

Association of Tourist Railway Inc.

Preserving Heritage Railways in Victoria

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The Electric Telegraph

**An Electronic publication of Heritage Railway and Tramway News
from Victoria, Australia.**

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This is the electronic publication of the ATR bringing the news of happenings on Heritage Rail within Victoria to our readers. These news items are compiled from the publications of our members and are published at regular intervals. We hope that you enjoy these issues, the publication is sent electronically to all members of the ATR and ATHRA. You can contact the ATR electronically by sending an email to secretary@atr.org.au or by mail to PO Box 271, Queenscliff 3225. You can download further copies from the ATR website at www.atr.org.au

Comment

This year may see a major change in how railways are run in Australia with the establishment of a single regulator for Australia. In effect the rules for railways operating over state borders will be simplified and the existing State Regulators will become agents for the Commonwealth Regulator. At least that may be the practicable result. The Regulator is to be set up in Adelaide.

Transport in Australia is on the whole over regulated and fragmented and the new Commonwealth system may go some way in simplifying this. Only time will tell. So far this is bringing with it problems that we as volunteers just do not want and is costing us a huge amount of time and work for the few people that we have who are versed in "officialese". It is certainly not simplifying matters for us.

In Victoria we have the opportunity under the new Act, which passed both houses of the State Parliament unopposed, to perhaps in the long term receive some capital funding. This may allow our groups to undertake the preservation of their sites more easily as most of us took over and preserved decaying relics of Victoria's transport heritage which would otherwise have been destroyed.

News from the ATR Committee

ATR General Meetings for 2011

Given the DoT Seminars are often attended by the same people as the ATR General meetings, it has been decided to hold quarterly meetings during 2011, nominally the 3rd Thursday of February, May, August (and AGM) and November. Meetings will continue to be held at the Hawthorn Tram Depot.

National News

ATHRA - Association of Tourist and Heritage Rail Australia

International Rail Association

ATHRA has joined the International Association of Heritage Rail. This Association is known as WATTRAIN. The Association is registered in London UK. The organisation will be present at the International Safety Conference which will be held in Melbourne over the 17th to 23 October 2011. This is to be held in conjunction with the ATHRA meeting.

AGM and ATHRA Awards

The ATHRA AGM is to be held on 15 October 2011 and the ATHRA awards will be made at a dinner that night. Sunday 16 October will be an ATHRA General meeting open to all ATHRA members with a gala dinner that evening for the start of the rail conference.

Meetings

Items Covered at the ATHRA Executive Meeting in Sydney on the 26 - 27 February 2011 were:

- The single national rail regulator
- Training and accreditation of railways and crew
- Issue of a new boiler code which is regarded as world standard.
- Plans for celebrating the centenary of the transcontinental railway from 1912 to 1917.
- Marketing for the sector under the brand "Great Rail Experiences of Australia".
- Report on flood damage to heritage railways in Queensland.

ATHRA Alerts

The National Association has set up a system of "Alerts" to immediately draw members' attention to urgent changes which are taking place in the rail industry. Alerts No 52 - 53 have been issued in 2011. For details please see the ATHRA website. [Click Here](#)

Victorian News - ATR

General News

The DERM Society has completed the restoration of DERM No 58 and is running a trip to Pakenham and Bacchus Marsh. The trips have proved to be very popular and the first trip was booked out in days. The next trip is to Seymour.



Trial Run in March at Newport Station.

Tourist and Heritage Legislation

The new legislation is now in operation and the Registrar is busy contacting all affected bodies and is in the process of holding a number of seminars to set up the operation of the new body.

News from our Members

Australian Railway Historical Society - Victorian Division.

The museum suffered a theft of lamps, block instruments; staff exchange boxes a bell a locomotive builder's plate, and three plates from staff instruments and a cab side/tender plate from N430. A reward of \$500 is offered leading to the apprehension of the people concerned.

The Society held its February meeting in Warragul and went by road to Thomson to ride on the Walhalla railway returning to Warragul to have tea there. The "Great Railway Swap Meet" was held with a good attendance. The next one is to be held on the 27th August

Working with Children Check

The Society has made it mandatory that any member working for the Society shall have a Working with Children Check.

