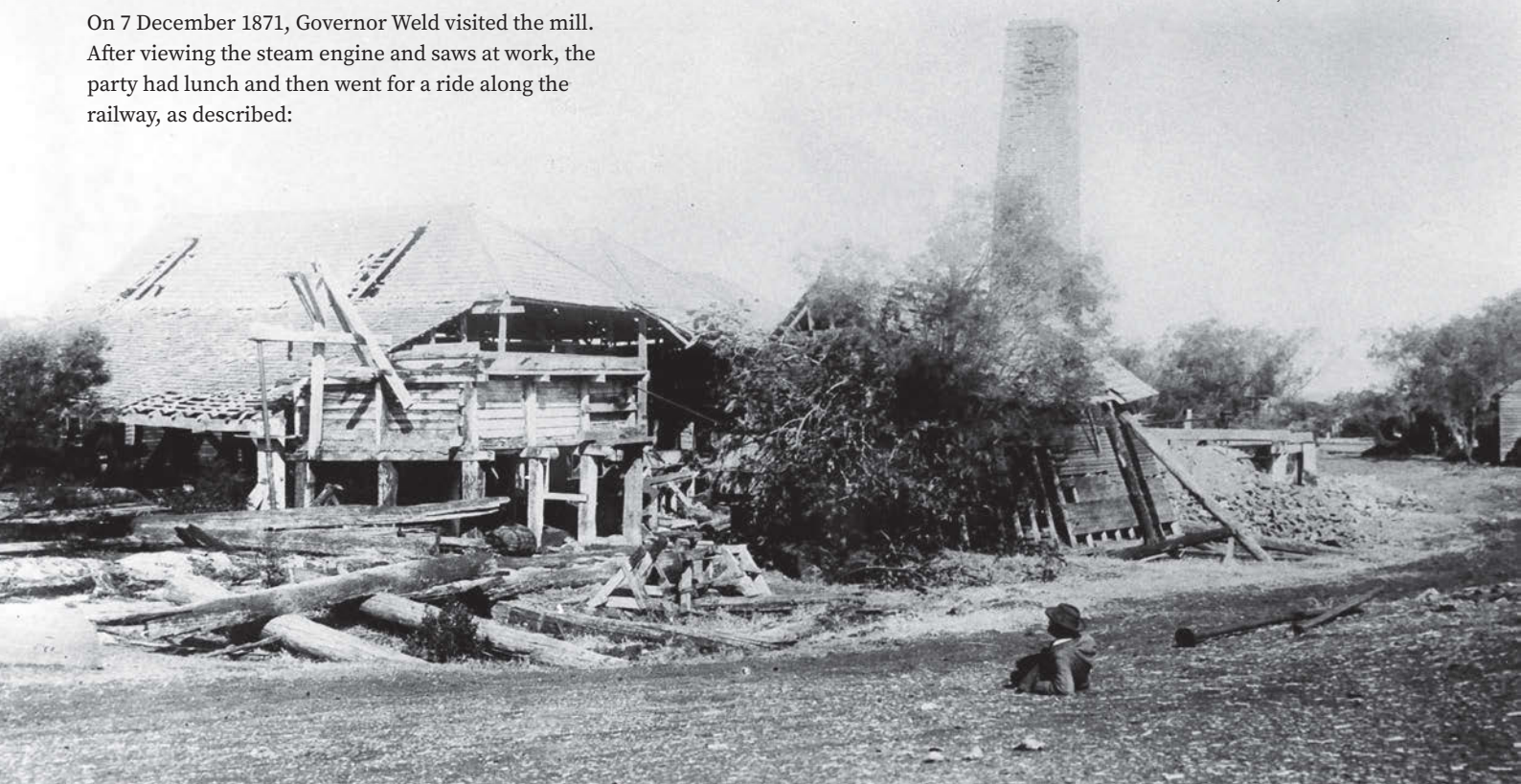
Early years

Business was brisk in the first year of working, with regular shipments of timber to Melbourne and New Zealand. The timber trade, however, was a fickle business in those days, with mills working from one contract to the next and long periods of shut down. By November 1872 the mill was closed and most of the men laid off, including the company engineer, Mr Watson, who returned to Victoria. When the mill reopened in March 1873 the new locomotive driver was a local man, James Jackson. Large orders for sleepers to New Zealand were received in 1873–74 and prosperity once again returned to the district. The loading of ships was quite a lengthy process, with ships having to anchor well off shore and be loaded by lighters from the Lockeville jetty. The largest single consignment of sleepers up to that time from Western Australia was loaded onto the ship *Grace Darling* during August 1874. As the last of the 20,000 sleepers was loaded, the ship was blown ashore in a gale. After unloading the cargo, the ship was successfully refloated and then reloaded, before departing for New Zealand on 21 November.²⁵

📍 The derelict sawmill at Lockeville in the 1890s, showing the crumbling buildings and brick chimney. State Library of Western Australia, 442B

²⁴ *The Inquirer*, 20 December 1871.

²⁵ *The Herald*, 28 November 1874.



George Simpson left the company in August 1874 and travelled to Europe. He later returned to Western Australia and built the ill-fated Bunbury Timber Co. sawmill in the Ferguson Valley. The new manager was William Eldridge, who arrived during a very busy time for the company. To expedite the movement of lighters from the company jetty to ships in the bay a steam tug was brought over from Melbourne. The 26-ton (26-tonne) tug, *James and Mary*, arrived on 3 March 1875.²⁶ As well as the loading work in Geopraphe Bay, the tug also carried goods and passengers to Fremantle. Eldridge did not stay long with the company and left in May 1875 to build his own sawmill at Hamelin Bay.

New management

The new manager, Thomas Weir, took over the company when much of the forest had been cut out around Yokonup. An extension of the railway to new forest was required and a shipment of 413 iron rails arrived at Lockville in August 1875. Work commenced in late 1876, with contractors clearing and building the formation, while the company laid the rails. The new 40 lb rails (19.8 kg) were larger than the old track and better suited to the tonnages hauled on the railway. About 3.6 km of track had been laid by January 1877 and work continued towards the new timber station at Happy Valley. The new line was completed in March 1877 and was 5.4 km from Yokonup. In later years, it was reported that this section had been poorly laid, with dog spikes only on every third sleeper! The boarding houses, workshops and stockyards from Yokonup were relocated to the new station. This extension also coincided with a very busy time for the company, with timber shipped to South Australia and Ceylon. The company also won a contract to supply poles for the overland telegraph route through Eucla.

In September 1878 the Government brought in new land regulations which had harsh conditions for granting timber licenses.²⁸ Along with other sawmillers who protested the changes, Weir immediately closed down the works and retrenched the 170 men employed at the mill and in the forest. It was most unfortunate timing as the company had just received a large order for wharf timber from South Africa. The Governor, Sir Harry Ord, quickly addressed the issue and the new regulations were changed and made more acceptable to mill owners. The mill was reopened by November, but Weir resigned in December 1878 to join M C Davies' sawmilling enterprise near Augusta.

The new manager was John McNeil, whose management style was often at odds with shippers, settlers and the Government. These years also reflected a noticeable running down of the property and especially the railway. The timber trade was still brisk, especially with South Australia. So much so that in January 1879 a syndicate of businessmen in Adelaide advertised a prospectus for the 'West Australian Jarrah Company' with the aim to raise £45,000 and purchase all the assets of the Western Australian Timber Co. Ltd.²⁹ Two of the supporters

were timber merchant, Richard Honey, and prominent railway contractor, John Robb. While the group's plans did not eventuate, other South Australians would become the major shareholders of the WA Timber Co. McNeil's turbulent time as manager came to an end in February 1883, and for a period after the operation was temporarily managed by Messrs Evans and Wheelwright.

South Australian management

By early 1883 the company was largely owned by businessmen in Adelaide. At a special general meeting on 26 April 1883, it was decided that the company would remain registered in Victoria but all business would be carried out from Adelaide.³⁰ Coupled with a profit for the previous half year of £6625, the injection of new capital and confidence into the company had immediate effects on the Lockville operations. Two new mills were to be built in the heart of the forest and the Lockville mill abandoned, while the railway was extended, with the eventual aim to connect the jetty with these two mills. The Inspector of Forests, J S Harris, stated in his report in July 1884:³¹

The removal of the machinery from the coast and construction of mills in the forest is undoubtedly a step in the right direction, and I feel confident that if small bush mills had been erected in the first instance, instead of the costly mill on the coast at Lockville, the Company would have saved much outlay of capital and been now in a more flourishing condition.

The new mill at 'Harrington' was 15 km south-east of Happy Valley. The railway was extended 1.4 km in that direction, and both railway and mill were completed on 1 July 1883. The new terminus of the railway was known as Maryvale and comprised a log landing, several huts, stables and chaff house. The railway was again laid with 40 lb (19.8 kg) rails and had a ruling grade of 1 in 200.

The old mill at Lockville was closed and the machinery removed to the other new mill at Goodwood, 11 km north-east of Happy Valley, and completed by June 1884. A short branch line, 2 km long, was constructed from Happy Valley in the direction of this mill and that also included a small bridge over the Ludlow River. By July 1885, the Harrington mill employed 28 workmen and supported about 75 men, women and children, while Goodwood mill employed similar numbers. These changes had been supervised by George Mather, the manager since January 1884, and one of the principal shareholders of the company.³² The re-organisation of the mills had seen a reduction in employees from 130 to 90.

Railway working

The locomotive was occasionally mentioned in references to the company. Shortly after the new extension to Happy Valley was completed in 1877 it was observed: '...The engine came down the line ▶



↑ Dog spikes found on the Goodwood spur in 2005.
Jeff Austin

²⁶ *The Herald*, 20 March 1875.

²⁷ *The Herald*, 14 August 1875.

²⁸ *The Inquirer*, 25 September 1878.

²⁹ *South Australian Advertiser*, 28 January 1879.

³⁰ *South Australian Weekly Chronicle*, 5 May 1883.

³¹ *Votes & Proceedings 1884*, Paper No. A8, 'Report upon the Timber Trade in the Sussex District'.

³² *Votes & Proceedings 1885*, Paper No. A23, 'Report upon the Timber Trade in the Sussex District'.



during the time I was there, bringing 4 truck loads of timber, each truck having 2 heavy logs of jarrah of about 1¾ load each....' It was again sighted during an inspection of the new extension to Maryvale in 1883: '...The locomotive has certainly seen its best days but is still able apparently to perform the work required...' Surveyor C D Alexander carried out another track inspection in September 1884 and noted: '...the engine, a very poor affair, ran over the whole line at a speed of 15 miles per hour (24 km/h) in a satisfactory manner.'^{32A}

By 1884 the locomotive was described as '...working fairly well.' During its working life it had been substantially modified by removing the well tank, shortening the footplate by about 300 mm, replacing the crosshead pump with one driven from an eccentric on the driving axle and fitting a spark arrestor chimney. In the early years it was fitted with a home-made four-wheel wooden tender but this was later rebuilt with a steel body. A journalist writing about the locomotive and railway in September 1889 recalled his visit:³³

A curiosity for mechanics is still to be seen, the first locomotive built at Ballarat, Victoria, 'and such a thing.' I have a very vivid recollection of a journey

↑ Old railway bridge over the Vasse River at Lockeville, 24 February 1992. Jeff Austin

^{32A} SRO:CONS541/84/2749

³³ *Australian Advertiser*, 13 September 1889.

³⁴ *South Australian Register*, 13 December 1883.

³⁵ *Votes & Proceedings 1885*, Paper No. A23, 'Report upon the Timber Trade in the Sussex District'.

³⁶ *The Inquirer*, 23 December 1885.

³⁷ *Western Mail*, 25 June 1887.

on that machine some time ago up to the Maryvale landing, and certainly thought more than once the last hour had come. It may seem exaggeration, but it is perfectly true that three and four lengths of rails were only fastened together with fishplates, and not a single dogsipike was driven into a sleeper that was of any good...The only thing that kept the locomotive on the road was the weight of the engine, and the fact of the wheels being grooved from so much running. The rails used to open in and out as the machine came along and thus switch themselves into gauge. Added to this, the crown of the rails was worn right into holes. The trip along that railway was something to be remembered...

The main line in 1884 was requiring repairs in some parts but was considered in '...fair working repair'.

Timber trade in the 1880s

The new mill at Harrington was timely for the WA Timber Co., as it was awarded a contract for 80,000 sleepers to New Zealand in December 1883.³⁴ The timber trade in general was busy for all the sawmillers in the Sussex district and during 1884, 13 ships had loaded timber at Lockeville, with most destined for South Australia and New Zealand.³⁵ This continued for another couple of years but the future prospects for the WA Timber Co. and its ageing mills and railway were ominous. These were to be challenging times for the new manager, John Evans, appointed in December 1885.³⁶

By 1887 the new mills had already cut out the adjoining forests, and Goodwood mill with its old equipment from Lockeville was obsolete and expensive to operate. Harrington mill was in a similar situation with old equipment and requiring a move within a few years to new forest, 5 km to the east. Likewise, the original section of railway from Lockeville to Yokonup was completely worn out and unsafe to operate. For the company to survive, it would require large capital investment in every aspect of the operation. Sadly, the directors and shareholders were not willing to spend any more money.

End of sawmilling

The barque *Victoria* sailed from Lockeville on 5 June 1887 bound for Adelaide.³⁷ After that day, all was quiet at the mills and along the railway to Maryvale. The wintry weather had closed down all the sawmillers in the region, but this was expected to be only a temporary closure for the WA Timber Co. Manager Evans, was still optimistic that the mills would reopen by springtime, but behind the scenes, he was already entertaining prospective buyers for the property. T K Stubbins, a prominent timber merchant from South Australia, visited the property in September 1887 and he would soon feature in plans for the company.

Prell syndicate

At an Extraordinary Meeting of the company held in Melbourne on 7 March 1888, it was '...proved to the satisfaction of the meeting that The Western Australian Timber Company cannot by reason of

its liabilities continue its business, and that it was advisable...the company be wound up voluntarily.'

The company went into liquidation, resulting in an auction of all assets in Melbourne on 12 June 1888.³⁸ These included not only the mills, railway and rolling stock, but also numerous tracts of freehold land selected by the company using the 'land grants' of the Barlee agreement. The successful bidder was a syndicate headed by wealthy businessman, Friedrich Prell, who paid £4700.³⁹ Other members of the syndicate were banker T M Stewart, general merchants Gibbs, Bright & Co., and timber merchant, T K Stubbins. The sale, however, was conditional on the WA Government giving consent to transfer all the existing conditions of the Barlee agreement to the new owners. The buyers were anxious to complete the sale quickly and offered to spend £8000 immediately on repairing the railway and reopening the mills.

The Government appointed a select committee to consider the proposed agreement with 'Messrs Prell and others' and this was tabled in parliament on 17 April 1889.⁴⁰ After much debate and amendment of the conditions, Governor Broome ratified the agreement on 30 April 1889. Unfortunately, the Prell syndicate was not prepared to accept the terms of the new agreement and the sale did not proceed. One must question whether they were more interested in land speculation than the timber trade!

Selling assets

A visitor to Lockeville in September 1889 found '...nothing remains of an apparently prosperous settlement but a wrecked sawmill, and a few wooden shanties, a short and very dilapidated jetty, and two idle lighters swinging at their moorings...'

John Evans remained at Wonnerup as an agent for the liquidator and to arrange the sale of assets. He showed various interested parties over the property and rumours circulated at times about a resumption of operations. M C Davies and his engineer visited Lockeville on 3 July 1890 to inspect *Ballaarat* with a view to operating it on their timber railways at Karridale. However, the poor condition of the locomotive rendered it unsuitable for their purposes.⁴¹ The sawmill buildings, houses and fences at Goodwood mill were advertised for sale in March 1891 and some plant and equipment was sold to Messrs Thorsby and Rowley in June 1893.⁴² To legalise some of the company lands a survey was done of the railway reserve to include the extensions to Happy Valley, Maryvale and Goodwood landing in January 1892, while the block around the Harrington mill was surveyed in June 1893.⁴³

Government purchase

Gold was discovered at Coolgardie in 1892 and at Kalgoorlie in June 1893. In the months that followed it was made apparent to the Government what dire consequences could arise to the state from the Barlee agreement:

The rich discoveries on the goldfields, the high value of the land in these localities, or the enhanced value of jarrah in the London market,



might at any time have induced a capitalist to purchase the[WA Timber Co.] concession.

The government decided to buy back the concession, explaining that it was:

...dictated by a desire to put an end to the old contract, which has been a source of very great anxiety for many years past...one of the conditions of the concession, was for every mile of railway constructed by the company they were entitled to 2,000 acres [809 hectares] of land to be selected in any part of the colony...It can be well understood that this dangerous right has been the source of much trouble to the Government...as they had choice of the whole of the colony, they might have applied for valuable auriferous lands on the Coolgardie, Murchison or other goldfields of the country...⁴⁴

The Engineer-in-Chief, C Y O'Connor, authorised a survey and valuation of the railway and works of the company in June 1894 and this was undertaken by Public Works Dept engineer, Henry Parry. The very detailed report of all the company's assets was submitted to O'Connor on 10 July 1894 and the findings echoed what had been observed at the company operations for some years, i.e., everything was worn out! He noted that the locomotive had worked from 1871 to 1887, with idle time of 11 months. It had cost about £900 but was now worth only £15, with the boiler, tender and some parts needing to be renewed. The loco shed had collapsed and was resting on the locomotive! There were 17 timber trucks and apart from the timber work requiring repairs, the wheels and axles were in good condition and showing little sign of wear.⁴⁵

Negotiations for purchasing the concession were begun between the owners and the Government. The Premier, Sir John Forrest, was adamant that to finalise the deal all assets had to be included, with no loose ends that could come back and haunt the Government. The company board in Adelaide claimed it had spent £30,000 in the final years of the operation but was only being offered a fraction of that in return. As well as the sawmills and railway, the company ►

↑ **Formation of the WA Timber Company's railway through the tuart forest at Wonnerup, 25 February 1992.** Jeff Austin

³⁸ *Victorian Government Gazette*, No. 26, 16 March 1888, page 834.