Library

The library at the Prahran Mechanics Institute at 140 High Street Prahran is now open again on a limited basis on a Wednesday between 9.30 am to 1.30 pm. Visitors are required to ring on either 97624149 or 0417624066 if they wish to attend. A number of books where there are three or more copies were offered for sale and this raised \$700 and it is proposed to spend this money on additional equipment for the library.

Archives

The Society runs an archive and reports that requests made to them for information are up-to-date.

Newsrail

The January 2011 Issue has an interesting photo of a little known VR 2'6" horse tramway at Welshpool. The main article is about the former Flinders Street rail yard in the days of steam and there is also an article on the possibility of running Shay engines on the Noojee line. The photo spread is the best of the photos from the 2010 competition. The February Issue has an addendum to the articles of last year about the broad gauge line to Albury. The colour pages concentrate on the Sprinters. The March issue mentions Australia's first locomotives and the experimental 4D train. This train proved to be a failure from the operational point of view but was liked by the passengers. (The editor considers it to be the best riding train he ever has ridden on in Melbourne). The set was stripped for parts and scrapped in 2006. The colour spread concentrated on the moving of the grain harvest.

Ballarat Tramway Museum

The Tramway will celebrate the 40th anniversary of the establishment of the Museum in 1971. The event is to be celebrated on Saturday 28 May 2011. Like most museums it took a huge amount of work to establish and then save the remnant of the Ballarat trams as all authorities were determined to close it down without trace. Ironically the Mayor of Ballarat, who was so determined to see the trams close, presided over the re-opening of the line in the gardens. The tramway was able to fob off the demolition of this section as it was pointed out to the Council that the line in the gardens was not located in a gazetted road, so it could not run foul of the Country Roads Board if it remained. So they agreed and we even cribbed a little as we went a rail length beyond the gate into the "sacred" road. The Society wished to retain more of the line near the Lake but the Council would not agree.

Around the Depot

Development of the new display continues. A computer based touch screen has been installed in the old drop centre area of No. 39 and interested visitors can gain access to the Museum's Collection and can view a large variety of photos and movie film of the tramway system. The new interpretative panels have been proof read and are about to be made up. Security cameras have been installed in the public area of the Museum and with the wonders of modern technology they are able to continuously record and store for one week clear images of all activity.

The Museum's Collection has been recently enhanced with scans of some eight hundred of Bill Kingsley's collection of slides taken from the early 1960's until recent times. They are a wonderful record of the tramway both in SEC and BTM times. The Museum has one of the best collections of photos of the streetscapes of Ballarat and is always keen to enhance it. All donations are properly catalogued and the source properly acknowledged in any publication. A recent COTMA Newsletter reminded us that many collections have been "binned" by relatives when they clean up, not realising it could be of value to your Museum or another collecting institution.'

Tram No. 27, always the hardest working tram in the museum fleet, is once more set up for decades of trouble free running since returning to service after its repaint. Following the completion of No. 27, attention was turned to a program of floor repaints, with Nos. 13, 14, 18, 27, 28, 33 and 39 all receiving attention.

The full availability of all our single truck trams allowed Nos. 13, 14 and 33 to be withdrawn one at a time over the holiday period to have their drop end seats sanded back and revarnished. The two motors from Tram No 38 have been electrically tested under 600 volts. The truck frames have been fully stripped back and repainted and they have now been reunited with their wheel sets. The next job is to reinstall the brake rigging and then the motors. The intention is to have the tram running in time to remember the 40th anniversary of closure in September.

Bendigo Tramways

The Tramway has appointed a new Manager, Jos Duivenvoorden, who succeeds the former tramway superintendent Daren Hutchesson. Joss's title is Manager, Bendigo Tramways. This coincides with considerable change at the tramway with the advent of a new website, the rebuilding of the depot and the adoption of a Strategic Plan for the period 2010- 2015. Both marketing and the organisational structure are to be improved as part of the restructure. The website is to have online booking of tickets on the trams.