³⁹ *Australian Advertiser*, 13 June 1888.

⁴⁰ *Votes & Proceedings 1889*, Paper No. A9, 'Report of Proposed Agreement...Messrs Prell and Other'.

⁴¹ *The Inquirer*, 23 July 1890.

⁴² *Southern Times*, 23 March 1891.

⁴³ SRO, Fieldbooks; N Brazier No. 2 & 3, R.S. Allan No. 3.

⁴⁴ *West Australian*, 28 May 1895.

⁴⁵ SRO, CONS541/1888/2709, 'W.A. Timber Co. Railway line; mileage of'.

owned numerous freehold lots of land at Wonnerup, Gingen, Northam and York, and the transfer of some of these was complicated by mortgages to the directors and other shareholders. After some months of bargaining, the company solicitor in Adelaide finally accepted the Government's offer in October 1894. It was reported in the newspapers on 28 May 1895 that the Government had paid £3000 for the concession.⁴⁶

New timber lease

The Government was keen to get a return on its purchase, so advertised in June 1896 and September 1897 for tenders to lease the old WA Timber Company concession for 21 years. Two tenders were received, and the lease was awarded to William Porritt on 4 August 1897.⁴⁷ He then later sold the lease on to the London-based Jarrah Wood and Saw Mills Co. which developed the property. The company contracted William Hedges in November 1898 to rebuild the railway and extend beyond Maryvale to a new mill at Jarrahwood. This line no longer ran down to the jetty at Lockville but instead connected with the Western Australian Government Railways (WAGR) at Wonnerup siding. The old 30 lb (14.8 kg) rails were recovered and shipped out of Busselton on the SS *Willyama* to Sydney on 14 July 1900, presumably for scrap.⁴⁸ They were replaced by old Victorian Railways 50 lb (24.8 kg) and WAGR 46.25 lb (22.9 kg) rails, while the existing 40 lb (19.8 kg) rails were retained. The Jarrah Wood and Saw Mills Co. became part of the vast Millars Karri & Jarrah Co. in July 1902 and the railway was sold to the Government in January 1907.⁴⁹ It was repaired by the Public Works Dept and opened as part of the WAGR Nannup branch on 18 December 1907.

Saving locomotive Ballaarat

The locomotive *Ballaarat* was abandoned at Lockville from 1887 and was described in 1894 as '...too worn out, as to be fit only for the scrap heap...' In about 1900 a fire destroyed the remnants of the loco shed and burnt the wooden buffer beam, boiler lagging and tender frame of the locomotive. It was presented to the Western Australian Museum in January 1901 but was declined due to the poor condition and cost of recovery from Lockville. The offer was reviewed several times over the years with no result and the engine languished at the old mill, a popular curiosity for holiday makers and souvenir hunters. In 1922 the tender was removed by the Adelaide Timber Co. and taken to Wilga for use behind their traction engine locomotive, *Snorting Liz*.

In May 1925, the Minister for Works, Alex McCallum, visited Busselton as part of the celebrations for the opening of the railway to Flinders Bay. The Mayor of Busselton, Mr Elliot, made the Minister aware of the fate of *Ballaarat* and its historical importance to the state. Shortly after, the Minister issued instructions for the removal of the engine to Wonnerup siding and its transport to Midland Workshops, with eventual display in Perth station under the William Street bridge, between the

main and island platforms.⁵⁰ The locomotive was delivered to Midland Workshops by 30 May 1925.⁵¹ An assessment of the locomotive revealed that considerable expense would be required to prepare it for display, and as a result, the proposal was abandoned and the locomotive was stored.

In 1929 Western Australia celebrated its centenary and the WAGR was approached to include *Ballaarat* as an example of the progress of transport over the years. It was removed from storage and spruced up for the event, and on 2 October 1929 was mounted on a horse-drawn float and formed part of a Western Australian Centenary procession through the streets of Perth.⁵² Afterwards, it was returned to Midland Workshops.

With no prospects for it to be displayed at Perth station or the Western Australian Museum, the Commissioner for Railways and the Minister agreed in 1934 to return it to Busselton. *Ballaarat* left Midland Workshops on 29 September 1937 and arrived back at Busselton the following day. It was dragged on a makeshift skid by bulldozer, from the railway station to Victoria Square, on 2 October.⁵³ On display in the park it became an iconic symbol of Busselton and featured for many years on postcards and tourists' photographs.

Little had changed on the engine over the years, apart from a new chimney. In the 1990s it was refurbished and turned 180° to face north, and placed under a canopy roof for protection.

✎ **XA 1401 Kadjerden and XB 1018 Inpirra are bound for Nannup, as they pass the WA Timber Company's monument at Wonnerup, 28 March 1984.** Jeff Austin

⁴⁶ *West Australian*, 28 May 1895.

⁴⁷ *Morning Herald*, 14 August 1897.

⁴⁸ *Southern Times*, 10 July 1900.

⁴⁹ *South West News*, 25 January 1907.

⁵⁰ *Group Settlement Chronicle*, 26 May 1925.

⁵¹ *West Australian*, 2 June 1925.

⁵² *West Australian*, 3 October 1929.

⁵³ *South Western News*, 8 October 1937.



In August 2012 it was removed from the park and taken for a complete cosmetic restoration. In its new splendour, *Ballaarat* was positioned in the new Busselton Visitor Centre in July 2016. The old Busselton railway station building is the visitor centre, while the adjoining 'Ballaarat Room' features the locomotive and history of the local timber industry. These buildings opened on 29 March 2017. The City of Busselton is to be commended not only for the excellent display, but also for recognising the historical importance of the locomotive to Western Australia and its special place in Australian railway history. As the oldest surviving Australian-built locomotive in the nation, it is the most important item of railway rolling stock in Western Australia.

Celebrations

The railway from Lockeville to Yokonup is recognised as the state's first railway and has been celebrated at various times. On 10 November 1963, the Australian Railway Historical Society (WA Division) and the Bunbury and Busselton Historical Societies gathered at Wonnerup and unveiled a plaque to commemorate the event. This was replaced by a new plaque mounted on a locomotive driving wheel and unveiled on 6 June 1971. The wheel was originally on the old formation of the WA Timber Co. railway at Wonnerup, but was relocated to the grounds of the nearby National Trust property, Wonnerup House, in September 2000.

In August 2021 similar celebrations are planned at Busselton and Wonnerup to celebrate the 150th anniversary of *Ballaarat* entering service at Lockeville. **ARH**

Acknowledgements

The author wishes to thank Pam Watson, Anne Murray, Philippa Rogers and Matt Thomas for their valuable assistance with checking the text, locating photographs and preparing the map.

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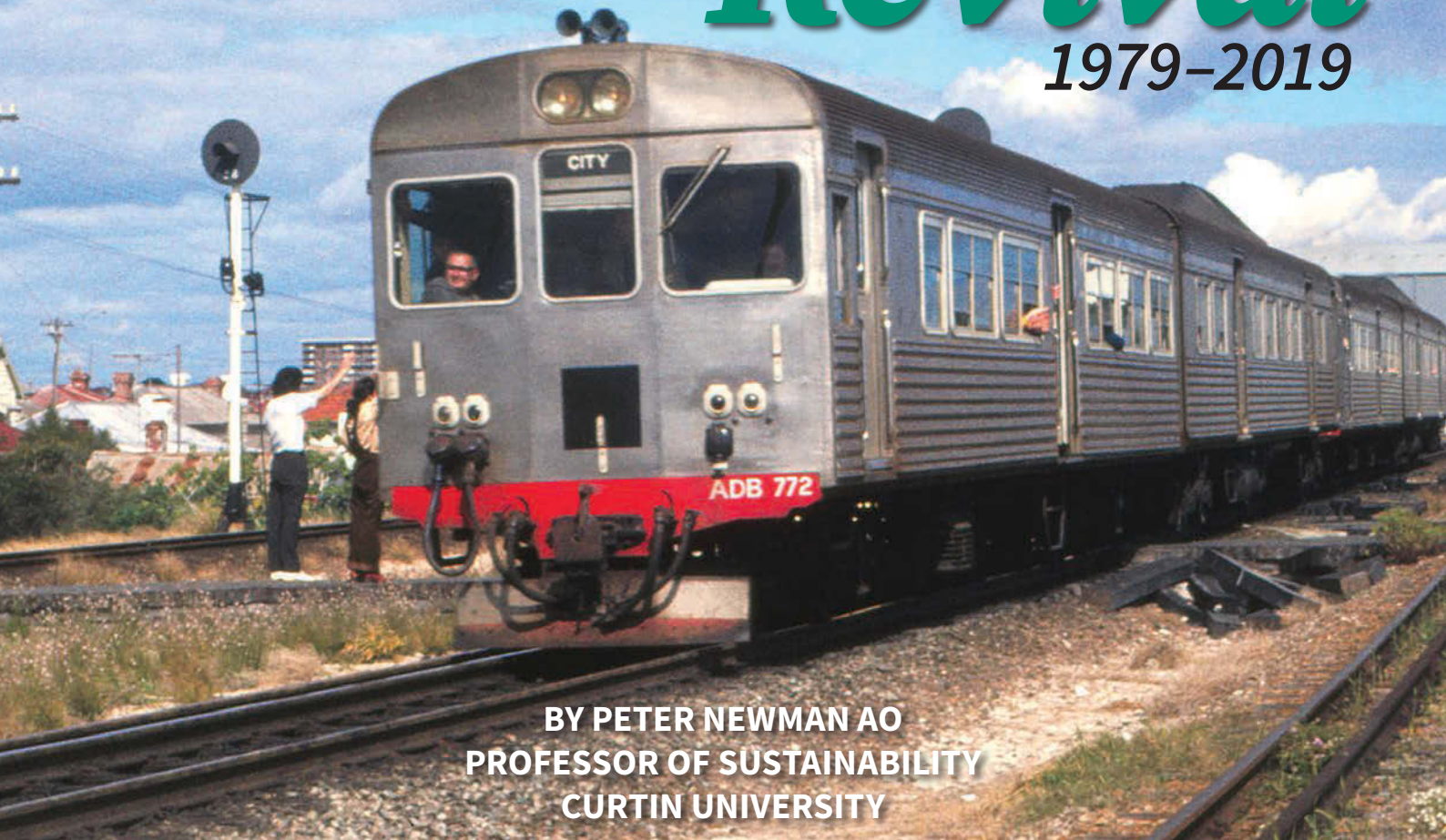
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↓ **Ballaarat displayed in the Busselton Visitor Centre, February 2018.**
 Jeff Austin



The Perth Rail Revival

1979–2019




BY PETER NEWMAN AO
PROFESSOR OF SUSTAINABILITY
CURTIN UNIVERSITY



↑ A Perth-bound ADK Class railcar led by trailer ADB 772 at North Fremantle on 1 September 1979. Jeff Austin

← The last locomotive-hauled passenger train from Fremantle to Perth awaits departure, hauled by X 1012 *Ballardong* on 31 August 1979. Jeff Austin

→ An ADA/ADG railcar set departs the 1907-built Fremantle station for Perth on 1 September 1979. Jeff Austin



This article describes the transition that occurred in Perth to build a modern rail system over a 40-year period from the closing of the Fremantle line.

The public policy turn-around went from seeing rail as a decrepit relic that would inevitably be phased out to the core of the public transport system. Perth now has the third largest patronage in urban Australia with 181 km of network and 72 stations, and the new MetroNet project will add a further 72 km and 18 new stations. This dramatic increase is shown below to have come from a combination of strong community-based political pressure, clear political leadership and a small group of technical rail specialists who have battled within the public sector to show that rail can perform in a world where constraints on automobile dependence must now be addressed. The journey shows how the Australian Labor Party (ALP) led this revival and that now urban rail is a bi-partisan project in Western Australia (WA). The paper is a personal reflection of this turnaround from involvement in various levels of the change process.

2019 was an historic year for Perth's rail journey. Not only was there a major series of announcements confirming the \$8 billion MetroNet program with four new rail lines, but the State Government was able to negotiate a deal to construct and maintain railcars once again in Perth. When the Midland Workshops were closed in 1994, ending 90 years of railway history, the mood of rail supporters was very dim as the long history of constructing and maintaining railway infrastructure in Western Australia seemed to be over. This had built from the closing of the Fremantle rail line in 1979 after decades of no rail investment across the whole system. How did this remarkable turnaround happen? The article will tell the story of how this transition has occurred in

a 40-year turnaround of urban public policy that changed a modern car-dependent city and enabled it to build a new rail system of world standard.

The transition begins with how the closure of the Fremantle rail line was turned around through significant community protest and action. This story will be a personal reflection from a close involvement in the struggle as an activist, but also as an advisor involved in the intricate political discussions involved in various stages of the rebuilding. The stages that followed the saving of the Fremantle line involved electrification of the heritage lines, then planning and building the northern line, the southern line and finally the recent four new lines of MetroNet reaching out to all parts of the urban region, especially the car-dependent suburbs that were never seen as likely to need a rail line. All these stages built on the politics of winning this first battle on the Fremantle line.

The Fremantle line struggle

As a young city councillor in the City of Fremantle, the announcement of the closure of our rail line in 1979 came as a bitter blow. It was a powerful expression of the dominance of an urban public policy very different to the one I was hoping to enact as a new Lecturer in Environmental Science at Murdoch University. But, in retrospect, it also provided the basis for me to become involved in a process of urban change that few people (academics at least) are given the opportunity to do. The closure gave me the chance to be part of a movement that could reach the hearts and minds of the public and bring changes in urban public policy from the grass roots. It was a baptism in the politics of transport which has been personally very valuable, but it also showed that there was a ►



strong appetite for rail in Perth that could be tapped and used across Australia and indeed the world. My academic and policy-based career has built on the ability to understand the why and how of urban rail's role in the modern world.¹

The closure of the Fremantle–Perth railway (a line almost 100 years old) was rationalised in the State Government's policy documents² on the basis that:

- the replacement bus service would be better than that provided by the aging diesel trains,
- Perth was a car-based city and flexible buses were the best option and least costly to provide with the minimal levels of service for those who can't drive, and
- trains were a part of the past but were unlikely to be part of the future, witness most newly developing cities in the United States.

After some digging it also became clear that the road builders were keen to have a major highway using the Fremantle railway reservation. In discussion with the engineer who planned the highway and oversaw the closure of the railway, Peter Woodward, the main reason for this highway was to 'get tanks quickly from the Swanbourne Special Air Service (SAS) base to the Garden Island naval base when the Russians invaded'. This could well be the worst rationale I have ever heard for closing a railway but I was not to know about this until well after we had won the battle to reopen the line.

A few months after the announcement the 1979 oil crisis broke in the wake of the Iran–Iraq war. Fuel prices rose dramatically as oil prices quadrupled. Across Australia there was a distinct sense of vulnerability about an urban future based on cars fuelled mostly from the Middle East. The drama of a global oil crisis and at the same time local facilitation of more car driving, were the perfect motivation for a public campaign focusing on the symbol of the railway closure.

After some pushing from my local Federal politician, John Dawkins, I formed a group called 'The Friends of the Railways.' Volunteers were called for

and a roller coaster ride of political activism absorbed me for the next four years. Public meetings turned into mass rallies. Huge media attention gave us all the coverage we needed. A record was cut and played regularly on local radio.³ A petition was gathered that produced 100,000 signatures (more than 10% of the population) – see photo at right.

Detailed studies were drawn up by our team, including retired railway engineers, on how Perth could be rebuilt around a new and extended rail system. My writing stressed the looming oil crisis and the complete lack of attention to this issue by the government.⁴ I also began a research program with Federal Government support to do comparisons of the transport and land use patterns of Australian cities in relation to world cities. The work has continued as our major global contribution⁵ but its roots were in this campaign.

When the last train was run, we had a mass rally and hoped one day we could return to reopen it – but we feared the end had come – see photo below.

The replacement bus service on the Fremantle line immediately lost 30% of its patronage despite having a more frequent service (it was slower and less direct). All advice to us was to give up – you can't win this one, be 'realistic.' Direct action continued to highlight the issue but, when it became clear the government was not going to shift, we also shifted tack and ensured that the ALP opposition had a clear policy that they would re-open the railway and examine ways to upgrade it. A green ban was imposed on the tracks, preventing them from being torn up. The movement then became decidedly more party political in the lead up to the State election in 1983 and sources within Westrail began to provide us with material,



↑ Photo of petition to save the Fremantle Railway being presented to WA Parliament.

Author's Collection

↙ Photo of the last train to Fremantle on 1 September 1979. Author's Collection



¹ I have been involved at four levels of government: Fremantle councillor, 1976–80; an advisor to three WA state governments (on secondment to Premier and Cabinet in 1986, 1989–91, 2001–3) and also to New South Wales as their Sustainability Commissioner in 2004–5, working on the rail-based city plan now being built as North-West and South-West Rail lines; a founding Board Member of Infrastructure Australia 2010–14; and playing a role in several United Nations groups, including the last three Intergovernmental Panel on Climate Change reports, now as Co-ordinating Lead Author for Transport in the Sixth Assessment Report (AR6).

² Director General of Transport, 1979.

³ 'Public backlash to closure of Fremantle rail line in 1979 still among biggest in WA history,' ABC News, 3 February 2019, <https://www.abc.net.au/news/2019-02-03/fremantle-train-protests-turkey-sweat-russian-war-and-angry-mob/10767962>.

⁴ Friends of the Railways, 1979.

⁵ Newman and Kenworthy, 1985, 1989, 1999, 2015. *Cities and automobile dependence*, 1989, has been described as 'one of the most influential planning books of all time' by Reid Ewing, Professor of City and Metropolitan Planning at the University of Utah. The follow up book *Sustainability and cities: overcoming automobile dependence* was launched in the White House in 1999.

including from the Secretary of Railways, Trevor Tobin, who revealed no real evaluation of a rail future had been conducted. It was clearly a political decision and needed to be fought politically.

A turning point in the campaign came when the State Government's Director General of Transport organised busloads of supporters to blanket a rally organised by the Friends of the Railways at Cottesloe Civic Centre, shutting out any of our rail supporters. They passed motions of support for the government. It was a moment of despair but in retrospect was probably the moral turning point in the campaign. Public anger was now palpable.

In 1983 the ALP was elected after nine years in opposition and restored services on 29 July 1983. The Department of Transport public servants who had been responsible for implementing the policy of closure were there to help cut the ribbon. The Friends of the Railways and their many community and public service supporters were ecstatic. The moral sense that Perth needed rail then infused the next 40 years of transport policy debate and politics.

↓ **BOTTOM** Transperth ADL Class railcar passing a new sign advertising the introduction of electric trains for Perth at Karrakatta. J Joyce, Rail Heritage WA P18796

↓ **Artist's impression of the proposed electric trains for the Perth suburban service.** WAGR, Rail Heritage WA P00315



Electrification

The old diesel trains immediately drew back the lost 30% patronage but the prospect for much further upgrading of the system looked bleak. Transport planning culture had been set on the complete takeover by buses for all public transport. The previous government's report had made estimates of the cost of electrification which put it way out of consideration, so for most of the next few years the bus policy remained as the central thrust of future planning. This policy was never subjected to any serious public debate. However, an independent electrification inquiry was established on which one of the retired railway engineers from Friends of the Railways, Darrauld McCaskill, was placed. The public process was being opened up a chink. The process allowed a small group of dedicated rail people within the public service to provide their perspective to the inquiry where they had been shut out of the internal policy process before.

The electrification inquiry was able to conclude that electrifying the rail system could be done relatively cheaply (far less than the cost estimates previously provided by the Department of Transport) and indeed cheaper than trying to maintain the aging diesel fleet. A future for rail was at last assured if the political will to invest in it was there.

In the year that this inquiry was held I had been asked to take a secondment to work with the Minister for Transport. I was given the joyful task of briefing the Minister on the inquiry's findings and preparing a press conference to announce the electrification possibility. The Minister shrewdly suggested that the major issue was going to be what to do about rail for the northern suburbs where most of the new urban development had moved in the past 20 years. The northern suburbs were fast-growing typical post-1960s suburbs based around the car, which had taken the city in previous decades from being an east-west city to a north-south city. The problem was that the core transport spine of a freeway was ►



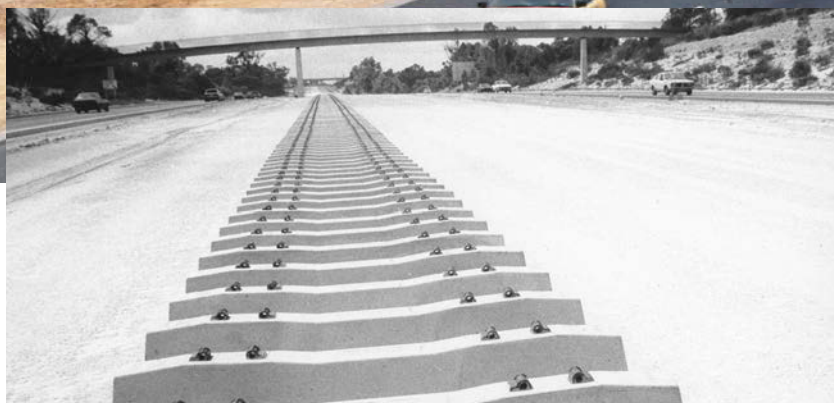


becoming very congested and no clear plan to provide an alternative was available as the previous government had removed the rail reserves from the Stephenson Metropolitan Regional Plan. This had been driven by the same engineer who had campaigned internally for the closure of the railway based on fear of Russian invasion. The government and local politicians on both sides of politics realised they had already exceeded their new freeway's capacity and local people were beginning to lobby for the Friends of the Railways' vision document which suggested a rail line should go there someday. I suggested to the Minister that if asked the question, 'What about the Northern Suburbs?' he should announce that they were looking at this possibility.

The Press Conference was a great success with huge interest from all media outlets. The first question after the details of the electrification inquiry were spelt out was: 'What about the northern suburbs?' The Minister immediately replied 'Oh yes, we are looking into that'. The Director General of Transport nearly fell off his seat and the next day the headline in the newspaper said, 'northern suburbs to get rail.' A new stage of rail history in Perth was beginning.

Northern Suburbs Railway

The ALP went to the 1986 election with a commitment to electrify and extend the railway to the northern suburbs. This happened due to strong leadership from the Transport Minister, Julian Grill, who prevailed despite the intervention of lobby groups who even won over a key advisor to the Premier, and who tried at all costs to literally derail the project (including telling me that I must not back this stupid policy). The fragility of such processes continues to haunt me but the policy commitment made it through the election and the ALP were returned with a significantly increased majority. The increase was especially evident in seats along the northern corridor that had



↑ A Set 22 leads the official train near Leederville on the opening day of the Northern Suburbs Railway, 20 November 1992.

Simon Barber

↑ MIDDLE Construction of the Northern Suburbs Railway (Perth to Joondalup) under way within the confines of the Mitchell Freeway.

Rail Heritage WA P10922

↑ TOP DB 1584 and DB 1588 work a ballast train near Stirling for the Northern Suburbs Railway construction on 24 October 1992. Simon Barber

campaigns heavily on the need for a train line along the congested Mitchell Freeway.

The electrification then got underway and attention turned to the northern rail line. The Department's policy officers couldn't quite get their minds around the possibility of a new rail line. Upgrading some old lines may have a little rationale but to consider a new line through suburbs designed for the car didn't make sense, apart from to a few rail people. In the 1960s the two rail reserves which had been put there as part of the Stephenson-Hepburn Plan, had been removed as it was considered that these suburbs would never need anything other than road access for cars supplemented by buses. These anti-rail sentiments continued to determine major policy directions from within the Department, but the changing political fortune for rail meant that

the small group of pro-rail public servants and the engineers at Westrail could at least begin to provide their perspective.

Because there was political sensitivity in the northern suburbs a full public consultation process was undertaken. However, the key public servants involved (the same people from the bus-based area that had lobbied heavily for the closure of the rail system) were convinced that an area like this could never work with a railway; the best that could be hoped for would be a busway. Thus, the public surveys asked questions like, 'if you had a choice between a railway with a thirty-minute service and a busway with a ten-minute service (and equal levels of comfort and speed) what would you prefer?' Unfortunately for the public servants involved, the public kept wanting a railway. They refused to be 'realistic'.

Next, a detailed study was done by consultants comparing the options with a clear preference for the busway being outlined. A key argument was that bus-rail transfers would work against a railway and possibly even see a reduction in patronage on what the present bus service carried. In cost terms the busway was considered to be much cheaper. The politics now became very difficult – the public wanted a railway and the public servants wanted a busway.

The Minister, Bob Pearce, called in another inquiry and invited an expert panel to assess the busway option which I was asked to chair with Professor Vukan Vuchic from University of Pennsylvania and John Howard, the CEO of the Tyne and Wear Metro in Newcastle. The expert panel found that: 1) there was considerable under-costing of the busway (particularly the engineering of how to accommodate large numbers of buses arriving close together in the city at peak time); 2) there was considerable over-costing of the railway (particularly the transfer penalty would not be so high and better patronage could be anticipated); and 3) there was an extra \$50m applied to widening the freeway that was not related to a railway and should be removed from consideration.⁶ There was also a hint of corruption



↑ **Transperth A Sets** consists of two semi-permanently coupled cars, designated AEA and AEB, both of which have a driver's cab and powered bogies. Up to three sets may be coupled together to make a six-car train, although common practice is to operate them only as either two- or four-car set consists. AEA 208 is at Armadale on the South Western Railway line. Rail Heritage WA T05200

↓ **XA 1411 Weedookarri** works a suburban passenger at Claisebrook. The train has just crossed the Swan River on the single line Bunbury Bridge, and is passing the workshops of the Transperth and Westrail road fleets. 14 April 1987. Simon Barber

⁶ Newman, Vuchic and Howard, 1988.

with the consultants having an interest in the busway technology which subsequently led to them closing down.

The key concept that has continued to plague the bus vs rail and freeway vs public transport debates, is the fact that a lane of freeway can carry a maximum of only 2500 people per hour, a busway can carry around 7000, but a railway can carry some 50,000 people per hour. This awareness took a good deal of political pain to be understood by WA politicians but for many transport planners with a bus-orientation it continues to be either sidelined or not comprehended.

The State Government welcomed the new inquiry and announced the new Northern Suburbs Railway. It was opposed by the Liberal Party, the Chamber of Commerce and the Perth City Council (the chief beneficiary). Then began a large scale, creative, engineering and planning process that was to demonstrate how rail could be provided for a modern car-dependent corridor down the middle of the freeway (the only space available). The station designs, the railcars and livery were all given a style that belied the image of the old rail system. ►



The design was a global first as it recognised the need for more than walk-on passengers in the low-density corridor and they needed to be brought to the middle of the freeway. The design featured the integration of a feeder bus network (instead of a competitive corridor network) with overhead bridges that enabled patrons to move seamlessly onto the trains down an escalator, and with car and bike interchange facilities as well. The other key to its success was the provision of a fast train with few stations so that it could be quicker than car users in the low-density car-dependent suburbs who were wanting to use the freeway. This system has been copied by other cities as the concept has been very successful at competing with cars in car-dependent suburbs.⁷ I was able to help take this proposal through Cabinet while again on secondment in 1989.

The Northern Suburbs Railway was built on time and on budget, opening just before the ALP government was voted out of office in 1993. The patronage in the 1990s on the electrified lines and the new line to the northern suburbs are shown in Figure 1. They are compared to Adelaide, a similar Australian city, which had not upgraded its rail system at that time and was a similar size and density.

The patronage on the Perth rail system went from seven million passengers a year to almost 30 million passengers a year in seven years. In international comparisons the total level of patronage is not huge, but the turnaround is quite dramatic. The Northern Suburbs Railway carries the equivalent of six lanes of traffic in peak hours and was built for the cost of two lanes of highway. It is considered to be breaking even in running costs though this kind of data is hard to obtain. Furthermore, its stations (each architect designed) have become icons representing the different areas along the line and are important features in a rather bland suburban landscape. It also enabled major urban development to occur at Joondalup, a designated sub-regional centre that had very little development until the train was built into its heart. This area has continued developing over the past 20 years. The MetroNet rail commitment (see below) now doubles the length of this rail corridor, taking it to Yanchep at the extreme northern end of the city.

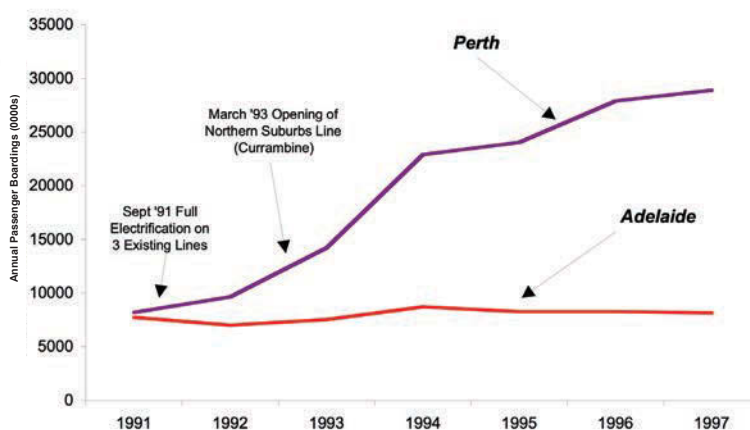
Politically the railway system in the 1990s enjoyed somewhat better status with the Coalition Government than it had under the previous Liberal-National Coalition Government which had closed the Fremantle line. They did little to promote it but did not undermine it either. Their interest in the Transport portfolio turned mostly to road building, with some commitment to refurbishing the bus fleet and the new issue of the Southern Suburbs Railway.

Southern Suburbs Railway

The next major missing piece of railway in the Perth region was to the rapidly growing southern suburbs. Before being voted out in 1993 the Labor Party had begun a process to plan this railway south from Fremantle. The new Coalition Government of Richard Court was now acutely aware of the popularity of



Growth in Perth versus Adelaide Rail Patronage



↑ **Figure 1:** Perth and Adelaide rail patronage, 1991–1997. Laird et al., 2001.

↑ **TOP Transperth AEA 210/AEB electric railcars, with the red stripe above the windows, Fremantle station, Eastern Railway line.** Rail Heritage WA T05201

rail, and when elected made it clear that a railway to the south would occur sometime. They changed the ALP planned route, which I supported, as it came more directly from the south along the middle of the freeway rather than going via Fremantle and adding on another 30 minutes. But they then ruined that by setting a direction that avoided the direct route to the city when it reached the edge of the suburbs in Jandakot, but went across town to the Armadale Line, adding an extra 14 minutes. Many people could not understand why this was being proposed, including the shadow Transport Minister Alannah MacTiernan. I spent many hours trying to see how it could be made more direct but many excuses were provided, such as the inability of the Narrows Bridge to take the train, and the impossibility to tunnel under Perth to get to the central station. After seven and a half years and a looming election, the funding for a \$1.2 billion budget was put together and announced by the Liberal Government in November 2000. The ALP reluctantly went along with this and agreed to match it.

The public pressure for such a policy option had become overwhelming. Surveys by the government and other groups had shown that over 90% of the population wanted to see the railway extended, a mere 9% wanted to see more roads and 87% supported transferring the money out of road funds. However, within the public service the old

⁷ McIntosh et al., 2013.

battle between the bus people and the rail people was raging. The bus advisors were sure that the money could be better used on busways and the rail advisors pointed to the success with the Northern Suburbs Railway. Unable to fully resolve this, the government had proposed the strange sideways diversion along the freight line through Kenwick. It soon became evident that the key reason was to avoid a busway already going from Perth to Jandakot along the freeway. The sacred status of the busway had to be maintained at all costs, it seemed. In a media conference I welcomed the Liberal Party's commitment to rail but their proposal was a 'second best option' I said.

At the height of another oil crisis the government re-committed very clearly to the rail option. Rail was finally now a bipartisan urban public policy in Perth. Not long after, at a seminar on transport futures, one of the policy advisers to the Department angrily spoke about the waste of money in the Perth rail system; it was time that politicians and the public became more 'realistic', he suggested. Surprisingly the Main Roads speaker said he couldn't understand why a railway would not go straight down the freeway and under the city just as the successful northern line had done. Such debates were happening across Perth and in the media.

The ALP under Geoff Gallop won the election in February 2001 and the new Minister for Transport and Planning, Alannah MacTiernan, immediately began a review of the route for the southern railway. I worked again on secondment in the Premier's office, so could continue to interact with the Perth rail revival from the inside.

The rail engineers were given the opportunity of designing a railway that came directly to Perth. Apart from obviously being much quicker, this meant it would have to be built down the busway which had only partially been constructed and there were also the issues of the Narrows Bridge and tunnelling under Perth, which strong public statements from some engineers suggested 'would be impossible for rail'.

The head of the bus section in Transport, Hugo Wildermuth, came up with a new visionary rail project that would go underground from Jandakot to Perth and would cost only \$14 billion, thus saving his busway. I assured him that vision may not work in this case. The busway was designed to be converted to rail at some point and the consultant designer came out strongly and said the train should now replace it.

Main Roads had designed a newly doubled Narrows Bridge to enable the space and weight of a train at this crucial point so this issue disappeared. Then a detailed report from a consultant showed that tunnelling under the city would not be difficult.

Altogether it became feasible to build the direct route for the Southern Suburbs Railway for the same price as going via Kenwick. The difference was that the rail service would be 40% quicker for Rockingham travellers. And it meant that the busway would not have much of a life before being converted to rail. The new Minister was able to commit to the new route and

the government announced the upgraded option in July 2001.

This announcement completed a turnaround in public policy that was begun in 1979 when some Department of Transport public servants had convinced the State Government that Perth was to be a 'bus city'. The combination of community reaction and a dedicated group of rail-oriented public servants provided the State Government with some real options for a different future. The Southern Suburbs Railway was dramatically successful, carrying the equivalent of eight lanes of traffic at peak times, and is now seen as global best practice for this kind of fast service along a low-density corridor.⁸ It features very attractive river views along its route which have become a must for tourists.

When opened, the public came in huge numbers to celebrate their new southern rail line, echoing the sentiment first discovered in the fight over the Fremantle rail line. Perth was not just a car and bus city; it could be a quality rail city as well. At each step of this transformation it has been a struggle but every subsequent year sees the process recognised as being worthwhile and that it must be continued to create a network.

MetroNet

The Perth rail system continued to grow during the 2000s and in fact passed Brisbane to have the third largest patronage in Australian cities, rising from seven million passengers a year in 1983 when the Fremantle line was re-opened to 70 million in 2010. However, it began to plateau and decline in the 2010s as the lack of new investment in the rail system meant that it was not keeping up with the need for a more complete rail system. The State Government under the Coalition had committed to building a small extension of the northern line but this was mostly so that the ALP could stop saying that Liberal-National governments have 'never built one metre of rail track'. Their main commitment was to roads and bus services.

On the other hand, the ALP had created a MetroNet Plan and in the 2013 state election it attracted considerable political support, leading to a counter offer to the public from the Barnett Coalition Government of an Airport railway line which would go through to the foothills suburbs. This seemed to neutralise the MetroNet Plan and the Barnett Government were re-elected and began planning the Airport Line, a major engineering exercise involving nearly 8 km of tunnelling. Most significantly, this was the first major commitment of the Liberal-National parties to build a new rail line from election policy to delivery.

The 2017 election then had a strong transport focus, with the ALP expanding their MetroNet Plan to include four new rail lines, including the Airport Line. But more significantly, there was a major split in policy between the ALP and the Coalition over the future of a major road proposal – the Perth Freight Link – which had been an announcement from Tony Abbott when he was Prime Minister ►

⁸ McIntosh et al., 2013.

Mark McGowan stops Perth Freight Link in first move as WA premier

Labor leader who won Saturday's Western Australian election in a landslide announces work has ceased on controversial Roe 8 highway extension



← Media coverage of the 2017 election win by Mark McGowan.
Author's Collection

and controversially went through a major wetland system (the Roe 8) and Fremantle suburbs (Roe 9 and 10). The ALP came out against the Perth Freight Link and said they would put the money into MetroNet.⁹ They took this package to the 2017 election and won with an 18% swing and the first announcement was to stop Roe 8 and build MetroNet (see photo above).