Operation of Tramway

On the 16 October 2010 the Bendigo trust became the longest operator of the Bendigo trams surpassing that of the State Electricity Commission who ran them for 38 years.

The Sandhurst and Eaglehawk Electric Tramway Company Ltd from 14th June 1890 to 23rd September 1890 ran battery trams. The Bendigo Tramways Company Limited - 1st February 1892 to June 1902 ran steam trams. The Electric Supply Company of Victoria - 15th April 1903 to 30th June 1934 ran electric trams. The State Electricity Commission of Victoria from 30th June 1934 to 16th April 1972 ran electric trams. The Bendigo Trust - 9th December 1972 to the present are running electric trams.

Trams

Two trams, Y class 610 and W6 class 880, have been repainted in overall sponsorship livery. Y 610 into that of Latrobe University and W 880 into that of the Bendigo Market place. The sponsorship is for three years.

The tramway has been entrusted by the Melbourne tram operator, Yarra Trams, to the refurbishing of the historic City Circle trams from Melbourne as the former tramway workshop at Preston is unable to do this work. The first tram W6 957 is at Bendigo for rebuilding

Even though the workshop is closed to visitors nevertheless tram repairs are continuing and tram No 302, a Birney tram, has been completed and W3 633 owned by the Melbourne Tramcar Preservation Association has had its roof completed and is well on its way to being completed. Tram No 33 has entered the paint shop to receive some attention to its roof and a general light overhaul. The toastrack tram No17 has had its body and trucks overhauled and work

has started on W 31 to have it serviceable before shipping it over to New Zealand for lease to the new Auckland Waterfront Tramway.

As well as this work the track gang has repaired a broken joint at Violet Street and has laid some 60 metres of track in the new shed extension. Some new concrete poles have been placed in Bridge Street by Powercor and the overhead re-attached.

As well as this all the trams which had been stored at Thales have been relocated to the Gas Works and stored in various spots.

Daylesford Spa Country Railway

New Shed

The railway is now the proud owner of a big new shed. No not a big new tax but a shed! Track laying into the shed is proceeding and has been hampered by the rain. It is hoped that all works will be completed by April 2011. The shed is located at the 75 mile post on the alignment of the former Ballarat line, approximately 600 metres east of the Daylesford station. The shed has a 22,500 litre water tank and pump.

Other Works

Just before the State Election the railway was promised by the then government \$600,000 for the restoration of the track from Musk to Bullarto and for other works. Alas this funding has now been withdrawn. It must be pointed out that the natural disaster that the railway had with the bushfire, caused the work at the other end of the line to be suspended; hence the need for funding to bring the track back to operable condition.

To restore the bush fire damaged track the group had to purchase some 2134 sleepers, replace 60 lengths of rail, install some 700 bolts and do other works.

ROLLING STOCK REPORT

The railway reports:

Things have been a bit quiet on the Rolling Stock front of late with most energies being expended in getting our new storage shed & associated track work finished ready for its new occupants. At this stage we will be keeping at least 91 RM, 63RM, 26MT and DRC40 in the shed. There will also be room behind the DRC so 56MT and maybe another piece of rolling stock will also be stored under cover. Words cannot describe the beneficial effect full undercover storage will have on our running rolling stock. No longer will we be struggling to catch up with weather deterioration and vandal damage. We should basically now be able to dedicate all our resources to running maintenance and restoration of other vehicles.

63RM Has been running very well of late with no issues to report. Annual inspection B exam will be carried out in February.

91 RM: Has had some control wiring issues of late which has caused it to be removed from service on a couple of running days. The control wiring in the

number 2 cab must be original and hasn't been looking the best for a number of years now. The recent issues finally forced a complete re-wire of this cab and it appears this has cured the problem. The number 2 gear solenoid has also been replaced. Once the new storage shed is finished it is now proposed to place 91 in the restoration shed (vehicles currently in there will be removed to the storage shed!) later this year to allow for a quick body spruce up which will probably entail completion of the roof repairs, some general body repairs and an external re-paint.