The four new rail lines were the next big agenda for infrastructure (Figure 2) and the budget was coming in at around \$8 billion.

The MetroNet concept was originally developed by Ken Travers, an Upper House politician with a strong interest in rail, who was shadow Minister for Transport from 2008 to 2015. We had many long conversations and unfortunately Ken retired before the election which delivered his main concepts, though the Premier, Mark McGowan, and Minister for Transport, Rita Saffioti, have taken on the delivery with great energy and commitment through a major public sector group from across many agencies called MetroNet Taskforce. In 2019 the Ellenbrook line was announced, which was the most extensive new line and when built will complete a major missing link to the new north-eastern suburbs.

A major part of MetroNet has been its focus on redevelopment opportunities around stations across the whole network. The idea of MetroHubs has become a priority for state and local agencies as part of the goal of reigning in urban sprawl.

Next?

Perth's history since 1979 has been to reclaim a future for rail. Not only will there be an electric rail network of 320 km within a few years as MetroNet is completed, but the railcars will be built in Perth. The era of car dependence is over for many reasons – oil, greenhouse, urban sprawl, the social problems of suburbs with car-only options, and the economics of car dependence.¹⁰ Our data shows clearly that cities based on rail have much lower transport costs than cities based on cars. Thus, the legacy of a new high-quality electric rail system is likely to be seen as very valuable and the strong public support evidenced within the broad Perth community is likely to see this extended further. My bet is that living near a rail line will be such a highly valued commodity that densities around stations will go up as the preferred option to

long commutes by car. And connections along main roads to stations will be focussed on mid-tier transit like light rail or trackless trams.¹¹ Fast trains will also be on the agenda between Perth and its surrounding regional towns, south, north, and east. The revival of Perth trains will continue to be fed by the public demand for a quality electric public transport system.

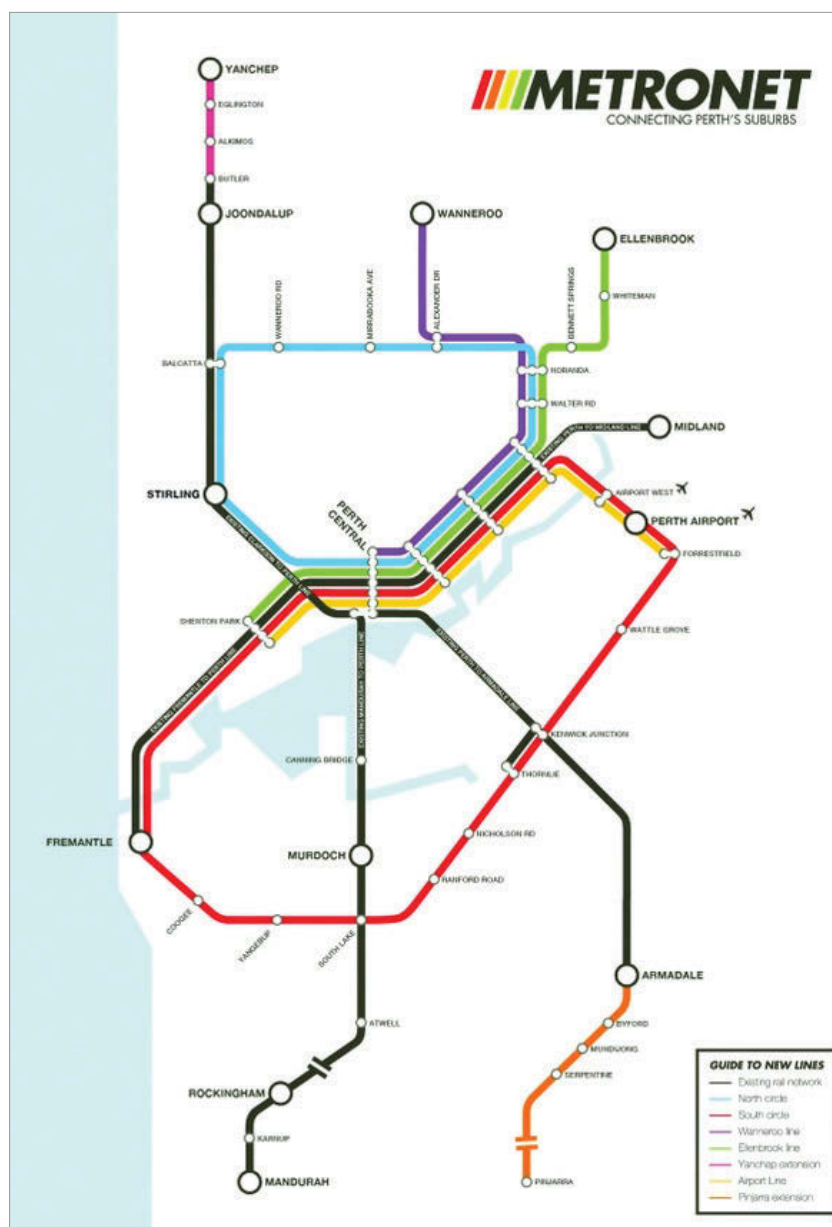
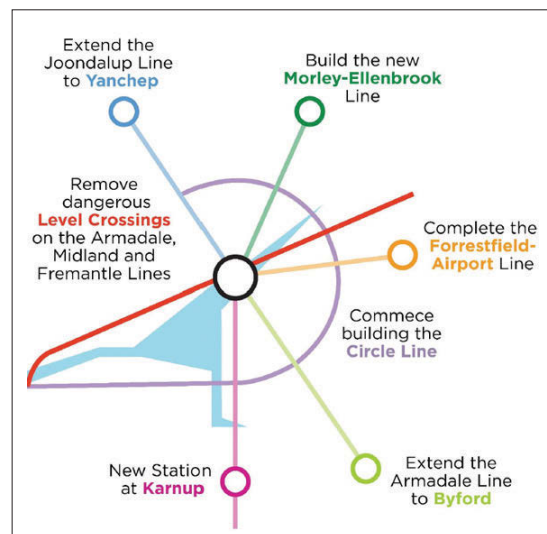
→ Figure 2: MetroNet concept plan.

Author's Collection

⁹ The whole issue was analysed in a book *Never Again* by Gaynor, Newman and Jennings, 2017.

¹⁰ Newman and Kenworthy, 1989, 1999, 2015.

¹¹ Newman et al., 2019.



Conclusion

Urban public policy in Perth is now considerably less car (and bus) dependent in its orientation and spending priorities than it was 40 years ago. The Perth rail network tripled in that period to 181 km with 72 stations. The next decades will see this expand even further. The process that began this change happened in response to the closing of the Fremantle rail line in 1979 and was decided through political intervention.

The commitment to a rail system has become largely bipartisan after it had once been a major political battle. This change has not occurred without its political pain, its creative demonstrations and its tapping of public sentiment. The reaction against car dependence has moved from being a fringe issue to a central issue and is paralleled by the growth in demand for a quality rail option. The cause of this can be argued and obviously includes elements of economic, social and environmental drivers, including issues about oil that I have emphasised.

The next phases of railway extensions and re-urbanisation around the rail system will continue to provide Perth residents and businesses with opportunities that they don't have now. They will provide urban lifestyle options that enable us to keep a clean, healthy and thriving city that is still clearly Perth – just not so dependent on the car. **ARH**

↓ **BOTTOM B Sets 55 and 73 formed the second train, following the special official train, on the opening day of services on the Mandurah railway, 23 December 2007.**

Simon Barber

↓ **An A Set passes Bayswater Junction with the tunnel entry to the new Forrestfield–Airport Link, 25 March 2021. The proposed Ellenbrook railway will curve off to the left of the A Set.**

Jeff Austin



Peter Newman is the Professor of Sustainability at Curtin University in Perth. He is an academic with a global reputation who has written 20 books and over 350 papers on sustainable cities and has worked to deliver his ideas in all levels of government. Peter has worked in local government as an elected councillor in Fremantle, in Western Australia's state government as an advisor to three Premiers and in the Australian Government on the Board of Infrastructure Australia and the Prime Minister's Cities Reference Group. In 2014 he was awarded an Order of Australia for his contributions to urban design and sustainable transport, particularly for his work in saving and rebuilding Perth's rail system.

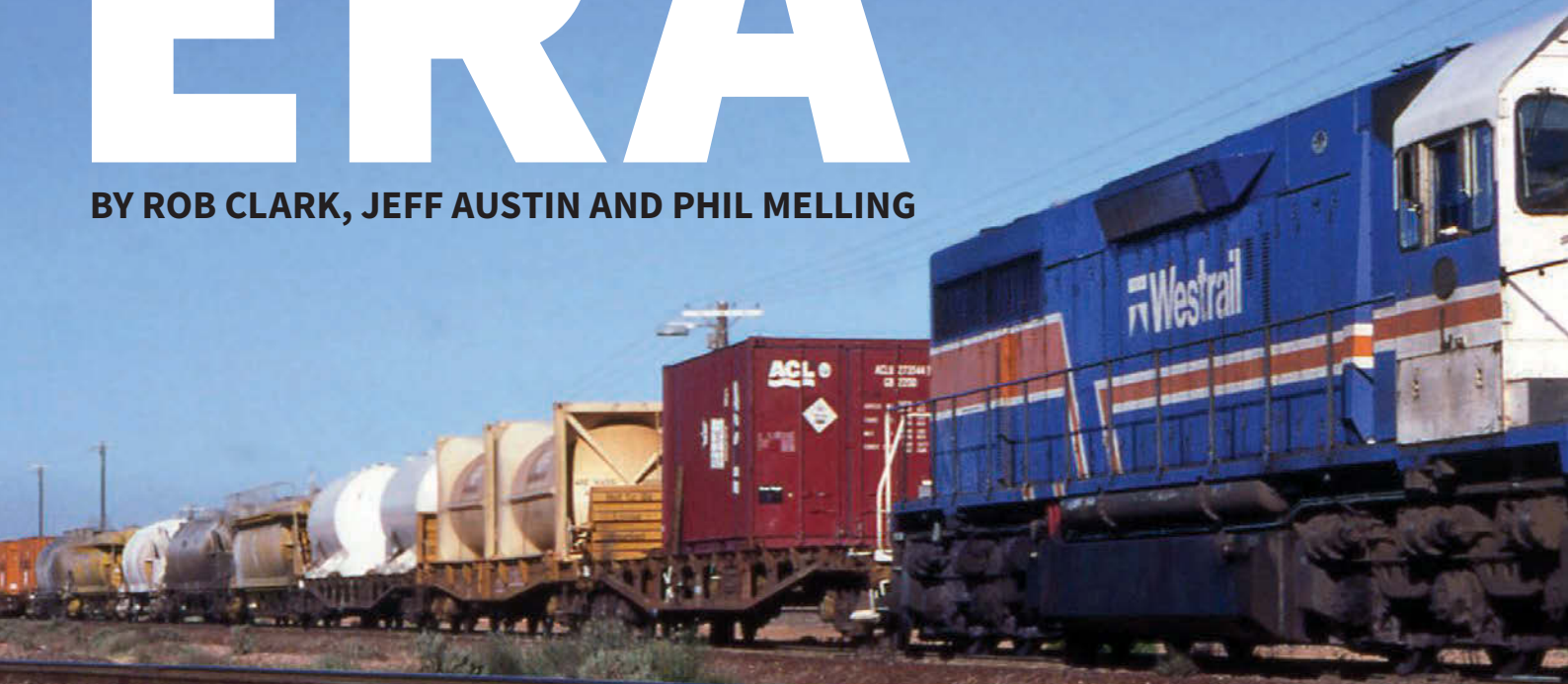
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THE MANY LOCOMOTIVE LIVERIES OF THE WESTRAIL ERA

BY ROB CLARK, JEFF AUSTIN AND PHIL MELLING



The year 1975 was one of enormous change within the Western Australian Government Railways (WAGR). Westrail was adopted as the trading name to improve on its public image, and along with this came a new logo, as well as a change of livery for its locomotives and railcars.

The following article covers the liveries that were carried on Westrail locomotives in the period from September 1975 through to the sale of the Westrail freight division, along with the Westrail name and logo, to Australia Western Railroad on 17 December 2000, a span of just over 25 years.

Pre-Westrail - 18 months of change

Prior to 1974, there were two separate liveries for WAGR locomotives; for the narrow gauge an overall larch green colour broken by a red stripe outlined with a gold pin stripe, and for the standard gauge locomotives a two-tone blue scheme with yellow striping.





Celebrations for 150 years of railways in Western Australia are planned to take place in the City of Busselton during the weekend of 21 and 22 August.



↑ G 50 in experimental 'International Orange' livery stands with XA 1404 and AB 1532 (Last locomotive painted in the green livery) at Narrogin depot on 17 July 1976. Jeff Austin

← L 268, wearing the unique blue Westrail livery applied in 1984, shunts at West Kalgoorlie on 11 October 1990. Simon Barber

↘ RA 1910 in experimental 'International Orange' livery on a superphosphate train at Kwinana in July 1974. Jim Bisdee (Phil Melling Collection)

↓ L 263 (in pink undercoat) acts as pilot to CL 12, as they haul the empty *Indian Pacific* consist through Mount Lawley, en route to Forrestfield for servicing. February 1976. Jim Bisdee (Phil Melling Collection)

The break from tradition occurred in October 1973 when the Chief Mechanical Engineer formally advised that International Orange was to be adopted as the standard base colour of the livery for both standard and narrow gauge locomotives. A trial was conducted on three locomotives and they were placed in traffic between May and August 1974 for evaluation purposes; painting of other locomotives, however, continued in their respective green or blue liveries.

The March 1975 edition of *Movement* (the then newsletter of the WAGR) advised that all locomotives would soon be sporting a new colour scheme with a major emphasis on safety and that International Orange had been selected as it provided the maximum contrast with all major backgrounds on the WAGR network. The Commissioner of Railways, R J Pascoe, said that 'the aim of the new colour was to make trains more easily recognisable and to improve safety in working conditions.'

The International Orange livery, however, was short lived; the Secretary of Railways, A E Williams, issued an instruction to the Chief Mechanical Engineer, D M McCaskill, on 10 April 1975 advising that no further action be taken on the painting of locomotives until the matter of the corporate image for rolling stock had been determined. A further six locomotives were painted in International Orange, due to the majority of the locomotives being in various stages of painting when the above directive was issued; they all entered traffic between March and July 1975.

The locomotives that were painted in the International Orange paint livery were done with a two-pack polyurethane paint system, unlike all previous locomotives that were painted in a standard gloss enamel. An incident occurred on 6 February 1975 during the painting of G50 (the last of the second batch of locomotives in International Orange): four painters carrying out the work became ill from the fumes of the paint solvents. The painters attended a local medical centre for examination by the doctor and returned to work four days later. ▶





The union representing the painters, Western Australian Association of State Railway Employees (WAASRE), promptly placed a ban on the use of the polyurethane paint until better arrangements for using the paint were made. They were requesting improved safety equipment as well as a functional spray booth to allow safe application of the paint. The union later agreed to finish work on G50 and assist in further testing to determine the effects from the paint. By late March, the WAGR requested that the Western Australian Industrial Commission be engaged to deal with the dispute between themselves and the union.

On 19 May 1975 the Industrial Commission determined that workers should not be required to apply two-pack polyurethane paint until the existing protective equipment was replaced by equipment agreed upon by the union and the employer or, in the event of no such agreement, as approved by the Commission.¹

(Not so) pretty in pink

This is where it turns quite interesting. The WAGR were determined that only two-pack polyurethane paint be used on the locomotives due to the longevity of the coating: eight years compared to five years for enamel. With the union refusing to budge and with the Secretary of Railways' instruction of 10 April



to cease painting (it is assumed that meant using International Orange as it referenced a previous letter dated 21 January 1975 advising that International Orange be adopted as the standard livery), a very strange call was made, to issue the locomotives in undercoat only. The WAGR could have simply reverted back to the previous liveries of green or blue.

The undercoat was pink in colour, with the first locomotive issued to traffic in June 1975. It was to be followed by a further 11 locomotives, with the last released from the workshops in March 1976. The Secretary of Railways noted that the repainting of the pink locomotives was to be given a high priority once the chosen corporate livery was settled, but as can be seen by the table below this was not the case for the majority of them, and one locomotive in particular, A1513, went on to wear its undercoat for three months shy of five years.

↑ Class leader X 1001 *Yalagonga* (in pink undercoat) and AA 1519 at Forreestfield Locomotive Depot during September 1975. Jim Bisdee (Phil Melling Collection)

↑ TOP A 1509 shunts flat wagons loaded with farm machinery at Corrigin on 22 March 1976. Jeff Austin

Loco number	Ex-workshops in pink undercoat	Ex-works in Westrail orange	Loco	Ex-workshops in pink undercoat	Ex-works in Westrail orange
Y1112	13 June 1975	24 February 1977	X1012	5 December 1975	18 January 1979 *
A1513	29 July 1975	18 April 1980	R1905	12 December 1975	19 June 1979
X1001	14 August 1975	5 May 1976	L263	9 January 1976	21 December 1976
L265	1 September 1975	30 October 1976	Y1110	9 January 1976	8 October 1976
XB1004	26 September 1975	19 October 1978 *	F41	31 January 1976	By May 1979
L266	27 November 1975	11 February 1977	L264	11 March 1976	19 November 1976

* Repainting to Westrail livery not recorded, authors assuming that painting was carried out at Forreestfield Locomotive Depot during their respective 'D' inspections, as this was known to have occurred on irregular occasions.

¹ The July 2019 issue of *Australian Railway History* covers the International Orange period of the WAGR in greater detail.

Westrail – orange and blue

Westrail and the new corporate image was launched at the Perth Royal Show to members of the media at a specially convened press conference on 19 September 1975. The Commissioner of Railways, R J Pascoe, stated that

... the state's railway is increasingly called upon to operate in a competitive environment and it has become necessary to employ the same tools and strategies which are available to private enterprise to secure the greatest possible marketing advantage. With this thought in mind we have created a new corporate image for Western Australia's railways, introducing modern colours to our marketing, a stylised symbol and a new name. The new marketing name chosen for the WAGR was Westrail: simple, yet retaining its link to the state and the railways. Its symbol embodied a 'W' representing the state and a bar representing the railway track. There were to be three main colours in use throughout the network: orange being the main promotional colour to be used extensively where passenger identification was needed and also employed as a safety colour; blue being the secondary colour to be used extensively in graphic work; and yellow being for the freight livery.

A further promotion was held on Sunday 19 October 1975 at the Kewdale Freight Terminal, this time showcasing freight handling equipment, newly designed freight and bulk rolling stock in glistening yellow paint, the *Indian Pacific* and *Prospector* passenger trains, as well as four locomotives painted in the new corporate colours. The locomotives on

display were AB1534, L256, RA1908 and Y1115, all sporting the light orange with single blue stripe running from a 'V' chevron on the ends and horizontal stripe on the sides.

What is quite strange at this point of time is that following the painting of the locomotives listed above in the new corporate colours, locomotive painting at Midland Workshops reverted to the pink livery; what is even more bizarre is that at least five locomotives (A1509, Y1102, A1511, AB1531 and AB 1532) were painted at Forrestfield in the WAGR green livery during their major services.

Loco number	Ex-works date	Days *
A1509	11 November 1975	53
Y1102	12 November 1975	54
A1511	19 January 1976	122
AB1531	26 February 1976	160
AB1532	9 April 1976	203

* Days following the launch of the Westrail corporate image on 19 September 1975 until the issue to traffic of each locomotive in the WAGR traffic green.

↓ **BOTTOM K 210** resplendent in the new Westrail livery, shunts at Forrestfield Marshalling Yard. Late 1992. Joe Moir (Phil Melling Collection)

↗ **A newly built P 2001** stands at the Goninan Bassendean facility prior to being handed over to Westrail in 1989. Goninan (Rob Clark collection)

The (non-stainless) steel suburban passenger railcars were to be exempt from the pink livery altogether. Following scheduled overhauls they were issued in the orange and blue livery as per the Kewdale display livery locomotives, the first being ADG605 ex-workshops on 5 December 1975, followed by ADX663, ex-workshops on 22 December 1975.

On 30 January 1976, the Commissioner of Railways directed that older locomotives be painted in enamel paint; this directive was aimed at the older X and Y classes, while any other locomotives were to be painted using polyurethane once the union bans were lifted.

The WAGR finally relented in its battle with the union. It could not financially justify a purpose-built spray booth for the use of polyurethane paints. Following a five-month hiatus in issuing locomotives in the corporate livery, XA1415 exited the workshops in March 1976 painted in enamel paint. It was also sporting a variant of the livery displayed at Kewdale, and a white pinstripe was added bordering the blue stripe. The orange and blue alone had very similar contrast, so with the ▶





white pinstripe added it gave greater clarity to the livery. XA1415 was also issued with an orange roof, and subsequent X Class locomotives had the roof painted brown. The steel railcars also followed suit with the white pin stripe added to their livery; ADX666 and ADA770 were issued from the workshops on 15 April 1976 sporting this change.

L268 – the white elephant

A new corporate livery was introduced to the passenger bus fleet in 1984 and it was the intention of the Manager of Westrail Public Affairs to roll out this livery to the *Prospector* fleet as well as the locomotives. *Prospector* car WCA905 was issued on 10 May 1984 with white ends broken up with orange and blue stripes continuing down the sides; the remainder of the fleet also had this livery applied without incident.

Trevor Tobin, the then Secretary of Railways, requested that a locomotive currently undergoing overhaul (preferably an N Class) be made available for six-month trial of a new experimental livery. The livery was to be predominantly white with orange and blue stripes. L268 was selected for the trial as it was currently undergoing overhaul.

Completed in July 1984, the locomotive was inspected by representatives of the Westrail Public Affairs Department, the management of the workshops and the West Australian Locomotive Engine Drivers', Firemen's and Cleaners' Union (WALEDF&CU). The union promptly imposed a black ban on the locomotive entering service even for the purpose of a trial period on the basis of excessive glare reflecting from the white surfaces. The union requested that there be no white colour in line with the driver's vision, the top of the short hood be painted black, and handrails only be white at access

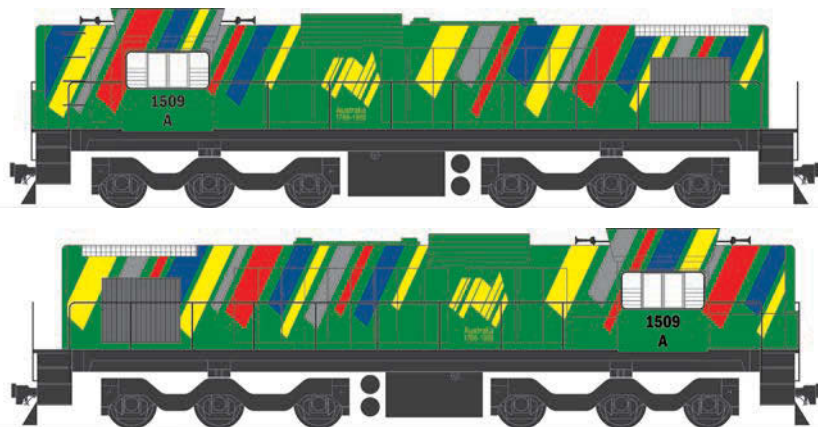
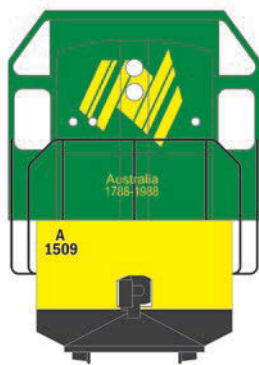




↑ RA 1908 on an ARHS hired special to Fernbrook at Perth Station, 30 November 1975. Jim Bisdee (Phil Melling Collection)

↗ Artwork of A 1509 for the proposed Bicentennial livery. Westrail

↙ L 268 sits at the loco tests area (Tubs) at Midland Workshops in July 1984. Ken Watson, Rail Heritage WA P16654, P16652



points. The union expressed their disappointment that they had not been consulted about the colour changes. This was later noted as a false claim as they had been advised of both the *Prospector* and L268 paint schemes and provided colour prints depicting the proposals prior to any works commencing.

Kim Heaver, a draftsman at Midland who drafted the livery drawing recalls, 'When the white L was banned, our bosses came through the office and confiscated everything. I had some nice photos that Danny Brennan (Westrail photographer) had taken that I lost along with all the drawings.' Initially it was proposed to repaint the locomotive back into the standard livery; however, the decision was made to repaint the majority of the white on the long hood blue; it then entered traffic without further incident.

Unfortunately, no further locomotives were to have applied either of the experimental liveries carried by L268, as painting was to revert back to the standard 1976 style livery. Of note, L268 had the most colourful history of all locomotives in the Westrail period of 25 years by carrying no less than five different liveries.

A1509 - the Bicentennial locomotive

With the nation's Bicentennial celebrations planned for 1988, the Westrail Suggestion Board received a letter around August 1987 suggesting that Westrail paint a few locomotives for the national Bicentennial celebrations. This was taken on board, and a request was made to produce drawings with a suggestion that it be applied to an L Class; however, other than that, no further action was taken until a letter from the President of the Hotham Valley Tourist Railway (HVTR) was received in January 1988. The letter applauded Westrail on its decision to paint a locomotive in a Bicentennial livery, and the President proposed that an appropriate unveiling of the locomotive be at a Steamfest planned to be held on 17 April. An A Class was suggested as the locomotive could be used on some of the 35 mainline tours HVTR planned for 1988, as well as suburban loco-hauled passenger services.

A1504 was initially selected; however, A1509 was later nominated to carry the special livery. A drawing was produced along with a proposal photograph. The photograph was provided to the union (WALED&CU) and approval was sought from them prior to

proceeding. The union later advised that due to the time constraint required to meet the decision as outlined in the Westrail letter, it was unable to agree to the painting of A1509 and the union's decision was arrived at to avoid any conflict with Westrail - maybe a lesson learnt from the L268 exercise. Westrail did, however, approach the union once again requesting them to reconsider in an effort to ensure the unveiling at Steamfest planned with the National Trust was a success. As history shows, unfortunately A1509 was issued to traffic in the standard corporate colours.

Evolving of the standard

The Westrail livery (with the exception of L268) basically kept the same format for more than 12 years. A change did occur, however, in 1989 with the introduction of the Goninan-built P Class locomotives. These locomotives were delivered without the blue and white horizontal stripe but substituted with the name Westrail in large letters and logo in blue adorned along the car body. The blue and white chevron stripe on the ends remained as per the previous standard.

As previously experienced and repeated on the new P Class, together the orange and blue by itself was quite bland so a further enhancement was proposed on future locomotive repaints; a white reflective drop shadow to the Westrail word and symbol on the car body was to be the remedy. Westrail engaged a signwriting company to supply and fit one set to a locomotive currently undergoing overhaul, and an L Class was initially suggested; however, N1877 was to be the chosen unit.

When completed in mid-1990, N1877 appeared unbalanced, and the decal appeared small against such a large car body. The decal was slightly increased on N1880 and enlarged further on KA212. The Westrail symbol, so important to the Westrail's corporate image back in 1975, disappeared with the repaint of KA212, and this livery arrangement (on KA212) became the standard for next year and a half.

The Westrail name adorning the locomotive sides dramatically changed with the release of AB1534, with it almost doubling in size. The end result gave an instant visual impact to the name Westrail and finally suited the locomotives. With the exception of MA1862 (as the name would have been bigger than the car body), this livery style became the standard for the remaining years of the Westrail orange era. ►

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Loco number	Ex-workshops	Scale of Westrail wording	Loco number	Ex-workshops	Scale of Westrail wording
N1877	18 June 1990	Small	DB1593	29 July 1992 #	Large
N1880	27 August 1990	Small/Medium	L266	13 August 1992	Medium
KA212	20 September 1990	Medium	L256	18 September 1992	Large
DB1583	4 October 1990 #	Medium	DB1591	28 October 1992 #	Large
L271	28 November 1990 #	Medium	NA1873	30 October 1992	Large
K205	14 December 1990 #	Medium	K210	2 November 1992	Large
AA1518	10 January 1991	Medium	A1514	6 November 1992	Large
L259	11 January 1991	Medium	L263	3 December 1992	Large
K208	22 March 1991 #	Medium	DB1592	8 December 1992 #	Large
L258	2 May 1991 #	Medium	K207	22 December 1992 #	Large
K204	8 May 1991 #	Medium	L260	22 December 1992 #	Large
AA1517	28 June 1991	Medium	MA1862	2 March 1993 #	Medium1
L262	6 August 1991	Medium	NA1872	18 June 1993 #	Large
L255	15 October 1991 #	Medium	L267	23 June 1993 #	Large
M1851	By November 1991	No Name	L268	23 September 1993 #	Large
A1502	9 December 1991	Medium	NA1874	30 September 1993 #	Large
AA1519	4 February 1992	Medium	DB1590	24 May 1994 *	Large
AB1534	13 March 1992	Large	L264	13 June 1994 *	Large
DB1588	14 April 1992 #	Large	L275	23 June 1994 *	Large
L265	2 June 1992 #	Medium	L255	By Sept 1994 *	Large
DB1584	10 June 1992 #	Large	L272	December 1995 *	Large
A1506	29 June 1992	Medium			

Due ex-workshops, actual date not recorded.

* Painted by Goninan at Bassendean.

Small – 550 mm high lettering with 100 mm drop shadow

Small/Medium – 650 mm with 100 mm drop shadow

Medium – 700 mm high lettering with 100 mm drop shadow

Medium 1 – 800 mm with 75 mm drop shadow

Large – 1300 mm high lettering with 100 mm drop shadow

With the construction of the Northern Suburbs Railway in the centre of the Mitchell Freeway, Westrail took full advantage of the situation and rostered recently painted DB1584, DB1588 and DB1593 with the large Westrail name, which were an ideal moving advert for the rebranded Westrail.

Of note, L255 was to carry both the medium and large Westrail name liveries as it was rebuilt by Goninan following a collision.

Westrail yellow and blue – the finale

Clyde Engineering was awarded a contract for the manufacture and supply of 24 locomotives (later increased to 29), consisting of nine S Class (narrow gauge) and 15 Q Class (standard gauge), and along with them a new corporate livery was applied. The only part of any previous livery was the large Westrail name across the car body and for the first time in 22 years, orange was no longer applied to a Westrail locomotive. The livery was an all over golden yellow, with blue Westrail name (with no drop shadow) and numbers, black roof and black zebra stripes on the ends and headstocks.

Zebra stripes were nothing new to the WAGR/ Westrail; country railcar ADE451 *Governor Bedford* had these applied in the late 1940s as a trial to improve the safety aspect. It was then applied to other country and suburban railcar classes around that period. The

Prospector in the 1970s also carried zebra stripes at one period in its life.

The yellow livery was then applied to locomotives during overhauls. The locomotives that received this livery are as follows.

Loco number	Ex-workshops in yellow	Loco number	Ex-workshops in yellow
P2008	September 1997	DA1573	February 2000
Q301–319	As Issued New October 1997 – June 1998	DA1576	By July 2000
P2011	March 1998	DA1572	August 2000
P2002	By March 1998	A1513	October 2000
S2101–2111	As issued new June 1998 – August 1998	L260	6 October 2000
L268	March 1999	D1562	November 2000
		DA1571	6 December 2000

Due ex-workshops, actual date not recorded.

The yellow livery was arguably the shortest lived within the Westrail era, lasting just over three years. Westrail was sold to Australia Western Railroad on 17 December 2000 and with this, the Westrail name was removed or painted over quite quickly.

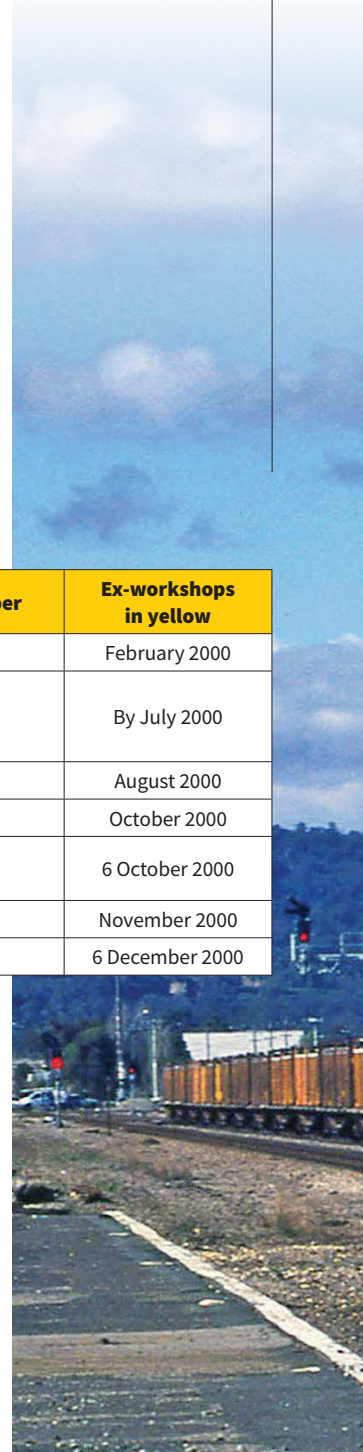
Conclusion

The Westrail era lasted just over 25 years. However, its legacy has lasted nearly as long as its existence; some locomotives carry the base coats that were applied in

→ A very new Q 303 sits at Kalgoorlie locomotive depot on 4 October 1997. Simon Barber

↘ In AWR ownership, D 1562 (with Westrail removed from the body sides) is on 871 empty mineral sands to Chandala passing through Midland on 12 February 2001. Jim Bisdee (Phil Melling Collection)

↘ DA 1571 and DA 1574 pass through Midland, on 21 June 2001 with 5260 quartz service from Cairn Hill. DA 1571 was the last locomotive to have been painted in a Westrail livery. Simon Barber



the Westrail period to this day. The locomotives which remain in the Westrail orange are L3113 (L266), L3116 (L272) and L3118 (L275), whilst L3108 (L260), L3115 (L268), Q4017 and S3303 remain in the Westrail yellow. All the L Class locomotives concerned are now stored, with their fate unknown.

Orange as an overall livery returned for Westrail's successor, Australia Western Railroad (with its Genesee & Wyoming Railroad inspired scheme), and the first of the locomotives to be painted were L262 – ex-shops on 10 March 2001, and DA1574 – ex shops on 16 June 2001. A yellow base colour scheme was re-introduced in the Australian Railroad Group period and persists to this day with the most recent Aurizon paint scheme. **ARH**

Acknowledgements

It would have been challenging to write the above article had it not been for the support, advice and contributions from the following persons: Simon Barber, Danny Brennan, Kim Heaver, the late Jim Bisdee and the late Joe Moir.

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Westrail, Newsletter of The Western Australian Government Railways, September 1975, November 1975 and July 1976.



Zebra stripes were nothing new to the WAGR/Westrail; country railcar ADE451 Governor Bedford had these applied in the late 1940s as a trial to improve the safety aspect.



AN EXPRESS PASSENGER TRAIN 40 years

PART 1

BY CHRIS WALTERS

I've been watching the XPT for quite some time. I've travelled aboard these iconic trains to many destinations over the years, although less and less since I've had the luxury of my own car, which is telling, and a nationwide factor that could be considered a silent partner in this story.



This month sees power car XP2000 and Economy Class car XF2200 – the first members of the XPT fleet to rollout of the factory – turn 40. So again, I've been following the 'career' of the XPT for much of that time. Over those years an interesting angle to this story has dawned on me: the story of the XPT is a microcosm, for I have come to feel that it is also the story of modern rail travel in and across New South Wales (NSW).

It is perhaps not so obvious today, but throughout their history the XPTs have managed to be quite a divisive political topic. On the one hand, they were conceived, perhaps more accurately 'born of political opportunity', to be a symbol of modern rail passenger service in NSW. Put another way, the 'flashiness' of their debut distracted voters from the fact that services beyond the scope of their operation were left to fade away.