DRC40 Once again nothing really to report with no problems being experienced on its monthly Silver Streak runs. It actually ran a full Sunday service at the end of January due to the temperature on that day. Replacement batteries have also been fitted ex. 91 RM. The air conditioner fan has become rather noisy of late and needs to be removed to allow fitment of replacement bearings.

32RM As mentioned with the new shed pushing ahead in leaps and bounds the only activity of late on 32 has been painting of various window components which have been carried out offsite. Only other activity has been finalizing the front window templates so we can have new glass cut.

Y159: Still needs a new battery when we can get around to it

Friends of the North Australia Railway at Adelaide River

The railway reports:-

WW2 POWER STATION

The weather was overcast today at the River which made it perfect for putting some more sheets on the roof of the power station. Judy Richardson, Barry White and Richard Luxton assisted. See image attached. It looks the genuine WW2 article eh!



Photo Adelaide River

Peter Cornell dropped in and had a look over the 1980's vintage Detroit 2/71 engine that is in the power station (Detroit started making these engines in 1938). Pete made a note of the parts that are missing and enlisted the

assistance of a specialist that we know as "Two Stroke Timmy". Who knows we may one day hear the two cylinder 2/71 singing (or "Screaming" as they did).

WE CLEANED UP THE NARROWS

Last Sunday we gave the 1887 remnant of the NAR at The Narrows its annual clean-up. Nola, Di and Judy did a sterling job and collected more than 10 bags of rubbish (separated in to RECYCLABLE and OTHER this year). They also weeded the section adjacent to the bridge so that it looks superb.

Our good friend Kerry Moran brought in a petrol powered high pressure water blaster and thoroughly cleaned the concrete abutments for the first time in 123 years. I wondered where we would get water from for the blasting of the abutments but Kerry had that all worked out with a nearby business (and a long hose). Kerry, as usual, exceeded all of our expectations. He not only blasted the abutments clean but also the concrete lining for the drain under the bridge (see image attached). And whilst Kerry's 3 hour non-stop efforts cleared the mould it exposed years of vintage graffiti. When the concrete dried it was not so noticeable.

This good work also highlighted the sign writing of the number 4 that Chris Renehan had done some weeks ago.

The new "Red Lead" top coat of paint on the bridge superstructure is partially applied in this image.



Photo Adelaide River

About 11am, when everyone had finished and gone, the NT News fronted up and wanted to get a story on Clean-up Oz day. I was still there finishing the paint and got caught with them. I suggested they find another site with more elegant "talent" but they just wanted to shoot and go. To my surprise (and embarrassment) we ended up with a colour picture on page 6 of the glorious NT News and a story that was not too far from the truth. Plus they were taken with the story of the bridge and the railway and want to come back when we unveil the interpretive signs and do a heritage story.

Melbourne Tramcar Preservation Association

The Tramway reports;

W3 663. Good progress has been made on the restoration of 663 during the past few months and it is fast nearing completion. The roof rebuilding is now complete and all the equipment refitted. The rust repairs and other panel work have been attended to along with the reinstatement of the side destination box fascias. All interior scraping and varnishing has also been completed including the cab ceilings and switch board panels. 663 has now been moved into the paint shop at Bendigo where the first coats of green and cream have been applied.

Meanwhile at Haddon, the lifeguard and trip gate metal fitting have been sand blasted and painted black. New timber slats for these units have been obtained and are also being painted prior to assembly. New leather straphangers have been made and work is currently concentrating on the polishing of brass fitting such as the strap hanger bracket, door handles and bell cord eyelets. The only major items yet to be restored are the saloon and drop centre seats.

SW5 849 Two new off side bell mounting boards have been made and fitted. Both cab ceilings have been sanded and repainted gloss white. Work at present is concentrated in cleaning and repainting of the inside aprons and floors. The air piping to both wipers motors has been renewed.

Spare Parts Trams

SW6 931 has been dismantled and the remains sent away for recycling. SW6 944 arrived for the same treatment to salvage components and this has now gone too SW6 919 is the last tram for stripping and this is under way. This completes the programme to acquire trams for parts. All the trams scrapped had been either damaged or had things like cabins removed from them prior to scrapping by the operator. This programme has provided COTMA and the other museums with a vital supply of spare parts... It should also be noted at this time that all the trams we have dismantled were either structurally defective or accident damaged and we have in no way depleted the supply of potentially restorable 'W' series trams still remaining stored in Melbourne.

Other Maintenance

Two new black leather motorman's seats and brackets have been fitted to VR 41 in place of the worn originals. New wiper motor piping and isolating taps have been fitted to L 103, W4 670 and W2 407. During early March, a large truck load of small grade blue metal was obtained to re top the driveways and spread around the containers. This summer has seen need to cut the grass almost on a weekly basis due to damp and humid weather we have been experiencing. We have also had to carry out a second round of poisoning to keep the weeds at bay for the same reason.

Trackwork

The renewal of the track work past the rear of the Depot has continued and the first big curve has now been completed and a test tram run.



407 at Haddon on the new curve.

Portland Cable Trams

The tramway has introduced into service a second cable tram and the first set has been taken out of service for refurbishment and freshening up. The work is to be done in Portland... The line is totally operated by volunteers mainly from within the Town of Portland with only the General Manager on the staff.

The tram track needed to be altered at the water tower end of the line as where the triangle was to turn the tram set, the rock face nearby fell into the sea. The redesign now sees the track well away from the cliff area and the City Council is now reinforcing the cliff to try and stop any further rock falls.

At the depot the turntable is to be motorised to make it much easier to turn the trams and put them in the depot for the night. The line has a motorised track gang trolley, 4'8" gauge, and it is looking to sell it to a group that needs an inspection trolley.



New Tram at the Tower Terminus

Puffing Billy - Emerald Tourist Railway Board

The railway was very disappointed that the new government would not agree to the promise made by the previous Labor government for a grant of \$10.3 million for works on the railway. The carriages have now been in the open for 111 years and the deterioration from the extreme mountain weather costs the railway a huge amount of money and volunteer labour in keeping them in pristine condition. The grant would have resulted in these carriages being under cover.

The railway ran a number of very successful Santa Specials in December 2010 and planning for the Specials in 2011 has commenced. In addition planning for the Great Train Race in May is well advanced.

This year saw perhaps for the first time a summer without any fire restrictions in the Dandenong Ranges. While there were a few total fire days the area was so green that any restrictions were unnecessary. The Puffing Billy Preservation Society is reviewing its constitution and when complete will send it out to members for final comment. The railway's response to days of Code red or Extreme mean that the line is closed and volunteers and staff shall not attend. On severe days the railway may or may not operate.

The operation of themed nights on the railway have been very successful. The railway runs Volunteer registration days for new volunteers in order to enhance their safety. The busiest period on Puffing Billy is the period immediately after Christmas and 2009/10 was no exception with larger numbers of passengers travelling on the trains.

Our mind is turned back to the terrible bushfires of February 2009 and the heat. Now two years on the reverse, nothing but rain and floods. And then on 4 - 5 February 2011 several landslips caused by the excessive rainfall closed the railway on the Saturday. These occurred just beyond the East Loop. Several other locations on the railway also needed attention. After a struggle the railway was reopened on the Sunday. These landslides have resulted in a lot of work being needed to clean the drains and herbage in the slip prone areas.

The weather also caused the cancelling of a major working bee at Belgrave and a new date has been set for May.

The railway received a bequest of several thousand books and magazines and those items not retained for the railway's library will be sold with the funds going to the PBPS.

Locomotive and Workshop News

7A is in the workshops having a D examination with a full set of tyres being machined. 12A is still in the midst of its overhaul and work is underway on the smoke box. Climax 1694 has had its side frame channels stress relieved and these are being machined. New crank pins have to be made and the crank web castings are being machined. Weld repairs are underway on six of the drive shaft couplings.

5NC is being rebuilt. Other carriages have been lifted and bogies are being prepared for 29NQR and brake gear gathered.