Before the XPTs, the Public Transport Commission (PTC) of NSW had thrown in with the railcar concept – multiple unit consists that could, in theory divide along the way, either to serve branch line destinations, or simply shorten the train (and thus save on fuel/crew) en route. The problem was that the most recent example of this had been the notorious Tulloch RDC types delivered from 1970, a railcar so unreliable that they spent most of their careers as locomotive-hauled vehicles.

Facing a regional rail passenger network increasingly worn, outdated and slipping into obsolescence, the PTC, backed by a Labor State Government, began in September 1977 to issue tenders for new regional/long distance passenger vehicles. Initial tenders called for the 'safe', traditional choice of locomotive-hauled passenger cars, but subsequent tenders

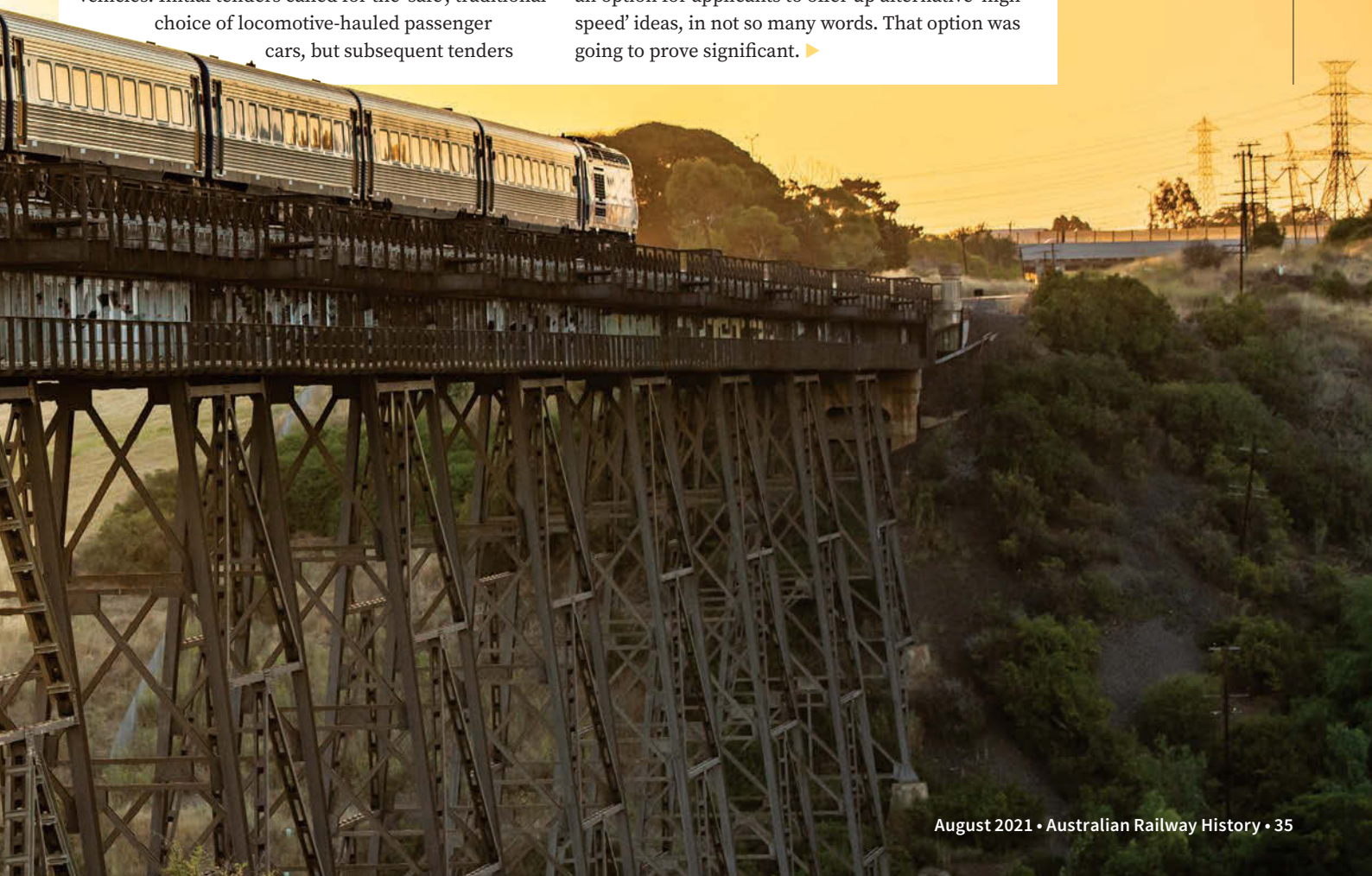


Initial tenders called for the 'safe', traditional choice of locomotive-hauled passenger cars.

backed the preferred railcar model, and in particular underfloor-engined designs based on the successful, albeit still reasonably new Western Australian Government Railways WCA/WCE Class *Prospector* that had been commissioned in 1971 for the new standard gauge line to Kalgoorlie. At that point in history, the Prospectors – by then operating for the rebranded Westrail – were regarded as the nation's fastest trains, with one particular Perth to Kalgoorlie schedule boasting an average speed of almost 110 km/h – making good use of the design's 145 km/h service speed. Tacked onto this particular tender was an option for applicants to offer up alternative 'high speed' ideas, in not so many words. That option was going to prove significant. ►

↑ XP 2004 *City of Kempsey* leads the *Down Northern Tablelands XPT* out of Long Island Tunnel and onto the Hawkesbury River Bridge, Sunday 14 April 1991. Chris Walters

↙ XP 2004 leads a Sydney-bound service over the Moonee Ponds Creek viaduct near Glenroy, Victoria on 3 February 2019. Will James



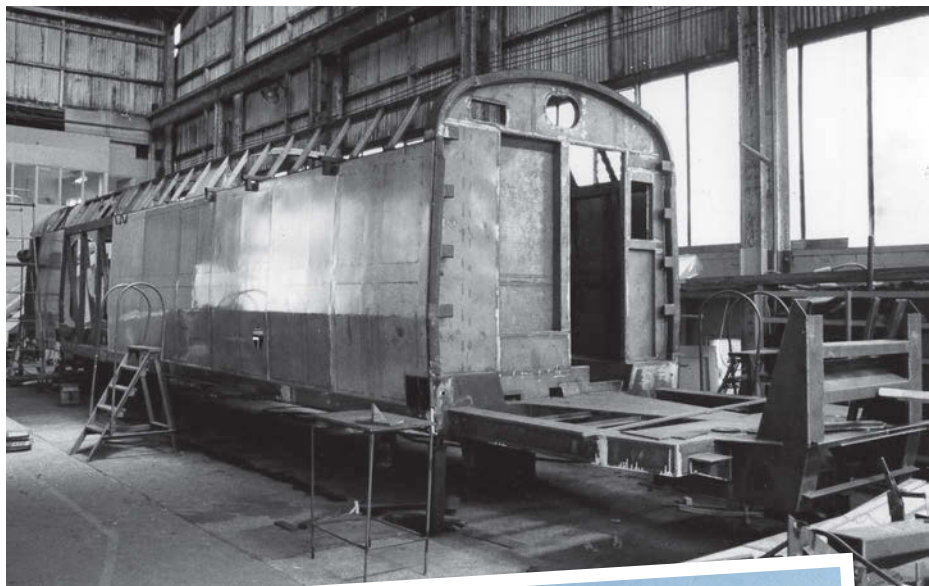
The XPT is born

Industry and media whispers and speculation followed until February 1979 when a formal announcement was made that a Commonwealth Engineering (Comeng) proposal to construct a local variant of the British Rail Class 125 'High Speed Train' (HST), which had debuted as a prototype in 1972 before going into full production four years later in 1976, had won favour. On 6 February NSW Premier Neville Wran announced that 100 Intercity Express Passenger Train (XPT) vehicles would be purchased, with Transport Minister, Peter Cox, elaborating that these new trains were intended to service Armidale, Bathurst, Canberra, Grafton, Kempsey, Nowra, Orange, Tamworth, Wagga Wagga and Wollongong from Sydney. A few weeks later, details of the planned investment emerged – the 100 vehicles would consist of 26 diesel-electric power cars, 57 trailer cars (25 equipped with guard's compartments), nine buffet cars and eight driver trailers. The original intention was to create a split fleet with sets allocated to both intercity and interurban services; however, the latter portions of the plan fell through before the contract was signed on 20 March 1980. This initial \$39 million contract called only for sufficient vehicles to create four five-car XPT train sets and consisted of ten power cars and 20 passenger carriages (see the separate fleet table in part two). Although not the promised 100 vehicles, the Government made it clear that this was just the beginning.

➤ **TOP** The first XP 2000 power car body shell at Comeng, Granville. January 1981. ARHS Archives 003682

➤ **MIDDLE** First XPT trailer car at Comeng, Granville. January 1981. ARHS Archives 003680

➤ **BOTTOM** Cab of XPT power car taken in Comeng yard at Granville. 25 August 1981. J Hoyle, ARHS Archives 001033



As they say, wheels were soon in motion to fulfil this historic contract. A partnership was established between Comeng and British Rail subsidiary Transmark, thus opening up full access to the HST designs while Comeng devoted particular attention to developing what would become the CT22 bogie, enabling smooth, high speed operation of the XPTs on NSW's existing main lines. A special consist was formed to test these new bogies, nominally consisting of two PTC diesel-electric locomotives, dynamometer car DMC1902, followed by RUB-type carriages SDS2252 and SDS2245, which were fitted with two imported BT10 (HST) bogies and two of the new CT22s. Laboratory test car LTC1903 and power van NVEF 11567 filled out the remainder of the test train consist. The train made several trips along the Main Northern, Southern and Western lines during the first half of 1980, operating up to 140 km/h. While this was going on, early works were kicking off on a dedicated maintenance centre for the XPT fleet. The new depot was constructed inside the triangle junction at Meeks Road, just west of Sydenham Station. Also created around this time were a number of XPT mock-ups, including a fully painted cab that was put on display by the State Rail Authority (SRA) of NSW at the 1981 Royal Easter Show. On 30 May that year the Australian Railway Historical Society arranged a special tour of the Comeng plant, allowing members of the general public to get a view of the construction progress, including the nearly complete power car XP2000.



Delivery and testing

This first power car and a passenger carriage (XF2200) were handed over with ceremony by Comeng on 24 August 1981. Three days later the two vehicles were hauled out of the Granville plant and were towed out to Pippita by Comeng-built locomotive 8027 to reverse direction. From there XP2000 leading XF2200 and modified Southern Aurora guard's van MHN2364 ran to Strathfield, where Transport Minister, Peter Cox, and SRA Chief Executive, David Hill, along with media and other guests boarded for the run into Sydney Terminal, where the new train spent the next three days on public display.

Following a visit to Chullora for weighing it continued on to its new home at Meeks Road from where it operated a number of braking/speed tests out to Penrith and back. On 2 September 1981 the SRA issued a press release announcing a statewide promotional tour. This tour, with second trailer XF2201 joining XP2000, XF2200 and MHN2364 a day prior to kick off, commenced on 5 September, departing from Meeks Road at 05:55, and heading to Wollongong as the first stop before progressing through the following public stops over the following days and weeks:

↓ **BOTTOM** The four-car XPT demonstration set at Coniston on 5 September 1981, heading for Port Kemble Inner Harbour loop (to be turned). The tour train consisted of XP 2000, XF 2200, XF 2201 and MHN 2364. The MHN was a *Southern Aurora* guard's van branded to match the new carriages.
J Lunt, ARHS Archives 072461
↓ **One week later, the promotional train passes through Roseville, en route to Hornsby and Newcastle. 12 September 1981.** ARHS Archives 499170

DATE	STOPOVERS
5 September	Wollongong, Thirroul, Picton, Mittagong, Bowral, Moss Vale, Goulburn, Junee and Wagga Wagga
6 September	Albury, Table Top, Gerogery, Culcairn, Henty, Yerong Creek, The Rock, Uranquinty, Wagga Wagga, Narranderra, Leeton, Griffith and Junee During the day a high-speed record attempt was made between Table Top and Gerogery – the speedo was photographed showing a track speed of 175 km/h, but when officially adjusted due to the use of new wheelsets on the train, the speed was recorded as 183 km/h. This record was to remain until another XPT run in the same section took the title a decade later – more on this below.
7 September	Cootamundra, Harden, Yass Junction, Tarago, Bungendore, Canberra and Queanbeyan
8 September	Katoomba, Mount Victoria, Lithgow, Bathurst, Blayney, Orange, Stuart Town, Wellington, Geurie and Dubbo
9 September	Binnaway, Dunedoo, Gulgong, Mudgee, Rylstone, Portland and Wallerawang
12 September	Sydney Terminal, Chatswood, Hornsby, Woy Woy, Gosford, Wyong and Newcastle
13 September	Maitland, Werris Creek and Tenterfield
14 September	Glen Innes, Armidale, Uralla, Kentucky, Walcha Road, Woolbrook, Kootingal, Nemingha and Tamworth
15 September	Werris Creek, Quirindi, Willow Tree, Murrurundi, Scone, Muswellbrook, Singleton and Newcastle
16 September	Dungog, Stroud Road, Gloucester, Mount George, Wingham, Taree, Kendall, Wauchope, Kempsey, Macksville and Grafton
17 September	Casino, Lismore, Bangalow, Byron Bay, Mullumbimby, Murwillumbah and Grafton
18 September	Glenreagh, Coffs Harbour, Raleigh, Nambucca Heads, Kempsey, Johns River, Taree and Dungog



During November 1981 sufficient stock had been delivered to form a complete three-car XPT set (two XP power cars bookending three trailers) and a test run was made to Dubbo on 19 November. Not long afterwards a ban on staffing the trailer cars by guards was issued due to the planned rosters and the location of the guard's compartments, but this ban was lifted by early 1982 when long-distance testing was able to recommence. Industrial action also arose over the use of a single driver on the XPT's power cars, but it was eventually resolved with *The Sydney Morning Herald's* 11 October, 1983 headline proclaiming 'XPT: one-man runs today.'

During this period a special run was made to Taree carrying retired railway personnel and this was considered the first full 'dress rehearsal' for the new train, given the on-board buffet and passenger service facilities were put to use for the first time. Over the weekend of 20/21 February, hourly shuttles were operated with an XPT set between Parramatta and Penrith, giving the general public their first opportunity to ride the new train. The event proved incredibly popular and many potential passengers had to be turned away. During the following month an XPT played a starring role at the event to celebrate 125 years of railways in Maitland, when one of the new trains paralleled 4-6-0 steam engine 3642 into town at 14:00 on Saturday 27 March. Clearly the XPT was capturing the public's imagination in a way that rail travel had not in quite a long time.

The XPTs famously introduced the world to that truly wonderful, most '1980s' of train liveries: the Phil Belbin-designed 'candy stripe' scheme. Of course the livery would undergo significant redesign to suit just about every other vehicle in the fleet of what was then the newly minted State Rail Authority (SRA) of NSW (hence the new livery), but it could be contended that the scheme best suited the XPTs. The scheme would adorn all power cars and rolling stock delivered in Comeng's three orders and remain standard for the next ten years.

On 3 February 1982, the Transport Minister, Peter Cox, announced the planned route and ticket pricing details. Initial commissioning plans involved introducing the trains on services to (in order of planned introduction) Orange (continuing on to Dubbo three days a week), Kempsey, Albury, Tenterfield/Glen Innes and finally Canberra. The 'premium' fares for XPT travel were expected to be two to three times the cost of standard First Class fares, although the Government would be watching this situation. This situation was exacerbated on the new Orange/Dubbo XPT service where the following comparison highlights the pricing differences at the time:

Sydney to	Existing Economy single	Premium XPT single
Bathurst	\$9.40	\$19.20
Orange	\$12.40	\$24.20
Dubbo	\$18.50	\$34.00

The high fares and the concept of one-class accommodation were immediately criticised by



During this period a special run was made to Taree carrying retired railway personnel and this was considered the first full 'dress rehearsal' for the new train,

consumer group Action for Public Transport and regional rail users who pointed out that ultimately the XPTs would simply be a replacement for existing country trains, not a 'high speed luxury add-on' to existing services. History has proved the group's assertion to be correct with the XPTs now being the only form of service on a number of routes within the NSW passenger train network. The higher fares and one-class accommodation were abandoned in 1985.

At the same time, Mr Cox confirmed that a second order for XPT stock was to be signed with Comeng, this one for an additional 20 vehicles, allowing the SRA to increase the XPT fleet from four five-car sets to six six-car sets, still with two spare XP power cars. Significantly the sitting cars in this order were equipped with rotating and reclining seats, replacing the fixed facing seat pairs which, like the original fare structure, had been another source of controversy. Subsequently the entire XPT sitting car fleet was equipped with rotating and reclining seats and it is noteworthy that this type of seating will feature on the long-distance version of the XPT's replacement trains now under construction.

Following a period of testing and pre-service evaluation, the train entered traffic on 8 April 1982 when an XPT set replaced the previously locomotive-hauled *Central West Express*, which at that time operated from Sydney to Orange (with a thrice-weekly *Silver City Comet* set connection to Dubbo). On that first day, 8 April, the train ran to Dubbo. The XPT schedule promised a reduction in travel time as follows:

Sydney to Orange	Locomotive-hauled <i>Central West Express</i>		XPT		Time saving - XPT over <i>Central West Express</i>	
	Down	Up	Down	Up	Down	Up
	5 hours, 45 minutes	5 hours, 45 minutes	5 hours, 20 minutes	4 hours, 41 minutes	25 minutes	1 hour, 4 minutes

↑ DP 103 leading the Down *Silver City Comet* to Broken Hill sits in the Up Dock platform at Orange as the Central West XPT pauses in the main platform on Friday 4 August 1989. Three months later, the *Comet* was withdrawn after more than five decades of service. ARHS Archives 283193

Commissioning

The XPT officially entered service on Thursday 8 April 1982 when senior Eveleigh-based driver Harold Fowler took the fully booked train out of Platform 4 at Central at 08:08 bound for Dubbo. The nominal timetable from commencement saw the XPT running six days of the week – three days a week terminating at Orange and extended to Dubbo on the other three. From 27 November 1983, the schedule changed to operate through to Dubbo six days a week with a conditional service on Sundays, which became mandatory from 2 December 1985. During the first month of operation, an additional 1100 passengers rode the train compared to pre-XPT ridership levels on the same service.