G42 at Belgrave on re-entering service after an overhaul

Steamrail

Steamrail has changed the format of their newsletter with it being printed in colour. The group reports that SSR approached Steamrail to buy B63 and B72 for their operation around Australia. Steamrail declined to sell both engines. A decision was made that T395 would not be hired to El Zorro on the standard gauge. The board is looking into the possibility of a paint booth being installed at Newport and looked at the painting of S313 into VR blue and gold and the unit having a cab upgrade. The group is considering having Seymour Railway Heritage Centre for this work.

The Group reports:

Locomotives

Y112 - This locomotive is being readied for the year. It will be used as the Yard Pilot for the re-wheeling of R700 and removal of other rolling stock at Ballarat.

K153 - Was steam tested on the 1st of March ready for the year? Only a few minor jobs remain which some air leaks are resulting from the steam test.

K190 - Also had a steam test on the same day as K153. The only problem was a leaking dome gasket. Steam testing was originally to be the prior Saturday but water supply problems and a broken water main delayed water and steam testing.

D3 639 - All reassembly has been completed and grates changed. This locomotive will be steam and water tested prior to its first run.

R711 - Has been reassembled. When dates for crew training and test runs are set, the loco will be steam and water tested.

R761 - Has been reassembled, apart from the super heater elements. The

elements are expected to arrive at the depot around the 6th March and will then be fitted to the locomotive.

R700 - Planning to re-wheel this locomotive in late March is still proceeding. Cranes will have to come from Melbourne now as there are no longer any large cranes at Ballarat. The driving wheel springs will be taken to Ballarat prior to the move to be placed in the frames before the re-wheeling. Also some temporary horn retaining plates have been made to allow it to be moved around the yard till the keeps have been re-fitted.

A2 986 - The last of the two driving wheel brake hangers have been fitted to the frames. The last bushes for the engine bogie have been made and will be sent out for case hardening. New fitted bolts have been made for the spring mounts on the bogie centre casting. This will enable the bogie frame and spring cradle assemblies to be reassembled. Valve rings are being finished and soon the piston valves can be reassembled.

DIESEL LOCO REPORT

T356 - Is ready for its next trip which will be the 15th April to Geelong for the Heritage Weekend.

T364 - Work continues with the repaint of this locomotive. The yellow outline is being taped off ready to be painted.

T395 - Has been sitting at Newport for some time now due to no use. T395 will be used on the 19th March to swap Y Classes 148 and 164 over.

S313 - Has had its air con fitted out. A cab upgrade will also be done to the locomotive.

S301 - Was rostered to work on the Members BBQ train to Lilydale as a test run, but due to the trip being cancelled, we will have to wait a little longer to test S301's transition problem.

Y164 - Will be transferred back to Newport on the 19th March after its stint down at Blue Scope at Hastings.

CARRIAGE REPORT

1 BCE - Has been out shopped and in its place is 14 BRS. It is hoped that this car will have a clean up and a repaint and will be available for operation in 8 weeks.

8 AS - When we brought this car in for a repaint, little did we notice that rust had been so extensive. Bob Taylor and Bill Elmer have started work on cutting out the rust.

Moorabool - We have been unhappy with the air conditioning in the saloon area. A detailed inspection of the roof cavity has revealed a previous alteration that has restricted the flow of air.

207 BS - This car is a fill in job. All rust spots have been identified and cut out. The first stage has been and now waits for new steel to be purchased. .

Tramway Museum Society of Victoria trading as Melbourne Tramway Museum

The Society has received a small grant for member facilities. They have purchased a counter top display refrigerator, an AV receiver, a Benq MP325P

computer/video projector, a Marquee 3m Gazebo, a water cooler/heater, a 2.5m market umbrella, a 46cm pedestal fan and a DVD player.

The Society is attending the MTPA open day at Haddon. A working bee/Open day is to be held at the Museum on Sunday 17 April and some hard-to-get books will be on sale that day.

Three display cabinets have been donated to the Museum and are located in the display hall.

The tramway reports.

"The restoration of North Melbourne Electric Tramway and Lighting Co No. 4 has also been restarted. The exterior is starting to look much better, with painting almost complete and work has started on reassembling the interior and fitting out the cabs. The decision has been made to restore it back to mid 1920's M. & M. T. B. condition as U class 205, chocolate and cream paintwork and the retention of the MMTB. Cabs and destination boxes. The goal of full conversion back to NMETL 4 condition will be some time down the track, which involves repainting of the chocolate to burgundy and significant alteration to the cabs, removing the windows and destination boxes."