The Kempsey service, promoted as the *Mid North Coast XPT*, followed on 31 May with an ambitious day-return timetable that saw the train departing from Kempsey (Mondays to Saturdays) at 04:30 and arriving in Sydney at 11:16, then departing again (Sundays to Fridays) at 17:42 for an arrival in Kempsey at 00:24. The inaugural run consisted of XP2000 *City of Maitland*, XF2207, XF2206, XF2201, XBR2151, XBH2101 and XP2002 *City of Armidale*. Unlike the Dubbo service, the *Mid North Coast XPT* did not result in a positive ridership upswing. Within a few months of its introduction, Action for Public Transport reported that while Sydney to Newcastle/Maitland was healthy, passengers were low to and from destinations further north, with anecdotal evidence suggesting patronage into Kempsey was on occasions less than a single carriage load. Political pressure at both local and state levels began to build for the train to be rescheduled or the set even redeployed.

Meanwhile, the *Riverina XPT* service commenced running on 23 August with one set each departing from Sydney and Albury. The timetable, which replaced the previous locomotive-hauled *Riverina Express*, saw the Up XPT departing from Albury at 08:00 and arriving in Sydney at 15:25, while the Down journey departed from Sydney at 12:10 and arrived in Albury at 19:30. Both journeys offered a time saving of around 90 minutes when compared



↑ Two special tour trains celebrating the 125th anniversary of the opening of the railway to Maitland on 30 March 1877. A NSW Rail Transport Museum special hauled by 4-6-0 engine 3642 overtakes an Australian Railway Historical Society charter XPT during a parallel run past at Victoria Street Station, Saturday 27 March 1982. ARHS Archives 072461

↓ A special promotional XPT formed by a spare five-car set sits at Canberra on Sunday 12 September 1982. The set, led south by XP2000 *City of Maitland*, was freed up by the *Central West XPT* not running on Sundays at this point in the XPT story. J Lunt, ARHS Archives 260373

to the then operating, locomotive-hauled *InterCapital Daylight* on the same corridor. The inaugural Down *Riverina XPT* was formed by XP2003, XF2200, XF2206, XF2201, XBR2153, XBH2101 and XP2001, and the commissioning of the new service completed the introduction of the first order of XPT stock.

At this early stage the XPT was being used in a way that both supplemented other trains as a ‘premium’ service while not overtly replacing or threatening older, otherwise competing rail services, including in particular the schedule of the overnight mail trains then still connecting rural NSW to Sydney. Although the new stock had replaced previous locomotive-hauled services to both Dubbo and Albury, this swap over was fairly ‘like for like’ so it could be argued that the XPTs were not expanding the SRA of NSW rail passenger service in any real way – the largely unsuccessful, and ultimately short-lived *Mid North Coast XPT* notwithstanding – except in terms of speed and comfort, and this was happening while branch line and other regional services continued to deteriorate and be withdrawn.

Fleet expansion

A second order for 20 vehicles soon followed (five power cars and 15 passenger carriages), which allowed the expansion of XPT routes to serve Canberra and Armidale/Tenterfield during 1983/84, although the next few years were notable for a lot of chopping and changing of XPT routes and schedules. As mentioned previously the ‘premium’ approach to XPT ticketing was discontinued from 13 August 1985 when First/Economy Class was introduced, which was more in line with other services. As the second batch of stock was commissioned, a new six days a week Canberra service (Down on Sundays to Fridays, Up on Mondays to Saturdays) was introduced on 30 August 1983, while a *South XPT* service, replacing the old *South Mail*, debuted on 4 June 1984. This latter service was short-lived, however, and was withdrawn again about 12 months later with the *Canberra XPT* schedule then being boosted to a daily train. Meanwhile, the promised Glen Innes/Tenterfield *Northern Tablelands XPT* was introduced on 16 April 1984. For the next six years the *Northern Tablelands* service (including the DEB railcar set connection to Moree) was altered ►



and re-altered several times to better utilise the available rolling stock, and also respond to the shrinking need for rail services beyond Armidale. Ultimately, following a period during which locomotive-hauled consists were temporarily reinstated, new Xplorer railcars would take over the Armidale/Moree services from 5 October 1993, while the line north of Armidale is no longer used.

Another order for 12 trailers from Comeng – the third and final order the firm would deliver – allowed services to be built up from five to seven cars when needed, and these vehicles duly arrived during the second half of 1986.



✦ Earlier in the XPT fleet history, if a set was coming into Sydney with a known issue and turn-around was tight, a replacement power or trailer car could be transferred to Sydney Central by the Meeks Road (Sydenham) Depot shunter. 7301 will be used to tow the defective car back to Meeks Road. 7301 was for many years the resident XPT depot shunter before it was withdrawn and later scrapped following a serious failure. 31 August 1991. Chris Walters

✦ MIDDLE The Up Murwillumbah XPT on Tuesday morning 15 January 1991 encountered some issues during its trip south, and 44212 was seconded from Taree to assist the train as far as Broadmeadow. The enginemasters are working to uncouple 44212 from the lead XP unit at Broadmeadow. The emergency coupler on the XP will be stowed into the nose panel, which normally covers and stows this equipment. Chris Walters

✦ Bound for the Hunter Valley Steamfest, former NSWGR 4-6-2 3801 has paused with its special train at Gosford to be overtaken and take on water, while a northbound XPT – thought to be the Northern Tablelands service to Tamworth – is accelerating away following the station stop, Saturday 28 April 1990. Chris Walters

Although a timetable change in mid-1984 attempted to correct some of the perceived failings with the *Mid North Coast XPT*, the still unproven service was withdrawn during October 1985 and replaced with a new *Holiday Coast XPT* operating all the way through to Grafton, which also replaced the previous locomotive-hauled *North Coast Daylight Express*. The *Holiday Coast XPT* proved that the failure of the *Mid North Coast XPT* service was the timetabling, not the lack of demand. Passenger levels on the corridor almost tripled into 1986 and the North Coast was destined to become an important deployment for the XPTs, such that extensions through to Brisbane and Murwillumbah were planned for early 1990. Ahead of this, the *Holiday Coast XPT* was extended as a trial to both Brisbane (22 July) and Murwillumbah (7 July) during 1989.

The February 1990 timetable change was arguably the most controversial change to the operation of the XPTs. It saw the locomotive-hauled and overnight *Brisbane Limited Express* and *Pacific Coast Motorail Express* (which had been named the *Gold Coast Motorail Express* until 31 May 1987 and operated through to Murwillumbah) replaced by XPTs. In addition to the removal of the *Holiday Coast XPT*, this change caused a dramatic reduction in seating capacity on the North Coast corridor, not to mention removal of both the sleeping car facilities and the car-carrying motorail wagons. Although the XPTs would bring obvious timetabling efficiencies to the corridor, the change highlighted some of the inadequacies of the design – no sleeping accommodation and a lack of flexibility in adding significant additional seating capacity during peak travel times.

The second *North Coast XPT* set was made possible by replacing the Canberra service with locomotive-hauled sets operating twice daily in each direction while the *Northern Tablelands XPT* was cut back to a Tamworth day-return trip. Services to Armidale would not resume until the Xplorers were commissioned over three years later. ▶

To be continued in the September 2021 issue . . .



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23
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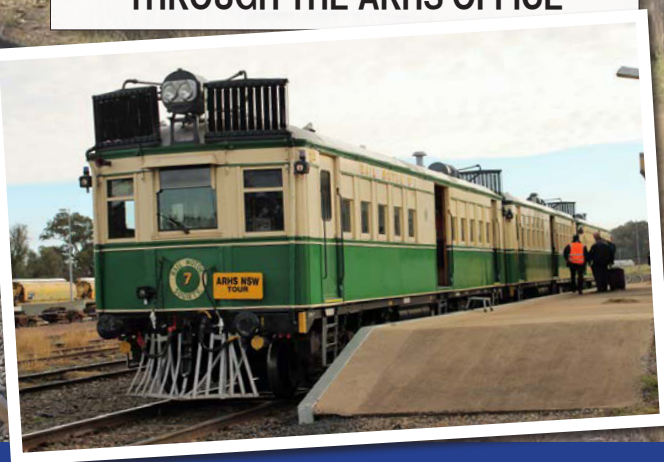
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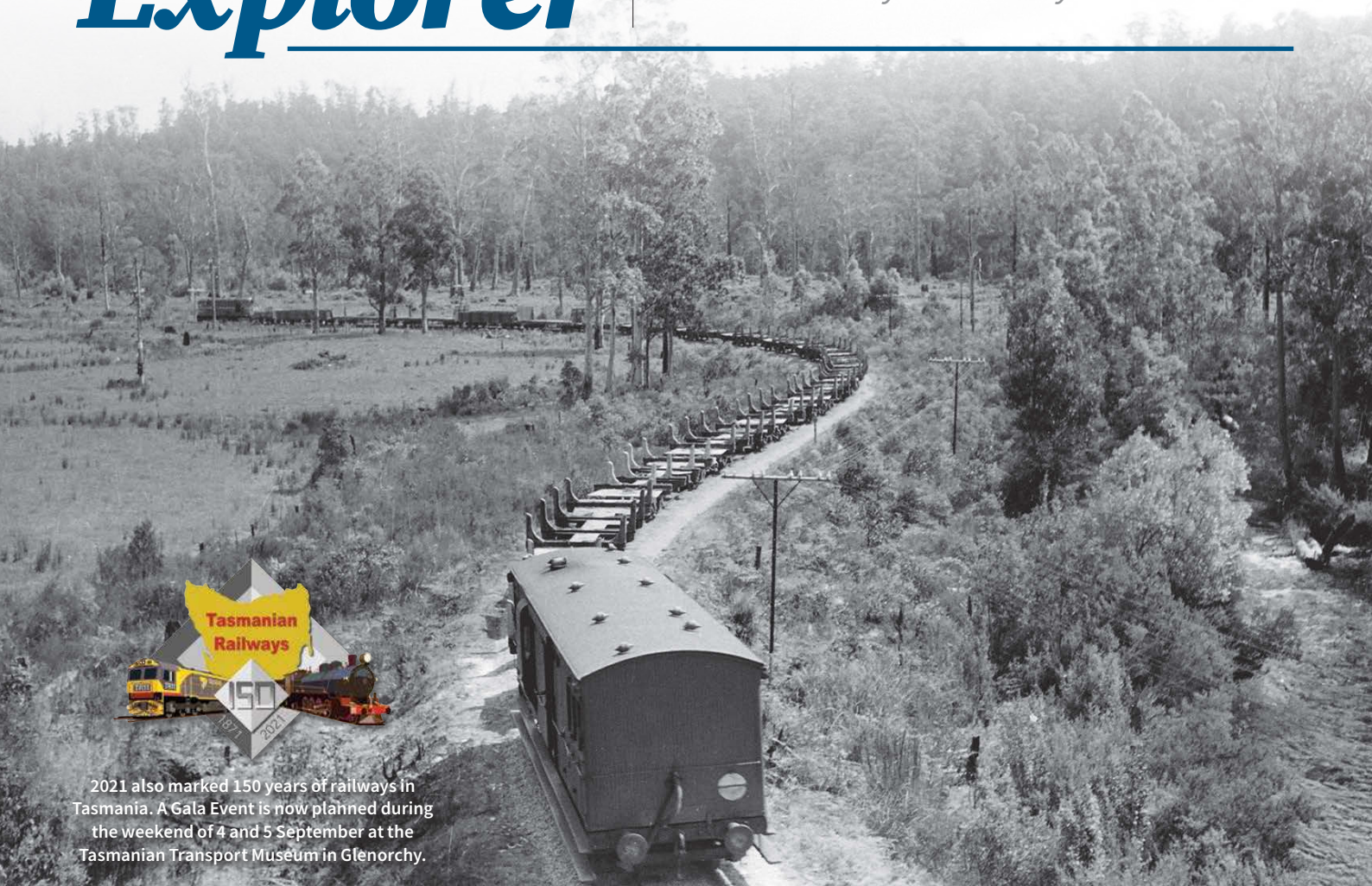
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2021 also marked 150 years of railways in Tasmania. A Gala Event is now planned during the weekend of 4 and 5 September at the Tasmanian Transport Museum in Glenorchy.

MORE ON THE DERWENT VALLEY LINE

BY LES MORLEY

In the February 2018 issue Jim Stokes submitted an article regarding the Derwent Valley Line in Tasmania. I enjoy his articles for I can relate to a lot of his writings. I have submitted a bit more history on this line.

The Tasmanian Government Railways (TGR) opened the first section of the Derwent Valley line from Bridgewater Junction to New Norfolk on 1 September 1887, a distance of 18 kilometres. In 1888 the line was extended a further 21 kilometres to Plenty and to the original Glenora station. The line follows the course of the Derwent River for its first 36 kilometres to Macquarie Plains and crosses the river in three different places.

The following years saw a number of plans to extend the line further up the Derwent Valley and continue it to the west coast. There were many plans and three surveys were carried out, for at the time the west coast was in a mining boom and many consortiums had been formed by Hobart businessmen. In the end it all collapsed through lack of finance and investors. This folly is a story of its own.

In 1909 the line was extended along the Tyenna River for 10km to Westerway, which was then known as Russell. It was further extended to National Park in 1916 and Fitzgerald in 1917. The Fitzgerald extension opened up extensive eucalypt forests in the Tyenna Valley for logging and a considerable number of sawmills

were established between Westerway and Fitzgerald, although some of them had fairly short working lives.

Beyond Fitzgerald sawmillers built a network of wooden tramways to access their sawmills and stands of timber, and these extended to the Pillingers Creek and Kallista areas at the head of the Tyenna Valley. The logs were pulled to the trams by horses and transported by horses or tractors over the tram lines. The men in the bush were four tree fellers and a horse and shoe man. At the mill itself there would be men working on the frame saws breaking the logs down plus bench men, docker men and others employed stacking and racking timber.

In 1933 there had been little rain and the surrounding bush was very dry in the



↑ Australian Newsprint Mills Climax loco out of use at Florentine Junction. 24 November 1962.

Jim Stokes

← Diesel-electric Y3 with a westbound empty log train beside the Tyenna River at National Park.

15 November 1966. Jim Stokes

valley, and for most people working and living in the bush there is always the fear of bushfires. There had been a few little spot fires in the area but they were contained and did not seem to worry the residents of the area around Fitzgerald but in 1934 the eventual had to happen. An out of control bushfire raged through the bush destroying everything in its path. In this fire Risbys lost £12,000 worth of stacked timber, apart from the replacement cost of the mill itself and loss of profit. Sixteen men with bags over their heads tried to save the mill and the yard from being engulfed, and some were worried about their properties at Fitzgerald. In the end they were fighting a losing battle. After the mill went up in a

great blast (I think from the boiler that the mill exploding) of flames that rose 60 metres into the air, the tram lines were all burning and the draught horses were let go, one with his mane on fire. The mill hands' houses went up; they were adjacent to the mill, for the Company had built houses and camps for some of their workers; these were all just engulfed. The whole area was like a bomb scene with machinery and burnt timber all round.

With this setback Risbys relocated to another location; this was Browns Mountain, Ellendale. This was not far out of the valley for timber was transported to the Westerway railyard by road transport, then reloaded onto rail trucks to be transported

to Hobart. Also, things changed in the bush where the logs were transported to the mill by horse over the tramlines; they were now hauled by a bush locomotive built out of an old International truck.

The loss of the timber trams beyond Fitzgerald encouraged the government to extend the Derwent Valley railway in 1936 for a further 7km to Kallista. The Kallista extension was intended mainly for sawmill timber traffic, but the establishment of Australian Newsprint Mills (ANM) at Boyer (near New Norfolk) in 1941 gave it a much larger role. There had been a long history of attempts to establish a hardwood newsprint mill in southern Tasmania. In 1926 an experimental paper mill was built at Kermadie on the Huon River and after two years of operation it was decided that a larger mill would be viable. Due to the economic depression of the late 1920s and early 1930s construction of the Boyer mill did not begin until 1938 under the management of Keith Murdoch, of the Melbourne *Herald and Weekly Times* and John Fairfax & Sons. The first newsprint paper produced in Australia and the first commercial eucalyptus pulp paper produced in the world rolled off Number One paper machine at Boyer on 22 February 1941.

ANM drew its log supplies from high quality stringybark and swamp gum eucalypt forests in the upper Styx and Tyenna Valleys. ANM built a 16km logging line up the Styx Valley from a junction with the Derwent Valley railway at Karanja, between Glenora and Westerway. They also utilised three short branch lines (known as Nicholls Spur, Risbys Basin and Kallista Spur) between Fitzgerald and Kallista. From around 1946 ANM gradually concentrated all log transfers from road to rail at Florentine Jct, which was located 5km west of Fitzgerald on the Kallista extension; the site had previously been known as Risbys Mill or Pillingers Creek. By the late 1940s the Styx Valley line and the Kallista area spur lines had been abandoned. The main line to Kallista survived until 1950 to carry sassafras logs to the clothes peg factory at New Norfolk, after which it was closed beyond Florentine Jct. In 1943 TGR passenger services were extended to ANM's new logging town of Maydena, located 2km beyond Fitzgerald. Two passenger trains ►

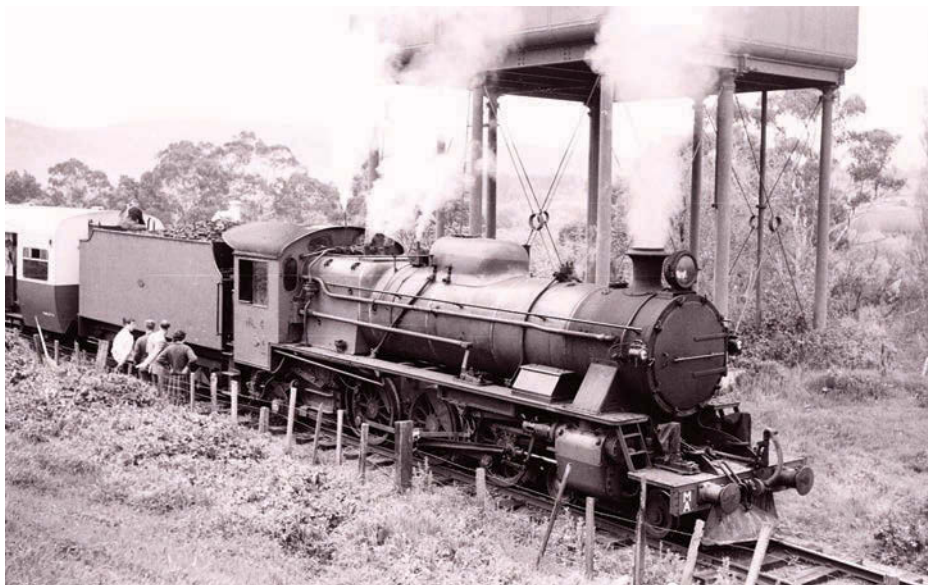
↓ Westerway station looking towards Hobart. 24 November 1962. Jim Stokes



Explorer

ran from Hobart to Maydena each day, but they were replaced by road buses in 1952.