Cable tram set at Bylands

The Victorian Goldfields Railway

The rebuilding of the Maldon Station building after the disastrous fire is now well under way. The roof is ready to go on and once that is completed the fit out of the station can proceed. The works at the station will take some 4 months to complete.

Approval has been given by Victrack for the new shed at Castlemaine. The target date for completion is 31 May 2011 and the Society needs to raise a further \$50,000 to fully fit out the shed. Rolling stock at Castlemaine have been moved to make space available for the shed. There will be three tracks in the shed to store carriages.

The spare four E class carriages which have been allocated to the Wooden Carriage Collective have been transferred by rail from Maldon to Seymour. They were moved by El Zorro using SRHC locomotive B74. The carriages are to be restored at Seymour. During February the railway carried out its annual bridge maintenance. In the workshop J549 is receiving attention.

Yarra Valley Railway

RM22 is giving sterling service and operates to the current end of line beyond the tunnel. Seeing the railmotor running against the timeless backdrop of the hills near Healesville gives the impression that time has stood still.

The railway has recovered rail from Benalla to assist in the restoration of the burnt out section near Yarra Glen. The material salvaged contains several sets of points.

The railway ran a successful Heritage Festival in late 2010 and over 4000 patrons attended. The exhibits included six road steamers, a blacksmith, horse and coach rides, a farmer's market and many stands. At the end of the day a spit roast was held for volunteers and exhibitors. It is proposed to repeat the festival in September 2011.

The railway has been used for a set for the filming of an episode of "Rush". Further from home T341 is on hire to El Zorro and is used on wheat trains. The income earned is being used to pay for its restoration to mainline standard by the SRHC. Operation 707 made available to the railway two VCLX 40 container wagons which were surplus to their needs. These were moved by road using a tilt tray truck and are located at Healesville in front of the goods shed. The units are being used for storage and can be moved to wherever they are needed.

The railway has been selected as a venue for a Work for the Dole scheme by Mission Australia. The programme is for rebuilding the railway in the bushfire affected area.

As a final note the membership of the railway is increasing and is now 230.

Walhalla Goldfields Railway

The new DH engine No 37 has had a spruce up and is now painted in red oxide/grey undercoat/yellow paint. It looks very smart but the colour is not the final paint finish but is to protect the engine and improve its look. The engine has been started by Puffing Billy and was run for 30 minutes. The inspection by Puffing Billy showed that the engine has not done much work since it was last serviced. The batteries are being slowly recharged and the railway's own team has started it again. This will keep it in working order. The team has visited Puffing Billy to see how the DH bogies have been modified for 2'6" and see what spare parts are needed from Queensland. It is proposed to extend the 3'6" track that the engine is sitting on to allow the unit to move slightly to allow the bearings to stay in good shape. Unfortunately the batteries are not holding the charge. The summer holidays had good numbers of passengers and the railway took part in the Walhalla's "Queensland Flood Appeal Relief Day" when over \$2,500 was raised.

The line has had locomotive problems as the 10 class is out of service due to axle box problems and the Kasey engine suffered a bent axle. This meant that all trains had to be hauled by the Fowler engine. The Kasey is down in Yallourn at M.E.C. for repair but is expected back before Easter.

Services were suspended for three days to undertake track works. This gave the railway nine days to undertake a variety of works including tamping. Unfortunately the motor on the tamper was found to be on its last legs and this limited its ability to do the required work. A new motor has been ordered for the unit.

This year the railway is celebrating its 20th anniversary and a new logo is being developed. The railway has noted that the former Erica station master's house is up for sale and hopes that a buyer is found from railway circles.

To keep the railway operating a new diesel tank stand has been erected at Thomson.

Two Historical Photographs by Bob Wilson



E class shunting Harris cars at Newport Photo Bob Wilson



Two car Tait set at Ashburton Photo Bob Wilson