In 1941 ANM purchased a second-hand Climax steam locomotive that was built by the Climax Manufacturing Co. of Pennsylvania in 1923 as their builder's number 1653. It was originally ordered by a New Zealand firm, but by 1925 was working for Pines and Hardwoods Ltd near Simmsville on the NSW North Coast. The Simmsville line closed in the late 1930s and in 1941 the Climax was stripped down and shipped across Bass Strait to the Emu Bay Railway workshops at Burnie, where it was re-assembled and tested before being transferred to Hobart and then taken to the Derwent Valley. The Climax locomotive was driven by crank and gearing with the drive being done by crown wheels and pinions, with a tailshaft driving both front and rear



↑ Pacific MA4 taking water at Macquarie Plains with a Tasmanian Transport Museum Society excursion. 27 September 1964. Jim Stokes

Most of the freight on this line was logs for the newsprint mills and timber. There was a peg factory at New Norfolk that used sassafras logs for to make clothes pegs.

bogies. The Climax initially operated ANM's Styx Valley logging railway. It was later replaced on the Styx Valley line by C Class 2-6-0s hired from the TGR and moved to the short Risbys Basin spur line at Florentine Jct. It was abandoned in the bush near Florentine in the late 1940s, but thanks to the efforts of Ted and David Lidster ANM donated it to the Tasmanian Transport Museum at Glenorchy in 1977.

On 19 February 1958 a landslide happened on the line after torrential rainfall and blocked the line near New Norfolk, while there were other washouts at Mayfair and between Karanja and Glenora. All this prevented the use of the line. This washaway carried logs and railway sleepers across the line onto a riverside paddock. The line was cleared to let a log train through to Boyer at 6.30 pm after two hours hold up, log trains were unable to get through the Mayfair area near Hayes because of another huge landslide. Then another downpour hit the New Norfolk area about 3.20 pm. the next day. Then in about half an hour swirling waters from a gully that had been swept by bushfires carried stones, boulders and logs across the railway line that fed the mill

with logs. The afternoon log train returning to Fitzgerald got through one patch of silt near the rocks but, later down the line was halted by many tons of debris from the gully washaway. Gangers worked nearly till dusk to clear the line but no train ran beyond New Norfolk that night.

The 4 o'clock rail motor which normally carried 30 workers for the newsprint mill to Hobart was cancelled along with the New Norfolk passenger train to the Derwent Valley. No passenger or log trains ran until the line was cleared the next day. The damaged line interrupted the flow of logs from the Florentine Valley area to the newsprint mill at Boyer. Normally three log trains a day fed the mill with about 900 tons (914 tonnes) of logs. About 4 pm two feet (61 cm) of water flowed across the line at Mayfair leaving a trail of rubbish. When it subsided men worked on the line during the night to endeavour to get the line opened again. The line was finally opened and traffic got back to normal. In 1960 there was another great flood in the Derwent Valley that caused thousands of pounds worth of damage, not only to the railway but to property, roads, stock and motor vehicles.

This flood took weeks to clean up. I will endeavour to do an article on this flood in the future.

Most of the freight on this line was logs for the newsprint mills and timber. There was a peg factory at New Norfolk that used sassafras logs to make clothes pegs. Also, the TGR often ran excursion trains to the Russell Falls at National Park. As time went on the line started to lose patronage for now some of the logs were being transported by road, the peg factory had closed down and the Boyer mill was switching over to pine that was grown on their own plantations. ANM log traffic from Florentine ceased in 1986 and all freight traffic beyond New Norfolk ceased in 1993.

In 1990 the Derwent Valley Railway Preservation Society was formed. It purchased the assets of the Tasmanian Locomotive Company, who had been operating excursion trains on the line. The Society established its operating base at New Norfolk, although initially operating out of the Hobart suburb of Claremont. It continued operating passenger trains on the line to Hayes, National Park or Maydena. However, the line beyond Boyer was closed by Pacific National in 2005 due to the condition of the track, and all heritage rail operations over Tasrail tracks remain suspended. The Society now trades as Derwent Valley Railway Inc. and has 11 locomotives (four steam, four diesel electric, one diesel-hydraulic and two diesel-mechanical), nine carriages and 11 wagons.

ARH



July 2020, page 12, Centenary of the Henty– Billabong (Rand) Branch.

I thoroughly enjoyed reading the article. Credit to the author, Neville Pollard.

The line was very busy during the wheat season. From my notes, I have taken the observations of wheat specials in the attached tables (right).

Beside wheat trains there was significant loading of farm machinery, tractors, superphosphate and parcels. At this time there were two goods trains with passenger accommodation to Corowa each week and one to Holbrook. In addition, there was a Monday night goods Henty–Rand–Henty–The Rock, etc.

On either Monday 20 December 1965 or Wednesday 22 December 1965 the three of us (loco crew and guard) spent a long time at Rand unloading hundreds of packs of salt licks from the van into the station building. Salt licks were square blocks which were placed in paddocks to provide animals with essential minerals.

I can remember my regular mate at Culcairn telling me that ash from Bunnerong Power Station in Sydney was used as ballast on the Rand line.

Regarding the triangle at Rand, they would have been ball lever points controlling the points so that when the engine passed over them, they would fall in the right direction. They would have been examined by the fireman as he piloted the engine around the triangle. The 20,000-gallon (90,922-litre) tank had a pumper to operate the oil engine to fill the tank. He may have come from Culcairn or The Rock depots.

The 48 Class were often refuelled by gravity from an overhead tank in Culcairn yard.

I can surmise that a Commissioner's tour train

would have run out to Rand in late August 1966. On Tuesday 16 August of that year, I was rostered from 7.00 am to 3.30 pm (with a 30 minute meal break) to clean up Culcairn loco and the District Locomotive Engineer's office and then whitewash the turntable pit in preparation for the visit.

Whilst at Corowa I heard that there had been a trial with a 42-foot (13-metre) rail motor based at The Rock as a possible replacement for the usual Monday goods, Henty–Rand and return. This made sense because the consist was usually only engine and van carrying large quantities of parcel traffic. The trial went well until two miles (3.2 km) out of Henty on the home run when the motor hit several black cattle and derailed. The breakdown gang had to be called out to assist. The following Monday night it was back to the usual 48 Class and van!

The Working Timetable had trains departing Culcairn for Rand with a Down number, e.g. No. 3 when an Up number should have been given. The reason was that the train became a Down service after leaving Henty. It was the same on the Up; No. 4 ran in the Up direction from Rand to Henty but maintained that number on the Down from Henty to Culcairn.

Bob Gibson,
Hornsby, NSW

November 2020, page 4, Sydney Terminal Booking Office

I have been an enthusiastic train traveller since before mid-way through my first decade, making regular twice-weekly journeys to Central for treatment. Travelling by rail throughout my working years, 1953-2007, and around Australia and overseas, trains have always fascinated me. ►

1965-1966 WHEAT HARVEST

Saturday evening 12 December 1965	4842	Culcairn–Ferndale–Henty.
Monday evening 20 December 1965	4845	Culcairn–Rand–Henty.
Wednesday 22 December 1965 early am	4845	Engine and van, Culcairn–Rand thence wheat to Henty.
Monday 27 December 1965	4821	Culcairn–Urangeline East–Henty.
Saturday 8 January 1966	4842	Engine and van, Culcairn–Henty. Ten empty BWHs to Ferndale. Engine and brake van returned to Culcairn.
Tuesday 1 February 1966	4833	Culcairn–Henty empty, 986 tons of superphosphate to Rand, picked up 933 tons wheat, run around at Henty, relieved at Wagga Wagga.

1966-1967 WHEAT HARVEST

Tuesday 27 December 1966	4820	Culcairn–Rand–Culcairn.
Wednesday 28 December 1966	4837	Culcairn–Rand–Culcairn.
Friday 30 December 1966	4832	Culcairn–Rand–Henty.
Monday 2 January 1967	4842	Culcairn–Rand–Henty.
Tuesday 3 January 1967		Culcairn–Rand–Henty, relieved at The Rock.
Wednesday 4 January 1967	4841	Culcairn–Rand–Henty, relieved at The Rock. Three brand new wheat hoppers were shunted off at Mundayla, Urangeline East, Ferndale and Rand. The reason was to test clearances and loading equipment associated with the new wagons.
Tuesday 17 January 1967	4847	Passenger on 802 Goods (4525) to Henty, thence Henty–Ferndale–Culcairn–Holbrook–Culcairn. There were brake problems on 4847 and my driver, Billy Parker, cut out the brakes on No. 2 bogie at Ferndale before we ran back to Culcairn. The other Culcairn crew and The Rock crews were also running wheat specials on the branch. Many wheat trains were also running on the Holbrook and Corowa branches at this time.

Up Mail

Although I have been 'electrified' (whenever my breach of the rules gave me an opportunity) by getting up close and personal to locomotives in action, I was not a purely 'steam' fan but a lover of the power, wheels and driving forces which were on display, the very vision of trains in operation.

Your November article on the various iterations of the Sydney Terminal, with particular relevance to its booking office and restaurant evolutions, inspired me to expound on behalf of all of those who are similarly and simply enraptured by the vision of trains in action, who see them as more than just 'another mode of transport'. There had apparently been, until 1950, at the Sydney Terminal, an upstairs dining room, presumably in some sort of mezzanine construction and this possibility has intrigued my (untrained) architectural aspirations for at least the past 50 years.

A restaurant or even just a cafe where anticipating travellers can look out from above on an almost 180° aspect of active suburban, regional and interstate train movements while they await their call to participate is rarely now available to any travellers. When air travel began to smother trains with its 'speed is everything', it was for many years possible from the tarmac, or later, from the terminal to marvel at the exterior aspect of their upcoming conveyance. Travelling by air is now reduced to two rather frantic exposures to high-powered shopping malls interspersed by a severely cramped multi-houred trip in a toothpaste-tube and even airports have now blocked out any vision of those beautiful carriers in action.

With trains, such visions splendid can surely still be

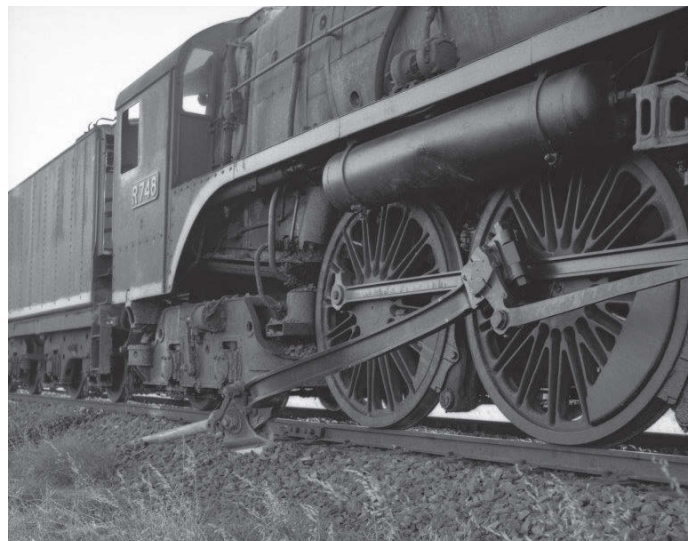
achieved and with spectacular results, not only at Sydney Terminal but at similar expositional and busy locations at many suburban and regional stations. Railway heritage and its tangible excitement have a strong, existing and ongoing patronage, and planners around railway facilities must employ designers who start with a love of trains, not just the vocational capacity to 'design -an-eatery'. Why not build upon that excitement to attract an oncoming generation to resort to train travel as convenient, comfortable, visual and unmatched?

**Richard Hansford,
Lindfield, NSW**

May 2021, page 10, Hamilton in its Heyday

I was the fireman on R748 depicted departing Ararat. On departure a 1 in 50 grade is encountered. With heavy steaming together with a cold boiler I make no apologies for the blanket of bunker C oil. At this stage of their working lives the oil burning Rs (719 & 748) would only respond to a heavy fire.

There is however a twist of some interest to the day, as 45 miles (72 km) further on at Lubeck the junkhead nut on the fireman's side became loose and separated the piston rod from the piston. We were obviously totally disabled. In carrying out safeworking regulations I walked back to Lubeck to find the safeworking man in charge in some state of agitation, believing we had suffered a major boiler explosion and to this end had laid out a



selection of safeworking books on his desk.

In short, the passengers were bussed out via an adjoining farmer's paddock, the Ararat breakdown crew cut the rod and we were rescued by a following goods. Following repair at Newport Railway Workshops R748 was never the same, with an ongoing problem with the bolts holding the weighshaft continually becoming loose.

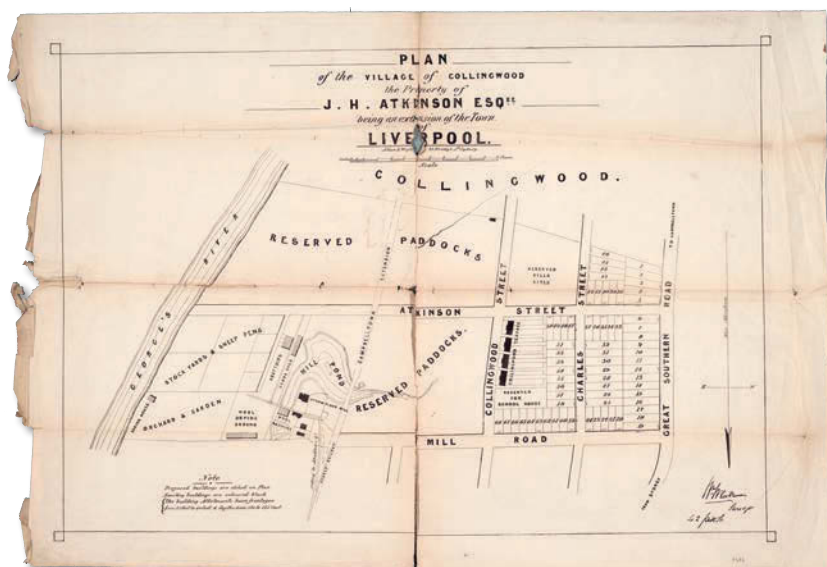
**John Fowler
Bentleigh East, Vic**

May 2021, page 27, Collingwood: a quirky standard gauge siding

Confirming Jim Longworth's advice in his recent article in

ARH, the Sydney Paper Making Co's Collingwood works was sold on 15 May 1875 to Daniel Williams (*The Sydney Morning Herald*, 24 June 1875, p10.), who at that time was prominent in the establishment of the Eskbank Ironworks at Lithgow. The sale occurred on the same day that Williams and George Murray entered into partnership in connection with the Collingwood Paper Works (Ibid). In March 1876, Thomas Brown's Eskbank Colliery held the contract to supply the Collingwood Paper Works with its coal requirements (*The Sydney Morning Herald*, 23 March 1876, p4.).

Ron Madden via email



July 2021, page 10, The Singleton Passenger Train - The Final Years.

Space limitations in the July edition of *ARH* prevented inclusion of a couple of relevant photographs, so this additional postscript is now provided.

Although 3246 was transferred to Broadmeadow in August 1968 and was the notional class member for Singleton workings, 3328 had been toned up at Eveleigh Workshops during October 1968 and was regularly in use on these workings during December 1968 and again in February 1969.

On page 15 of July *ARH*, it was noted that No. 720 passenger was not 3246's last duty on Saturday 24 July 1971, as it was used to work a short two-car consist of HFA 1031 and MHO 1802 to Broadmeadow and return, and George Stevens was on hand to capture this final run.

More recently, opinions have been expressed that 3246 should have been preserved. However, 3203 had been selected to represent the class as it was the first P Class to enter service. Also, as noted within the main article, 3214 was retained as an additional trafficable Museum engine after it was withdrawn in January 1970. 3246 was set aside at Enfield and its boiler was removed and overhauled at Eveleigh before being fitted to 3203.

My attention has been drawn to incorrect spelling of the loco crews details on the final run from Singleton. The crew from Singleton were Driver Lyle Clarke and Fireman Eric Girdler, who were relieved at Hamilton by Broadmeadow enginemen: Driver George Fayers and Fireman Charles Cannon. My thanks to Garry Zimmerman for setting the record straight.

Col Gilbertson

Hornsby Heights, NSW



↑ Under a cloudy sky, 3246 approaches the Maitland Road overbridge between Wickham and Hamilton, on No. 834 local passenger conveying passengers and parcels to connect with Nos 23 Northern Tablelands and 27 North Coast Daylight Expresses and No. 9 Muswellbrook passenger. The Wickham branch can be seen in the left foreground. George Stevens



↑ 3246 accelerates No. 720 away from Maitland on a gloomy Saturday 19 October 1968. Col Gilbertson

↓ As mentioned in the accompanying text, 3328 was regularly used on the Singleton passenger during late 1968/early 1969 and is seen here on No. 720, awaiting departure from Lochinvar on 14 December 1968. Col Gilbertson





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